"The City With a Heart"

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

SPECIAL STUDY SESSION
SAN BRUNO CITY COUNCIL
AGENDA

February 12, 2013

6:00 p.m.

Meeting location: San Bruno Senior Center, 1555 Crystal Springs Road, San Bruno

1. **ROLL CALL:**

2. **PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA:** Individuals allowed three minutes, groups in attendance, five minutes. If you are unable to remain at the meeting, ask the City Clerk to request that the Council consider your comments earlier. It is the Council's policy to refer matters raised in this forum to staff for investigation and/or action where appropriate. The Brown Act prohibits the Council from discussing or acting upon any matter not agendized pursuant to State Law.

3. **CONDUCT OF BUSINESS:**

   Presentation for the Updated 2013 Water System Master Plan.

4. **ADJOURNMENT:**

   The next Regular City Council Meeting will be held on February 12, 2013, at 7:00 p.m. at the Senior Center, 1555 Crystal Springs Road.

Posted Pursuant to Law 02/08/13

"The City With a Heart"

Jim Ruane, Mayor
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Michael Salazar, Councilmember

AGENDA

SAN BRUNO CITY COUNCIL
&
SAN BRUNO SUCCESSOR AGENCY

February 12, 2013

7:00 p.m.

Meeting Location: Senior Center, 1555 Crystal Springs Road, San Bruno

City Council meetings are conducted in accordance with Roberts Rules of Order Newly Revised and City Council Rules of Procedure. You may address any agenda item by standing at the microphone until recognized by the Council. All regular Council meetings are recorded and televised on CATV Channel 1 and replayed the following Thursday, at 2:00 pm. You may listen to recordings in the City Clerk's Office, purchase CD's, access our web site at www.sanbruno.ca.gov or check out copies at the Library. We welcome your participation. In compliance with the Americans with Disabilities Act, individuals requiring reasonable accommodations or appropriate alternative formats for notices, agendas and records for this meeting should notify us 48 hours prior to meeting. Please call the City Clerk's Office 650-616-7058.

Thank you **San Bruno Garden Club** for providing the beautiful floral arrangement.

1. **CALL TO ORDER:**
2. **ROLL CALL/PLEDGE OF ALLEGIANCE:**
3. **ANNOUNCEMENTS:**
4. **PRESENTATIONS:**

   Present Proclamation Recognizing Harold W, Brooks, American Red Cross Bay Area Chapter for his Service to the Residents of San Bruno.

5. **REVIEW OF AGENDA:**
6. **APPROVAL OF MINUTES:** Special Council Meetings of October 10 and 15, 2012 and Regular City Council Meeting of January 22, 2013 and Special Council Meeting of February 5, 2013.
7. **CONSENT CALENDAR:** All items are considered routine or implement an earlier Council action and may be enacted by one motion; there will be no separate discussion unless requested by a Councilmember, citizen or staff.

   a. **Approve:** Accounts Payable of January 22 and 28, 2013.
   b. **Approve:** Successor Agency Accounts Payable of January 22 and 28, 2013.
   c. **Approve:** Payroll of January 14, 2013.
   d. **Adopt:** Adopt Resolution Authorizing the Purchase of Cable Television HD and HD/DVR Set-top Box Equipment in the Amount of $78,550.00
   e. **Adopt:** Adopt Resolution Approving the Recognized Obligation Payment Schedule 2013-14A and Successor Agency Administrative Budget for the period of July 1, 2013 through December 31, 2013

8. PUBLIC HEARINGS:

a. Hold Public Hearing and Adopt Resolution Certifying the Final Environmental Impact Report for the San Bruno Transit Corridors Plan; Adopt Resolution Amending the General Plan to Ensure Consistency with the Transit Corridors Plan; Adopt Resolution Adopting the San Bruno Transit Corridors Plan; and Provide Direction Regarding Next Steps.
b. Hold Public Hearing and Adopt Resolution Approving Request for Citizen's Option for Public Safety Funds for FY 2012/13 in the Amount of $100,000.

9. PUBLIC COMMENT ON ITEMS NOT ON AGENDA: Individuals allowed three minutes, groups in attendance, five minutes. If you are unable to remain at the meeting, ask the City Clerk to request that the Council consider your comments earlier. It is the Council's policy to refer matters raised in this forum to staff for investigation and/or action where appropriate. The Brown Act prohibits the Council from discussing or acting upon any matter not agendized pursuant to State Law.

10. CONDUCT OF BUSINESS:

a. Receive Quarterly Financial Update Report as of December 31, 2012 and Adopt Resolution Approving a Mid-Year Amendment to the 2012-13 General Fund, Enterprise Fund, Internal Service Fund, and Special Revenue Funds Operating Budget.
b. Adopt Resolution Authorizing the City Manager to Execute a Contract with Bear Data Systems in the amount of $99,454.86 for the Technology Disaster Recovery Project.
c. Adopt Resolution Authorizing the City Manager to Execute a Construction Contract with American Asphalt Repair and Resurfacing Co. for the Street Rehabilitation – Slurry Seal Project in the Amount of $638,943and a Total Construction Budget of $804,943.

11. REPORT OF COMMISSIONS, BOARDS, & COMMITTEES:

12. COMMENTS FROM COUNCIL MEMBERS:

13. CLOSED SESSION:

a. Conference with Labor Negotiators Pursuant to Gov't Code Section 54957.6:
Agency Designated Representatives: City Manager, Human Resources Director, Geoff Rothman, Negotiator, Charles Sakai, Outside Counsel
Employee Organizations: Public Safety Mid-Management Bargaining Unit and San Bruno Police Bargaining Unit.
b. Conference with Legal Counsel: Existing Litigation Pursuant to Government Code Section 54956.9(a), one case.
Name of Case: AT&T v. San Bruno, San Mateo County Superior Court Case 518268.
c. Liability Claim Pursuant to Government Code Section 54956.95: Claimant: AT&T; Agency Claimed Against: City of San Bruno

14. ADJOURNMENT:

The next regular City Council Meeting will be held on February 26, 2013 at 7:00 p.m. at the Senior Center, 1555 Crystal Springs Road, San Bruno.

"The City With a Heart"

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

SPECIAL STUDY SESSION (Amended 2-1-13)
SAN BRUNO CITY COUNCIL
MINUTES
February 5, 2013
7:00 p.m.

1. CALL TO ORDER: THIS IS TO CERTIFY THAT the San Bruno City Council met on February 5, 2013 at the San Bruno Senior Center, 1555 Crystal Springs Rd., San Bruno, CA. The meeting was called to order at 7:04 p.m.

2. ROLL CALL/PLEDGE OF ALLEGIANCE: Presiding was Mayor Ruane, Vice Mayor O'Connell, Council Members Ibarra, Medina, and Salazar. Recording by Clerk Bonner.

3. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA:

John Barrilier, N. Anselmo talked about firefighters shopping on City time.

3. CONDUCT OF BUSINESS:

The City Council will hold a Study Session on the establishment of the Not-For-Profit entity called for in the Settlement Agreement Between the City of San Bruno and PG&E, whose purpose is to manage the Community Restitution Fund and make decisions about the use of the funds for the benefit of the entire San Bruno community.

Mayor Ruane set the parameters around the meeting and said the use of the funds will not be discussed this evening.

City Manager Jackson gave introductory remarks and said no action will be taken tonight. She said they would review/talk important concepts to File Articles of Incorporation and next steps.

City Attorney Zafferano gave a powerpoint overview on the Not-for-Profit Formation Process. He said the first step is to get the Articles of Incorporation filed. The next step is what are the steps the Not-for-Profit has to take before it makes any decisions about how to use the funds.

John McGlothlin, Claremont Dr. stressed openness, transparency and inclusion. He said do what is right for the community.

Maria Barr, Concord Way asked the Not-for-Profit be named Crestmoor Community Fund.

Ed Fuentes, Cypress Dr. suggested a search be done on the name to be sure no one else has the same name.

Doug Kunze, Claremont Dr. said the Board should be residents of San Bruno. Advisory committee could be non-residents. He asked if the foundation could pay the City staff?

Council directed staff to prepare the Articles of Incorporation and to look at bylaws and provide further direction.

14. ADJOURNMENT:

Mayor Ruane closed the meeting at 7:50. The next regular City Council Meeting will be held on February 12, 2013 at 7:00 p.m. at the Senior Center, 1555 Crystal Springs Road, San Bruno.

Respectfully submitted for approval
at the City Council Meeting of
February 12, 2013

_____
Carol Bonner, City Clerk

_____
Jim Ruane, Mayor

"The City With a Heart"

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

MINUTES

SAN BRUNO CITY COUNCIL

January 22, 2013

7:00 p.m.

Meeting Location: Senior Center, 1555 Crystal Springs Road, San Bruno

1. CALL TO ORDER: THIS IS TO CERTIFY THAT the San Bruno City Council met on January 22, 2013 at the San Bruno Senior Center, 1555 Crystal Springs Rd., San Bruno, CA. The meeting was called to order at 6:58 p.m.

Mayor Ruane thanked the San Bruno Garden Club for the beautiful floral arrangement.

2. ROLL CALL/PLEDGE OF ALLEGIANCE: Presiding was Mayor Ruane, Vice Mayor O'Connell, Council Members Ibarra, Medina, and Salazar. Recording by Clerk Bonner. **Personnel Board Member Anna Marie Jones** led the Pledge of Allegiance.

3. ANNOUNCEMENTS:

Mayor Ruane said the City will hold a Crestmoor Neighborhood Meeting Tomorrow Evening, Wednesday, January 23 at 7:00 p.m. at the Senior Center.

Mayor Ruane said the City Council will hold a Study Session to Discuss Formation of the Not for Profit Entity Called for in the Settlement Agreement between the City and PG&E on Tuesday, February 5, 2013 at 7:00 p.m. at the Senior Center.

Mayor Ruane introduced David Woltering the new Community Development Director who thanked the City.

4. PRESENTATIONS:

Mayor Ruane Presented a Proclamation for 2013 American Cancer Society Relay for Life San Bruno. A member from the American Cancer Society accepted the proclamation accompanied by some of the volunteers. The event will be April 27th and 28th at Capuchino High School in San Bruno.

5. REVIEW OF AGENDA: Mayor Ruane moved Item 11. to follow Item 8.

6. APPROVAL OF MINUTES: Regular City Council Meeting of January 8, 2013, stand approved as submitted.

7. CONSENT CALENDAR:

a. **Approve:** Accounts Payable of December 26, 2012 and January 8 and 14, 2013.
b. **Approve:** Successor Agency Accounts Payable of January 8, 2013.
c. **Approve:** Payroll of December 30, 2012.
d. **Accept:** Reconciliation of General Ledger to Bank Reports and the Investment Reports Dated November 30 and December 31, 2012.
e. **Adopt:** Resolution Accepting Closeout the Madison Slope Stablization Project as Complete and Authorizing the Release of the Construction Contract Retention in the Amount of $2,785.80.

f. **Adopt:** Resolution Accepting the Commodore Drive Pedestrian Access Project as Complete and Authorizing Release of the Construction Contract Retention in the Amount of $12,122.56.

g. **Appoint:** Representative to the Board of the Colma Creek Flood Control Zone Advisory Committee.

h. **Accept:** Resignation from Citizens Crime Prevention Member. Declare a Committee Member Vacancy and Direct the City Clerk to Initiate the Process for Appointment of a New Member.

i. **Accept:** Resignation from Bicycle & Pedestrian Advisory Committee Member. Declare a Committee Member Vacancy and Direct the City Clerk to Initiate the Process for Appointment of a New Member.

Vice Mayor O'Connell pulled Item 7.g.

Councilmember Medina pulled Items 7.h. and 7.i.

M/S Medina/Ibarra to approve the remainder of the Consent Calendar and passed with all ayes.

Vice Mayor O'Connell referenced Item 7.g. and said the wording and discussion was a little confusing and she clarified it was a four-year term whether you were a member of the City Council or not and she asked for appointment for four years.

M/S Ibarra/Medina to approve 7.g. with corrections and passed with all ayes.

Councilmember Medina in regard to Items 7.h. and 7.i. thanked the members for their service. He asked recruitment begin as soon as possible.

M/S Medina/Ibarra to approve Items 7.h. and 7.i. and passed with all ayes.

8. PUBLIC HEARINGS: None.

11. Personnel Board Director Fuentes introduced Anna Marie Jones and Joe Roberts members of the Board. He also acknowledged Ed Comerford who could not make it. He reviewed the Board's accomplishments as well as their plans for the next year.

Mayor Ruane thanked the Personnel Board for all they do.

9. PUBLIC COMMENT ON ITEMS NOT ON AGENDA: None.

10. CONDUCT OF BUSINESS:

a. Receive Oral Update Report on the Implementation of Changes to the Schedule for Street Sweeping.

Public Services Director Fabry gave an oral update on street sweeping. She said beginning February 4, street sweeping will begin at least one hour later but not before 9:00 a.m.

b. Adopt Resolution Accepting the City's Comprehensive Annual Financial Report (CAFR), Single Audit, Measure A Funds Audit Report, and Transportation Development Act Compliance for the Fiscal Year Ended June 30, 2012.

Finance Director Juran introduced **Ahmad Gharaibeh** from Vavrinek, Trine, Day & Company, LLP who gave an overview of the audit report.

Councilmember Medina referenced the Comprehensive Annual Finance Report, Pages 73 and 74; OPEB has an accrued liability of $46 million, a five million increase from two years ago. He asked in two years will there be an additional $5 million? He asked if this happens in other cities. **Gharaibeh** concurred but stressed these are just estimates. He said the City is using a conservative rate. **Councilmember Medina** said the City needs to be concerned about the costs for health and welfare for current and retired employees when it comes up in 2015.

Councilmember Ibarra introduced the resolution for adoption and passed with a unanimous vote.

c. Receive Report and Adopt Resolution Accepting the Annual Report on Development Impact Fees for the Year Ended June 30, 2012

Finance Director Juran gave an overview of the staff report and asked for questions.

Councilmember Ibarra introduced the resolution for adoption and passed with a unanimous vote.

d. Adopt Resolution Approving up to $604,415 City of San Bruno Contribution for the San Bruno Grade Separation Archway Construction.

Public Services Director Fabry gave an overview of the staff report and asked for questions.

Mark Simon, JPB said while there are still details to work out such as the big W and colored glass in the elevator, he asked for Council's approval of this resolution.

Vice Mayor O'Connell asked the City Art Fund not be used. She said the Culture and Arts Commission had plans for their money that was budgeted and they were not privy to any of this planning.

Councilmember Medina said this money is the community's money and the recommendations made by the Culture and Arts Commission come through the Council. He agreed they were not involved in this dialogue and they should have been on board from the beginning.

Councilmember Salazar said it is a large of money, he thought of other projects that could be funded with this money. He had a problem with the funding and asked if we could go back and look at other sources.

Councilmember Ibarra said he has overseen this project over the last ten years. He said this is the largest one-time expenditure the City will be making and he felt the funding was appropriate.

Robert Riechel, 7th Ave. said he was concerned about taking general fund money. He suggested the PG&E money could be appropriated as a backfill.

Councilmember Medina said he was concerned about the cost and how we pay for it. He had no problem with the first funds, but going into the general fund concerned him. He wondered if the monies could be used to help other areas of our community. He talked about a matching contributor. He said we should take advantage of what we have before us and we need to lead by example and have something there for the future.

Mayor Ruane said many years ago the process was started to make our City a safer spot. This grade separation along with an arch is an anchor for a new City. Culture and Arts' funds should go for some other projects. He said this is a lot of money but we will see the results.

Vice Mayor O'Connell introduced the resolution and passed with four ayes and one nay, Salazar.

City Manager Jackson said the resolution would be clarified to show there would be no use of the Culture and Arts Funds. She said there are no restricted funds otherwise available to the City. **Councilmember Medina** asked other sources be looked at? **City Manager Jackson** concurred.

Vice Mayor O'Connell asked if there was a timeline when it would start. **Simon** said the foundation is scheduled to begin almost immediately.

In anticipation of the delayed arrival of Dean Peterson, Item f. was moved forward.

e. Waive Second Reading and Adopt an Ordinance of the City of San Bruno Adding Chapter 10.25 (Reusable Bag Ordinance to Regulate the Distribution of Single-Use Carryout Bags by Retail Establishments) to Title 10 (Municipal Services) of the San Bruno Municipal Code.

Project Manager Costa-Sanders gave an overview of the staff report and said outreach will be continued and asked for questions.

Councilmember Ibarra asked if there were questions from the large retail establishments? **Costa-Sanders** said no, the smaller stores have been contacted.

Councilmember Ibarra asked what type of bag was he supposed to use if he went to Penneys to buy a number of different clothes? **Costa-Sanders** said he should bring a reusable bag and the store would also have reusable bags for purchase. **Councilmember Ibarra** said he has heard from retailers that it is going to be a security nightmare. **San Mateo County Public Health Director Dean Peterson** said shoplifting has always been an issue and they will need to be wary.

Councilmember Medina shared a trip he had taken to a small retailer regarding the price and size of bags. This retailer did not know the details of having to keep records for three years and having to charge the customer for the bags. He paid 2 cents for his largest bag yet has to charge a customer 10 cents and the charge will be going up to 25 cents and he didn't know how to explain this. He also wanted to give his customer a bag when large purchases were made.

Peterson asked if the bags were the 40% compostable bags required by the ordinance? He said when this was looked at; they were looking at the larger bags, #48s, more protective bags with handles, 100% recyclable and cost anywhere from 8 cents to 15 cents. He said the ordinance does not provide for special promotions, giving the bags away. This ordinance is getting society back to a reusable type society. The idea is to get people to change their behavior.

Councilmember Medina said he wanted to help the environment and improve things. He said going forward we need to work with the people who are running a business and paying the bills, paying salaries and adding value to our community. **Peterson** said it would be a soft rollout in order to see what works for the businesses.

Robert Riechel, 7th Ave. asked if a retailer could give a rebate on the 10 cents if he charges them 10 cents for a bag? **Costa-Sanders** said no.

Mayor Ruane said he felt this is good for the environment and he felt it needed to be revisited periodically.

Councilmember Medina said he was in favor of this but he wanted to see it revisited.

M/S O'Connell/Medina to waive the second reading and passed with all ayes.

Vice Mayor O'Connell introduced the ordinance for adoption and passed with a unanimous vote.

f. Receive Report and Adopt Resolution Approving the City of San Bruno Reserves Policy.

Finance Director Juran gave a powerpoint overview of the staff report. She emphasized this is a starting point for the creation of a reserve policy and asked for questions.

Councilmember Ibarra asked about the self-insurance fund. **Juran** said the fund is sufficient now; however, it would make sense to look at that further.

Councilmember Salazar asked about the building and facilities reserve fund addressed in that fund and are they considered general fund facilities, not enterprise facilities? **Juran** said the buildings and facilities fund includes an allocation from some of the enterprise funds. She said the building and facilities fund is the operating fund for the ongoing maintenance of City facilities, it is not currently set up to be a replacement fund for the facilities, rather to be sure they can be maintained on an ongoing basis. **Councilmember Salazar** asked if the maintenance of all our facilities are covered? **Juran** said yes, at this time the way it is structured.

Councilmember Ibarra asked if painting for City Hall would be covered? **Juran** said the building and facilities fund has no restrictions at this time, so it could be used for painting projects.

City Manager Jackson said the building and facilities fund is an operating fund and the allocation from the various departments including the enterprise fund are made in an amount intended to cover basic operating costs and that would include minor types of normal repair and maintenance. It would not include a more major type of repair or maintenance project such as a roof replacement, nothing of a significant dollar amount is intended to be funded through the building and facilities operating fund. A major repair or replacement at a well, for example, would be funded by enterprise funds through the capital budget. A similar repair or roof replacement at a fire station, the painting of the exterior of City Hall, for a non-enterprise facility has no dedicated funding source and it would be the general intent of this policy to fund or have a limited amount of funds available through the capital reserve in order to have money available.

Councilmember Salazar asked if we currently have all of the fund balances proposed here? Juran concurred.

Councilmember Medina said this is good news and it can be modified and changed over time. He asked this come back up at the budget study session.

Councilmember Ibarra said we don't know the status of all of our facilities and we don't know what we need to anticipate.

Vice Mayor O'Connell said it was prudent what we are doing and she would like us to hold off and re-examine during budget time. She asked some thought be given on how to allocate monies for future repairs.

Mayor Ruane said this is good going forward with a lot of work put into it. He asked the resolution be adopted and said it would be fine-tuned as we move forward.

Councilmember Medina introduced the resolution for adoption and passed with a unanimous vote.

11. REPORT OF COMMISSIONS, BOARDS, & COMMITTEES:

Receive Annual Report from the Personnel Board. (Moved to Following Item 8.)

12. COMMENTS FROM COUNCIL MEMBERS: None.

13. CLOSED SESSION: None.

14. ADJOURNMENT:

Mayor Ruane closed the meeting at 8:41. The next regular City Council Meeting will be held on February 12, 2013 at 7:00 p.m. at the Senior Center, 1555 Crystal Springs Road, San Bruno.

Respectfully submitted for approval
at the City Council Meeting of
February 12, 2013

_____
Carol Bonner, City Clerk

_____
Jim Ruane, Mayor

"The City With a Heart"

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Michael Salazar, Councilmember

SPECIAL MEETING
SAN BRUNO CITY COUNCIL
MINUTES
October 15, 2012
6:30 p.m.

Meeting location: San Bruno City Hall, 567 El Camino Real, Room 115, San Bruno CA

1. ROLL CALL: The meeting was called to order at 6:30p.m. Presiding was Mayor Ruane, Vice Mayor Ibarra, Council Members Medina, O'Connell and Salazar. Recording by Clerk Bonner.

2. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA:

Naweid 3rd Ave. said incorrect information was posted on the website. He suggested a link to PDF documents. He asked when exact dates of terms be listed. Additionally, he suggested the City of San Bruno be inscribed on the drapes in front of the dias at the Council meetings.

3. CONDUCT OF BUSINESS:

Review Recommended FY 2012-13 Capital Improvement Program Budget and FY 2012-17 Capital Improvement Program.

City Manager Jackson gave introductory remarks. **Finance Director Juran** gave a powerpoint overview of the recommended Capital Improvement Budget.

14. ADJOURNMENT:

Mayor Ruane closed the meeting at 8:56 p.m. The next regular City Council Meeting will be on October 23, 2012 at 7:00 p.m. at the Senior Center, 1555 Crystal Springs Road, San Bruno.

Respectfully submitted for approval
at the regular City Council Meeting of
February 12, 2013

_____
Carol Bonner, City Clerk

_____
Jim Ruane, Mayor

"The City With a Heart"

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SPECIAL JOINT MEETING
SAN BRUNO CITY COUNCIL AND SAN BRUNO PLANNING COMMISSION
MINUTES
October 10, 2012
6:00 p.m.

1. ROLL CALL: The meeting was called to order at 6:00 p.m. Presiding was Mayor Ruane, Vice Mayor Ibarra, Council Members Medina, O'Connell and Salazar. San Bruno Planning Commission did not have enough members to make a quorum. Councilmember Medina recused himself from the meeting, as he owns a home in the area. Recording by Clerk Bonner.

2. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA: None.

3. CONDUCT OF BUSINESS:

Review and Discuss Next Steps for the Transit Corridors Plan and Associated Draft Environmental Impact Report.

Housing and Redevelopment Manager Sullivan gave introductory remarks. He made it clear there are no plans for eminent domain in the transit corridor area.

Christopher Beynon and Ray Pendrow of MIG gave powerpoint presentations. Council asked a number of questions. A few members of the public shared their concerns.

There was no reportable action from this meeting.

14. ADJOURNMENT:

Mayor Ruane closed the meeting at 8:41 p.m. The next regular City Council Meeting will be on October 23, 2012 at 7:00 p.m. at the Senior Center, 1555 Crystal Springs Road, San Bruno.

Respectfully submitted for approval
at the regular City Council Meeting of
February 12, 2013

_____
Carol Bonner, City Clerk

_____
Jim Ruane, Mayor

01/22/13

CITY OF SAN BRUNO
WARRANT REGISTER
TOTAL FUND RECAP

FUND	FUND NAME	AMOUNT
001	GENERAL FUND	$405,265.67
003	ONE-TIME REVENUE	$1,907.50
132	AGENCY ON AGING	$10,631.65
133	RESTRICTED DONATIONS	$326.00
190	EMERGENCY DISASTER FUND	$6,364.94
201	PARKS AND FACILITIES CAPITAL	$2,400.00
203	STREET IMPROVE. PROJECTS	$3,121.04
611	WATER FUND	$9,346.12
621	STORMWATER FUND	$1,025.18
631	WASTEWATER FUND	$1,460.63
641	CABLE TV FUND	$30,757.83
701	CENTRAL GARAGE	$4,314.40
702	FACILITY MAINT. FUND	$2,199.48
703	GENERAL EQUIPMENT REVOLVING	$494.48
707	TECHNOLOGY DEVELOPMENT	$8,031.64
711	SELF INSURANCE	$792.00

TOTAL FOR APPROVAL $488,438.56

HONORABLE MAYOR AND CITY COUNCIL:

THIS IS TO CERTIFY THAT THE CLAIMS LISTED ON PAGES NUMBERED FROM 1 THROUGH 4 INCLUSIVE, AND/OR CLAIMS NUMBERED FROM 139434 THROUGH 139598 INCLUSIVE, TOTALING IN THE AMOUNT OF $488,438.56 HAVE BEEN CHECKED IN DETAIL AND APPROVED BY THE PROPER OFFICIALS, AND IN MY OPINION REPRESENT FAIR AND JUST CHARGES AGAINST THE CITY IN ACCORDANCE WITH THEIR RESPECTIVE AMOUNTS AS INDICATED THEREON.

RESPECTFULLY SUBMITTED,

Kim Juran 1/23/13
FINANCE DIRECTOR DATE

7.a.

Positive Pay Listing

City of San Bruno

Document group: komalley Bank: apbank 05507660

Vendor Code & Name		Check #	Check Date	Amount
0096852	ABAG PLAN CORPORATION	139435	1/22/2013	792.00
0105590	ABBAS SAATSAZ	139562	1/22/2013	21.26
0000858	ADECCO EMPLOYMENT SERVICES	139436	1/22/2013	2,217.60
0001170	AIRGAS NCN	139437	1/22/2013	23.55
0000163	AIRPORT AUTO PARTS INC.	139438	1/22/2013	114.77
0096332	ALAN MASAMI HIMURO	139500	1/22/2013	650.00
0105587	ALLEN LEE	139520	1/22/2013	6.77
0000372	ALLIED SECURITY ALARMS	139439	1/22/2013	453.00
0016688	ALPHA TECHNOLOGIES, INC.	139440	1/22/2013	308.51
0103662	ALTERNATV INTERNATIONAL CORP.	139441	1/22/2013	263.87
0102355	AMAZON	139442	1/22/2013	559.37
0017359	AMERICAN EXPRESS	139443	1/22/2013	4,001.24
0000082	AMERICAN MESSAGING	139444	1/22/2013	44.33
0014057	AMERICAN SOCIETY ON AGING	139445	1/22/2013	525.00
0001202	ARAMARK UNIFORM SERVICES	139446	1/22/2013	804.79
0102377	ARIN, LTD.	139447	1/22/2013	2,250.00
0092105	ASSOCIATED MEDIA COMPANIES	139448	1/22/2013	94.95
0016123	AT&T	139449	1/22/2013	843.28
0017191	AT&T	139450	1/22/2013	3.94
0018465	AT&T MOBILITY	139451	1/22/2013	45.45
0000345	BAKER & TAYLOR BOOKS	139452	1/22/2013	1,110.37
0105373	BAY AREA CLEANING	139453	1/22/2013	340.00
0105603	BAY AREA MENS SENIOR BASEBALL	139454	1/22/2013	25.00
0018093	BBC WORLDWIDE AMERICA INC.	139455	1/22/2013	758.91
0103924	BEAR DATA SOLUTIONS, INC.	139456	1/22/2013	2,848.50
0000378	BROADMOOR LANDSCAPE SUPPLY	139458	1/22/2013	169.17
0096420	BSN SPORTS	139459	1/22/2013	1,090.82
0096798	BUSINESS PRODUCTS & SUPPLIES	139460	1/22/2013	595.27
0097072	CALIFORNIA CRIMINAL JUSTICE WARRANT SVC. AS	139509	1/22/2013	75.00
0017843	CENTRAL COUNTY FIRE DEPT.	139462	1/22/2013	8.50
0016324	CINTAS CORPORATION #464	139464	1/22/2013	735.94
0105124	CLEANSCAPES INC. (RECOLOGY)	139466	1/22/2013	742.50
0000508	CLEARLITE TROPHIES	139467	1/22/2013	160.75
0105091	COLE SUPPLY CO., INC.	139468	1/22/2013	292.34
0018087	COMCAST MEDIA CENTER	139469	1/22/2013	289.00
0098656	COMPLETE LINEN SERVICE	139470	1/22/2013	98.89
0105187	CONCERN	139471	1/22/2013	655.62
0104144	CONRAD M. JONES	139508	1/22/2013	540.00
0015857	COUNTY OF SAN MATEO	139472	1/22/2013	76.00
0014338	CREST/GOOD MANUFACTURING CO.	139473	1/22/2013	7.83
0018331	CSG CONSULTANTS INC.	139474	1/22/2013	742.50
0105585	CURTIS WONG	139597	1/22/2013	99.63
0018188	DAU PRODUCTS	139476	1/22/2013	1,590.14
0104141	DC&E	139477	1/22/2013	9,668.33
0104693	DEBBIE GRECH	139498	1/22/2013	777.69
0102820	DEBRA HALL	139499	1/22/2013	289.00
0018169	DELL MARKETING L.P.	139478	1/22/2013	539.80
0093479	DEPARTMENT OF JUSTICE	139479	1/22/2013	388.00
0018092	DISCOVERY COMMUNICATIONS LLC	139480	1/22/2013	1,355.96
0000198	EBSCO SUBSCRIPTION SVCS.	139481	1/22/2013	175.58
0018799	ECONOMIC&PLANNING SYSTEMS INC.	139482	1/22/2013	1,907.50
0000073	ENGINEERING DATA SERVICES	139486	1/22/2013	965.11
0102362	ESPN	139488	1/22/2013	805.70

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Vendor Code & Name		Check #	Check Date	Amount
0018697	EVIDENT	139489	1/22/2013	116.00
0016207	FLINT TRADING INC.	139490	1/22/2013	1,527.06
0001782	FLOWERS ELECTRIC & SVC.CO.INC.	139491	1/22/2013	1,197.65
0102869	FRANCHISE TAX BOARD	139492	1/22/2013	650.00
0000574	GARY M. OLSON PH.D.	139494	1/22/2013	300.00
0016363	GCS ENVIRONMENTAL & EQUIPMENT SVC.	139487	1/22/2013	1,581.73
0104135	GLOBAL TRACKING COMMUNICATIONS, INC.	139585	1/22/2013	29.99
0016969	GOLDEN IDEAS	139495	1/22/2013	707.83
0000162	GRAINGER	139496	1/22/2013	1,242.45
0000541	GRANITE ROCK COMPANY	139497	1/22/2013	405.13
0096316	GREEN CARPET LANDSCAPING & MAINTENANCE	139516	1/22/2013	1,100.00
0105583	HARI BABU VARADA RADJALOU	139553	1/22/2013	6.10
0017882	HOME BOX OFFICE	139501	1/22/2013	1,223.37
0105378	HOME MAID RAVIOLI COMPANY INC.	139502	1/22/2013	574.70
0103336	HUB INTERNATIONAL SERVICE INC.	139503	1/22/2013	126.02
0103976	HUB TELEVISION NETWORKS, LLC	139504	1/22/2013	363.86
0103045	INTERACTIVE RESOURCES, INC.	139505	1/22/2013	580.00
0096029	J & R FENCE, INC.	139506	1/22/2013	4,826.00
0098964	JARVIS,FAY,DOPORTO&GIBSON, LLP	139507	1/22/2013	1,214.59
0105591	JEFFREY CHOW	139463	1/22/2013	15.50
0105578	JILL ENGEL	139484	1/22/2013	180.00
0103317	JILL ROFII	139560	1/22/2013	342.00
0105594	JOSE ENRIQUE SOLOMON	139570	1/22/2013	5.41
0000075	K-119 TOOLS OF CALIFORNIA INC.	139510	1/22/2013	16.91
0018050	KAISER FOUNDATION HEALTH PLAN	139511	1/22/2013	3,761.00
0105582	KAMALESH RAO	139554	1/22/2013	14.89
0096379	KAREN OJAKIAN	139538	1/22/2013	180.70
0105588	KATIE TRUONG	139588	1/22/2013	6.77
0104699	KEMA INC.	139513	1/22/2013	1,820.00
0105593	KENNETH PASANEN	139543	1/22/2013	5.41
0018498	KONICA MINOLTA BUSINESS SOL.	139514	1/22/2013	494.48
0000317	L.N. CURTIS & SONS	139515	1/22/2013	143.22
0096283	LARRY VALENCIA	139593	1/22/2013	650.00
0103049	LAURETTA PRINTING&COPY CENTER	139517	1/22/2013	380.63
0017621	LAW OFFICES OF JONES & MAYER	139518	1/22/2013	202.50
0000849	LEAGUE OF CALIFORNIA CITIES	139519	1/22/2013	100.00
0018777	LEXISNEXIS RISK DATA MANAGEMENT	139558	1/22/2013	185.20
0104424	LIDIA'S ITALIAN DELICACIES	139521	1/22/2013	5,012.50
0001472	LIFETIME ENTERTAINMENT SVC.LLC	139522	1/22/2013	5,650.52
0018177	LOWE'S	139523	1/22/2013	460.53
0017026	LYNX TECHNOLOGIES, INC.	139524	1/22/2013	520.00
0105581	MARY JANE STEELE	139573	1/22/2013	39.01
0017927	MATTHEW BENDER & CO INC.	139526	1/22/2013	252.13
0096714	MAXCOM INC	139527	1/22/2013	1,635.91
0102770	METLIFE	139528	1/22/2013	1,205.08
0105577	MIKAELA CASTRO	139461	1/22/2013	90.00
0000333	MOSS RUBBER & EQUIP. CORP.	139529	1/22/2013	43.67
0018441	MTM TECHNOLOGIES, INC.	139530	1/22/2013	3,180.80
0000357	NATIONAL CABLE TV CO-OP, INC.	139531	1/22/2013	912.64
0096724	NATIONAL CONSTRUCTION RENTALS	139532	1/22/2013	412.08
0102408	NATIONAL GEOGRAPHIC CHANNEL HD	139533	1/22/2013	61.63
0017612	NICHOLS CONSULTING ENGINEERS	139534	1/22/2013	1,500.00
0097641	NORTHER CALIFORNIA CITY CLERKS ASSOCIATION	139465	1/22/2013	40.00
0018157	OCLC INC	139535	1/22/2013	320.63

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Vendor Code & Name		Check #	Check Date	Amount
0092263	OFFICE DEPOT INC	139536	1/22/2013	709.51
0018284	OFFICEMAX INC.	139537	1/22/2013	118.11
0000210	OLE'S CARBURETOR &ELECTRIC INC	139539	1/22/2013	150.27
0097567	ONE HOUR DRY CLEANING	139540	1/22/2013	87.40
0018701	ORKIN INC.	139541	1/22/2013	544.99
0000012	PACIFIC GAS & ELECTRIC	139542	1/22/2013	4,802.93
0105595	PATIENCE KELLY	139512	1/22/2013	13.39
0104697	PBS KIDS SPROUT	139544	1/22/2013	628.64
0102915	PRECISE PRINTING & MAILING	139546	1/22/2013	772.90
0000285	PREFERRED ALLIANCE, INC.	139547	1/22/2013	279.30
0098436	PROFESSIONAL LAND SERVICES	139548	1/22/2013	990.00
0104869	PURSUIT NORTH	139549	1/22/2013	350.00
0016851	QUALITY TUNE-UP SHOPS	139550	1/22/2013	299.70
0013981	QUILL CORPORATION	139551	1/22/2013	115.84
0105597	RA REAL ESTATE LOANS	139552	1/22/2013	211.40
0090749	RED WING SHOE STORE	139555	1/22/2013	886.54
0104548	RENNE SLOAN HOLTZMAN SAKAI LLP	139557	1/22/2013	3,460.47
0017987	RISO, INC.	139559	1/22/2013	213.36
0096337	ROBERT DARLING	139475	1/22/2013	750.00
0105589	ROBERT POWELL	139545	1/22/2013	7.92
0016213	ROZZI REPRODUCTION&SUPPLY INC.	139561	1/22/2013	631.04
0105551	SAL GALEA	139493	1/22/2013	288.75
0000569	SAN BRUNO AUTO CENTER, INC.	139563	1/22/2013	75.00
0105580	SAN FRANCISCO POLICE ACADEMY	139564	1/22/2013	150.00
0105598	SATEESH SIDDAPPA	139568	1/22/2013	37.89
0018461	SERRAMONTE FORD, INC.	139565	1/22/2013	710.88
0104767	SESAC	139566	1/22/2013	652.00
0103732	SFO MEDICAL CLINIC	139567	1/22/2013	579.00
0105592	SILVIA MARTINEZ	139525	1/22/2013	6.32
0103492	SMITHSONIAN NETWORKS	139569	1/22/2013	280.86
0017508	SOUTH CITY LUMBER AND SUPPLY	139571	1/22/2013	55.62
0017339	SOUTH CITY REFRIGERATION	139572	1/22/2013	642.84
0018321	STOEL RIVES LLP	139574	1/22/2013	980.00
0000289	SUN VALLEY DAIRY PRODUCTS	139575	1/22/2013	1,043.21
0105579	TATE ELMORE	139483	1/22/2013	1,097.80
0000431	TEAMSTERS LOCAL #856	139434	1/18/2013	334,719.00
0018073	TEAMSTERS LOCAL 350	139577	1/22/2013	2,380.00
0015691	TEAMSTERS LOCAL 856	139578	1/22/2013	12,685.00
0002025	TELECOMMUNICATIONS ENGINEERING ASSOCIATE	139485	1/22/2013	2,308.00
0000241	THE ADAM-HILL COMPANY	139579	1/22/2013	22.02
0017659	THE CALIFORNIA CHANNEL	139580	1/22/2013	132.94
0000036	THOMSON WEST	139581	1/22/2013	436.35
0105584	TIM TANTON	139576	1/22/2013	20.48
0000831	TONER CARTRIDGE&INKJET EXPRESS	139582	1/22/2013	782.82
0018818	TOSHIBA BUSINESS SOLUTIONS CA	139583	1/22/2013	533.81
0018818	TOSHIBA BUSINESS SOLUTIONS CA	139584	1/22/2013	11.39
0017932	TRILLIUM USA INC.	139587	1/22/2013	34.60
0102361	TURNER NETWORK SALES, INC.	139589	1/22/2013	8,080.64
0095538	TV GUIDE NETWORK, INC.	139590	1/22/2013	776.37
0105596	TYRONE TRESSITTE	139586	1/22/2013	23.99
0018618	UNITED SITE SERVICES INC.	139591	1/22/2013	184.95
0102744	UNIVERSAL BUILDING SERVICES	139592	1/22/2013	489.00
0102988	VANTAGEPOINT TRANSFER AGENTS	139594	1/22/2013	8,636.52
0105586	VINCE BOITEUX	139457	1/22/2013	161.95

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Vendor Code & Name		Check #	Check Date	Amount
0018385	WFCB - OSH COMMERCIAL SERVICES	139595	1/22/2013	114.62
0018580	WILEY PRICE & RADULOVICH LLP	139596	1/22/2013	351.00
0018069	WULFSBERG REESE COLVIG & FIRSTMAN	139556	1/22/2013	1,056.00
0014850	XEROX CORPORATION	139598	1/22/2013	309.97
			GrandTotal:	**488,438.56**
			Total count:	**165**

01/28/13

CITY OF SAN BRUNO
WARRANT REGISTER
TOTAL FUND RECAP

FUND	FUND NAME	AMOUNT
001	GENERAL FUND	$161,735.24
003	ONE-TIME REVENUE	$1,490.00
190	EMERGENCY DISASTER FUND	$64,957.68
201	PARKS AND FACILITIES CAPITAL	$15.77
203	STREET IMPROVE. PROJECTS	$81,173.04
611	WATER FUND	$49,856.64
621	STORMWATER FUND	$42.44
631	WASTEWATER FUND	$6,564.13
641	CABLE TV FUND	$162,421.53
701	CENTRAL GARAGE	$9,556.95
702	FACILITY MAINT. FUND	$19,696.55
707	TECHNOLOGY DEVELOPMENT	$336.21
891	S.B. GARBAGE CO. TRUST	$566,864.30

TOTAL FOR APPROVAL $1,124,710.48

HONORABLE MAYOR AND CITY COUNCIL:

THIS IS TO CERTIFY THAT THE CLAIMS LISTED ON PAGES NUMBERED FROM 1 THROUGH 3 INCLUSIVE, AND/OR CLAIMS NUMBERED FROM 139599 THROUGH 139740 INCLUSIVE, TOTALING IN THE AMOUNT OF $1,124,710.48 HAVE BEEN CHECKED IN DETAIL AND APPROVED BY THE PROPER OFFICIALS, AND IN MY OPINION REPRESENT FAIR AND JUST CHARGES AGAINST THE CITY IN ACCORDANCE WITH THEIR RESPECTIVE AMOUNTS AS INDICATED THEREON.

RESPECTFULLY SUBMITTED,

Kim Juran 1/29/13

FINANCE DIRECTOR DATE

Positive Pay Listing

City of San Bruno

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Vendor Code	Name	Check #	Check Date	Amount
0104680	ACCESS 24 COMMUNICATIONS INC.	139599	1/28/2013	190.70
0000858	ADECCO EMPLOYMENT SERVICES	139600	1/28/2013	4,916.16
0001170	AIRGAS NCN	139601	1/28/2013	628.52
0000163	AIRPORT AUTO PARTS INC.	139602	1/28/2013	99.92
0105557	ALBERT MAHER	139677	1/28/2013	276.00
0097137	ALERT DOOR SERVICE INC	139603	1/28/2013	1,158.00
0017459	ALL CITY MANAGEMENT SVC.INC.	139604	1/28/2013	1,644.24
0018976	ALPHA ANALYTICAL LAB. INC.	139605	1/28/2013	598.00
0000706	AMERICAN PLANNING ASSOCIATION	139606	1/28/2013	620.00
0014890	AMERICAN WATER WORKS ASSN.	139607	1/28/2013	98.00
0001965	ARISTA BUSINESS	139608	1/28/2013	545.36
0104899	ASSOCIATE PARTNERS	139609	1/28/2013	25.00
0104233	ASTOUND BROADBAND	139610	1/28/2013	3,030.00
0016123	AT&T	139611	1/28/2013	553.90
0017191	AT&T	139612	1/28/2013	1,000.96
0018007	AT&T	139613	1/28/2013	6,443.79
0018363	AT&T LONG DISTANCE	139614	1/28/2013	15.93
0018367	AVAIL-TVN	139615	1/28/2013	6,421.84
0000345	BAKER & TAYLOR BOOKS	139616	1/28/2013	952.35
0017678	BAUER COMPRESSORS INC.	139617	1/28/2013	275.00
0105373	BAY AREA CLEANING	139618	1/28/2013	340.00
0105324	CAINE COMPUTER CONSULTING, LLC	139620	1/28/2013	3,120.00
0014739	CAL-STEAM	139621	1/28/2013	13.76
0017284	CHEMSEARCHFE	139622	1/28/2013	1,172.70
0016324	CINTAS CORPORATION #464	139623	1/28/2013	1,004.96
0096053	CINTAS DOCUMENT MANAGEMENT	139624	1/28/2013	45.00
0097464	CINTAS FIRST AID & SAFETY	139625	1/28/2013	328.67
0013595	CITY OF SAN BRUNO	139626	1/28/2013	598.32
0017802	CLEANSOURCE, INC.	139627	1/28/2013	1,044.39
0018446	CMRTA	139628	1/28/2013	75.00
0105091	COLE SUPPLY CO., INC.	139629	1/28/2013	71.40
0018911	COMCAST CABLE COMMUNICATIONS	139630	1/28/2013	24,965.79
0104508	COMCAST SPORTSNET CALIFORNIA	139631	1/28/2013	21,253.85
0099003	COMMUTER CHECK SERVICE CORP.	139632	1/28/2013	372.08
0098656	COMPLETE LINEN SERVICE	139633	1/28/2013	101.79
0000169	COSTA'S / "JUST THINGS"	139634	1/28/2013	48.75
0015857	COUNTY OF SAN MATEO	139636	1/28/2013	3,477.50
0018331	CSG CONSULTANTS INC.	139637	1/28/2013	11,240.04
0091995	CSUS FOUNDATION INC	139638	1/28/2013	103.17
0000251	CUMMINS WEST INC.	139639	1/28/2013	47,686.40
0018188	DAU PRODUCTS	139640	1/28/2013	2,972.24
0096833	DEBORAH SCHEMBRI	139642	1/28/2013	500.00
0018560	DEPARTMENT OF MOTOR VEHICLES	139643	1/28/2013	33.96
0102362	ESPN	139646	1/28/2013	4,320.55
0017991	EVERGREEN OIL, INC.	139647	1/28/2013	25.00
0013683	F. FERRANDO & CO.	139648	1/28/2013	2,704.00
0000944	FEDEX	139649	1/28/2013	33.42
0001782	FLOWERS ELECTRIC & SVC.CO.INC.	139650	1/28/2013	1,170.00
0018117	FLYERS ENERGY, LLC	139651	1/28/2013	9,909.17
0014910	G & M AUTO BODY	139652	1/28/2013	2,392.01
0105601	GENE REYNOLDS	139703	1/28/2013	276.00
0105554	GLOBAL SUN LANDSCAPE	139653	1/28/2013	4,756.22
0018864	GMA NETWORK INC.	139654	1/28/2013	1,665.60

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Vendor Code	Name	Check #	Check Date	Amount
0016154	GOETZ BROTHERS SPORTING GOODS	139655	1/28/2013	2,359.55
0016969	GOLDEN IDEAS	139656	1/28/2013	55.00
0000162	GRAINGER	139657	1/28/2013	192.23
0000541	GRANITE ROCK COMPANY	139658	1/28/2013	900.00
0095966	GREATAMERICA FINANCIAL SVCS.	139659	1/28/2013	800.18
0017914	GSWAW INC.	139660	1/28/2013	4,407.64
0000385	HACH COMPANY	139662	1/28/2013	2,391.13
0095792	HARRISON & BONINI	139663	1/28/2013	1,038.13
0105575	HOMETOWN NOODLE	139664	1/28/2013	42.67
0017880	ICE CENTER @ SAN MATEO	139665	1/28/2013	336.00
0017931	INDUSTRIAL PLUMBING SUPPLY,LLC	139666	1/28/2013	1,098.14
0015531	INTERSTATE BATTERY SYS. OF SF	139667	1/28/2013	175.11
0104018	INTERSTATE TRAFFIC CONTROL	139668	1/28/2013	227.85
0099054	INTERSTATE TRS FUND	139669	1/28/2013	692.38
0104724	JEANETT ERRINGTON	139645	1/28/2013	423.15
0098126	JENNIE TUCKER	139724	1/28/2013	2,977.56
0103317	JILL ROFII	139706	1/28/2013	2,116.60
0000075	K-119 TOOLS OF CALIFORNIA INC.	139670	1/28/2013	22.99
0000132	KELLY-MOORE PAINT CO INC.	139671	1/28/2013	134.44
0105245	LATIMERLO STUDIO	139673	1/28/2013	129.35
0105604	LEESUN KIM	139672	1/28/2013	59.00
0105034	LFP BROADCASTING, LLC	139674	1/28/2013	61.05
0102701	LISA LUCIANO	139676	1/28/2013	525.00
0095633	MAURA V AND TEODORO C GUERRERO, JR.	139661	1/28/2013	40,000.00
0018448	METROPOLITAN TRANSPORTATION CO	139678	1/28/2013	5,320.00
0001709	MILLBRAE LOCK	139679	1/28/2013	21.59
0000333	MOSS RUBBER & EQUIP. CORP.	139680	1/28/2013	58.46
0000357	NATIONAL CABLE TV CO-OP, INC.	139681	1/28/2013	14,880.44
0090507	NCBPA	139682	1/28/2013	120.00
0015839	NOR-CAL SIGNS	139683	1/28/2013	74.32
0096042	NORCAL SPORTWEARS	139684	1/28/2013	613.78
0105238	NORTHERN SERVICES INC.	139685	1/28/2013	2,218.75
0104783	NORTHGATE ENVIRONMENTAL	139686	1/28/2013	276.00
0092263	OFFICE DEPOT INC	139687	1/28/2013	1,091.17
0018284	OFFICEMAX INC.	139688	1/28/2013	349.17
0000210	OLE'S CARBURETOR &ELECTRIC INC	139689	1/28/2013	849.17
0097567	ONE HOUR DRY CLEANING	139690	1/28/2013	71.00
0105555	OSMOSE UTILITIES SERVICES	139691	1/28/2013	276.00
0000012	PACIFIC GAS & ELECTRIC	139692	1/28/2013	53,162.57
0018861	PITNEY BOWES	139693	1/28/2013	6,000.00
0016770	PRAXAIR DISTRIBUTION INC -192	139694	1/28/2013	284.56
0098436	PROFESSIONAL LAND SERVICES	139695	1/28/2013	3,460.00
0000071	R & B COMPANY	139697	1/28/2013	6,595.54
0018312	R. GUERRA & ASSOCIATES	139698	1/28/2013	250.00
0095148	RAY RAZAVI	139699	1/28/2013	8,904.00
0000175	RECOLOGY SAN BRUNO	139700	1/28/2013	526,864.30
0000175	RECOLOGY SAN BRUNO	139701	1/28/2013	40,000.00
0090749	RED WING SHOE STORE	139702	1/28/2013	297.14
0016729	RICOH AMERICAS CORPORATION	139704	1/28/2013	415.92
0096458	RMC WATER AND ENVIRONMENT	139705	1/28/2013	2,226.06
0000022	ROBERT LOUIE	139675	1/28/2013	210.60
0013581	ROVI GUIDES, INC.	139707	1/28/2013	9,017.98
0016213	ROZZI REPRODUCTION&SUPPLY INC.	139708	1/28/2013	317.01
0017807	SAN MATEO COUNTY CONTROLLER'S OFFICE	139635	1/28/2013	10,375.40

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Vendor Code	Name	Check #	Check Date	Amount
0017432	SAN MATEO COUNTY PUBLIC SAFETY COMMUNICA	139696	1/28/2013	786.80
0099047	SAN MATEO CTY SHERIFF'S OFFICE	139709	1/28/2013	4,369.82
0018518	SELMAN BREITMAN LLP	139710	1/28/2013	156.30
0018461	SERRAMONTE FORD, INC.	139711	1/28/2013	515.94
0102917	SFPUC FINANCIAL SERVICES	139712	1/28/2013	3,210.00
0102466	SHAUNA M. WILLIAMS	139735	1/28/2013	561.50
0017676	SIEMENS INDUSTRY, INC.	139713	1/28/2013	6,390.00
0095126	SIGN BRACKET STORE	139714	1/28/2013	3,411.72
0097079	SPRINT	139715	1/28/2013	64.89
0018072	STANDARD INSURANCE COMPANY	139716	1/28/2013	12,684.90
0104619	STEVEN AND PATRICA BLICK	139619	1/28/2013	17,500.00
0000801	STEWART AUTOMOTIVE GROUP	139717	1/28/2013	70.36
0002025	TELECOMMUNICATIONS ENGINEERING ASSOCIATE	139644	1/28/2013	85.00
0096616	TENNANT SALES AND SERVICE CO.	139718	1/28/2013	34.72
0103559	THE MLB NETWORK, LLC	139719	1/28/2013	1,346.90
0000036	THOMSON WEST	139720	1/28/2013	2,556.87
0090792	TONY GRECH	139721	1/28/2013	500.00
0017134	TRINET CONSTRUCTION INC.	139722	1/28/2013	66,372.73
0097896	TSR CONSTRUCTION COMPANY	139723	1/28/2013	2,950.00
0017133	TURBO DATA SYSTEMS INC	139725	1/28/2013	3,197.39
0102361	TURNER NETWORK SALES, INC.	139726	1/28/2013	7,995.55
0018687	TYLER TECHNOLOGIES INC.	139727	1/28/2013	34,663.77
0105490	ULTRA CONSTRUCTION	139728	1/28/2013	276.00
0102744	UNIVERSAL BUILDING SERVICES	139729	1/28/2013	105.00
0000584	USA MOBILITY WIRELESS INC.	139730	1/28/2013	33.16
0095749	VERIZON WIRELESS	139731	1/28/2013	1,627.40
0105576	VIRGILIO DE GUZMAN	139641	1/28/2013	226.10
0104660	WEST YOST ASSOCIATES, INC.	139733	1/28/2013	4,097.93
0096421	WEST-LITE SUPPLY CO., INC.	139734	1/28/2013	247.65
0104704	WHITLOCK & WEINBERGER TRANSPORTATION INC	139732	1/28/2013	3,700.00
0017917	WING WONG	139738	1/28/2013	500.00
0105295	WINGFOOT COMMERCIAL TIRE	139736	1/28/2013	1,145.24
0013841	WITMER-TYSON IMPORTS INC	139737	1/28/2013	500.00
0105556	WOODWARD DRILLING	139739	1/28/2013	2,871.00
0102630	XO COMMUNICATIONS, LLC	139740	1/28/2013	6,874.35
			GrandTotal:	**1,124,710.48**
			Total count:	**142**

01/22/13

CITY OF SAN BRUNO
WARRANT REGISTER
TOTAL FUND RECAP
SUCCESSOR AGENCY

FUND	FUND NAME	AMOUNT
153	RDA OBLIGATION RETIREMENT FUND	$9,761.44
TOTAL FOR APPROVAL		$9,761.44

HONORABLE MAYOR AND CITY COUNCIL:

THIS IS TO CERTIFY THAT THE CLAIM LISTED ON PAGE NUMBERED 1, AND/OR CLAIM NUMBERED 100048, TOTALING IN THE AMOUNT OF $9,761.44 HAS BEEN CHECKED IN DETAIL AND APPROVED BY THE PROPER OFFICIALS, AND IN MY OPINION REPRESENT FAIR AND JUST CHARGES AGAINST THE CITY IN ACCORDANCE WITH ITS RESPECTIVE AMOUNT AS INDICATED THEREON.

RESPECTFULLY SUBMITTED,

Kim Juran 1/23/13
FINANCE DIRECTOR DATE

7.6.

Positive Pay Listing
City of San Bruno

Document group: komalley Bank: sagncy 06995403

Vendor Code & Name		Check #	Check Date	Amount
0102737	BURKE, WILLIAMS & SORENSEN,LLP	100048	1/22/2013	9,761.44
			GrandTotal:	**9,761.44**
			Total count:	1

01/28/13

CITY OF SAN BRUNO
WARRANT REGISTER
TOTAL FUND RECAP
SUCCESSOR AGENCY

FUND	FUND NAME	AMOUNT
153	RDA OBLIGATION RETIREMENT FUND	$9,015.21

TOTAL FOR APPROVAL $9,015.21

HONORABLE MAYOR AND CITY COUNCIL:

THIS IS TO CERTIFY THAT THE CLAIMS LISTED ON PAGE NUMBERED 1, AND/OR CLAIMS NUMBERED FROM 100049 THROUGH 100050 INCLUSIVE, TOTALING IN THE AMOUNT OF $9,015.21 HAVE BEEN CHECKED IN DETAIL AND APPROVED BY THE PROPER OFFICIALS, AND IN MY OPINION REPRESENT FAIR AND JUST CHARGES AGAINST THE CITY IN ACCORDANCE WITH THEIR RESPECTIVE AMOUNTS AS INDICATED THEREON.

RESPECTFULLY SUBMITTED,

Kim Suran 1/29/13

FINANCE DIRECTOR DATE

Positive Pay Listing
City of San Bruno

Document group: komalley **Bank:** sagncy 06995403

Vendor Code & Name		Check #	Check Date	Amount
0102832	MOORE IACOFANO GOLTSMAN, INC.	100050	1/28/2013	1,757.35
0092223	PENINSULA CORRIDOR JOINT POWERS BOARD	100049	1/28/2013	7,257.86
			GrandTotal:	**9,015.21**
			Total count:	**2**

City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: February 12, 2013

TO: Honorable Mayor and Members of the City Council

FROM: Kim Juran, Finance Director

SUBJECT: Payroll Approval

City Council approval of the City payrolls distributed January 18, 2013 and February 1, 2013 are recommended. The Labor Summary report reflecting the total payroll amount of $1,300,942.99 for the bi-weekly pay period ending January 13, 2013 and the total payroll amount of $1,276,375.23 for the bi-weekly pay period ending January 27, 2013, are attached.

7.C.

LABOR SUMMARY FOR PAY PERIOD ENDING :January 13, 2012

pyLaborDist	01/18/13
Fund: 001 - GENERAL FUND	1,001,957.28
Fund: 122 - SOLID WASTE/RECYCL.	1,775.14
Fund: 153 -RDA OBLIGATION RETIREMENT FUND	5,986.38
Fund: 190 - EMERGENCY DISASTER FUND	18,198.41
Fund: 201 - PARKS AND FACILITIES CAPITAL	1,007.43
Fund: 207 - TECHNOLOGY CAPITAL	2,815.36
Fund: 203 - STREET IMPROVE. PROJECTS	171.76
Fund: 611 - WATER FUND	69,828.32
Fund: 621 - STORMWATER FUND	13,871.40
Fund: 631 - WASTEWATER FUND	50,106.55
Fund: 641 - CABLE TV FUND	83,158.12
Fund: 701 - CENTRAL GARAGE	9,516.23
Fund: 702 - FACILITY MAINT.FUND	23,329.12
Fund: 707 - TECHNOLOGY DEVELOPMENT	12,813.17
Fund: 711 - SELF INSURANCE	6,408.32
Total	**1,300,942.99**

LABOR SUMMARY FOR PAY PERIOD ENDING : January 27, 2012

pyLaborDist	02/01/13
Fund: 001 - GENERAL FUND	979,303.93
Fund: 122 - SOLID WASTE/RECYCL.	1,361.40
Fund: 153 -RDA OBLIGATION RETIREMENT FUND	6,005.24
Fund: 190 - EMERGENCY DISASTER FUND	18,584.35
Fund: 201 - PARKS AND FACILITIES CAPITAL	1,974.66
Fund: 207 - TECHNOLOGY CAPITAL	3,725.60
Fund: 203 - STREET IMPROVE. PROJECTS	2,061.09
Fund: 611 - WATER FUND	67,947.49
Fund: 621 - STORMWATER FUND	13,418.83
Fund: 631 - WASTEWATER FUND	50,511.17
Fund: 641 - CABLE TV FUND	84,577.62
Fund: 701 - CENTRAL GARAGE	9,649.57
Fund: 702 - FACILITY MAINT.FUND	21,254.13
Fund: 707 - TECHNOLOGY DEVELOPMENT	9,571.88
Fund: 711 - SELF INSURANCE	6,428.27
Total	**1,276,375.23**

City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: February 12, 2013

TO: Honorable Mayor and Members of the City Council

FROM: Steve Firpo, Cable Business Manager
Al Johnson, Cable System Engineer

SUBJECT: Adopt Resolution Authorizing the Purchase of Cable Television HD and HD/DVR Set-top Box Equipment in the Amount of $78,550.00

BACKGROUND:

Part of the Capital Improvement Program, the Cable Department's work program identified a project to maintain an adequate supply of High Definition set-top equipment for subscribers. The San Bruno Cable Department needs to replenish its inventory of HD and HD Digital Video Recorder (DVR) set top boxes for the current fiscal year. This equipment is used to deliver High Definition channels to customers and the DVR has the ability to record both High Definition and Standard Definition programming.

DISCUSSION:

San Bruno Cable High Definition channels are now offered in all video packages to subscribers, and there is a continuing need to maintain inventory of these HD set-top boxes for customers adding these services. In addition, when subscribers replace their older TV sets with new HDTV sets or have multiple HDTV sets in their home, their desire to watch programming in HD requires an HD box or HD/DVR. The newer model HD box also replaces older generations of boxes with less features.

There continues to be growth in HD subscriptions. Since July 1, 61 new customer HD box subscriptions were added. Replacement of units is also part of HD box deployment. Boxes may be replaced for various reasons including, failure to operate, incompatibility with newer TV sets or requests from customers for the newer models. The newer models are smaller, emit less heat and are compatible with the latest HDTV. It should be noted that when a box is replaced, the older unit would be redeployed, if it's compatible with another customer's equipment.

There is also growth in HD/DVR box deployment. Of the original 150 HD/DVRs purchased in October last year, 58 converters were deployed to new customers. This brings the total number of subscribers with HD/DVR converters up to from 1782 in October to 1840 today. Seventy-two boxes were used to replace older DVR boxes in customer homes. There are about 20 new HD/DVR boxes in stock at this time.

The HD/DVR set-top boxes have the ability to display HD programs and produce and watch recordings from one room to another, similar to what competitor's offer. These newer boxes also have a larger hard drive (500 GB) are smaller in size, emit less heat and are more quiet.

7.d.

Customers who frequently record programs, request, from staff, DVR's with larger drives. Typically, these types of boxes are replaced every 5 or 6 years depending on hard drive usage.

FISCAL IMPACT:

The request is to purchase 300 DCX 700 HD set-top boxes and HD 100 DCX 3501 HD/DVR set-top boxes. This purchase would be made through the National Cable Television Cooperative (NCTC) to achieve the best pricing. Unit cost of DVR boxes has currently been reduced to $279. HD boxes are now available for $145. The cost to replenish all HD box inventory at this time is $78,550 including tax and shipping. Funding for this purchase is budgeted in the 2012-13 Capital Improvement Budget with an allocation of $150,000 for HD/DVR equipment. With the previous purchases of $62,000, the total expenditure will be within the budgeted amount. It is anticipated that staff will have adequate units until fiscal year end. There is also a two-year warranty on these boxes. Return on investment will take two years.

HD Boxes are a revenue source. They generate $7.95 per month per unit or over $23,000 per month. HD/DVR boxes also provide a source of revenue and generate $11.57 per month per unit or over $20,000 per month.

ALTERNATIVES:

1. Do not authorize equipment purchase.

2. Authorize purchase of fewer units to stock.

3. Direct staff to request a bid from another vendor.

RECOMMENDATION:

Adopt Resolution Authorizing the Purchase of Cable Television HD and HD/DVR Set-top Box Equipment to Replenish Inventory in the Amount of $78,550.00

DISTRIBUTION:

None.

ATTACHMENTS:

1. Resolution

DATE PREPARED:

January 25, 2013

REVIEWED BY:
_____ CM

RESOLUTION NO. 2013-_____

ADOPT RESOLUTION AUTHORIZING PURCHASE OF CABLE TELEVISION HD AND HD/DVR SET-TOP BOX EQUIPMENT IN THE AMOUNT OF $78,550.00

WHEREAS, the Cable Department currently deploys over 3000 HD set-boxes and over 1800 HD/DVR units to subscribers with HD services,

WHEREAS, the Cable Department is in need of replenishing stock of these units to deploy to new customers or replace older units,

WHEREAS, the Cable Department is purchasing units through membership in the National Cable Television Cooperative to achieve the lowest pricing,

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of San Bruno authorizes the purchase Cable Television HD and HD/DVR set-top box equipment in the amount of $78,550.00.

ATTEST:

_____
Carol Bonner, City Clerk

-o0o-

I, Carol Bonner, City Clerk, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of San Bruno this 12th day of February 2013 by the following vote:

AYES: COUNCILMEMBERS:_____

NOES: COUNCILMEMBERS:_____

ABSENT: COUNCILMEMBERS:_____

Successor Agency to the
San Bruno Redevelopment Agency
Staff Report

CITY OF SAN BRUNO

DATE: February 12, 2013

TO: Successor Agency to the San Bruno Redevelopment Agency

FROM: Kim Juran, Finance Director

SUBJECT: Adopt Resolution Approving the Recognized Obligation Payment Schedule 2013-14A and Successor Agency Administrative Budget for the period of July 1, 2013 through December 31, 2013

BACKGROUND

Assembly Bill 1484, the Redevelopment Dissolution/Unwind Trailer Bill determines that the fourth Recognized Obligation Payment Schedule (ROPS 2013-14A) for the period of July 1, 2013 – December 31, 2013 must be prepared by the Successor Agency and approved by the Oversight Board and submitted to the Department of Finance by March 1, 2013. In addition, Section 34177(j) of the California Health and Safety Code requires the Successor Agency to prepare an Administrative Budget to support the administrative allowance received by the Agency and submit it to the Oversight Board for approval.

DISCUSSION

The ROPS 2013-14A includes only items that appeared on prior ROPS and have been previously discussed. The individual line items that have payments estimated during the six-month period covered by the ROPS 13-14A are summarized below.

1) **2000 Certificates of Participation:** An interest payment for the 2000 Certificates of Participation is due on August 1, 2013 with the subsequent interest and principle payment due on February 1, 2014. The August interest payment has been programmed into this ROPS.
2) **2000 Certificates of Participation Fiscal Agent Fees:** The annual fiscal agent fees for the 2000 Certificate's of Participation are due in December of each year.
3) **Archstone II Owner Participation Agreement**: No payments estimated during the timeframe of July 1, 2013 through December 31, 2013.
4) **Archstone I Owner Participation Agreement**: No payments estimated during the timeframe of July 1, 2013 through December 31, 2013.
5) **Administrative Costs:** The Successor Agency Administrative Budget that provides detailed information supporting the administrative allowance request is attached to this report for Oversight Board review and approval.

7.e.

FISCAL IMPACT

The approval of the ROPS 13-14A and Successor Agency Administrative Budget are necessary to ensure that the Successor Agency for the San Bruno Redevelopment Agency receive the funds necessary to meet all enforceable obligations.

ALTERNATIVES

1. Do not approve the Recognized Obligation Payment Schedule 2013-14A or Successor Agency Administrative Budget for July 1, 2013 – December 31, 2013.

RECOMMENDATION

Adopt Resolution Approving the Recognized Obligation Payment Schedule 2013-14A and Successor Agency Administrative Budget for the period of July 1, 2013 through December 31, 2013

ATTACHMENTS

1) Recognized Payment Obligation Schedule 2013-14A for the period of July 1, 2013– December 31, 2013
2) Successor Agency Administrative Budget for July 1, 2013 – December 31, 2013
3) Resolution

DATE PREPARED: February 1, 2013

SUCCESSOR AGENCY CONTACT INFORMATION

Successor Agency

ID:	**316**
County:	**San Mateo**
Successor Agency:	**San Bruno**

Primary Contact

Honorific (Ms, Mr, Mrs)	
First Name	**Kim**
Last Name	**Juran**
Title	**Finance Director**
Address	**567 El Camino Real**
City	**San Bruno**
State	**CA**
Zip	**94066**
Phone Number	**650-616-7054**
Email Address	**kjuran@sanbruno.ca.gov**

Secondary Contact

Honorific (Ms, Mr, Mrs)	
First Name	**Mark**
Last Name	**Sullivan**
Title	**Housing Manager**
Phone Number	**650-616-7053**
Email Address	**msullivan@sanbruno.ca.gov**

SUMMARY OF RECOGNIZED OBLIGATION PAYMENT SCHEDULE

Filed for the July 1, 2013 to December 31, 2013 Period

Name of Successor Agency: **SAN BRUNO (SAN MATEO)**

Outstanding Debt or Obligation		**Total**
	Total Outstanding Debt or Obligation	**$25,137,758**

Current Period Outstanding Debt or Obligation		**Six-Month Total**
A	Available Revenues Other Than Anticipated RPTTF Funding	**$0**
B	Enforceable Obligations Funded with RPTTF	**$195,679**
C	Administrative Allowance Funded with RPTTF	**$60,967**
D	Total RPTTF Funded (B + C = D)	**$256,646**
E	Total Current Period Outstanding Debt or Obligation (A + B + C = E) *Should be same amount as ROPS form six-month total*	**$256,646**
F	Enter Total Six-Month Anticipated RPTTF Funding	$4,728,350
G	Variance (F - D = G) *Maximum RPTTF Allowable should not exceed Total Anticipated RPTTF Funding*	**$4,471,704**

Prior Period (July 1, 2012 through December 31, 2012) Estimated vs. Actual Payments (as required in HSC section 34186 (a))		
H	Enter Estimated Obligations Funded by RPTTF *(lesser of Finance's approved RPTTF amount including admin allowance or the actual amount distributed)*	$912,171
I	Enter Actual Obligations Paid with RPTTF	$750,163
J	Enter Actual Administrative Expenses Paid with RPTTF	$166,341
K	Adjustment to Redevelopment Obligation Retirement Fund (H - (I + J) = K)	$0
L	Adjustment to RPTTF (D - K = L)	$256,646

Certification of Oversight Board Chairman:

Pursuant to Section 34177(m) of the Health and Safety code,

I hereby certify that the above is a true and accurate Recognized

Obligation Payment Schedule for the above named agency.

Name _____ Title _____

/s/ _____

Signature _____ Date _____

SAN BRUNO (SAN MATEO)

RECOGNIZED OBLIGATION PAYMENT SCHEDULE (ROPS 13-14A) – Notes (Optional)

July 1, 2013 through December 31, 2013

Item #	Project Name / Debt Obligation	Notes/Comments
1	2000 Certificates of Participation Reimbursement Agreement	
2	2000 Certificates of Participation Fiscal Agent fees	
3	Archstone II Owner Participation Agreement	
4	Archstone I Owner Participation Agreement	
5	Administrative Costs	
6	Commercial Building Rehabilitation Program	
7	Project - Caltrain Grade Separation	A funding request for this line item is not included in the ROPS 13-14A as it assumes that the funding as it assumes that the funding received on the ROPS III will be e
8	Property Appraisal of 470 San Mateo Avenue	
9	Due Diligence Audit	

Oversight Board Approval Date: _____

SAN BRUNO (SAN MATEO)
RECOGNIZED OBLIGATION PAYMENT SCHEDULE (ROPS 13-14A)
July 1, 2013 through December 31, 2013

Item #	Project Name / Debt Obligation	Contract/Agreement Execution Date	Contract/Agreement Termination Date	Payee	Description/Project Scope	Project Area	Total Outstanding Debt or Obligation	Total Due During Fiscal Year 2013-14	Funding Source					
									Bond Proceeds	Reserve Balance	Admin Allowance	RPTTF	Other	Six-Month Total
							$25,137,758	$1,449,858	$0	$0	$60,967	$195,679	$0	$256,646
1	2000 Certificates of Participation Reimbursement Agreement	7/25/2000	2/1/2031	Union Bank	Certificates of Participation/Bonds issued for new police facility	San Bruno Redevelopment Project Area	11,651,356	646,358	0	0	0	193,179	0	193,179
2	2000 Certificates of Participation Fiscal Agent fees	7/25/2000	2/1/2031	Union Bank	Fiscal Agent fees associated with Certificate of Participation issuance for the Police Facility	San Bruno Redevelopment Project Area	39,402	2,500	0	0	0	2,500	0	2,500
3	Archstone II Owner Participation Agreement	8/4/2005	8/4/2018	ASN Tanforan Crossing LLC	Tax increment reimbursement of affordable housing subsidy	San Bruno Redevelopment Project Area	3,700,000	370,000	0	0	0	0	0	0
4	Archstone I Owner Participation Agreement	12/11/2002	12/11/2035	ASN Tanforan Crossing LLC	Tax increment reimbursement of affordable housing subsidy	San Bruno Redevelopment Project Area	8,397,000	311,000	0	0	0	0	0	0
5	Administrative Costs			Successor Agency	Administrative Allowance	San Bruno Redevelopment Project Area	1,350,000	120,000	0	0	60,967	0	0	60,967
6	Commercial Building Rehabilitation Program	10/25/2010	upon completion of work	Ahmad Larizadeh/Richard Battaglia	Grant program to commercial property owners in the former Redevelopment area to update the façade of their businesses	San Bruno Redevelopment Project Area	0	0	0	0	0	0	0	0
7	Project - Caltrain Grade Separation	11/9/2010	upon completion of work	PB Americas/Caltrain JPB	Construction management services contract, design contract, and staff costs associated with the Caltrain Grade Separation in the former redevelopment area	San Bruno Redevelopment Project Area	0	0	0	0	0	0	0	0
8	Property Appraisal of 470 San Mateo Avenue	5/1/2012	8/31/2012	Appraisal Research Corporation	Oversight Board authorized appraisal of property owned by the Redevelopment Agency located at 470 San Mateo Avenue	San Bruno Redevelopment Project Area	0	0	0	0	0	0	0	0
9	Due Diligence Audit	8/10/2012	1/31/2013	Vavrinek, Trine, Day	Due Diligence Audit required by AB 1484	San Bruno Redevelopment Project Area	0	0	0	0	0	0	0	0

SAN BRUNO (SAN MATEO)

Pursuant to Health and Safety Code section 34186 (a)

PRIOR PERIOD ESTIMATED OBLIGATIONS vs. ACTUAL PAYMENTS

RECOGNIZED OBLIGATION PAYMENT SCHEDULE (ROPS II)

July 1, 2012 through December 31, 2012

Item #	Project Name / Debt Obligation	Payee	Description/Project Scope	Project Area	LMIHF		Bond Proceeds		Reserve Balance		Admin Allowance		RPTTF		Other	
					Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual
					$0	$0	$0	$0	$0	$0	$166,341	$166,341	$745,830	$750,163	$0	$0
1)	City Advances to the Redevelopment Agency in accordance with Cooperation Agreement dated August 10, 1988 [1]	City of San Bruno	Loan for operating and admin costs										0	0		
2)	Interest Payment on City Advances to the Redevelopment Agency per Resolution [1]	City of San Bruno	Interest on loan for capital projects and admin costs set at an interest rate of LAIF + 1%										0	0		
3)	2000 Certificates of Participation Reimbursement Agreement	Union Bank	Bonds issued for new police facilities										648,358	648,358		
4)	2000 Certificates of Participation Fiscal Agent Fees	Union Bank	Fiscal Agent fees										2,500	2,203		
5)	Archstone II Owner Participation Agreement	ASN Tanforan Crossing LLC	Tax increment reimbursement of affordable housing subsidy										0	0		
6)	Archstone I Owner Participation Agreement	ASN Tanforan Crossing LLC	Tax increment reimbursement of affordable housing subsidy										0	0		
7)	Administrative Costs	Successor Agency	Statutory 5% Administrative Fee								166,341	166,341				
8)	Redevelopment Audit	Vavrinek, Trine, Day & Co.	RDA Audit Services										7,500	7,500		
9)	Transit Corridors Plan Study and Environmental Impact Report	MIG	Consulting services for Transit Corridors Study & EIR										14,000	14,000		
10)	Project - Caltrain Grade Separation	PB Americas/Caltrain JPB	Construction management services contract for Caltrain Grade Separation										73,473	78,102		

Successor Agency of the San Bruno Redevelopment Agency
Administrative Budget
July 1, 2013 - December 31, 2013

Department	Position	Percent Allocation	Budget
Personnel Costs			
Management Services	**City Manager**	**2.00%**	**2,639**
Continuing review of City Recognized Obligation Payment Schedules, Administrative Budgets, and other related reports that go to the City Council and Oversight Board.			
Legal Services	**City Attorney**	**5.00%**	**6,026**
Ongoing legal support for matters concerning the dissolution of redevelopment, including working with outside legal counsel and the Department of Finance on permanent resolution of Archstone subsidy funding and the disposition of 470 San Mateo Avenue.			
City Clerk	**City Clerk**	**5.00%**	**2,967**
Preparation and posting of Oversight Board Agenda packets, attendance at Oversight Board meetings, and preparation of meeting minutes.			
Finance	**Finance Director**	**10.00%**	**9,507**
Preparation of Recognized Obligation Payment Schedules, Administrative Budgets, oversight of financial obligations of former RDA, preparation of Oversight Board Agenda Packets, serve as liaison to Department of Finance and follow-up on related information requests, and attend Oversight Board meetings as needed.			
Finance	**Accounting Supervisor**	**10.00%**	**6,375**
Maintain the financial records of the Successor Agency, which includes working on the annual audit of the Redevelopment Obligation Retirement Fund and related disclosures, ensure accurate accounting of all former RDA transactions, and reconciliation of bank account and ledger for the Successor Agency.			
Community Development	**Community Development Director**	**5.00%**	**4,754**
Participate in the preparation of the Long Term Property Management Plan and serve as staff lead on the disposition of 470 San Mateo Avenue. Attend Oversight Board Meetings as needed.			
Community Development	**Housing Manager**	**15.00%**	**11,358**
Participate in the preparation of the Long Term Property Management Plan and the disposition of 470 San Mateo Avenue. Attend Oversight Board Meetings as needed. Continue to oversee the City's low and moderate income housing program and ensure continuing compliance with Archstone Owner Participation Agreements. Complete required compliance reports and review annual subsidy requests. Update and maintain website of the Successor Agency and Oversight Board.			
Management Services	**Management Analyst**	**1.00%**	**476**
Set-up for oversight board meetings and provide general support coordinating staff work outlined above			
Total Personnel Costs			**44,101**
Overhead Costs of 15% (Payroll, IT, Accounts Payable, etc)			**6,615**
Supplies and Materials			
Office supplies, utilities, communications, printing and copying			**250**
Audit Fees for Redevelopment Obligation Retirement Fund			**7,500**
Outside Legal Costs for Successor Agency and Oversight Board (includes anticipated fees to resolve Archstone subsidy matters with Department of Finance and legal costs associated with the disposition of 470 San Mateo Avenue).			**10,000**
Total Administrative Budget for July 1 - December 31, 2013			**$60,967**

RESOLUTION NO. _____ - 13

A RESOLUTION OF THE SUCCESSOR AGENCY TO THE SAN BRUNO REDEVELOPMENT AGENCY APPROVING THE RECOGNIZED OBLIGATION PAYMENT SCHEDULE 2013-14A AND SUCCESSOR AGENCY ADMINISTRATIVE BUDGET FOR THE PERIOD JULY 1 – DECEMBER 31, 2013

WHEREAS, Section 34177(l)(2) of the Health and Safety Code requires the Successor Agency to the San Bruno Redevelopment Agency ("Successor Agency") to submit to the State Department of Finance ("DOF"), the State Controller, and the San Mateo County Auditor-Controller ("County Auditor") for review, a Recognized Obligation Payment Schedule for the period July 1 through December 31, 2013 ("ROPS") that has been reviewed and approved by the Oversight Board for the Successor Agency to the San Bruno Redevelopment Agency ("Board"); and

WHEREAS, Section 34177(m) of the Health and Safety Code requires that the approved ROPS be submitted no later than March 1, 2013; and

WHEREAS, pursuant to Section 34177(j) of the California Health and Safety Code, the Successor Agency has prepared and submitted a proposed administrative budget for the period of July 1, 2013 through December 31, 2013 ("Administrative Budget") to the Successor Agency Board and Oversight Board for approval.

NOW, THEREFORE, THE SUCCESSOR AGENCY TO THE SAN BRUNO REDEVELOPMENT AGENCY DOES RESOLVE AS FOLLOWS:

1. The Recognized Obligation Payment Schedule for the period July 1 – December 31, 2013, in the form attached to this resolution and incorporated herein by reference, is hereby approved.

2. The Successor Agency Administrative Budget for the period of July 1, 2013 through December 31, 2013, in the form attached to this resolution and incorporated herein by reference, is hereby approved.

3. The staff of the Successor Agency is hereby directed to submit the ROPS and Administrative Budgte to DOF, the State Controller and the County Auditor and post the ROPS on the Successor Agency's website in accordance with Health and Safety Code Section 34177(l)(2)(C), and to cooperate with DOF to the extent necessary to obtain DOF's acceptance of the ROPS, including, if necessary, making modifications to the ROPS determined by the Successor Agency's City Manager to be reasonable and financially feasible to meet its legally required financial obligations.

PASSED AND ADOPTED by the Successor Agency to the San Bruno Redevelopment Agency this _____ day of _____, 2013, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____

City Clerk

I HEREBY CERTIFY that the foregoing Resolution No. 12-__ was duly and regularly adopted at a meeting of the Successor Agency to the San Bruno Redevelopment Agency on _____, 2013.

_____

Clerk of the Board

City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: February 12, 2013

TO: Honorable Mayor and Members of the City Council

FROM: Mark Sullivan, Housing and Redevelopment Manager
Laura Russell, Associate Planner

SUBJECT: Hold Public Hearing; Adopt Resolution Certifying the Final Environmental Impact Report for the San Bruno Transit Corridors Plan; Adopt Resolution Amending the General Plan to Ensure Consistency with the Transit Corridors Plan; Adopt Resolution Adopting the San Bruno Transit Corridors Plan; and Provide Direction Regarding Next Steps

BACKGROUND

The City of San Bruno has developed the San Bruno Transit Corridors Plan (TCP) in order to implement a transformative new vision for the City's Transit Corridors Area that builds on the vision and policies of the City's General Plan. The objective of the Plan is to improve the Transit Corridors Area by encouraging economic development while implementing measures to transition new projects into the existing City. More specifically, the Transit Corridors Plan aims to 1) encourage investment and revitalization through clearly articulated policies; 2) achieve the transit-oriented vision set out in the General Plan; 3) reflect the residents' vision through a community-based process; and 4) implement regional and Statewide planning initiatives.

The Transit Corridors Plan area covers approximately 150 acres, including downtown San Bruno focused on San Mateo Avenue, and adjacent principal streets, including El Camino Real, San Bruno Avenue, and Huntington Avenue. With an existing BART station and construction of a new San Bruno Avenue Caltrain station underway, the City recognizes that the Transit Corridors Area will become a regional transit hub within the Bay Area. The City has formulated the Transit Corridors Plan to take advantage of its transit-oriented development (TOD) opportunities.

The Transit Corridors Plan is the result of a community-based process with numerous levels of resident input. The Plan vision was initially developed through two community workshops and expanded into the full draft TCP through a public Steering Committee process. As a result of the public review process, the development standards were updated to aid in the transition from new projects to existing low-density residential housing, which is discussed below. Most recently, the Planning Commission held a public hearing and passed resolutions recommending certification of the Final EIR, adoption of the proposed General Plan amendments, and adoption of the Transit Corridors Plan. The Planning Commission staff report and minutes are attached as Attachment 4. Additionally, staff prepared a summary of aspects of the Plan that emphasize integrating new projects with existing housing, which is titled "Mixed-use to Residential Transition Measures" and is included within Attachment 3, Exhibit B.

The Transit Corridors Plan has been prepared as a Specific Plan, which is a policy and regulatory tool used by local governments in California to implement their General Plans. It is important to note that the Plan does not require any specific development projects. It does not require any particular property owner to do anything with their property and it does not propose eminent domain of any residential properties. The Plan increases the options for how property owners can develop their properties by allowing mixed-use development and by updating the development standards such as height and floor area. Each future development project would still undergo a public meeting and approval process.

The Transit Corridors Plan is also intended to locally implement regional and State wide planning initiatives. The Grand Boulevard Initiative is a collaboration of local and regional agencies with the goal of improving the performance, safety and aesthetics of El Camino Real. The Transit Corridors Area is also a designated Priority Development Area (PDA) under the FOCUS program, a regional strategy that promotes development near transit stations and enhancements to existing neighborhoods. The Transit Corridors Area's status as a PDA will qualify San Bruno for grant funding opportunities.

The Planning Process for the TCP began in 2008 but was delayed due to pressing priorities related to the tragic 2010 pipeline explosion and fire. Although work proceeded on the Environmental Impact Report after the explosion and fire, it was at a slower pace than what might have been expected otherwise. A brief summary of the major milestones of the process is included below:

February 2008	Redevelopment Agency and City Council authorize preparation of the Transit Corridors Plan
2008-2010	17-member Steering Committee held 7 public meetings to review and provide input on existing conditions, community visioning process and development framework, and to prepare of draft Plan Stakeholder meetings with affordable housing organizations, developers, and real estate professionals
January 2009	Community workshop and visioning process (100 participants.)
May 2009	Community workshop on development framework (50 participants)
June 2010	Release of first public review draft Transit Corridors Plan
July 2010 to March 2012	Draft Environmental Impact Report developed
March 2012	Completion of second draft Transit Corridors Plan (This is the version of the Plan recommended for adoption with changes described in this report.)
March 2012 to present	Additional community outreach including direct mailings, FOCUS article, open house workshops, City Council Study Session, and website
November 2012	Planning Commission recommends approval of Final EIR, General Plan amendments and Transit Corridors Plan

DISCUSSION

Current City Council Actions

Based on the completion of the public planning and outreach portions of the TCP process, the following actions are before the City Council for consideration:

Certification of the Final Environmental Impact Report (EIR): The City prepared a Draft EIR and circulated it for comment as required by the California Environmental Quality Act (CEQA). An EIR is intended to inform decision makers and the public of potential environmental impacts based on worst-case scenarios. A Mitigation Monitoring and Reporting Program has been developed and is attached as Attachment 1, Exhibit A. The EIR identified six significant, unavoidable impacts related to traffic, noise, and historical buildings. These impacts were discussed in detail at the City Council Study Session and Planning Commission public hearing. A Statement of Overriding Considerations is included in Attachment 1 that details the substantial benefits of the Plan that outweigh the potential adverse environmental impacts.

Amendment of General Plan to Ensure Consistency with TCP: The Transit Corridors Plan is generally consistent with the General Plan; however, the General Plan would need to be revised in several areas to achieve complete consistency. The Transit Corridors Plan proposes to change the land use classifications of 239 parcels in order to establish uniform Transit Oriented Development land use classification for all parcels in the Transit Corridors Area. The vast majority would change from Central Business District to Transit Oriented Development. Attachment 2, Exhibit B includes a list of the parcels and a map showing their current designations and locations. The Amendment is also required to allow an increase in maximum buildout in the area and remove the FAR limit for large parcels (discussed below). Additionally, changes are required to the Transportation Element to implement recommendations in the TCP.

Adoption of Transit Corridors Plan: Staff recommends approving the March 2012 version of the Transit Corridors Plan as amended by the "TCP Revisions & Corrections" included as Attachment 3, Exhibit B. The Plan is discussed below and a detailed description of the Plan is included in the Planning Commission staff report included within Attachment 4.

Plan Vision

The Plan envisions an urban village and regional destination, with welcoming gateways and exciting architecture; fast transportation connections; pedestrian-oriented "green" streets; mixed-use development; pleasant outdoor shopping, 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. The vision includes the following elements:

a. Promotes downtown as a day and night destination
b. Enhances local character and distinctive identity
c. Creates a convenient multi-modal transportation network
d. Promotes economic vitality
e. Encourages sustainable, mixed-use development with new housing and retail
f. Develops a safe and inviting pedestrian realm

Tools to Reach the Vision

The Transit Corridors Plan is organized around five distinct planning subareas or "Character Areas": San Mateo Avenue, El Camino Real, San Bruno Avenue, Huntington Avenue and the future San Bruno Avenue Caltrain Station area. The Character Areas were created to address the unique strengths and opportunities in each area. The Plan establishes land uses, building standards and design guidelines corresponding to each of the five Character Areas.

The development standards within the Plan create the maximum building envelope for new development through floor area ratio, height, setback, and stepback requirements. The detailed regulations will be included within the Zoning Code, which is currently undergoing a comprehensive update and is expected to be ready for City Council review by summer 2013. Highlights of each type of development standard within the TCP are discussed below and a table with the development standards is included as Attachment 3, Exhibit B:

Floor Area Ratio (FAR): 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 FAR is 2.0. Currently, there are about 25 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 as a way to prevent tall, out-of-scale buildings on inappropriately sized lots.

Height: The Plan proposes an increase in heights that varies by Character Area. The height limits are described in both number of floors and in feet to provide flexibility to developers to adjust ceiling height and architectural style to fit their projects. In most cases, the number of floors will be the more restrictive measure. The tallest heights are proposed in the area around the Caltrain Station to maximize the transit-oriented development potential and appeal to major office tenants. The most restrictive height limits are in the Downtown area, where the community vision is to maintain the "main street" atmosphere. The proposed increase in height beyond the current limit of three stories or 50 feet requires a vote of the public under Ordinance 1284.

The proposed height limits are:

Character Area	Floors	Height
Station Area- West of San Mateo Avenue	7	90'
Station Area- East of San Mateo Avenue	5	65'
San Bruno Avenue/Huntington	5	65'
El Camino Real	5	70'
Civic Center	5	70'
Downtown	4	55'

Setback: The TCP establishes the concept of an average front setback to allow for façade articulation and space for pedestrian movement, landscaping, and outdoor dining. Also new in the Plan is creation of a rear setback in the (current) Commercial Zoning District when the project is adjacent to low-density residential housing. The current Municipal Code allows development immediately on the property line in the C-Zoning District, so the TCP represents additional setbacks and better transitions from new development to existing low-density housing. The setback requirements are consistent throughout the Character Areas.

Stepback: A stepback is a new development standard introduced for the first time in San Bruno in the TCP. It requires an upper story of a building to be stepped back, or set in, farther than the lower floors to reduce the apparent mass and bulk of a building. This concept is applied throughout the Plan area as follows: In the Station Area, El Camino Real, and Civic Center Character Areas, the stepback is required above the 4th floor; and

in the San Bruno Avenue and Downtown Character Areas the stepback is required above the 3rd floor. To help in the transition from new development to existing sites, the Plan (as currently proposed) requires a 15 foot stepback above the third floor in all Character Areas when the project is adjacent to low-density residential uses. This change was the result of community feedback.

In addition to the development standards, every future project will have to comply with the Private Realm Design Guidelines included in the Plan. The Guidelines provide direction for how buildings should be oriented, the elements that define high quality architecture, parking and circulation design, and sustainable practices. For each project, the Planning Commission would have to make a finding of fact that the project is consistent with the Guidelines. This is the same principal that has worked well for single-family development subject to the Residential Design Guidelines adopted in 2010. Additionally, staff proposes that a new Finding of Fact be added to the Zoning Code during the comprehensive update that addresses the transition from new development to existing low-density residential uses. This will provide an opportunity for staff analysis and neighborhood comment on transitions from development projects in the TCP area to existing houses as a protective measure for existing low-density residential neighborhoods.

The TCP includes recommendations for transportation facilities and parking management. The transportation recommendations for vehicle, transit, bicycle, pedestrian, parking and transportation demand management (TDM) have been developed to emphasize principles of "complete streets," which consider the complementary relationship between land uses and travel needs and are intended to promote increased access and mobility for transit users, bicycles and pedestrians while balancing the needs of vehicles. The Plan advocates a "Park Once and Walk" parking strategy that is successful in many downtowns and transit intensive areas. Is also allows creative approaches to satisfy parking needs, such as shared parking and payment of in-lieu fees. The Plan also recommends future studies to evaluate parking demand as the Plan Area develops.

The Plan proposes parking standards, which would be integrated into the Municipal Code during the comprehensive Zoning Code update. New development projects will still have to provide parking onsite, but the proposed standards represent a decrease from the current Municipal Code requirements that are considered out dated and a deterrent to development. In many cases, the current Code parking requirements make development impractical or financially infeasible. The compact development and more diverse mix of uses in the Plan Area means that residents will be close to both services and transit and less likely to drive. To mitigate spillover parking in adjacent residential neighborhoods, the Plan suggests expansion of the City's Residential Parking Permit system. Implementation of residential permit parking is successful in many other cities and is expected to significantly reduce effects on existing neighborhoods near the TCP area.

Implementation and Amendment of Ordinance 1284

Full implementation of the Transit Corridors Plan requires two important future steps: a citywide vote subject to Ordinance 1284, and revisions to the Zoning Code.

Ordinance 1284 is a voter-approved initiative that prohibits buildings greater than three (3) stories or fifty (50) feet in height, construction of multistory parking structures, increasing densities within districts that were zoned residential in 1974, or development that would encroach upon designated scenic corridors. The Transit Corridors Plan would not supersede

Ordinance 1284. However, in order to develop the Transit Corridors Area to its full potential as envisioned in the Plan, a citywide election would be required for three items:

1. Increase in building heights: The Plan proposes building heights that are greater than the current three (3) stories or fifty (50) feet limit to encourage development along the corridor streets. This would focus investment in aging commercial and industrial areas.
2. Above ground parking garages: Needed parking could be consolidated into well-designed garages, freeing up valuable land for development.
3. Change in residential density: There are approximately 41 parcels within the Plan Area that were zoned residential in 1974 (the effective date of Ordinance 1284) that are out of the 70-decibel airport noise contour and possible sites for new housing development. If approved, these properties could be developed at a higher density than was in place in 1974.

If the voters approved these three proposals, Ordinance 1284 would remain in full effect in the areas of the City outside of the Transit Corridors Plan Area. There would be no change in density or height limit for the vast majority of properties within the city.

Staff seeks direction from the City Council on when it wishes to place an initiative before San Bruno voters to consider amending Ordinance 1284 to fully implement the Transit Corridors Plan. Placing the initiative on a special election ballot would cost approximately $180,000.

A comprehensive update to the City's Zoning Code is currently underway. This initiative is separately required to implement the General Plan. If the Transit Corridors Plan is approved, the Code update will include the elements of the Plan. Staff anticipates that a public review draft of the Zoning Code will be completed in summer 2013.

Community Based Process

The planning team undertook a community outreach strategy with multiple approaches to obtain community input. The strategy included stakeholder meetings, steering committee meetings, community workshops, and a website. The 17-member steering committee was appointed by the City Council and included representatives from the City's various neighborhoods, the business community, property owners, the Planning Commission, and the City Council. The steering committee analyzed numerous design concepts and development standards, interviewed developers, provided input, made recommendations, and thoroughly reviewed the administrative drafts of the Plan.

Two community workshops were held with about 150 participants. These workshops led directly to the Plan vision and created the base of the development standards and design guidelines. The Plan's proposed intensity of development and height limits came out of the second community workshop and were supported by the Steering Committee.

The Draft EIR was also made available for public review and was the subject of a public hearing of the Planning Commission on April 17, 2012. The City received comments from over a dozen residents, which were incorporated into the Final EIR as required by CEQA.

On October 10, 2012, a publicly noticed City Council study session was held at the Senior Center, which included attendance by about 50 residents. Staff gave a presentation on the Transit Corridors Plan and took comments and answered questions from the Council and public. Resident comments were related to the potential for a noise canyon effect from taller buildings, the desire not to look at tall blank walls, a recommendation that building heights on San Bruno

Avenue stay at three stories, and questions about new restrictions on the types of businesses allowed in the area.

On November 20, 2012, the Planning Commission held a public hearing and passed resolutions recommending certification of the Final EIR, adoption of the General Plan Amendments, and adoption of the Transit Corridors Plan. Public comments at the meeting were related to increased traffic and parking spillover into neighborhoods. One resident also commented that there is not a need for additional housing units in the City.

Over the last five months, staff has conducted outreach to residents and property owners. In September 2012, staff sent a Frequently Asked Questions flyer to about 2,500 residents and property owners within the Transit Corridors Area and the surrounding 300' radius. An article was published in the Fall 2012 edition of the FOCUS newsletter. Staff held two open house workshops in December 2012 and January 2013 to take comments and answer questions and about 18 residents attended those workshops. Staff has had direct contact through phone, email, and the public counter with over 35 residents. The planbruno.org website has received 840 total visits and 540 unique hits since September 2012. Staff anticipates that the majority of these were related to the Transit Corridor Plan.

Expected Benefits

The Transit Corridors Plan is expected to produce a number of benefits to the community, including:

A. Revitalization of the oldest part of the City. The TCP will encourage replacement of underutilized, deteriorating and obsolete commercial land uses with new mixed-use development.

B. Community and Economic Benefits. The Plan promotes the creation of new jobs and greater employment opportunities for residents to live and work within the City. The Plan will offer a choice of convenience living – with a mix of employment and a range of rental and for-sale housing near transit, shopping and public services. The Plan will contribute to the tax base of the City through property tax, sales tax, and transit occupancy tax

C. New Housing. The Plan will provide for the development of up to 1,610 new housing units, including housing affordable to low and moderate-income households, a much-needed addition to the overall housing stock of the City, San Mateo County and the region.

D. Complete Streets. The Plan is consistent with San Bruno's recently adopted Complete Streets policy. The proposed streetscape will make pedestrian comfort, safety, and convenience a priority. The Transit Corridors Area will be the "Transit Hub" of the City, containing transit stations and connections to bus transportation, making the area an appropriate location for more compact development. The Plan proposes a "park once" environment-people can park once, perhaps in a public parking facility, and can circulate throughout Downtown on foot without parking again.

E. Regional Planning and State Law. The additional housing permitted under the Plan will allow the City to meet its share of regional housing needs as required under state law. The Plan will help to meet greenhouse gas reduction targets as provided in SB 375. The TCP Area is also a Priority Development Area, which makes it eligible for grant funds.

Recent Changes to Transit Corridors Plan

The version of the Transit Corridors Plan recommended by staff is reflected in the printed version dated March 2012 with the changes included in the "TCP Revisions & Corrections" included as Attachment 3, Exhibit B. This version of the Plan incorporates comments received by C/CAG, City Council Members, Planning Commissioners, and members of the public. A number of the revisions and corrections are not substantive, but rather edits to improve the clarity and consistency of the text, tables, formatting, graphics, and readability of the document. More significant changes are summarized below:

- Clarifying statements early in the document that: the Plan does not include eminent domain of residential property; allows property owners to either continue to use their property as they currently use it, or to propose changes consistent with the Plan, and; requires a citywide vote to approve the proposed increase in building heights. These concepts were implied but not clearly stated in the Plan.
- Changes required by the new Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport due to height restrictions in the Station Area where maximum building heights range between 85 and 90 feet.
- Maximum FAR requirements as discussed in this staff report.
- Variation in setbacks and stepbacks as discussed in this staff report.

FISCAL IMPACT

The cost to develop the Transit Corridors Plan Specific Plan was budgeted under the former San Bruno Redevelopment Agency. The Plan is designed to attract more commercial and residential development in the area with accompanying services and uses. This will result in a significant positive impact on the long-term economic sustainability of the City. Additional revenues will be realized through property tax, sales tax, transient occupancy tax and business license fees, as well as residual revenues from potential purchases by the daytime population (office workers, hotel users and residents) and evening population (residents and visitors) who will utilize local commercial services and shop in the adjacent retail centers. The Plan could also increase the need for public facilities and services. City service costs are monitored through the budget review process. However, based on the uses proposed and the density of development, staff anticipates that revenue from the build-out will offset the demand for new and/or expanded public facilities and services.

If the City Council directs staff to proceed with a citywide election to amend Ordinance 1284 in a special election in June 2013, the cost would be approximately $180,000. Placing the ballot on the ballot in the regular election in November 2013 would have a minimal cost.

ALTERNATIVES

1. Do not approve the Transit Corridors Plan and provide direction to staff.
2. Direct staff to revise the Final Environmental Impact, General Plan Amendments, or Transit Corridors Plan and schedule for additional review and discussion at a future meeting.

RECOMMENDATION

Hold Public Hearing; Adopt Resolution Certifying the Final Environmental Impact Report for the San Bruno Transit Corridors Plan; Adopt Resolution Amending the General Plan to Ensure

Consistency with the Transit Corridors Plan; Adopt Resolution Adopting the San Bruno Transit Corridors Plan; and Provide Direction Regarding Next Steps

ATTACHMENTS

1. Resolution: Certification of the Final Environmental Impact Report
   Exhibit A: Mitigation Monitoring Program and Reporting Program
2. Resolution: Amendment of General Plan to Ensure Consistency with TCP
   Exhibit A: Text Changes
   Exhibit B: Land Use Classification Changes and Map
3. Resolution: Adoption of Transit Corridors Plan
   Exhibit A: Findings Of Consistency With General Plan Policies
   Exhibit B: Transit Corridors Plan Revisions and Corrections
   Mixed-use to Residential Transition Measures
4. Planning Commission Staff Report and Minutes
5. Planning Commission Adopted Resolutions

DATE PREPARED

January 30, 2013

REVIEWED BY

_____ CM

RESOLUTION NO. 2013- XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO ADOPTING CEQA FINDINGS, FACTS, AND OVERRRIDING CONSIDERATIONS AND A MITIGATION MONITORING & REPORTING PROGRAM FOR THE SAN BRUNO TRANSIT CORRIDORS PLAN

WHEREAS, the project is the adoption and implementation of a new Specific Plan for the Transit Corridors Area ("Transit Corridors Plan"), copies of which are on file and made available at the Office of the City Clerk, and which is incorporated herein by this reference;

WHEREAS, pursuant to the requirements of the California Environmental Quality Act ("CEQA") and its implementing guidelines (the "CEQA Guidelines"), the City prepared a Draft Environmental Impact Report ("Draft EIR") to evaluate the potential environmental impacts of the adoption and implementation of the proposed Transit Corridors Plan;

WHEREAS, the Draft EIR was published and circulated for public review and comment beginning on March 29, 2012, and ending on May 14, 2012. The Draft EIR was filed with the State Office of Planning & Research under State Clearinghouse No. 2010122029;

WHEREAS, on April 17, 2012, the Planning Commission held a duly noticed public hearing to receive public comment on the Draft EIR;

WHEREAS, the City prepared written responses to the comments received during and immediately following the public review and comment period and included those responses in a separate volume entitled, "Final Environmental Impact Report for the Transit Corridors Plan" which together with the Draft EIR constitutes the Final Environmental Impact Report ("Final EIR" or "FEIR"), and also prepared a Mitigation Monitoring and Reporting Program ("MMRP") pursuant to the requirements of CEQA and the CEQA Guidelines; and

WHEREAS, on **November 20, 2012** a duly noticed public hearing of the Planning Commission was held to consider recommendations to the City Council regarding the Final EIR and the MMRP for the proposed Transit Corridors Plan.

WHEREAS, on **November 20, 2012** the Planning Commission reviewed and considered the Final EIR and the MMRP for the proposed Transit Corridors Plan and adopted Planning Commission Resolution NO. 2012-2 recommending that the City Council adopt CEQA Findings, Facts, and Overriding Considerations, and a Mitigation Monitoring & Reporting Program for the San Bruno Transit Corridors Plan.

BE IT RESOLVED by the City Council of the City of San Bruno that it hereby adopts and makes the following Findings ("Findings") pursuant to the California Environmental Quality Act for the Transit Corridors Plan ("Plan"), located along four major streets surrounding the new San Bruno Caltrain Station in the heart of San Bruno: El Camino Real, San Mateo Avenue, San Bruno Avenue, and Huntington Avenue, and adjacent properties, all located in San Bruno, California:

I. INTRODUCTION

A. THE ENVIRONMENTAL IMPACT REPORT

Attachment 1

The City prepared an Initial Study under the California Environmental Quality Act ("CEQA") to determine whether an Environmental Impact Report ("EIR") or a negative declaration would be prepared for the Project. The Initial Study indicated that the Project could have significant adverse environmental impacts, and the City directed that an EIR could be prepared. The City circulated a Draft Environmental Impact Report ("Draft EIR" or "DEIR") on March 29, 2012 for review and comment by affected public agencies, adjacent landowners, and interested members of the public. The 45-day comment period closed May 14, 2012.

The City prepared written responses to comments received during the comment period, including oral comments at the April 17, 2012 Planning Commission Public Hearing on the Draft EIR. The City then prepared the FEIR, which consists of the Initial Study, the Draft EIR, the Comments and Responses document, the MMRP, and all documents incorporated by reference therein.

The Final EIR, including all comments and responses, was published and made available to affected agencies. On **November 20, 2012**, after consideration of the Draft EIR, the comments and responses, all of the facts and findings, and all available testimony and evidence in the record, the Planning Commission, after due deliberation, adopted Resolution NO. 2012- 2 recommending that the San Bruno City Council certify the Final EIR as having been completed in accordance with CEQA.

B. SCOPE OF THESE FINDINGS

CEQA Guidelines in Section 15091 require that a project's significant environmental impacts identified in an EIR be addressed by one of three findings, as set forth in 15091(a). To ensure that all significant project impacts are identified, and necessary findings made, these Findings list the significant impacts and mitigation measures identified in the Final EIR and set forth the corresponding required findings. These Findings list the project impacts that are less-than-significant and, where appropriate, mitigation measures for these impacts. These Findings also identify unavoidable impacts and the necessary statement of overriding considerations.

C. DESCRIPTION OF THE RECORD

For purposes of CEQA, and these Findings, the record of administrative proceedings before this City Council includes, without limitation, the following:

1. The Final EIR, which includes the Initial Study, the Draft EIR, the Comments and Responses document, MMRP, and all documents incorporated by reference therein;
2. All City staff reports on the Plan and the Final EIR;
3. All studies conducted for the Plan and the EIR, and contained or incorporated by reference in the EIR, including appendices;
4. All public reports and documents prepared for the Planning Commission, the City Council or the City;

5. All documentary and oral evidence either received and reviewed at, or obtained as a result of, public workshops and public hearings related to the Plan and the EIR;

6. The minutes, transcripts, and other records for all public workshops and public hearings related to the Plan and the EIR;

7. All applicable City ordinances, resolutions and planning documents;

8. All matters of common knowledge to the City Council, including, but not limited to (i) the City's fiscal status; (ii) the City's policies and regulations; (iii) reports, projections and correspondence related to development within and surrounding the City; and (iv) state laws, regulations and publications, including all reports and guidelines published by the California Office of Planning and Research.

9. All public records in files maintained by the City relative to the Plan and the EIR.

D. GENERAL CONDITIONS

1. Reliance on the Record

Each and all of the findings and determinations contained herein are based upon competent and substantial evidence, both oral and written, contained in the entire record relating to the Plan. These findings and determinations constitute the independent findings and determinations of the City Council in all respects.

2. Summaries of Impacts, Mitigation Measures, Facts, Alternatives and Other Matters

All summaries of information relating to the Plan are based on the referenced environmental documents and/or other substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact. Moreover, the summaries set forth below, including, without limitation, summaries of impacts, mitigation measures and alternatives, are only summaries. Cross-references to the Final EIR and other documents in the record have been made and the reader should refer directly to those documents for more precise information regarding the facts on which the summary is based.

3. Adoption of Mitigation Measures

These Findings are based upon the numerous mitigation measures set forth in the Final EIR, which reduce or eliminate potential impacts, all of which shall be implemented in connection with the adopted MMRP. The City Council finds that the mitigation measures set forth in the Final EIR and the MMRP can reasonably be expected to reduce adverse impacts related to the Plan. The Mitigation Monitoring Checklist is attached as **Exhibit A**.

II. LESS-THAN-SIGNIFICANT PROJECT IMPACTS FOR WHICH NO MITIGATION IS PROVIDED

The City Council finds that certain potential impacts evaluated in the Final EIR will cause a less-than-significant impact and do not require mitigation. These less-than-significant impacts are listed on pages 15-4 and 15-5 of the Draft EIR.

III. SIGNIFICANT BUT MITIGABLE IMPACTS

The City Council finds that fourteen (14) potential impacts evaluated in the Final EIR will cause a significant adverse environmental effect prior to mitigation. The City Council finds that the adoption of the mitigation measures identified in the Final EIR will reduce most of these significant impacts to a level of insignificance. These significant but mitigable impacts are listed in Table 2.1 of the Draft EIR on pages 2-5 through 2-34 and discussed further in Chapters 4 through 14 of the Draft EIR and in the FEIR Comments and Responses (Chapter 2) and the MMRP.

IV. SIGNIFICANT UNAVOIDABLE IMPACTS

Facts. The Final EIR summarizes the Project's significant, unavoidable impacts in Table 2.1 and on pages 15-2 and 15-3 of the Draft EIR and the MMRP. CEQA requires that significant unavoidable impacts of the Plan be described.

The City Council finds that the Plan has avoided all potentially significant impacts to the extent feasible. However, even after mitigation, the following six (6) impacts remain and are identified as significant unavoidable impacts.

1. Impact 7-2: Plan-Related and Cumulative Impacts on Historic Resources.

   Future development on or adjacent to properties within the Transit Corridors Area that contain a historic resource may cause the demolition, destruction or alteration of the historic resource such that the significance of the resource is "materially impaired." Also, the loss of historic resources under the plan would be a cumulative considerable contribution to a loss of historic resources throughout San Bruno and the surrounding region. This possibility represents a potentially significant impact.

   Mitigation 7-2. For any future discretionary private or public project within the Transit Corridors Area that involves a property that contains a historic resource, the City shall make a preliminary determination as to whether or not the project may have a potentially significant adverse effect on the historic resource. If the City determines that the project may have a potentially significant effect, the City shall require the applicant to implement the following mitigation measures where applicable:

   (a) To the extent feasible, the applicant shall, to City satisfaction, ensure that the project adheres to one or both of the following standards:

   - Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or
   - Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer.

   The project shall be reviewed by a qualified architect or architectural historian approved by the City and meeting the Secretary of the Interior's Professional

Qualifications Standards published in the Code of Federal Regulations (36 CFR part 61), who shall make a recommendation to the City as to whether the project fully adheres to the Standards for Rehabilitation, and any specific modifications necessary to do so. The final determination as to a project's adherence to the Standards for Rehabilitation shall be made by the City body with final decision-making authority over the project. Such a determination of individual project adherence to the Secretary Standards will constitute mitigation of the project historic resource impacts to a less-than-significant level (CEQA Guidelines section 15064.5).

(b) If measure (a) is not feasible, and if relocation of the historic resource is a feasible alternative to demolition, the historic resource shall be moved to a new location compatible with the original character and use of the historic resource, and its historic features and compatibility in orientation, setting, and general environment shall be retained, such that the resource retains its eligibility for listing on the California Register. Implementation of measure (b) would reduce the impact to a less-than-significant level.

If neither measure (a) nor measure (b) is feasible, the City shall, as applicable and to the extent feasible, implement the following measures in the following order:

(c) Document the historic resource before any changes that would cause a loss of integrity and loss of continued eligibility. The documentation shall adhere to the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The level of documentation shall be proportionate with the level of significance of the resource. The documentation shall be made available for inclusion in the Historic American Building Survey (HABS) or the Historic American Engineering Record (HAER) Collections in the Library of Congress, the California Historical Resources Information System and the Bancroft Library, as well as local libraries and historical societies, such as the San Bruno Public Library.

(d) Retain and reuse the historic resource to the maximum feasible extent and continue to apply the Secretary of the Interior's Standards for Rehabilitation to the maximum feasible extent in all alterations, additions and new construction.

(e) Through careful methods of planned deconstruction to avoid damage and loss, salvage character-defining features and materials for educational and interpretive use on-site, or for reuse in new construction on the site in a way that commemorates their original use and significance.

(f) Interpret the historical significance of the resource through a permanent exhibit or program in a publicly accessible location on the site or elsewhere within the Transit Corridors Area.

Implementation of measures (c), (d), (e) and/or (f) would reduce the potentially significant impact on historic resources, but not to a less-than-significant level. Without knowing the characteristics of the potentially affected historic resource or the subject future individual development proposal, the City cannot determine with certainty that measure (a) or (b) above would be considered feasible. Consequently, this impact would be significant and unavoidable.

2. Impact 11-6: Plan-Related Cumulative Noise Impacts.

Sensitive receptors along the following street segments within the Transit Corridors Area may be exposed to permanent substantial increases in traffic noise of 3-5 dBA CNEL or greater resulting from projected cumulative traffic volume increases: Taylor Avenue and San Bruno Avenue immediately east of El Camino Real; San Bruno Avenue and Huntington Avenue near the San Bruno Avenue/Huntington Avenue intersection; San Bruno Avenue west of San Mateo Avenue; and San Mateo Avenue near San Bruno Avenue and Huntington Avenue.

The Plan-related growth increment would contribute to these cumulative noise impacts, and would therefore represent a significant cumulative impact.

Mitigation 11-6: The City shall use quieter (rubberized or open grade asphalt) pavements when repaving is required on the following street segments within the Transit Corridors Area: Taylor Avenue and San Bruno Avenue immediately east of El Camino Real; San Bruno Avenue and Huntington Avenue near the San Bruno Avenue/Huntington Avenue intersection; San Bruno Avenue west of San Mateo Avenue; and San Mateo Avenue near San Bruno Avenue and Huntington Avenue.

The use of quieter (rubberized or open grade asphalt) pavements when repaving is required on major Plan area roadways would be expected to reduce traffic noise by 2-5 dBA CNEL, reducing this impact to less than significant. However, since implementation of these repaving measures is not assured, this potential effect represents a significant unavoidable cumulative impact.

3. Impact 14-1: El Camino Real/San Bruno Avenue Intersection Impact.

Under 2030 General Plan With Project conditions, with the Transit Corridors Plan proposed changes to this intersection, intersection operations would deteriorate from acceptable LOS D (existing) to unacceptable LOS F during the PM peak hour, which would represent a potentially significant impact.

Mitigation 14-1. Maintain the current intersection lane geometries and provide a short dedicated westbound right-turn lane. This measure would improve delay, but the intersection would continue to operate at an unacceptable LOS F, and the average critical delay would still increase over existing conditions by approximately 39 seconds. In addition, because El Camino Real is a Caltrans facility, this improvement would exceed the City's authority to implement. With implementation of this measure, the impact of the Transit Corridors Plan on the El Camino Real/San Bruno Avenue intersection would remain an unavoidable significant impact.

4. Impact 14-2: Southbound US 101 Ramps/ San Bruno Avenue Intersection Impact.

Under 2030 General Plan With Project conditions, intersection operations would deteriorate from acceptable LOS B (existing) to unacceptable LOS D during the PM peak hour, which would represent a potentially significant impact under Caltrans criteria.

Mitigation 14-2. This impact could be mitigated to a less-than-significant level by converting the westbound shared left-turn lane to a dedicated through lane. This measure would result in LOS C operations during both the AM and PM peak hours.

However, because US 101 is a Caltrans facility, this improvement would exceed the City's authority to implement. Thus, the impact of the Transit Corridors Plan on the Southbound US 101 Ramps/San Bruno Avenue intersection represents an unavoidable significant impact.

5. Impact 14-3: El Camino Real/Westbound I-380 Ramps Intersection Impact.

   Under 2030 General Plan With Project conditions, intersection operations would deteriorate from LOS D (existing) to LOS D intersection operations during the PM peak hour with an increase in delay of 12.1 seconds, which would represent a potentially significant impact under Caltrans criteria.

   Mitigation 14-3. This impact could be mitigated to a less-than-significant level by providing three westbound right-turn lanes from the I-380 ramp onto northbound El Camino Real. However, this improvement would require the acquisition of additional right-of-way from adjacent developed properties and may therefore be considered infeasible. Additionally, because I-380 is a Caltrans facility, this improvement would exceed the City's authority to implement. Thus, the impact of the Transit Corridors Plan on the El Camino Real/Westbound I-380 Ramps intersection represents an unavoidable significant impact.

6. Impact 14-4: Eastbound I-380 Freeway Segment Impact Between I-280 and US 101.

   Under 2030 General Plan With Project conditions during the AM peak hour, the existing unacceptable LOS rating of F along this eastbound freeway segment west of El Camino Real would deteriorate to a worse F (an increase in volume-to-capacity ratio from 1.01 to 1.18), and the existing LOS rating of E east of El Camino Real would deteriorate to F (an increase in volume-to-capacity ratio from 0.95 to 1.11). The increase in volume-to-capacity ratio along this freeway segment from existing conditions by more than one percent and the increase in traffic volume would represent more than one percent of the segment's capacity. These effects would represent a potentially significant impact under CMP and Caltrans criteria.

   Mitigation 14-4. Two mitigation options have been identified for this impact:

   (a) Increase capacity by widening the freeway. The measure could reduce this Project impact to a less-than-significant level, but widening would require acquisition of additional freeway right-of-way from adjacent properties and may therefore be considered infeasible. Additionally, because I-380 is a Caltrans facility, this improvement would exceed the City's authority to implement.

   (b) Reduce the amount of traffic added to the freeway. By facilitating mixed use and higher intensity infill development in an existing urban area at corridor locations with good local and regional transit access, including convenient San Mateo County Transit District (SamTrans) bus service, Bay Area Rapid Transit District service (San Bruno BART station), and Caltrain commuter rail service (new San Bruno Caltrain station), the Transit Corridors Plan would minimize project-related peak hour vehicle trips. The Transit Corridors Plan also recommends implementation of an area-wide transportation demand management (TDM) program to further reduce peak period trip generation. These measures would be expected to substantially reduce

automobile trip generation and the severity of freeway segment impacts, but not to a less-than-significant level.

Therefore, the impact of the Transit Corridors Plan on eastbound I-380 between I-280 and US 101 would remain an unavoidable significant impact.

V. STATEMENT OF OVERRIDING CONSIDERATIONS

Following a determination that significant impacts remain after the adoption of all feasible mitigation measures, approval of a project must be accompanied by a Statement of Overriding Considerations. CEQA requires the benefits of a project to be balanced against its significant unavoidable impacts in determining whether to approve the project (CEQA Guidelines Section 15093(a)). The Final EIR discusses numerous potential direct and cumulative impacts that could result from the Plan. Six of these would result in unavoidable impacts. These unavoidable impacts are set forth in Section IV, herein.

The City Council finds that the benefits of the Plan outweigh these unavoidable adverse environmental impacts. In making this determination, the following factors and public benefits were considered and comprise the Statement of Overriding Considerations.

The benefits of the project include the following:

A. Revitalization of the oldest part of the City. The redevelopment of the Transit Corridors Area will replace underutilized, deteriorating and obsolete commercial land uses with new mixed-use development. The proposed pattern of building height and form would promote a more organized, harmonious and attractive urban environment, as well as improved streetscapes and public parks and plazas; and an increase in overall visual unity. Implementation of the Transit Corridors Plan will facilitate and extend the General Plan vision to promote sustainable growth by providing specific regulations intended to create a vibrant mixed use transit oriented development neighborhood in the downtown area.

B. Social and Economic Benefits. The project would lead to the creation of new jobs providing greater employment opportunities for the residents of San Bruno, and allow existing residents to live and work within the same community.

C. New Housing. The Plan will provide for the development of up to 1,610 new housing units, a significant and much-needed addition to the overall housing stock of the City, San Mateo County and the San Francisco Peninsula as a whole, all of which have greater demand for housing than supply. The additional housing permitted under the Plan, will allow the City to meet its requirements under state law for meeting its share of regional housing needs.

D. Affordable Housing. The Plan will provide opportunities for development of housing affordable to low and moderate-income households, using City BMR in-lieu fee funds as well as possible state affordable housing tax credits, and other sources. This will help the City meet its State mandated fair share of affordable housing in the next Regional Housing Needs Allocation (RHNA).

E. Choice of "convenience living". The project will offer a choice of convenience living – with a mix of employment and a range of well-designed rental and for-sale housing types near entertainment, restaurants, special events, shopping and public

services, and to public transportation that provides access to other communities and to San Francisco International Airport.

F. Enhanced Pedestrian Environment. The proposed streetscape will make pedestrian comfort, safety, and convenience a priority. The Plan calls for a network of great public places that connect to and complement San Mateo Avenue, adjacent neighborhoods, transit, and El Camino Real; that inspire people to walk and to linger Downtown; and that can include improved connections (pedestrian and vehicular) between Downtown and the Caltrain and BART stations.

G. Access to Transit. The Transit Corridors Area will be the "Transit Hub" of the City, containing the Caltrain station and connections to local and regional bus transportation, making the area an appropriate location for more compact, higher intensity development.

H. Efficient Parking. The Transit Corridors Area provides a "park once" environment-people can park once, perhaps in a public parking facility, upon arrival in the Downtown, and can circulate throughout Downtown on foot without parking again. This "park once" environment also allows more potential walk-in customers for Downtown businesses.

I. Sustainable Community Strategy (SCS). Development in the Transit Corridors Area can be more compact and conveniently accessible without a car, rather than being spread out as in the rest of the City. The Plan will help to meet greenhouse gas reduction target through integrated land use, housing and transportation planning, outlined in the Sustainable Communities Strategy (SCS), as provided in SB 375. The SCS will be incorporated into the region's federally enforceable regional transportation plan. The Transit Corridors Area is also part of San Bruno's Priority Development Area, which makes it eligible to apply for grant funds through the ABAG Focus Program to promote the objectives of the SCS.

J. Tax Revenue. The project will contribute to the tax base of the City through property tax, sales tax, tax revenues generated by local businesses, including transit occupancy tax, and from additional businesses and employees.

VI. ALTERNATIVES

Several unavoidable significant impacts of the Transit Corridors Plan were identified in Chapters 4 through 17 of the Draft EIR. Pursuant to the CEQA Guidelines, the five alternatives were developed with the purpose of avoiding or substantially reducing these unavoidable significant impacts, as well as other significant impacts of the Plan for which feasible mitigation measures were identified.

- Alternative 1: No Project--Existing Conditions.
- Alternative 2: No Project--Buildout Under Existing Land Use Policy (General Plan and Zoning).
- Alternative 3: Transit Corridors Plan with Reduced Building Heights (Ordinance 1284 Height Limits).
- Alternative 4: Transit Corridors Plan Incorporating a Pedestrian-Oriented Intersection Operational Standard (LOS of F).
- Alternative 5: Alternative Plan Location. (Alternative Plan Location would not achieve the basic project objectives, would not necessarily avoid or lessen the

significant impacts of the project and may result in new significant impacts, and would be infeasible, and thus was eliminated from further consideration.)

Only the unavoidable significant effects on Noise would be reduced to less than significant in each alternative. The unavoidable significant effects on Historic Resources would occur under each alternative, except the No Project Alternative. The unavoidable significant effects on Traffic would be reduced to less than significant under each alternative except the reduced height alternative (Alternative 3).

Alternative 2 would reflect the amount of new development allowed in the Transit Corridors Area under the City's existing land use policies (General Plan and zoning)--i.e., 720 additional housing units, 128,600 additional square feet of retail, and 321,500 additional square feet of office. Other aspects of Alternative 2 would be similar to the project. Buildout of the Transit Corridors Area under the existing General Plan and zoning would be less effective in achieving the basic project objectives of stimulating the economic revitalization of the Downtown, and the Caltrain and BART station areas; reinvigorating the community's identity; capture the potential for transit-oriented development; strengthening the area's walkability and bikeability; and coherently approaching the enhancement of the Transit Corridors Area.

Alternative 3 would change the Transit Corridors Plan to maintain the City Ordinance 1284 height limit of three (3) stories or fifty (50) feet. This reduction in Transit Corridors Plan building height limits would reduce the amount of development allowed under the Plan, which would in turn reduce the unavoidable significant traffic and air quality impacts identified for the project. Other aspects of Alternative 3 would be similar to the project. Buildout of the Transit Corridors Area under Ordinance 1284 height limits would be less effective in achieving the basic project objectives of stimulating the economic revitalization of the Downtown, and the Caltrain and BART station areas; reinvigorating the community's identity; capture the potential for transit-oriented development; strengthening the area's walkability and bikeability; and coherently approaching the enhancement of the Transit Corridors Area.

Alternative 4 would revise the Transit Corridors Plan to incorporate a less stringent LOS policy for the Transit Corridors Area in order to reduce the conventional tendency to simply widen intersection approaches to add new through and turning lanes, and make signal phasing changes, to improve vehicular traffic flow, thereby worsening conditions for pedestrians and bicycles, and detracting from a desired more comfortable and pedestrian-friendly Downtown environment. Alternative 4 would change the City's policy for maximum acceptable LOS in the Transit Corridors Area from LOS D to LOS F for intersections of El Camino Real, San Bruno Avenue, San Mateo Avenue, and Huntington Avenue. The amount of new development and all other aspects of Alternative 4 would be similar to the proposed project. Alternative 4 would be as effective as the project in achieving the basic project objectives of stimulating the economic revitalization of the Downtown, and the Caltrain and BART station areas; reinvigorating the community's identity; capture the potential for transit-oriented development; strengthening the area's walkability and bikeability; and coherently approaching the enhancement of the Transit Corridors Area.

VII. ACTIONS

The City Council hereby (a) determines the Findings, Statement of Overriding Considerations, and MMRP contained within and incorporated into this Resolution to be adequate for the purposes of CEQA, and (b) recommends that the San Bruno City Council adopt these Findings, Statement of Overriding Considerations, and MMRP.

Dated: _____

_____
Mayor

ATTEST:

_____
City Clerk

APPROVED AS TO FORM:

_____
City Attorney

I, Carol Bonner, City Clerk, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of San Bruno this __ day of February 2013 by the following vote:

AYES: Councilmembers: _____

NOES: Councilmembers: _____

ABSENT: Councilmembers: _____

Attachment 1

MITIGATION MONITORING CHECKLIST FOR THE SAN BRUNO TRANSIT CORRIDORS PLAN

The following mitigation monitoring checklist will be used to implement the mitigation measures identified in the Final Environmental Impact Report for the San Bruno Transit Corridors Plan (June 2012).

STATE MITIGATION MONITORING REQUIREMENTS

California Environmental Quality Act (CEQA) section 21081.6 of the Public Resources Code requires all public agencies to adopt mitigation reporting or monitoring programs when they approve projects subject to environmental impact reports or mitigated negative declarations. The mitigation monitoring program must be implemented by the Lead Agency subsequent to certification of the EIR.

MITIGATION MONITORING CHECKLIST FORMAT

The attached Mitigation Monitoring Checklist for the San Bruno Transit Corridors Plan includes individual columns for identifying the following, pursuant to CEQA Guidelines section 15097:

Identified Impact:

This column includes each identified significant adverse impact.

Related Mitigation Measure (Performance Criteria):

This column includes each mitigation measure.

Monitoring:

This column describes (1) the implementation entity responsible for carrying out each mitigation measure; (2) the monitoring and verification entity responsible for performing the monitoring of each mitigation; and (3) specific implementation timing requirements.

Verification:

The verification column provides a space for the signature and date of the monitoring and verification entity when a monitoring milestone is reached.

MITIGATION MONITORING CHECKLIST-- SAN BRUNO TRANSIT CORRIDORS PLAN

The environmental mitigation measures listed in column two below have been incorporated into the conditions of approval for the San Bruno Transit Corridors Plan in order to mitigate identified environmental impacts. A completed and signed chart will indicate that each mitigation requirement has been complied with, and that City and state monitoring requirements have been fulfilled with respect to Public Resources Code section 21081.6.

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE (Performance Criteria)**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
AESTHETICS						
Impact 4-1: Plan Building Height Impacts on Visually Sensitive Residential Edges. The visual impact of the Plan-proposed increases in Transit Corridors Area maximum permitted building heights, which at various locations would exceed the current citywide 3-story building height maximum by from 1 to 4 additional stories, would be minimized by Plan-proposed building setback and stepback requirements. The proposed building setback and stepback requirements have been specifically formulated to reduce shade and shadow impacts and perceptions of building height and mass incompatibilities on the Plan area edges adjacent to lower intensity residential and other uses. Permitted new multi-story buildings along Plan corridor frontages and Plan area edges would for the most part be separated from the nearest adjacent residential uses by existing roadway rights-of-way, and would be subject to greater minimum setbacks at ground level as well as additional building "stepback" requirements above the fifth floor (above 50 feet). However, in the following site-specific instances, the potential impact of Plan-proposed maximum building heights on adjacent low-density residential properties may not be adequately mitigated by these Plan setback and stepback provisions: ▪ within the TOD-SO (TOD-Station Office) designation encompassing the planned new Caltrain station and adjacent areas to the north, where new buildings of up to 90 feet (7 stories) in height would be permissible adjacent to the rear yards of	**Mitigation 4-1:** Establish an additional "transition area" along these particular Transit Corridors Area residential edges where building heights within the first 20 feet of adjacent rear yard depth and first 10 feet of adjacent side yard depth would include a minimum stepback of 10 feet above the third floor. The addition of this provision to the Transit Corridors Plan would reduce this potential impact to a ***less-than-significant level***.	City	City	Condition of Transit Corridors Plan approval		

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
approximately eight existing 1-to-4-unit residential properties fronting on 2nd Avenue (the proposed minimum rear yard setback here of 10 feet and minimum stepback of 15 feet above 4 stories would reduce this potential impact, but not assuredly to a less-than-significant level); ▪ at edges of the TOD-MXD1 (Medium-High Density Mixed-Use) designation along the San Bruno and Huntington Avenue corridors, where new buildings up to 65 feet (5 stories) in height would be permissible directly adjacent to the side yards of roughly a dozen existing 1-to-5-unit residential properties along San Bruno Avenue East (the proposed minimum stepback of 15 feet above 4 stories would reduce this potential impact, but not assuredly to a less-than-significant level); ▪ at edges of the TOD-MXD2 (High-Density Mixed-Use) designation along the El Camino Real and San Bruno Avenue West corridors, where the visual impact of new buildings up to 70 feet (5 stories) in height would be permissible directly adjacent to the rear yards of roughly eight or nine 1-to-5-unit residential properties fronting on Hensley Avenue north of Euclid Avenue; roughly seven or eight 1-to-4-unit residential properties fronting on Hensley Avenue north of Sylvan Avenue; and roughly eight or nine single family residential properties fronting on Linden Avenue along the south side of San Bruno Avenue west of White Way (the Plan-proposed minimum ground level rear yard setback of 10 feet and minimum stepback of 15 feet above 4 stories would reduce this potential impact, but not assuredly to a less-than-significant level); and ▪ within the proposed CBD (Central Business District) designation along San Mateo Avenue, where new buildings of up to 55 feet (4 stories) in height would be						

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
permissible adjacent to the rear yards of approximately four existing single-family properties, including one on Mills Avenue south of San Bruno Avenue, one on Masson Avenue south of Kains Avenue, and up to two on Angus Avenue south of San Mateo Avenue (the proposed minimum rear yard setbacks here of 10 feet and minimum stepback of 10 feet above the third floor would reduce this potential impact, but not assuredly to a less-than-significant level). The potential Plan building height impacts on visually sensitive residential edges would represent a ***significant adverse impact***.						
Impact 4-2: Plan Building Height Shade and Shadow Impacts. Subject to voter approval pursuant to City Ordinance 1284, the Transit Corridors Plan would allow taller buildings throughout the Transit Corridors Area, increasing maximum allowable buildings heights within specific zones to 55 feet (4 stories), 65 feet (5 stories), 70 feet (6 stories), or 90 feet (7 stories). The increased building height limits could result in increased shadows on shadow-sensitive neighboring residential properties and public spaces at some locations within and immediately adjacent to the Transit Corridors Area. Areas identified as particularly sensitive to shadow impacts include: ▪ Posy Park (San Mateo Avenue at Huntington Avenue), ▪ the Plan-proposed Jenevein Avenue landscaped area (San Mateo Avenue at Jenevein Avenue), ▪ the Plan-proposed plaza at the future Caltrain station (Catalytic Site #1, internal and at corner), ▪ the Plan-proposed gateway plaza at the San Mateo Avenue/El Camino Real intersection (Catalytic Site #3, internal and at corner), and	**Mitigation 4-2:** Implement Mitigation 4-1. In addition, revise the Plan to incorporate a similar "transition area" along the edges of Posy Park where new building heights within the first 20 feet of adjacent rear yard depth and first 10 feet of adjacent side yard depth would include a minimum stepback of 10 feet above the third floor. The addition of this provision to the Transit Corridors Plan would reduce the shadow impacts of the Plan on these identified shadow-sensitive residential edges and internal public open space areas to a ***less-than-significant level***.	City	City	Condition of Transit Corridors Plan approval		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE (Performance Criteria)**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
▪ existing adjacent residential areas. Plan shade and shadow impacts on these areas are described below: Similar to the Plan's relationship to scenic vistas, the site layout, massing/scale, height, setback, and stepback provisions of the Plan would help minimize shade and shadow effects by allowing sunlight into public open space and plazas and into adjacent residential areas, while also creating comfortable areas of shade where this amenity is currently lacking. Posy Park is located at the northern tip of the proposed CBD zone, where the Plan-proposed maximum building height would be 55 feet (4 stories)--i.e., five feet above the existing applicable Ordinance 1284 height limit of 50 feet (3 stories). Construction of a permitted 4 story structure on the adjacent parcel to the south, could cast a shadow on the southern edge of the park during the longest shadow period in December, but the majority of the park would remain unaffected. The Plan-proposed corner plaza at the future Caltrain station site within the proposed TOD-Station Office zone (at the southern tip of Catalyst Site #1; see EIR Figure 3.4) would be open to the San Bruno Avenue and San Mateo Avenue right-of-way. As a result, the site would not be subject to shadow impacts during the longest shadow periods of the year (December). Similarly, the Plan-proposed corner plaza at San Mateo Avenue and El Camino Real would not be subject to shadow impacts during the longest December shadow period due to its open orientation towards El Camino Real and San Mateo Avenue. However, Plan-proposed building height maximums would result in potentially						

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE (Performance Criteria)**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
significant shadow impacts at all of the residential edges identified under Impact 4-1 (Plan Building Height Impacts on Visually Sensitive Residential Edges), as well as at the Plan-proposed internal plazas in Catalytic Sites #1 and #3. Plan-permitted building heights could case shadows during the morning and afternoon hours of September through March over portions of these shadow-sensitive residential edges and internal public plazas. Such shadowing effects could substantially degrade the existing visual character or quality at these locations, representing a ***potentially significant environmental impact.***						
AIR QUALITY						
Impact 5-1: Plan-Related Short-Term Construction Emissions. Demolition or construction activities facilitated by the Transit Corridors Plan may generate temporary emissions of ROG, NO_X and PM_{10} that exceed BAAQMD thresholds of significance. In addition, related construction dust could cause localized health and nuisance impacts on adjacent residential sensitive receptors. These possible effects represent a ***potentially significant impact.***	**Mitigation 5-1.** All discretionary approvals for private or public realm grading, demolition, or construction activity in the Transit Corridors Area shall be conditioned to implement the following or similar best management practices: (a) The following dust control measures by construction contractors, where applicable: During *demolition* of existing structures: ▪ Water active demolition areas to control dust generation during demolition of structures and break-up of pavement. ▪ Cover all trucks hauling demolition debris from the site. ▪ Use dust-proof chutes to load debris into trucks whenever feasible. During all *construction phases*: ▪ Water all active construction areas at least twice daily. ▪ Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind.	City; Individual project applicants	City	Condition of grading permit issuance; Condition of building permit issuance; Field verify implementation during grading and construction		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	▪ Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard. ▪ Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. ▪ Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites. ▪ Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets. ▪ Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more). ▪ Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.). ▪ Limit traffic speeds on unpaved roads to 15 miles per hour. ▪ Install sandbags or other erosion control measures to prevent silt runoff to public roadways. ▪ Replant vegetation in disturbed areas as quickly as possible. ▪ Consult with the BAAQMD prior to demolition of structures suspected to contain asbestos to ensure that demolition/construction work is conducted in accordance with BAAQMD rules and regulations. (b) The following best management controls on emissions by diesel-powered construction equipment used by construction contractors, where applicable:					

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE (Performance Criteria)**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
	▪ When total construction projects at any one time would involve greater than 270,000 square feet of development or demolition, a mitigation program to ensure that only equipment that would have reduced NO_X and particulate matter exhaust emissions shall be implemented. This program shall meet BAAQMD performance standards for NOx standards--e.g., should demonstrate that diesel-powered construction equipment would achieve fleet-average 20 percent NO_X reductions and 45 percent particulate matter reductions compared to the year 2010 ARB statewide fleet average. ▪ Ensure that visible emissions from all on-site diesel-powered construction equipment do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired or replaced immediately. ▪ The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors). ▪ Diesel equipment standing idle for more than three minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from residences. ▪ Signs shall be posted to alert workers that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum					

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE (Performance Criteria)**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
	concrete trucks could keep their engines running continuously as long as they were on-site and away from residences. ▪ Properly tune and maintain equipment for low emissions. The above measures are BAAQMD-identified "feasible control measures" for construction emissions. Implementation of these measures would reduce the short-term construction-related air quality impact of the Transit Corridors Plan to a ***less-than-significant level***.					
Impact 5-2: Plan-Related Community Risk and Hazard Impacts. Future development in accordance with the Transit Corridors Plan could expose sensitive receptors to levels of toxic air contaminants (TACs) or $PM_{2.5}$ that cause an unacceptable cancer risk or hazard, which represents a ***potentially significant impact***	**Mitigation 5-2.** For Transit Corridor Area locations within the following specified distances from the identified sources of TACs and $PM_{2.5}$, implement the mitigation measure listed below: • Interstate 380 – 200 feet, • El Camino Real – 25 feet, • San Bruno Avenue – 10 feet, and • Caltrain – 200 feet. (Site-specific modeling for future development projects proposed within these distances may provide a data basis upon which this buffer distance may be reconsidered and reduced.) Future individual discretionary development projects within the Transit Corridors Area that would place air quality sensitive receptors within these specified distances from identified sources, shall either: (a) For projects within the specified distances from identified sources, conduct a site-specific health risk assessment using air quality dispersion modeling methodologies and screening thresholds recommended by the BAAQMD to demonstrate that, despite a location within	City; Individual project applicants	City	During individual project review; Condition of building permit issuance; Condition of occupancy permit issuance		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	the screening setback distances, modeled site-specific exposures would be less-than-significant. *or* (b) Mitigate anticipated community risks and hazards through implementation of the following mitigations: ▪ Where residential uses or other sensitive receptors are proposed to be located within the setback distances specified above, or identified through site-specific health risk assessment using air quality dispersion modeling to indicate potentially significant exposure, then air filtration units shall be installed and maintained. The ventilation systems shall be installed to achieve BAAQMD effectiveness performance standards in removing PM2.5 from indoor air. The system effectiveness requirement shall be determined during final design, when the exact level of exposure is known, based on proximity to these sources; ▪ Locate ventilation air intakes and operable windows away from these sources; ▪ Where appropriate, install passive (drop-in) electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph); ▪ Consider tiered plantings of trees, such as redwood, deodar cedar, live oak and oleander, between sensitive uses and these sources; ▪ Consider plan implementation phasing that delays occupancy of units with highest exposure so that source emissions regulations and vehicle fleet turnover that would result in lower emissions may take more effect and lower exposure levels (since emission					

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE (Performance Criteria)**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
	rates will decrease in the future, projects developed later in the Transit Corridors Plan buildout timeframe would have less exposure); ▪ Avoid locating truck loading zones near sensitive units; ▪ Require rerouting of nearby heavy-duty truck routes; ▪ Enforce illegal parking and/or idling restrictions on heavy-duty trucks in the vicinity; ▪ Install indoor air quality monitoring units in buildings. With implementation of this mitigation, the potential TAC and $PM_{2.5}$ exposure impacts of the Transit Corridors Plan would be reduced to a ***less-than-significant level.*** Potential future preparation and implementation by the City of a Community Risk Reduction Plan (CRRP) to bring TAC and $PM_{2.5}$ concentrations for the entire community down below BAAQMD thresholds of significance as an alternative to addressing community health risk on a project-by-project basis would also reduce this impact to a ***less-than-significant level.***					
Impact 5-3: Odor Impacts of Plan-Facilitated Mixed Use Development. Development facilitated by the Transit Corridors Plan could result in the introduction of food service uses (e.g., restaurants) or other odor-generating uses in close proximity or in the same building as residential or other odor-sensitive uses. This possibility represents a ***potentially significant impact.***	**Mitigation 5-3.** All discretionary local use approvals for food service (e.g., restaurants) or other odor generating uses in close proximity or in the same building as residential or other odor sensitive uses in the Transit Corridors Area shall be conditioned to implement a combination of the following measures which, to City satisfaction, will sufficiently reduce odors and potential conflicts and complaints: ▪ for restaurant or cooking uses, use of such devices as integral grease filtration or grease removal systems, baffle filters, electrostatic precipitators, water	City; Individual project applicants	City	Condition of building permit issuance; Condition of occupancy permit issuance		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE (Performance Criteria)**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
	cooling/cleaning units, disposable pleated or bag filters, activated carbon filters, oxidizing pellet beds, and catalytic conversion, as well as proper packaging and frequency of food waste disposal, and exhaust stack and vent location with adequate consideration of nearby receptors; and ▪ for new residential dwellings within 300 feet of existing paint spraying operations (e.g., auto body shops), cleaning operations (e.g., dry cleaners), or other uses with the potential to cause odors, identification and adequate disclosure of potential odor impacts in notices to prospective buyers or tenants. With implementation of this mitigation, the potential odor impacts of the Transit Corridors Plan would be reduced to a ***less-than-significant level.***					
CULTURAL AND HISTORIC RESOURCES						
Impact 7-1: Plan-Related and Cumulative Disturbance of Archaeological Resources. Development activities facilitated by the Transit Corridors Plan could disrupt, alter or eliminate as-yet undiscovered archaeological sites, potentially including Native American remains. Also, the loss of archaeological resources under the plan would be a cumulatively considerable contribution to a loss of archaeological resources throughout San Bruno and the surrounding region. This possibility represents a ***potentially significant impact.***	**Mitigation 7-1:** If prehistoric or historic-period archaeological resources are encountered during future grading or excavation in the Transit Corridors Area, work shall avoid altering the materials and their context until a qualified professional has evaluated, recorded and determined appropriate treatment of the resource, in consultation with the City. Project personnel shall not collect cultural resources. Cultural resources shall be recorded on DPR 523 historic resource recordation forms. If it is determined that the proposed development could damage a unique archaeological resource, mitigation shall be implemented in accordance with Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place.	City; Individual project applicants	City; California Historical Resources Information System (CHRIS); Native American Heritage Commission	Condition of grading permit issuance; Field verify implementation during grading		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE (Performance Criteria)**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
	This measure would reduce the potential plan-related impact on archaeological resources to a ***less-than-significant level.***					
Impact 7-2: Plan-Related and Cumulative Impacts on Historic Resources. Future development on or adjacent to properties within the Transit Corridors Area that contain a historic resource may cause the demolition, destruction or alteration of the historic resource such that the significance of the resource is "materially impaired." Also, the loss of historic resources under the plan would be a cumulative considerable contribution to a loss of historic resources throughout San Bruno and the surrounding region. This possibility represents a ***potentially significant impact.***	**Mitigation 7-2.** For any future discretionary private or public project within the Transit Corridors Area that involves a property that contains a historic resource, the City shall make a preliminary determination as to whether or not the project may have a potentially significant adverse effect on the historic resource. If the City determines that the project may have a potentially significant effect, the City shall require the applicant to implement the following mitigation measures where applicable: (a) To the extent feasible, the applicant shall, to City satisfaction, ensure that the project adheres to one or both of the following standards: ▪ Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or ▪ Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer. The project shall be reviewed by a qualified architect or architectural historian approved by the City and meeting the Secretary of the Interior's Professional Qualifications Standards published in the Code of Federal Regulations (36 CFR part 61), who shall make a recommendation to the City as to whether the project fully adheres to the Standards for Rehabilitation, and any specific modifications necessary to do so. The final determination as to a project's adherence to the Standards for Rehabilitation shall be made by the City body with final decision-making authority	City; Individual project applicants	City	During individual project review; Condition of grading permit issuance; Condition of building permit issuance; Field verify implementation during grading and construction; Condition of occupancy permit issuance		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE (Performance Criteria)**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
	over the project. Such a determination of individual project adherence to the Secretary Standards will constitute mitigation of the project historic resource impacts to a ***less-than-significant level*** (CEQA Guidelines section 15064.5). (b) If measure (a) is not feasible, and if relocation of the historic resource is a feasible alternative to demolition, the historic resource shall be moved to a new location compatible with the original character and use of the historic resource, and its historic features and compatibility in orientation, setting, and general environment shall be retained, such that the resource retains its eligibility for listing on the California Register. Implementation of measure (b) would reduce the impact to a ***less-than-significant level***. If neither measure (a) nor measure (b) is feasible, the City shall, as applicable and to the extent feasible, implement the following measures in the following order: (c) Document the historic resource before any changes that would cause a loss of integrity and loss of continued eligibility. The documentation shall adhere to the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The level of documentation shall be proportionate with the level of significance of the resource. The documentation shall be made available for inclusion in the Historic American Building Survey (HABS) or the Historic American Engineering Record (HAER) Collections in the Library of Congress, the California Historical Resources Information System and the Bancroft Library, as well as local libraries and historical societies, such as the San Bruno Public Library. (d) Retain and reuse the historic resource to the maximum feasible extent and					

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	continue to apply the Secretary of the Interior's Standards for Rehabilitation to the maximum feasible extent in all alterations, additions and new construction. (e) Through careful methods of planned deconstruction to avoid damage and loss, salvage character-defining features and materials for educational and interpretive use on-site, or for reuse in new construction on the site in a way that commemorates their original use and significance. (f) Interpret the historical significance of the resource through a permanent exhibit or program in a publicly accessible location on the site or elsewhere within the Transit Corridors Area. Implementation of measures (c), (d), (e) and/or (f) would reduce the potentially significant impact on historic resources, but not to a less-than-significant level. Without knowing the characteristics of the potentially affected historic resource or the subject future individual development proposal, the City cannot determine with certainty that measure (a) or (b) above would be considered feasible. Consequently, this impact would be ***significant and unavoidable.***					
Impact 7-3: Plan-Related and Cumulative Disturbance of Paleontological Resources. Development facilitated by the Transit Corridors Plan could potentially disrupt, alter or eliminate as-yet undiscovered paleontological resources. Also, the loss of paleontological resources under the Plan would be a cumulatively considerable contribution to a loss of paleontological resources throughout San Bruno and the surrounding region. This possibility represents a ***potentially significant impact.***	**Mitigation 7-3:** If paleontological resources are encountered during future grading or excavation in the Transit Corridors Area, work shall avoid altering the resource and its stratigraphic context until a qualified paleontologist has evaluated, recorded and determined appropriate treatment of the resource, in consultation with the City. Project personnel shall not collect cultural resources. Appropriate treatment may include collection and processing of "standard" samples by a qualified paleontologist to recover micro vertebrate	City; Individual project applicants	City	Condition of grading permit issuance; Field verify implementation during grading		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE (Performance Criteria)**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
	fossils; preparation of significant fossils to a reasonable point of identification; and depositing significant fossils in a museum repository for permanent curation and storage, together with an itemized inventory of the specimens. This measure would reduce the potential Plan-related impact on paleontological resources to a ***less-than-significant level.***					
HAZARDS AND HAZARDOUS MATERIALS						
Impact 8-1: Impact 8-1: Plan-Related Exposure to Existing Hazardous Materials. Jurisdictional records indicate that there are 11 active and 15 closed hazardous materials sites within the Transit Corridors Area (see EIR Table 8.1). The majority of hazardous materials sites within the Transit Corridors Area are leaking underground storage tank (LUST) cleanup sites associated with gasoline stations and automobile service uses, as well as other uses that use on-site underground storage tanks. There is a related possibility that future development in accordance with the Transit Corridors Plan could expose construction workers and occupants to hazardous materials contamination. This possibility represents a ***potentially significant impact.***	**Mitigation 8-1.** California Department of Toxic Substances Control (DTSC) remedial investigations and actions have occurred or are ongoing on the remaining 11 active sites and 15 closed sites (in some cases, a hazardous materials site closure notice may contain land use restrictions limiting future use of the site as a result of residual contamination that may exist). Development involving disturbance or re-use of one of these 26 sites cannot proceed until required remediation actions have been completed to DTSC satisfaction. The DTSC may impose land use restrictions, which prevent the use of the property for residential, school, hospital, or day care purposes, on some sites, if warranted. In connection with each discretionary development approval application that the City initially determines could expose construction workers or occupants to hazardous materials contamination related to one of these sites, the City shall require a Phase I environmental site assessment (Phase I ESA) prior to property development, with a Phase II ESA also required if the Phase I ESA indicates evidence of potential site contamination. The City shall also require compliance with the site assessment, remediation, removal, and disposal requirements for soil, surface water, and/or groundwater contamination enforced by the DTSC, Regional Water	City; Individual project applicants	City; DTSC; RWQCB; San Mateo County Environmental Health; CalOSHA; EPA	During individual project review; Condition of grading permit issuance; Condition of building permit issuance; Field verify implementation during grading and construction		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE (Performance Criteria)**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
	Quality Control Board (RWQCB), San Mateo County Department of Environmental Health, California Division of Occupational Safety and Health (CalOSHA), U.S. Environmental Protection Agency (EPA), and other jurisdictional agencies. Demonstrated compliance by such future, individual, site-specific development applications in the Transit Corridors Area with these established local, State and federal environmental site assessment procedures would provide adequate assurance that associated potential risks to human health or the environment due to existing hazardous materials contamination would be ***less-than-significant***.					
HYDROLOGY AND WATER QUALITY						
Impact 9-1: Plan-Related Flooding Impacts Related to Sea Level Rise. The Transit Corridors Area could be subject to flooding due to sea level rise associated with global climate change. With this potential for increased flooding potential in the future, development in accordance with the Transit Corridors Plan could place people, structures and other improvements in these areas at an increased risk of injury or loss from flooding. This possibility represents a ***potentially significant impact.***	**Mitigation 9-1.** In order for sea level rise to impact the Transit Corridors Area, it would have to first inundate most of San Francisco International Airport. Regional mitigation strategies directed at the airport may also protect San Bruno. There is currently no local or regional mitigation developed to address inundation due to projected sea level rise. Potential regional mitigation strategies could include strengthening or raising levees, creating new levees, participating in regional mitigation to address rising sea levels within the Bay as a whole, and creation of new tidal wetlands. In the interim, until such regional mitigations are in place, the City shall implement the following measure: Future development projects within the Transit Corridors Area in identified areas subject to flooding as a result of predicted sea level rise should be required to comply with specific flood damage avoidance requirements commonly required for development within 100-year flood hazard areas under the National Flood Insurance Program, even if such projects do not lie	City; Individual project applicants	City	Condition of grading permit issuance; Condition of building permit issuance; Field verify implementation during grading and construction		

		MONITORING			VERIFICATION	
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	within an Area of Special Flood Hazard as identified by FEMA. These requirements may include, but are not limited to, raising the elevation of habitable space above anticipated flood heights, creating 'freely communicating' structures that allow flood waters to pass through lower levels of buildings, and ensuring that site design does not result in a reduction of floodplain areas which could result in increasing flooding conditions downstream. Implementation of this interim measure would be expected to reduce this impact to a ***less-than-significant level.***					
NOISE AND VIBRATION						
Impact 11-1: Plan-Related Exposure of Noise-Sensitive Land Uses to Noise Levels Exceeding Standards. The occupants of Transit Corridors Plan-designated new residential development, hotel development, and other noise-sensitive development within the Transit Corridors Area could be exposed to noise levels in excess of City General Plan land use/noise compatibility guidelines and State Title 24 standards, which would represent a ***potentially significant impact.***	**Mitigation 11-1.** All proposed new multifamily residential, transient lodging or other noise-sensitive uses within the Transit Corridors Area shall submit for City approval a noise study, consistent with the requirements of the California Building Code, to identify noise reduction measures necessary to achieve compatibility with City General Plan-identified land use/noise compatibility standards and State Title 24 noise compatibility standards. The noise study shall be approved by the City's Building Division prior to issuance of a building permit. Identified noise reduction measures, in order of preference so that windows can be opened, may include: ▪ Site and building design so as to minimize noise in shared residential outdoor activity areas by locating such areas behind the buildings, in courtyards, or orienting the terraces toward the interior of lots rather than streets; ▪ Site and building design so as to minimize noise in the most intensively occupied and noise-sensitive interior spaces of units, such as bedrooms, by placing such interior spaces and their	City; Individual project applicants	City	Condition of building permit issuance; Condition of occupancy permit issuance		

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	windows and other openings in locations with less noise exposure; ▪ Design of windows, doors, and other sound transmission paths such as ventilation openings, walls, and roofs to achieve a high Sound Transmission Class (STC) rating and/or other noise-attenuating characteristics. ▪ Installation of forced air mechanical ventilation systems in all units exposed to noise levels exceeding Title 24 standards to allow residents the option of reducing noise by keeping the windows closed. Implementation of this measure to the satisfaction of the City's Building Division would reduce this impact to a ***less-than-significant level.***					
Impact 11-2: Plan-Related Exposure of Vibration-Sensitive Land Uses to Permanent Groundborne Vibration. Development under the Transit Corridors Plan would not be expected to introduce any permanent new sources of significant groundborne vibration. However, the Transit Corridors Plan would permit development of new multifamily residential and transient lodging uses within 100 feet of the Caltrain tracks. Groundborne vibration levels are typically less than the Federal Transit Administration (FTA) criteria for frequent events (72 vibration decibels [VdB]) at a distance of approximately 100 feet or more from the centerline of the nearest Caltrain tracks. Therefore, where new residential or other vibration sensitive uses are proposed within 100 feet or less of the Caltrain tracks, a ***potentially significant intermittent vibration impact*** could occur.	**Mitigation 11-2:** Prior to any discretionary City approval of new habitable buildings within 100 feet of the centerline of the Caltrain tracks, completion of a detailed site-specific vibration study shall be required demonstrating to City satisfaction that groundborne vibrations associated with rail operations either (1) would not exceed applicable FTA groundborne vibration impact assessment criteria (see Table 11.6 of EIR), or (2) can be reduced to below the applicable FTA criteria thresholds through building design and construction measures (e.g., stiffened floors, modified foundations). Implementation of this measure would reduce this potential intermittent vibration impact to a ***less-than-significant level.***	City; Individual project applicants	City	Condition of building permit issuance; Field verify implementation during construction		
Impact 11-3: Plan-Related Exposure of Vibration-Sensitive Land Uses to Temporary Construction Groundborne Vibration. Plan-facilitated demolition and	**Mitigation 11-3.** Reduce groundborne vibration levels during individual, site-specific project demolition and construction periods by requiring applicant incorporation	City; Individual project applicants	City	Condition of grading permit issuance; Condition of building permit issuance;		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE (Performance Criteria)**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
construction activities in the Transit Corridors Area could generate substantial temporary groundborne vibration (e.g., from pile driving) exceeding standard vibration thresholds, which could interfere with normal activities or cause a nuisance for, or damage to, adjacent properties. Exposure of persons to such temporary excessive groundborne vibration would represent a ***potentially significant impact.***	of conditions in individual discretionary project demolition and construction contractor agreements within the Transit Corridors Area that stipulate the following groundborne vibration abatement measures: ▪ Restrict vibration-generating activity to between the hours of 7:00 AM and 5:00 PM, Monday through Friday. Prohibit such activity on weekends and holidays. ▪ Notify occupants of land uses located within 200 feet of proposed pile-driving activities of the project construction schedule in writing. ▪ Investigate in consultation with City staff possible pre-drilling of pile holes as a means of minimizing the number of percussions required to seat the pile. ▪ Conduct a pre-construction site survey documenting the condition of any historic structure located within 200 feet of proposed pile driving activities. ▪ Monitor pile driving vibration levels to ensure that vibration does not exceed appropriate thresholds for the potentially affected building (5mm/sec or 0.2 inches/sec ppv for structurally sound buildings). Implementation of this measure would reduce impacts related to exposure to temporary construction-related groundborne vibration to a ***less-than-significant level.***			Field verify implementation during grading and construction		
Impact 11-4: Plan-Related Temporary Construction Noise Generation Impacts. Plan-facilitated demolition and construction activities within the Transit Corridors Area could temporarily increase noise levels at nearby noise-sensitive residential and commercial receptors. Noise levels at 100 feet from pile driving could reach approximately 95 to 100 dBA, and other	**Mitigation 11-4.** Reduce demolition and construction noise impacts on adjacent uses by requiring applicant incorporation of conditions in individual discretionary project demolition and construction contract agreements within the Transit Corridors Area that stipulate the following conventional construction-period noise abatement measures:	City; Individual project applicants	City	Condition of grading permit issuance; Condition of building permit issuance; Field verify implementation during grading and construction		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE (Performance Criteria)**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
demolition and construction activities could generate levels exceeding 85 dBA at 100 feet, resulting in intermittent interference with typical residential and business activities, and exceeding the City's noise ordinance limits. This possibility represents a ***potentially significant impact.***	▪ *Construction Plan.* Prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby noise-sensitive facilities so that construction activities and the event schedule can be scheduled to minimize noise disturbance. The plan shall stipulate the measures that result in compliance with the noise ordinance. ▪ Construction *Scheduling.* Ensure that noise-generating construction activity is limited to between the hours of 7:00 AM to 8:00 PM. ▪ *Construction Equipment Mufflers and Maintenance.* Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. ▪ *Equipment Locations.* Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project site. ▪ *Construction Traffic.* Route all construction traffic to and from the construction sites via designated truck routes where possible. Prohibit construction-related heavy truck traffic in residential areas where feasible. ▪ *Quiet Equipment Selection.* Use quiet construction equipment, particularly air compressors, wherever possible. ▪ *Temporary Barriers.* Construct solid plywood fences around construction sites adjacent to residences, operational businesses, or noise-sensitive land uses.					

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
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	▪ *Temporary Noise Blankets.* Temporary noise control blanket barriers should be erected, if *necessary*, along building facades of construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. (Noise control blanket barriers can be rented and quickly erected.) ▪ *Noise Disturbance Coordinator.* For larger construction projects, the City may choose to require project designation of a "Noise Disturbance Coordinator" who would be responsible for responding to any local complaints about construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The project sponsor should be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing construction schedule notices. The Noise Disturbance Coordinator would work directly with an assigned City staff member.) These measures would reduce temporary construction noise impacts to a ***less-than-significant level.***					
Impact 11-5: Plan-Related Airport Noise Impacts. Aircraft operations at San Francisco International Airport (SFO) expose portions of the Transit Corridors Area to noise levels exceeding 65 dBA CNEL. Near San Bruno Avenue, the noise contours for SFO show the annual average noise level to range from 70 to 74 dB CNEL east of the rail	**Mitigation 11-5.** New residential construction should not be undertaken in Transit Corridors locations where the projected noise level due to aircraft operations at SFO exceeds 70 dBA CNEL. Proposed future individual residential or other noise-sensitive development at locations where the projected noise	City; Individual project applicants	City	Condition of building permit issuance; Condition of occupancy permit issuance		

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
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corridor, and from 60 to 70 dB CNEL west of the rail corridor. Transit Corridors Plan designations for new residential and other noise-sensitive uses inside the 65 dBA CNEL noise contour and new commercial uses (including hotels) inside the 70 dBA CNEL noise contour would not be consistent with the San Mateo County ALUP land use/noise compatibility standards, and therefore represent a ***potentially significant impact.***	exposure due to SFO aircraft operations ranges from 65 to 70 dBA CNEL shall be undertaken only after analysis and needed noise insulation features are included in the design to the satisfaction of the City's Building Division. Residential units should be constructed to ensure an interior CNEL due to aircraft noise of 45 dB or less in all habitable rooms. Each residential unit must grant to the airport proprietor an avigation easement for aircraft noise. Similarly, proposed future individual noise-sensitive commercial uses, including hotels, at locations where the projected noise level exceeds 70 dBA CNEL shall only be undertaken after analysis and needed noise insulation features are included in the design to the satisfaction of the City's Building Division. Implementation of this measure would reduce this impact to a ***less-than-significant level.***					
Impact 11-6: Plan-Related Cumulative Noise Impacts. Sensitive receptors along the following street segments within the Transit Corridors Area may be exposed to permanent substantial increases in traffic noise of 3-5 dBA CNEL or greater resulting from projected cumulative traffic volume increases: ▪ Taylor Avenue and San Bruno Avenue immediately east of El Camino Real; ▪ San Bruno Avenue and Huntington Avenue near the San Bruno Avenue/Huntington Avenue intersection; ▪ San Bruno Avenue west of San Mateo Avenue; and ▪ San Mateo Avenue near San Bruno Avenue and Huntington Avenue. The Plan-related growth increment would contribute to these cumulative noise impacts, and would therefore represent a ***significant cumulative impact.***	**Mitigation 11-6:** The City shall use quieter (rubberized or open grade asphalt) pavements when repaving is required on the following street segments within the Transit Corridors Area: ▪ Taylor Avenue and San Bruno Avenue immediately east of El Camino Real; ▪ San Bruno Avenue and Huntington Avenue near the San Bruno Avenue/Huntington Avenue intersection; ▪ San Bruno Avenue west of San Mateo Avenue; and ▪ San Mateo Avenue near San Bruno Avenue and Huntington Avenue. The use of quieter (rubberized or open grade asphalt) pavements when repaving is required on major Plan area roadways would be expected to reduce traffic noise by 2-5 dBA CNEL, reducing this impact to less than significant. However, since implementation of these repaving	City	City	Ongoing City decision-making		

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	measures is not assured, this potential effect represents a ***significant unavoidable cumulative impact.***					
TRANSPORTATION						
Impact 14-1: El Camino Real/San Bruno Avenue Intersection Impact. Under 2030 General Plan With Project conditions, with the Transit Corridors Plan proposed changes to this intersection, intersection operations would deteriorate from acceptable LOS D (existing) to unacceptable LOS F during the PM peak hour, which would represent a ***potentially significant impact.***	**Mitigation 14-1.** Maintain the current intersection lane geometries and provide a short dedicated westbound right-turn lane. This measure would improve delay, but the intersection would continue to operate at an unacceptable LOS F, and the average critical delay would still increase over existing conditions by approximately 39 seconds. In addition, because El Camino Real is a Caltrans facility, this improvement would exceed the City's authority to implement. With implementation of this measure, the impact of the Transit Corridors Plan on the El Camino Real/San Bruno Avenue intersection would remain an ***unavoidable significant impact.***	City; Fair-share reimbursement from future individual project applicants	City; Caltrans	If and when improvements adopted, City shall implement improvements and fair-share requirement		
Impact 14-2: Southbound US 101 Ramps/ San Bruno Avenue Intersection Impact. Under 2030 General Plan With Project conditions, intersection operations would deteriorate from acceptable LOS B (existing) to unacceptable LOS D during the PM peak hour, which would represent a ***potentially significant impact*** under Caltrans criteria.	**Mitigation 14-2.** This impact could be mitigated to a less-than-significant level by converting the westbound shared left-turn lane to a dedicated through lane at the Southbound US 101 Ramps/San Bruno Avenue intersection. This measure would result in LOS C operations during both the AM and PM peak hours. However, this improvement is not currently programmed and funding is not assured. The impact evaluation for the San Bruno TCP represents a program level analysis and in general no specific projects have been identified. Thus, this mitigation measure may be considered infeasible and the impact of the Transit Corridors Plan on the Southbound US 101 Ramps/San Bruno Avenue intersection represents an ***unavoidable significant impact.*** However, the City may work with Caltrans to pursue implementation of Mitigation 14-2 as development in the TCP area occurs.	City; Fair-share reimbursement from future individual project applicants	City; Caltrans	If and when improvements adopted, City shall implement improvements and fair-share requirement		
Impact 14-3: El Camino Real/Westbound I-380 Ramps Intersection Impact. Under	**Mitigation 14-3.** This impact could be mitigated to a less-than-significant level by	City; Fair-share reimbursement from	City; Caltrans	If and when improvements		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE (Performance Criteria)**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
2030 General Plan With Project conditions, intersection operations would deteriorate from LOS D (existing) to LOS D intersection operations during the PM peak hour with an increase in delay of 12.1 seconds, which would represent a ***potentially significant impact*** under Caltrans criteria.	providing three westbound right-turn lanes from the I-380 ramp onto northbound El Camino Real. However, this improvement is not currently programmed and funding is not assured. The impact evaluation for the San Bruno TCP represents a program level analysis and in general no specific projects have been identified. Thus, this mitigation measure may be considered infeasible and the impact of the Transit Corridors Plan on the Southbound US 101 Ramps/San Bruno Avenue intersection represents an ***unavoidable significant impact***. However, the City may work with Caltrans to pursue implementation of Mitigation 14-3 as development in the TCP area occurs.	future individual project applicants		adopted, City shall implement improvements and fair-share requirement		

RESOLUTION NO. 2013– XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO AMENDING THE SAN BRUNO 2009 GENERAL PLAN TO ENSURE CONSISTENCY WITH THE TRANSIT CORRIDORS PLAN (GPA-12-01)

WHEREAS, the City of San Bruno has prepared a draft Transit Corridors Plan, intended to establish land uses and zoning regulations to govern development in the Transit Corridors Area of the City, and has prepared a Final Environmental Impact Report for the Transit Corridors Plan (the Final EIR) to evaluate the potential environmental impacts from implementation of the proposed Transit Corridors Plan;

WHEREAS, to achieve consistency between the General Plan and the proposed Transit Corridors Plan, the General Plan must be amended in several respects, as shown in Exhibit A and Exhibit B of this Resolution. The amendments shown in Exhibit A would change the text of the General Plan to conform to the land uses and transportation recommendations in the proposed Transit Corridors Plan. The amendments shown in Exhibit B would change the land use designations for a number of parcels of land within the Transit Corridors Area to the Transit-Oriented Development land use classification and conform to the boundaries of the proposed Transit Corridors Plan; and

WHEREAS, on **November 20, 2012**, the Planning Commission of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code to consider the above-described amendment to the General Plan; and

WHEREAS, on **November 20, 2012** the Planning Commission of the City of San Bruno reviewed and considered the amendments to the San Bruno 2009 General Plan and adopted Resolution No. 2012- 3 recommending that the City Council amend the San Bruno 2009 General Plan to ensure consistency with the Transit Corridors Plan (GPA-12-01);

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, as follows:

1. That said City Council hereby amends the San Bruno 2009 General Plan as described in **Exhibits A and B** of this Resolution to ensure consistency between the proposed Transit Corridors Plan and the General Plan.

Dated: _____

_____
Mayor

ATTEST:

_____
City Clerk

APPROVED AS TO FORM:

_____
City Attorney

Attachment 2

I, Carol Bonner, City Clerk, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of San Bruno this __ day of February 2013 by the following vote:

AYES: Councilmembers: _____

NOES: Councilmembers: _____

ABSENT: Councilmembers: _____

Attachment 2

EXHIBIT A
GENERAL PLAN AMENDMENT
TO ENSURE CONSISTENCY WITH THE TRANSIT CORRIDORS PLAN
GPA-12-01-01

The following is a list of amendments to the General Plan:

	GENERAL PLAN AMENDMENT
	1.0 INTRODUCTION AND OVERVIEW
1.	**1-7. RELATIONSHIP WITH OTHER PLANS AND AGENCIES.** Page 1-15. Add the following paragraphs describing the Transit Corridors Plan: The San Bruno Transit Corridors Area is anchored by the intersections of four major streets surrounding the new San Bruno Caltrain Station in the heart of San Bruno: El Camino Real, San Mateo Avenue, San Bruno Avenue, and Huntington Avenue. The Transit Corridors Area encompasses parcels fronting onto these streets designated Transit Oriented Development and Central Business District General Plan Land Use Classifications, and generally does not include residential neighborhoods between the corridors. Specifically, the plan focuses on the segment of El Camino Real between I-380 and Crystal Springs Road, the Downtown core along San Mateo Avenue between San Bruno Avenue and El Camino Real, San Bruno Avenue between Highway 101 and Acacia Avenue, and Huntington Avenue between San Bruno Avenue and the San Bruno BART station. This Plan allows mixed-use transit oriented development within the Transit Corridors Area and includes a mixture of residential, office and commercial uses to create a unique urban community oriented toward pedestrians and transit use. The development of the Transit Corridors Area will be beneficial to the long term economic sustainability of the City and provide much needed housing opportunities for San Bruno residents. Proposed traffic circulation improvements consist of a redesigned four-way intersection on El Camino Real at San Mateo Avenue, potential traffic circles, and reduction in lanes on San Bruno Avenue, as well as pedestrian and bicycle improvements.
	2.0 LAND USE ELEMENT:
2.	**Density/Intensity Standards.** Page 2-5. Add sentence to the last paragraph. The Transit Corridors Plan proposes to allow buildings greater than three (3) stories or fifty (50) feet, above grade parking garages and increased density on residential parcels within the Transit Corridors Area, which requires voter approval, pursuant to Ordinance 1284.
3.	**Table 2-1. Density and Intensity Standards**. Page 2-6. Floor Area Ratio (FAR). Transit Oriented Development: delete: 2.0 (3.0 for lots 20,000 s.f. or larger). Replace with: 2.0 (maximum FAR determined by setback, stepback, open space, and height limits for lots 20,000 s.f. or larger).
4.	**Figure 2.1. Land Use Diagram.** Page 2-7. Revise the Figure 2-1, General Plan Land Use Diagram, as shown on the Revised General Plan Land Use Diagram in Exhibit B. Expand the Transit Oriented Development classification to include all parcels in the Transit Corridors Area, including the changing the following land use classifications, as shown in Exhibit C: • Change 191 parcels from "Central Business District" to "Transit Oriented Development" • Change 39 parcels from "Low Density Residential" to "Transit Oriented Development" • Change 5 parcels from "Industrial" to "Transit Oriented Development" • Change 3 parcels from "Regional Commercial" to "Transit Oriented Development"
5.	**Land Use Classifications**. Page 2-8. Transit-Oriented Development. Delete the Transit-Oriented Development and Central Business District descriptions. Replace with the following: **Transit-Oriented Development** This designation applies to parcels within the Transit Corridors Plan Area, including San Mateo

Attachment 2 – Exhibit A

	Avenue (Downtown), San Bruno Avenue, and El Camino Real, in areas with proximity to BART and Caltrain Stations. Allows 2.0 base maximum FAR combined for residential and/or non-residential for parcels less than 20,000 square feet. FAR for parcels of 20,000 square feet or larger is determined by setback, stepback, open space, and height limits. The maximum number of new dwelling units allowed in the Transit Corridors Plan area is 1,610, which is equal to the residential build out analyzed in the Transit Corridors Plan Environmental Impact Report. Any increase in the total number of units will require a new General Plan amendment. Overall density within the Transit Corridors Area, excluding public streets, will not exceed 50 units per acre. This classification permits a variety of uses, either individually or in mix with other permitted uses, including: retail sales; eating and drinking establishments; personal and business services; professional and medical offices; financial, insurance, and real estate offices; hotels; educational and social services; government offices; and residential. In the Downtown, active uses are required at the ground level and residential use is permitted on the second and upper floors only. In addition to the permitted uses described above, theaters and entertainment uses are also permitted in the Downtown. Wholesale trade, drive-through facilities, and auto-related uses are prohibited in the Downtown.
6.	**Table 2-2, Potential General Plan Buildout (2025).** Pages 2-10. Revise Table 2-2, add: Additional development under Transit Corridors Plan: Housing Units: 890; Population: 2,400, Employed Residents: 1,250; Jobs: 2,475.
7.	**General Plan Buildout.** Page 2-11. Revise text to reflect updated Transit Corridors Plan buildout numbers. Revise Table 2-3: Additional Development by Land Use Classification: Transit Oriented Development- 890 Housing Units, 685,890 Building Area, 2,475 Jobs. Delete line for Downtown (included in TOD numbers). Update references to The Crossing and Pacific Bay Vistas. Delete: Half of the expected increase in housing (763 of the total 1,560 housing unit increase) is expected from development at The Crossing, while another 682 housing units are projected to be added elsewhere. As of December 2007, the existing Treetops development has entitlement to increase housing unit density from the current 308 units on-site to 510 units with redevelopment. The property with redevelopment will be called Pacific Bay Vistas. Table 2-3 describes potential General Plan buildout by land use classification.
8.	**Land Use and Urban Design Policies.** Page 2-19. Delete Guiding Policy- LUD-B. Replace with new Policy LUD-B: Intensify land uses surrounding the San Bruno BART station and planned San Bruno Avenue Caltrain station, in accordance with the Transit Corridors Plan, including development of transit-oriented uses, regional shopping opportunities, high-intensity offices, hotels, and other similar uses.
	4.0 TRANSPORTATION ELEMENT
9.	**4-2. CIRCULATION AND TRAFFIC ANALYSIS.** Page 4-5. After the first paragraph, add the following new paragraph: Buildout of the Transit Corridors Plan would result in worsened intersection impacts of LOS F at El Camino Real and San Bruno Avenue, LOS D at Southbound US 101 Ramps/San Bruno Avenue, and LOS D at Camino Real/Westbound I-380 Ramps. However, the benefits outweigh these impacts, because the purpose of the Transit Corridors Plan is to promote a more pedestrian-, bicycle-, and transit-friendly environment in the Transit Corridors Area. The City will review the LOS policy for intersections within the Transit Corridors Area based on the results of a countywide analysis of traffic impacts within transit areas.

	Page 4-5. GP Statement, "General Plan is not expected to cause a freeway segment that is in conformance with CMP policy in the No Project condition to violate CMP policy in the project condition." Add to this sentence, "except that buildout of the Transit Corridors Plan will result in the existing LOS F rating along the eastbound I-380 freeway segment between I-280 and US 101 to deteriorate to a worse level of F."
10.	**Table 4-4, Intersection Future Conditions LOS Summary.** Page 4-7. Update the Future LOS (no V/C) of intersections studied in Transit Corridors Plan EIR, with the following changes: 1. El Camino Real/EB I-380 Ramp: AM: A to B; PM: A to B 2. El Camino Real/San Bruno Ave. AM: A to E; PM: B to F 3. El Camino Real/San Mateo Ave/Taylor St: AM: A to A; PM: A to C 5. El Camino Real/WB I-380 Ramp: AM: B to C; PM: C to D 7. Huntington Ave/San Bruno Ave: AM: A to C; PM: A to D 8. Huntington Ave/San Mateo Ave: AM: D to C; PM: E to D 18. San Mateo Ave/San Bruno Ave: AM: A to D; PM: A to D 25. SB US-101 Ramps/San Bruno Ave: AM: A to C; PM: D to D
11.	**Table 4-6, Freeway Segment LOS.** Page 4-8, Update LOS of Freeway segments, with the following changes: I-380 (West to East): I-280 / El Camino Real: AM: D to F; PM: E to D I-380 (West to East): El Camino Real / US 101: AM: E to F; PM: F to D US 101 (North) I-380 / Grand Avenue: AM: F to C; PM: F to C US 101 (South) SFIA / I-380: AM: F to C; PM: F to C
12.	**Implementing Policies, Street Network.** Page 4-20. Add sentence to: T-6, intersection LOS standard. Maintain LOS standards for intersections for AM and PM peak periods as shown in Figure 4-2. <u>The City will review the LOS policy for intersections within the Transit Corridors Area based on the results of a countywide analysis of traffic impacts within transit areas.</u>
13.	**Implementing Policies, Street Network.** Page 4-20. T-14, traffic calming measures. Add bullet– • Evaluate opportunities for reduction of the travel lanes on Huntington Avenue and San Bruno Avenue to provide enhanced access and mobility for pedestrians, bicyclists and transit users, as well as motorists.
14.	**Table 4-8. Intersection Improvements.** Page 4-22. Add text to the following line items: A. San Mateo Ave/Huntington Ave. Evaluate opportunities for roundabouts as described in the Transit Corridors Plan to improve safety, enhance the streetscape as a gateway feature and reduce greenhouse gas emissions. H. El Camino Real/San Mateo Ave. Consider redesign of intersection as describe in the Transit Corridors Plan to create a highly visible gateway to downtown and outdoor public plaza, as well as improve automobile access and enhance the intersection.

Exhibit B
General Plan Amendment - Land Use Classification Changes
San Bruno Transit Corridors Plan

Change from "Low Density Residential" to "Transit-Oriented Development" (40 APN's)

020-063-020	020-162-050	020-164-020	020-184-180	020-187-170	092-020-060
020-064-290	020-162-130	020-164-030	020-185-110	020-276-150	020-145-030
020-111-170	020-162-140	020-165-010	020-185-120	020-276-160	020-371-050
020-161-100	020-163-030	020-165-020	020-186-100	020-276-170	020-371-060
020-161-110	020-163-040	020-184-050	020-186-150	020-276-180	020-116-080
020-161-130	020-163-090	020-184-060	020-187-100	020-276-210	
020-162-040	020-163-100	020-184-070	020-187-160	020-276-220	

Change from "Industrial" to "Transit-Oriented Development" (5 APN's)

020-184-080	020-184-150	020-184-160	020-184-170	020-184-190

Change from "Central Business District" to "Transit-Oriented Development" (191 APN's)

020-121-030	020-131-550	020-142-150	020-145-490	020-361-050	020-363-130
020-121-060	020-131-560	020-142-170	020-145-510	020-361-060	020-363-140
020-121-090	020-131-570	020-142-180	020-256-090	020-361-070	020-363-150
020-121-100	020-132-010	020-142-190	020-256-100	020-361-080	020-363-160
020-121-210	020-132-020	020-142-200	020-256-130	020-361-090	020-363-170
020-121-240	020-132-030	020-142-210	020-256-140	020-361-160	020-363-190
020-121-320	020-132-050	020-142-230	020-256-150	020-361-230	020-363-200
020-121-340	020-132-080	020-142-240	020-256-160	020-361-240	020-363-210
020-121-350	020-132-090	020-143-010	020-256-170	020-361-250	020-363-220
020-121-360	020-132-120	020-143-020	020-256-180	020-361-260	020-364-020
020-131-020	020-132-130	020-143-060	020-256-190	020-361-280	020-364-030
020-131-110	020-132-140	020-143-070	020-256-250	020-362-050	020-364-040
020-131-120	020-132-300	020-143-080	020-256-260	020-362-060	020-364-050
020-131-170	020-132-320	020-143-130	020-256-270	020-362-070	020-364-070
020-131-190	020-132-340	020-143-140	020-256-280	020-362-180	020-364-120
020-131-240	020-132-350	020-143-150	020-256-320	020-362-190	020-364-130
020-131-250	020-132-360	020-143-160	020-256-340	020-362-200	020-364-140
020-131-280	020-132-370	020-143-170	020-256-350	020-362-210	020-364-170
020-131-290	020-141-380	020-143-180	020-275-010	020-362-230	020-364-180
020-131-300	020-141-410	020-143-190	020-275-020	020-362-240	020-364-200
020-131-360	020-142-030	020-143-200	020-275-270	020-363-010	020-364-210
020-131-370	020-142-040	020-143-230	020-276-010	020-363-020	020-364-270
020-131-400	020-142-050	020-143-240	020-276-020	020-363-030	020-364-300
020-131-410	020-142-060	020-144-150	020-276-030	020-363-040	020-364-320
020-131-420	020-142-070	020-144-160	020-276-040	020-363-050	020-364-330
020-131-430	020-142-080	020-145-010	020-276-240	020-363-060	020-364-340
020-131-450	020-142-090	020-145-020	020-276-290	020-363-070	020-364-350
020-131-470	020-142-100	020-145-210	020-276-300	020-363-080	020-364-999
020-131-480	020-142-110	020-145-340	020-276-310	020-363-090	020-371-070
020-131-510	020-142-120	020-145-350	020-276-320	020-363-100	020-371-400
020-131-520	020-142-130	020-145-470	020-293-030	020-363-110	020-371-490
020-131-540	020-142-140	020-145-480	020-293-040	020-363-120	

Exhibit B
General Plan Amendment - Land Use Classification Changes
San Bruno Transit Corridors Plan

Change from "Regional Commercial" to "Transit-Oriented Development" (3 APN's)

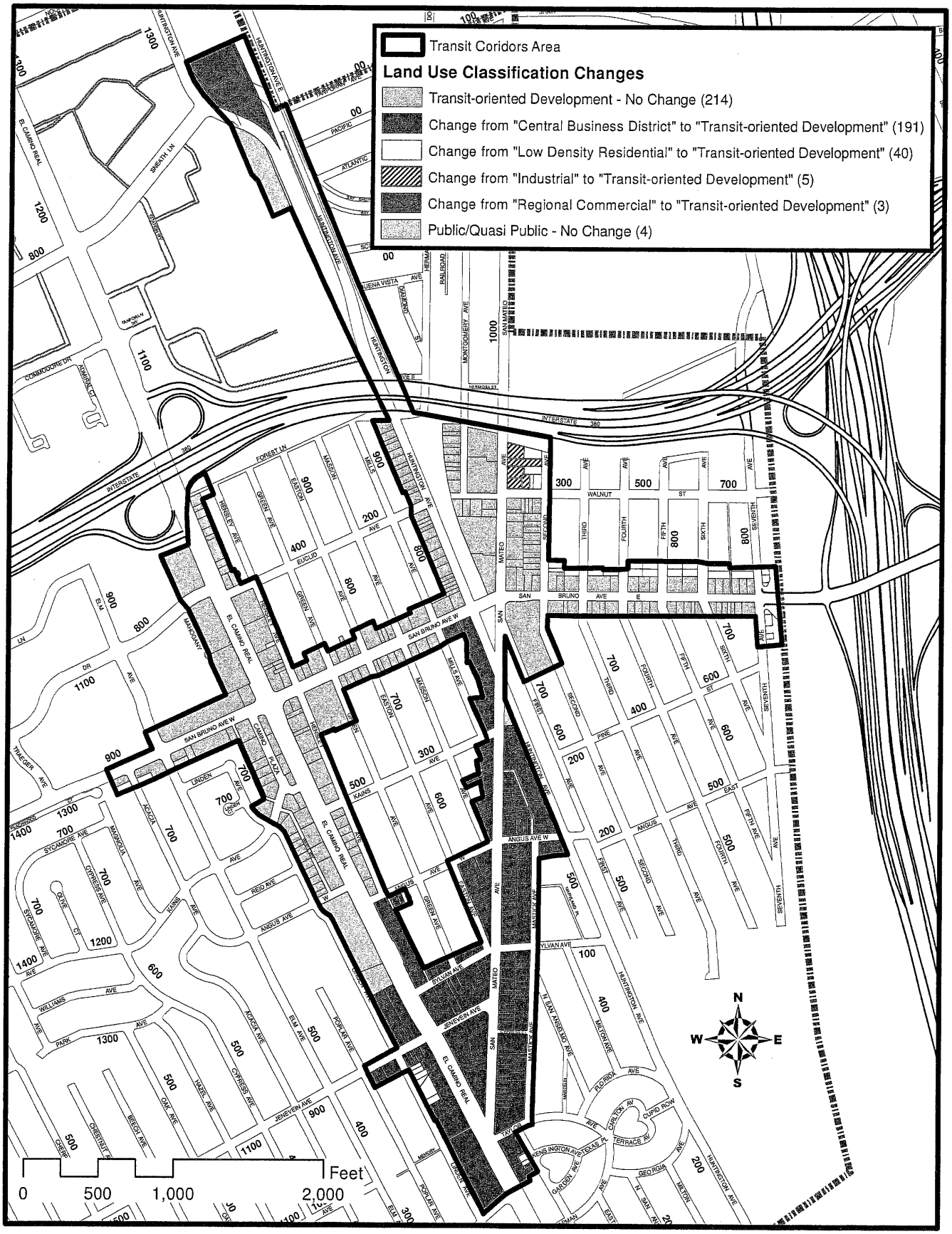
014-311-040 014-311-050 014-311-060

Complete List of APNs in Transit Oriented Land Use Classification with Amendment (466 APN's)

014-285-030	020-075-100	020-111-140	020-143-240	020-132-320	020-145-210	020-256-100	020-362-210	020-362-240
014-285-999	020-075-110	020-111-150	020-144-150	020-132-340	020-145-340	020-256-130	020-362-230	020-363-010
014-291-030	020-076-090	020-111-160	020-144-160	020-132-350	020-145-350	020-256-140	020-256-150	020-363-020
014-291-040	020-076-100	020-111-170	020-124-350	020-132-360	020-145-470	020-184-170	020-256-160	020-363-030
014-292-040	020-076-110	020-111-320	020-125-320	020-132-370	020-145-480	020-184-180	020-256-170	020-363-040
014-292-050	020-076-120	020-111-360	020-126-050	020-136-010	020-145-490	020-184-190	020-256-180	020-363-050
014-292-060	020-076-130	020-111-370	020-126-080	020-136-020	020-145-510	020-185-110	020-256-190	020-363-060
014-292-070	020-076-160	020-111-380	020-126-130	020-136-030	020-161-100	020-185-120	020-256-250	020-363-070
014-292-080	020-076-200	020-112-340	020-126-140	020-136-040	020-161-110	020-185-140	020-256-260	020-363-080
014-292-090	020-076-220	020-112-350	020-126-160	020-136-050	020-161-130	020-186-100	020-256-270	020-363-090
014-292-100	020-076-230	020-113-160	020-126-170	020-136-060	020-162-040	020-186-110	020-256-280	020-363-100
014-292-110	020-076-240	020-113-370	020-126-180	020-136-120	020-162-050	020-186-150	020-256-320	020-363-110
014-292-120	020-076-250	020-113-380	020-126-190	020-136-130	020-162-060	020-186-290	020-256-330	020-363-120
014-292-130	020-076-260	020-113-390	020-126-200	020-141-380	020-162-070	020-187-100	020-256-340	020-363-130
014-293-010	020-096-050	020-114-150	020-131-010	020-141-410	020-162-100	020-187-140	020-256-350	020-363-140
014-293-020	020-096-060	020-114-160	020-131-020	020-142-030	020-162-110	020-187-150	020-275-010	020-363-150
014-293-030	020-096-070	020-114-190	020-131-110	020-142-040	020-162-120	020-187-160	020-275-020	020-363-160
014-293-040	020-096-080	020-114-340	020-131-120	020-142-050	020-162-130	020-187-170	020-275-270	020-363-170
014-293-050	020-096-090	020-115-160	020-131-170	020-142-060	020-162-140	020-187-350	020-276-010	020-363-190
014-293-110	020-097-010	020-115-170	020-131-190	020-142-070	020-162-180	020-188-010	020-276-020	020-363-200
014-293-120	020-101-050	020-115-360	020-131-240	020-142-080	020-163-030	020-188-040	020-276-030	020-363-210
014-311-040	020-101-060	020-116-080	020-131-250	020-142-090	020-163-040	020-188-050	020-276-040	020-363-220
014-311-050	020-101-070	020-116-120	020-131-280	020-142-100	020-163-090	020-188-090	020-276-150	020-364-020
014-311-060	020-101-080	020-116-130	020-131-290	020-142-110	020-163-100	020-188-100	020-276-160	020-364-030
014-316-140	020-101-090	020-116-160	020-166-010	020-142-120	020-163-130	020-188-110	020-276-170	020-364-040
014-316-160	020-101-100	020-116-230	020-166-150	020-142-130	020-163-140	020-188-130	020-276-180	020-364-050
014-316-180	020-101-320	020-116-260	020-131-300	020-142-140	020-164-020	020-188-150	020-276-210	020-364-070
014-317-020	020-101-330	020-116-290	020-131-360	020-142-150	020-164-030	020-188-230	020-276-220	020-364-120
020-011-310	020-101-350	020-116-300	020-131-370	020-142-170	020-164-040	020-188-240	020-276-240	020-364-130
020-019-080	020-101-370	020-116-310	020-131-400	020-142-180	020-164-060	020-188-250	020-276-290	020-364-140
020-019-100	020-101-380	020-116-330	020-131-410	020-142-190	020-165-010	020-188-280	020-276-300	020-364-170
020-019-999	020-101-390	020-121-030	020-131-420	020-142-200	020-165-020	020-188-290	020-276-310	020-364-180
020-063-010	020-106-150	020-121-060	020-131-430	020-142-210	020-166-160	020-188-300	020-276-320	020-364-200
020-063-020	020-106-160	020-121-090	020-131-450	020-142-230	020-166-170	020-188-310	020-293-030	020-364-210
020-064-290	020-106-170	020-121-100	020-131-470	020-142-240	020-166-180	020-188-330	020-293-040	020-364-270
020-064-310	020-106-180	020-121-210	020-131-480	020-143-010	020-166-190	020-188-340	020-361-050	020-364-300
020-065-010	020-106-190	020-121-240	020-131-510	020-143-020	020-166-200	020-188-360	020-361-060	020-364-320
020-065-020	020-106-200	020-121-320	020-131-520	020-143-060	020-167-010	020-188-380	020-361-070	020-364-330
020-071-010	020-106-210	020-121-340	020-131-540	020-143-070	020-167-220	020-188-390	020-361-080	020-364-340
020-071-040	020-106-220	020-121-350	020-131-550	020-143-080	020-167-230	020-188-400	020-361-090	020-364-350
020-072-030	020-106-230	020-121-360	020-131-560	020-143-130	020-167-240	020-188-410	020-361-160	020-364-999
020-072-040	020-106-240	020-122-010	020-131-570	020-143-140	020-167-250	020-188-420	020-361-230	020-371-050
020-072-050	020-106-310	020-122-310	020-132-010	020-143-150	020-168-010	020-191-360	020-361-240	020-371-060
020-072-060	020-111-010	020-122-320	020-132-020	020-143-160	020-168-250	020-191-370	020-361-250	020-371-070
020-072-070	020-111-020	020-123-010	020-132-030	020-143-170	020-168-260	020-191-380	020-361-260	020-371-400
020-072-230	020-111-030	020-123-280	020-132-050	020-143-180	020-168-270	020-191-400	020-361-280	020-371-490
020-072-290	020-111-040	020-123-290	020-132-080	020-143-190	020-184-050	020-192-420	020-362-050	092-020-060
020-072-310	020-111-060	020-123-300	020-132-090	020-143-200	020-184-060	020-192-440	020-362-060	093-340-010
020-072-320	020-111-100	020-123-310	020-132-120	020-143-230	020-184-070	020-192-460	020-362-070	093-340-020
020-072-330	020-111-110	020-124-010	020-132-130	020-145-010	020-184-080	020-193-360	020-362-180	093-341-010
020-075-080	020-111-120	020-124-310	020-132-140	020-145-020	020-184-150	020-193-999	020-362-190	
020-075-090	020-111-130	020-124-340	020-132-300	020-145-030	020-184-160	020-256-090	020-362-200	

Attachment 2 – Exhibit B

Exhibit B
Changes to Land Use Classfications
General Plan Amendment
San Bruno Transit Corridors Plan



RESOLUTION NO. 2013_XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO ADOPTIING 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;

Attachment 3

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.

Dated: _____

_____
Mayor

ATTEST:

_____
City Clerk

APPROVED AS TO FORM:

_____
City Attorney

I, Carol Bonner, City Clerk, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of San Bruno this __ day of February 2013 by the following vote:

AYES: Councilmembers: _____

NOES: Councilmembers: _____

ABSENT: Councilmembers: _____

Attachment 3

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.

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

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 bycle access to Downtown.

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

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

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

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

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

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-feet wide planted median that serves to buffer residential development from railway activities along Huntington Avenue.

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

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).

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

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.

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

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 Airtport, including car rental, limousine services, hotels, etc.

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

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

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

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

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

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

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

ED-5 Maintain efficient licensing and development permitting procedures and regulations. Ensure streamlined procedures via a periodic review of the system with user input to help identify problem areas.

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

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

- Identify target sites and solicit cooperation of property-owner(s);
- Initiate cooperation among property-owners, if lot consolidation is necessary;
- Identify necessary on- and off-site infrastructure improvements;

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

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

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

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

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

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

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

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

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

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

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

ED-22 Consider establishing a Downtown Association of business- and property-owners that will serve as a unified voice representing Downtown interests, and engage in marketing, promotions, business retention and recruitment, and event coordination.

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

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

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

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

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

TRANSPORTATION ELEMENT POLICIES

The transportation improvements recommended in the Transit Corridors are generally consistent with the Plan General Plan transportation policies below. The San Bruno General Plan specifies that the minimum acceptable peak hour level of service for intersections and freeway segments within the Transit Corridors Area. Full build out of the Transit Corridors Plan would result in LOS levels below the General Plan standards at three intersections and one freeway segment (as described in Chapters 2 and 14 of the Draft EIR), which will be allowed with a statement of overriding considerations, and General Plan Amendment acknowledging the lower LOS.

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

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

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

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

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

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

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

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

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

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

T-2 Ensure that all transportation improvements--roadway, transit, bicycle, and pedestrian--are designed and constructed according to Americans with Disabilities Act standards. Improve existing facilities so they are compliant with American Disability Act standards.

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

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

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

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

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

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

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

T-30 Improve the appearance of the following streets:

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

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

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

T-34 Comprehensively review and revise parking standards for new office and commercial development providing alternative transportation measures (i.e., vanpool, shuttle service, bicycle storage).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ENVIRONMENTAL RESOURCES AND CONSERVATION ELEMENT

The Transit Corridors Plan is consistent with the following General Plan Environmental Resources and Conservation Element policies related to hydrology and water quality.

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

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

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

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

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

ERC-23 Regulate new development to minimize storm water runoff rates and volumes generated by impervious surfaces, and maximize recharge of local groundwater aquifers when feasible. Utilize the

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

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

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

The following policies of the Environmental Resources and Conservation Element of the San Bruno General Plan are relevant to consideration of the cultural resources impacts of the Transit Corridors Plan:

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

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

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

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

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

The San Bruno General Plan contains the following policies relevant to consideration of the air quality impacts of the Transit Corridors Plan:

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

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

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

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

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

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

HEALTH AND SAFETY ELEMENT

The Transit Corridors Plan is consistent with the following Health and Safety Element policies related to hazards and hazardous materials.

HS-E Ensure the health, safety, and welfare of San Bruno residents by requiring appropriate use, disposal, and transport of hazardous materials.

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

HS-23 Ensure appropriate clean-up of all former commercial and industrial sites according to relevant regulatory standards prior to reuse.

HS-26 Restrict siting of businesses that use, store, process, or dispose of large quantities of hazardous materials in areas subject to seismic fault rupture or strong ground shaking (Figure 7-2).

HS-28 Require that lead-based paint and asbestos surveys be conducted by qualified personnel prior to structural demolition or renovation, in buildings constructed prior to 1980.

HS-29 Require abatement of lead-based paint and asbestos prior to structural renovation and demolition, and compliance with all State, federal, OSHA, Bay Area Air Quality Management District, and San Mateo County Health, Environmental Health Division rules and regulations.

HS-30 Regulate development on sites with known or suspected contamination of soil and/or groundwater to ensure that construction workers, the public, future occupants, and the environment are adequately protected from hazards associated with contamination, in accordance with federal, State, and local rules, regulations, policies, and guidelines.

HS-48 When environmental reviews of SFO activity are conducted the City should participate in environmental analyses conducted of SFO in order to better understand and address environmental issues affecting San Bruno, including but not limited to: frequency of over flight during nighttime hours, soil and groundwater contamination in and surrounding airport property from gasoline and jet fuel or similar sources, air pollution resulting from overflight jet exhaust and idling aircrafts, airport related traffic impacts on local roads, light and glare impacts from airport generated lighting and overall noise generation, and impact of airport alterations and/or expansion.

HS-49 The City should work with the County of San Mateo and local planning directors in future Comprehensive Airport-Land Use Compatibility Plan planning efforts to raise shared concerns regarding airport impacts on the region. The SFO/Community Roundtable should help facilitate this process as well.

HS-D Protect sites subject to flooding hazards by implementing storm drainage improvements, and by requiring building design and engineering that meets or exceeds known flood risk requirements.

HS-1 Regulate development, including remodeling or structural rehabilitation, to assure adequate mitigation of safety hazards on sites having a history or threat of slope instability, erosion, subsidence, seismic dangers (including those resulting from liquefactions, ground failure, ground rupture), flooding, and/or fire hazards.

HS-4 Prevent soil erosion by retaining and replanting vegetation, and by siting development to minimize grading and land form alteration.

HS-5 Require preparation of a drainage and erosion control plan for land alteration and vegetation removal on sites greater than 10,000 sq. ft. in size.

HS-13 With cooperation from the San Mateo County Flood Control District, continue maintenance, early warning, and clean up activities for storm drains throughout San Bruno. Upgrade or replace storm drains where needed to reduce potential flooding, particularly in the neighborhoods east of El Camino Real.

HS-16 Design and engineer new or redevelopment projects in potential flood hazard areas (e.g., Belle Air Park) to withstand known flood risk.

HS-17 Require upgrade of the City's storm drain infrastructure proportionate with new development's fair share of demand. Require that stormwater management capacity and infrastructure are in place prior to occupancy of new development.

HS-18 Require developers to implement erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity, and protect water quality.

HS-20 Retain existing open space areas that serve as detention ponds in order to retain stormwater, recharge aquifers, and prevent flooding.

HS-22 Require that construction-related grading and other activities comply with the Association of Bay Area Governments' (ABAG) Manual of Standards for Erosion and Sediment Control Measures and with 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.

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

- 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.

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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	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. 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. 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. The height for inhabited structures is regulated by both the number of floors permitted and by total height in feet permitted. The number of floors includes all habitable floors located above the average finished grade, and does not include portions of the building substantially submerged or partly submerged below grade such as basements or podiums. The maximum height for uninhabited structures (e.g. parking garages) is regulated exclusively by maximum height in feet permitted. Stepbacks were created to bring heights down in areas with potential shadow concerns, or areas with low-rise residential neighborhoods. • Habitable attics, or any other inhabited spaces located above a roof's eave line or a mansard roof's peak, are not permitted. • Portions of the building that extend above the primary building mass, such

		as dormers, roof-top cupolas, elevator and mechanical equipment enclosures, roof deck trellises, and other similar features, shall not exceed the maximum height requirement by more than 10 feet. • At a height of 90 feet, future development within the 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 Side: 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. • 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 E of San Mateo Ave. 65 feet / 5 floors	65 feet / 5 floors	70 feet / 5 floors	55 feet / 4 floors	70 feet / 5 floors
Height Limit – Minimum	W of San Mateo Ave 60 feet / 4 floors E of San Mateo Ave. -	-	-	-	-
Stepback - facing corridor street	Above 4th floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 4th floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 4th floor Step back 15 feet
Stepback – adjacent to low density residential	Above 3rd floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 3rd floor Step back 15 feet
Architectural Encroachments	Certain encroachments that extend beyond setbacks and height limits, including architectural features such as dormers, roof deck trellises, roof-top cupolas, elevator and mechanical equipment enclosures, and other similar features promoting good urban design, may be approved through the Planning Commission architectural and site plan review process. Such encroachments should not exceed the maximum height requirement by more than 10 feet.				
FAR – 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 case on public amenities and lessens privacy concerns with adjoining lots/neighbors.

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

Approved Land Uses
The Transit Corridors Plan would not allow new industrial, auto repair, or storage/warehouse uses anywhere within the Plan Area. These uses are associated with traffic, spillover parking, and noise concerns and do not contribute to the transit-oriented focus of the Plan Area. This will result in a positive benefit for residents in adjacent areas that will not have exposure to these types of businesses. New vehicle sales would only be allowed on El Camino Real if the project meets high architectural design standards.

Parking and Transportation
The TCP includes recommendations for parking management and proposed parking requirements. Each new development project will still be required to provide on-site parking at a rate that has worked in other transit-oriented development areas. For example, new development Downtown would be required to provide 3 spaces / 1,000 square feet of floor area. This can be compared to the current requirement for retail uses of 4 spaces / 1,000 square feet. There is a potential for spillover parking impacts with reduced parking requirements, so the Plan proposes expansion of the City's Residential Permit Parking system to address this concern. Residential permit parking programs are successful in many communities and operate through

issuance of permits to residents. The Police Department can then do enforcement if non-residents are parking in the neighborhoods.

Permit parking will work along with other programs, such as Transportation Demand Management (TDM), that will require large employers to offer incentives for employees to take transit to work. Additionally, the pedestrian and bicycle improvements proposed in the Plan should benefit existing residents and help transition new residents and employees into the neighborhood.

CITY OF SAN BRUNO **COMMUNITY DEVELOPMENT DEPARTMENT**

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Bob Marshall, Jr.
Joe Sammut
Perry Petersen

PLANNING COMMISSION
STAFF REPORT
AGENDA ITEM NO. 6.C
November 20, 2012

ATTACHMENTS

A: Draft Environmental Impact Report (DEIR)
B: Final EIR
C: Draft Transit Corridors Plan dated March 2012
D: Resolution No. 2012-2: Recommend Certification of Final EIR
E: Resolution No. 2012-3: Recommend Approval of General Plan Amendment
F: Resolution No. 2012-4: Recommend Approval of the Transit Corridors Plan
G: Comment Letter

Attachments A, B & C were distributed to the Planning Commission and made available to the public . The documents are currently available at the Community Development Department, San Bruno Public Library, the City Clerk's Office and online at www.planbruno.org.

RECOMMENDATION

Receive Report and Adopt Planning Commission Resolution No's 2012-2, 2012-3, and 2012-4 Related to the Transit Corridors Plan and Recommending that the City Council: Certify the Final Environmental Impact Report and Responses to Comments and Make Findings pursuant to the California Environmental Quality Act; Amend the General Plan to Ensure Consistency between the General Plan and Transit Corridors Plan (GPA-12-01); and Adopt the Transit Corridors Plan.

LEGAL NOTICE

1. Advertisement published in the *San Mateo Daily Journal*, Saturday, November 10, 2012.
2. DEIR was circulated for review on March 29, 2012 through May 14, 2012.
3. Final EIR was distributed to affected agencies on November 9, 2012.
4. Notification by mail to all property owners/occupants within 300 feet of the Transit Corridors Area on November 9, 2012.
5. Project website, available at: www.planbruno.org.

ENVIRONMENTAL REVIEW

The Transit Corridors Plan required the preparation of an Initial Study under the provisions of the Environmental Quality Act (CEQA). Following the Initial Study an Environmental Impact Report (EIR) was determined to be the appropriate level of CEQA review. The City prepared an Initial Study/Draft EIR (**Attachment A**), which identified potential environmental impacts of implementation of the Transit Corridors Plan. The public comment period on the Draft EIR was March 29, 2012 – May 14, 2012. The Final EIR, which includes the Draft EIR and response to comments, was prepared in June 2012. The required findings for certification of the EIR are included in Planning Commission Resolution 2012-2, attached as **Attachment D**.

ATTACHMENT 4

PLAN AREA & OBJECTIVE

The City of San Bruno is proposing to adopt the San Bruno Transit Corridors Plan in order to implement a transformative new vision for the City's Transit Corridors Area and to implement the vision and policies of the City's General Plan. The Transit Corridors Plan area covers approximately 150 acres, including downtown San Bruno, focused on San Mateo Avenue, as well as adjacent principal streets, including El Camino Real, San Bruno Avenue, and Huntington Avenue. The Transit Corridors Plan objective is to improve the Transit Corridors Area by establishing a clear vision and development framework, design guidelines for public and private realm improvements, and a combination of related transportation and infrastructure improvements.

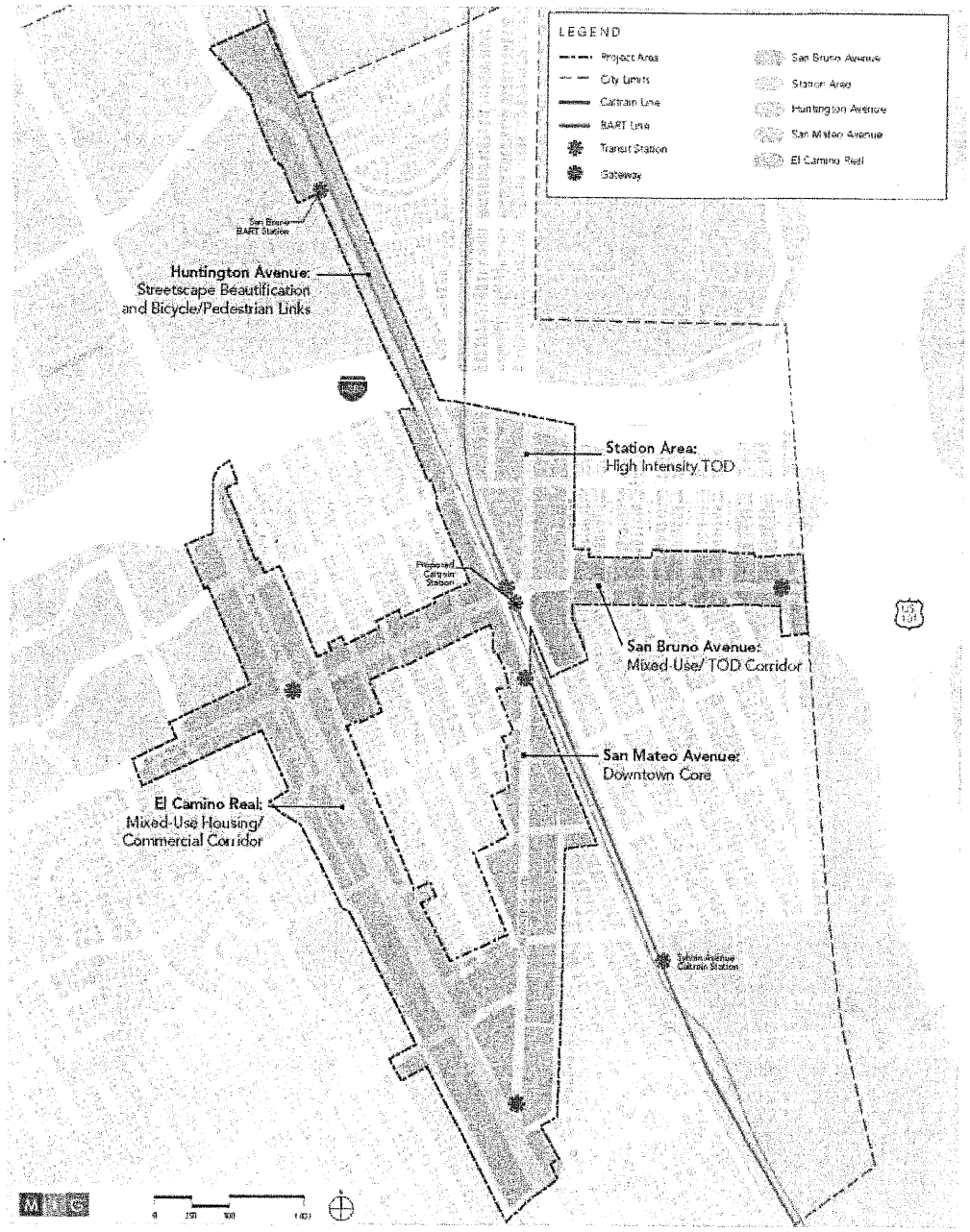


Figure 4.1: Character Area Development

BACKGROUND

Approval Process

The Planning Commission review and recommendation of the Final EIR, General Plan Amendments, and Transit Corridors Plan is the first step in the final approval process. The Planning Commission review will be followed by City Council review, where the ultimate decision on the documents will be made by resolution.

It is important to note that many steps have gone into the Transit Corridors Plan approval process. This includes Transit Corridors Plan Steering Committee meetings, community workshops and Planning Commission and City Council updates and study sessions. Most recently the Planning Commission held a public hearing on the Draft EIR in April 2012 and the City Council held a Study Session in October 2012. The direction received in these meetings has led to the current draft of the Transit Corridors Plan.

The Transit Corridors Plan is recommended for adoption adopted by resolution as a policy document that provides the framework for planning the physical development within the Plan Area and establishes a basis for judging whether specific development proposals and public projects are compatible with the City's vision as outlined in the Transit Corridors Plan and General Plan. The Plan-proposed mandatory development standards will be considered for approval as part of the separate comprehensive Zoning Code update process. The Plan-proposed standards for height limits that exceed the current 50-foot/3-story limit, increased residential densities, and parking structures will not take effect unless approved by a majority of San Bruno voters in a citywide election, in accordance with Ordinance 1284.

Planning Context

The Transit Corridors Area is established as the community's commercial services and transit center. With an existing BART station and construction of a new San Bruno Avenue Caltrain station underway, the City recognizes that the Transit Corridors Area will become a well-connected regional transit hub within the Bay Area. The City has formulated the Transit Corridors Plan to provide an updated revitalization strategy for the area designed to take full advantage of its transit-oriented development (TOD) opportunities.

The Transit Corridors Plan builds upon the planning framework established by the 2009 San Bruno General Plan by providing a greater level of definition to the area's future land use and development character. Additionally, the Transit Corridors Plan is intended to locally implement the Grand Boulevard Initiative, a collaboration of 19 cities, two counties, and other local and regional agencies with the goal of improving the performance, safety and aesthetics of El Camino Real. The Transit Corridors Plan will help to carry out the Grand Boulevard Initiative by creating an attractive, livable, walkable and transit-friendly multi-use subregional boulevard that can support mixed-use development.

The Transit Corridors Area is also a designated Priority Development Area (PDA) under the FOCUS program, a regional strategy that promotes development near transit stations and enhancements to existing neighborhoods. The FOCUS program is sponsored by the Association of Bay Area Governments and other regional agencies. The Transit Corridors Area's status as a PDA will qualify San Bruno for grants designed to foster complete neighborhoods with a range of housing choices and increased opportunities for walking, bicycling, and transit use.

Aircraft noise is an important consideration in the Transit Corridors Area due to its proximity to SFO. The principal tools used to analyze airport and land use compatibility are aircraft noise contour maps, which show areas with average noise levels measured in decibels. Land use plans and new development projects must comply with State and regional regulations for airport compatibility. New residential development is not allowed in the eastern portions of the Plan Area because it is located within the 70-decibel noise contour.

Specific Plan

The Transit Corridors Plan has been prepared as a Specific Plan. A Specific Plan is a policy and regulatory

tool used by local governments in California to implement their General Plan. The Specific Plan will implement the General Plan through the development of more detailed policies, programs and regulations for a localized area. Although the goals and policies of a Specific Plan must be consistent with the General Plan, a Specific Plan may illustrate a vision, supported by standards and guidelines, that represents a departure from existing zoning.

The Transit Corridors Plan is intended to guide all new development in the Transit Corridors Area in both the public and private realms. The Plan establishes a development framework, development standards and design guidelines for public and private improvements, a set of transportation and related infrastructure improvements, and implementation strategies to achieve the new vision. New private and public discretionary development projects will be required to follow the policies, programs and guidelines set forth in the Plan. The Plan includes private realm design guidelines for site layout and building design, parking and circulation design, and sustainability design. Similarly, the Plan contains public realm design guidelines to guide future public improvements within the Plan area that would direct streetscape design. The Plan also includes an implementation strategy and identifies needed infrastructure improvements to accommodate the amount of development envisioned in the Plan.

Existing development will not be directly affected unless owners or occupants choose to apply for a City discretionary approval to expand or change their current structures, grounds or uses. If funding becomes available in the future, the City may wish to establish an incentive program to encourage existing property owners to maintain their properties and comply with the design guidelines.

PLANNING PROCESS AND COMMUNITY INVOLVEMENT

Community Development Department staff led the Transit Corridor Plan formulation team. Starting in the fall of 2008, and building on the General Plan vision for transit oriented development, staff reviewed other specific plans and consulted with numerous developers and brokers to determine the scale and feasibility of these types of projects and how they could be accommodated in the Transit Corridors Area. The City hired MIG, an urban planning consulting firm to assist with the development of a specific plan based on the principles of transit-oriented development.

The planning team undertook a community outreach strategy with multiple avenues to obtain input. The strategy included stakeholder meetings, steering committee meetings and community workshops. The Plan was prepared in coordination with the Transit Corridors Plan Steering Committee and the San Bruno community. The 17-member steering committee, which included representatives from the City's various neighborhoods, the business community, the Planning Commission, and the City Council was appointed by the City Council. The steering committee analyzed numerous design concepts and development standards, interviewed developers, provided input, made recommendations, and thoroughly reviewed the administrative drafts of the Specific Plan.

During review and discussion of the Transit Corridors Plan in 2009 and 2010, community input was encouraged by noticing and opening all steering committee meetings to the public. In addition, City Council, Planning Commission meetings, and community workshops were noticed and open to the public, and were held during major milestones in the Transit Corridors Plan process. Two well-attended community workshops with about 150 participants were held to develop the community vision and the development framework, including development standards and design guidelines for the area. From these meetings and workshops, a comprehensive community vision was identified for the Transit Corridors Area. Following identification of the community vision, the planning team developed alternative improvement plan scenarios, which were then refined through further community and committee participation into a preferred alternative and draft Plan.

The PG&E gas line explosion and fire interrupted the progress of the Transit Corridors Plan process, as the community and City staff focused on pressing matters dealing with the aftermath of the tragedy and the recovery process. Community Development Department staff focused on developing a streamlined process for

the rebuilding in the Crestmoor neighborhood and processing applications for rehabilitation and rebuilding of damaged and destroyed homes.

The planning process resumed about a year ago with the preparation of the environmental impact report for the Transit Corridors Plan. The environmental review process included a 45-day public comment period from March 29, 2012 through May 14, 2012, allowing residents to submit written comments. The public also had an opportunity to provide oral comments on the Draft EIR at a Public Hearing of the Planning Commission on April 17, 2012. The City received comments from over a dozen residents. In September 2012, a Frequently Asked Questions flyer was sent to about 2,500 residents in the Transit Corridors Area and the surrounding area. On October 10, 2012, a publicly noticed City Council study session was held at the Senior Center, which included attendance by about 50 residents. Staff gave a presentation on the Transit Corridors Plan and took comments and answered questions from the Council and public.

TRANSIT CORRIDOR PLAN DISCUSSION

Plan Vision

The Transit Corridors Plan aims to 1) encourage investment and new development through clearly articulated policies; 2) establish a land use plan including the uses that the City desires to see in the area surrounding the new San Bruno Avenue Caltrain Station; and 3) achieve the transit-oriented vision set out in the General Plan. The Plan envisions an urban village and regional destination, with welcoming gateways and exciting architecture; fast transportation connections; pedestrian-oriented "green" streets; mixed-use development; pleasant outdoor shopping, 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. The vision is described in Chapter 3 of the Plan, and includes the following elements:

(a) Promote downtown as a day and night destination
(b) Enhance local character and distinctive identity
(c) Create a convenient multi-modal transportation network
(d) Promote economic vitality
(e) Encourage sustainable, mixed-use development with new housing and retail
(f) Develop a safe and inviting pedestrian realm

One of the ways this vision will be achieved is through the Private Realm Design Guidelines included in the Plan. The guidelines provide direction for how buildings should be oriented, the elements that define high quality architecture, parking and circulation design, and sustainable practices.

The Transportation recommendations for vehicle, transit, bicycle, pedestrian, parking and transportation demand management (TDM) have been developed to emphasize principles of "complete streets," which consider the complementary relationship between land uses and travel needs and are intended to promote increased access and mobility for transit users, bicycles and pedestrians while balancing the needs of vehicles.

Development Framework

The Transit Corridors Plan is organized around five distinct planning subareas or "Character Areas": San Mateo Avenue, El Camino Real, San Bruno Avenue, Huntington Avenue and the future San Bruno Avenue Caltrain Station area. The Plan establishes land uses, building standards and design guidelines corresponding to each of the five Character Areas. The development standards within the Plan will establish the basic form of the buildings, while the detailed regulations will be included within the Zoning Code. The Character Areas are described below with a brief summary of the development standards. (Proposed height limits are subject to a public vote under Ordinance 1284, described below.)

1. San Mateo Avenue: Revitalized Central Business District. The Plan preserves San Mateo Avenue's "main street" character, while creating a more vibrant Downtown through targeted enhancement of commercial uses, the addition of new housing, and streetscape improvements. It proposes

reconfiguration of the San Mateo Avenue/El Camino Real intersection to create a large new plaza. This would allow greater physical and visual connection between El Camino Real and Downtown to allow for new, more intensive land uses anchoring the southern end of Downtown, as well as creation of a community open space to signify the entrance into Downtown. The northern end of Downtown would be anchored with a redesigned Posy Park, the new Caltrain Station, and higher intensity mixed uses.

Standards for Building Form:

- Maximum Height: 55 feet / 4 floors
- Front setback: 10 feet including the sidewalk
- Rear setback adjacent to low density residential: 10 feet
- Stepback facing street or adjacent to low density residential: Above 3rd floor, step back 15 feet

2. El Camino Real: Mixed-Use Housing and Commercial Corridor. The Plan promotes new pedestrian-oriented streetscape improvements and development of multifamily housing in order to transform the existing auto-oriented corridor into a more contemporary mixed-use residential and commercial corridor. This approach takes advantage of the proximity to the new Caltrain station and to neighborhood retail on San Mateo Avenue. New residential development would be anchored with ground-floor retail at significant intersections, which would create a stronger physical character along this key roadway.

   Standards for Building Form:

   - Maximum Height: 70 feet / 5 floors
   - Front setback: 10 feet average from back of sidewalk
   - Rear setback adjacent to low density residential: 10 feet
   - Stepback facing street: Above 4rd floor, step back 15 feet
   - Stepback adjacent to low density residential: Above 3rd floor, step back 15 feet

3. San Bruno Avenue: Mixed-Use TOD Corridor. The Plan calls for transforming San Bruno Avenue into a mixed-use transit-oriented development (TOD) corridor with higher intensity uses to promote a pedestrian environment, encourage multi-modal connections, and create a sense of community entry and identity. It encourages upgrades of existing storefronts and landscaping to improve the appearance of the street. New bicycle lanes, building setbacks, new housing, streetscape improvements, and a traffic circle (roundabout) are proposed. The Plan also recommends a future study of a potential "road diet" (reduction of vehicle travel lanes). New housing is prohibited on most of San Bruno Avenue east of San Mateo Avenue due to the 70-decibel San Francisco Airport noise contour.

   Standards for Building Form:

   - Maximum Height: 65 feet / 5 floors
   - Front setback: 10 feet average from back of sidewalk
   - Rear setback adjacent to low density residential: 10 feet
   - Stepback facing street or adjacent to low density residential: Above 3rd floor, step back 15 feet

4. Huntington Avenue: Streetscape Beautification and Bicycle/Pedestrian Links. The Plan-proposes to preserve the existing residential character while taking advantage of development opportunities around the Caltrain and BART stations. It would allow increased intensity of uses and building heights to accommodate retail, office and new housing. A key development site across the street from the BART parking garage is identified as potentially suitable for a new hotel. Streetscape improvements and traffic calming measures, including a roundabout, for a pedestrian- and bicycle-friendly access to the Caltrain station are also proposed.

   Standards for Building Form:

   - Maximum Height: 65 feet / 5 floors

- Front setback: 10 feet average from back of sidewalk
- Rear setback adjacent to low density residential: 10 feet
- Stepback facing street or adjacent to low density residential: Above 3rd floor, step back 15 feet

5. Station Area: High-Intensity TOD. The Plan calls for creation of dynamic, active, high-intensity TOD development in the Station Area, leveraging the area's proximity to San Francisco International Airport, Silicon Valley and Bayhill Office Park. The Plan encourages an intensified mix of uses, including office and retail uses that support and synergize with the new Caltrain station. Proposed uses are limited to non-residential uses in areas located within the 70 decibels airport noise contour. It calls for the Station Area to be a highly desirable place to work, as well as encourage Caltrain ridership, with an attractive station surrounded by active uses and easy access. An approximately two-acre vacant development site adjacent to the Caltrain station platform is envisioned as the focal point of a major mixed-use office/retail center. New gateway elements are proposed to frame and enhance the area around the elevated railway crossing, emphasizing the significance of the station and the entrance to Downtown.

   Standards for Building Form:
   - Maximum Height West of San Mateo Avenue: 90 feet / 7 floors
   - Maximum Height East of San Mateo Avenue: 65 feet / 5 floors
   - Minimum Height West of San Mateo Avenue: 60 feet/ 4 floors
   - Front setback: 10 feet average from back of sidewalk
   - Rear setback adjacent to low density residential: 10 feet
   - Stepback facing street: Above 4th floor, step back 15 feet
   - Stepback adjacent to low density residential: Above 3rd floor, step back 15 feet

Parking

The Transit Corridors Plan includes recommendations for parking management and proposed parking requirements. Specifically, the Plan advocates a "Park Once and Walk" parking strategy that is successful in many downtowns and transit intensive areas. Is also allows creative approaches to satisfy parking needs, such as shared parking and payment of in-lieu fees. The Plan also recommends future studies to evaluate parking demand as the Plan Area develops.

Chapter 7 of the Plan includes proposed parking standards, which will be integrated into the Municipal Code during the comprehensive Zoning Code update. For example, the Plan would exempt existing ground floor retail in the downtown area from providing additional parking, so a parking exception would not be required. 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. The requirements for residential uses would also decrease in most cases. New development would be required to provide one space per bedroom; therefore, one-bedroom apartment units would require one space instead of two spaces.

The proposed standards represent a decrease from the current Municipal Code requirements that are considered out dated and a deterrent to development. In many cases, the current Code parking requirements make development impractical or financially infeasible. The compact development and more diverse mix of uses in the Plan Area means that residents will be close to both services and transit and less likely to drive. To mitigate spillover parking in adjacent residential neighborhoods, the Plan suggests expansion of the City's Residential Parking Permit system.

Project Buildout Assumptions

The Transit Corridors Plan would allow the development of up to 1,610 dwelling units, 147,700 square feet of retail uses, 988,100 square feet of office uses, and 190 hotel rooms within the Transit Corridors Area over approximately 20 years. This represents an increase over the development allowed under the current General Plan of approximately 890 housing units, 19,100 square feet of retail, 666,600 square feet of office, and 190 hotel rooms.

Land Use	New Development - Current General Plan	Additional Development - Transit Corridors Plan	Total Potential Development
Residential (dwelling units)	720	890	1,610
Retail (square feet)	128,600	19,100	147,700
Office (square feet)	321,500	666,600	988,100
Hotel (rooms)	0	190	190

Ordinance 1284

Ordinance 1284 is a voter-approved initiative that generally prohibits buildings greater than three (3) stories or fifty (50) feet in height, construction of multistory parking structures, increasing densities within districts that were zoned residential in 1974, or development that would encroach upon designated scenic corridors. The Transit Corridors Plan would not supersede Ordinance 1284. However, in order to develop the Transit Corridors Area to its full potential as envisioned in the plan, a citywide election would be required for three items:

1. Increase in building heights: The Plan proposes building heights that are greater than the current three (3) stories or fifty (50) feet limit to encourage development along the corridor streets. This would focus investment in aging commercial and industrial areas.
2. Above ground parking garages: Needed parking could be consolidated into well-designed garages, freeing up valuable land for development.
3. Change in residential density: There are approximately 41 parcels within the Plan Area that were zoned residential in 1974 (the effective date of Ordinance 1284) that are out of the 70-decibel airport noise contour and possible sites for new housing development. If approved, these properties could be developed at a higher density than was in place in 1974.

If the voters approved these three proposals, Ordinance 1284 would remain in full effect in the areas of the City outside of the Transit Corridors Plan Area. There would be no change in density or height limit for the vast majority of properties within the city. In fact, the Plan would help protect the majority of single family neighborhoods from development pressure by focusing investment in the older, commercial areas of the City.

ENVIRONMENTAL IMPACT REPORT DISCUSSION

Certification Process

The Draft EIR was circulated for a 45-day review period beginning March 28, 2012. The public comment period ended on May 14, 2012. The comments and response to those comments are contained within the Final EIR document. The City Council is the approval body for certification of the Final EIR.

Summary of Draft EIR

The Draft Environmental Impact Report (DEIR) evaluates the potential adverse impacts of the Transit Corridors Plan as required by the California Environmental Quality Act (CEQA). An EIR is intended to inform decision-makers and the general public of the potential significant environmental impacts of a project. The Draft EIR describes existing conditions within the Transit Corridors Plan area, analyzes the potential environmental impacts of implementing the Transit Corridors Plan, and identifies mitigation measures to minimize significant impacts. The Draft EIR also evaluates reasonable alternatives to the Proposed Project, including the "No Project" alternative, which discusses the result of not implementing the Proposed Project and continuing development under existing plans.

This Draft EIR is a program level EIR that examines the potential wide-ranging effects resulting from implementation of Transit Corridors Plan policies. Any future development project will be subject to individual, site-specific environmental review, as required by State Law.

Alternatives Analyzed within Draft EIR

CEQA mandates consideration and analysis of alternatives to the proposed project. According to CEQA Guidelines, the range of alternatives "shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant impacts." The alternatives may result in new impacts that do not result from the Proposed Transit Corridors Plan. Based on the alternatives analysis, an environmentally superior alternative is defined.

The five alternatives identified in Chapter 16 of the Draft EIR represent a range of reasonable alternative land use plans that would attain most of the basic objectives, but would avoid or substantially lessen one or more of the significant effects of the Proposed Project: 1) No Project (Existing Conditions), 2) No Project (buildout under existing land use policies), 3) Reduced Building Heights (Ordinance 1284 limits), 4) Pedestrian-Oriented Intersection LOS of F, and 5) Alternative Plan Location. The DEIR presents key features and projected buildout of each of the alternatives, and compares their potential environmental impacts to the Transit Corridor Plan. Other than the No Project Alternative, the DEIR identifies Alternative 4 with LOS of F as the "environmentally superior alternative." Alternatives to the proposed project are discussed in Chapter 16 of the DEIR.

Project Impacts and Mitigation Measures

The EIR analyzes the potential impacts of the project across eleven (11) impact areas, including those issues and concerns identified in the Notice of Preparation. The impacts and mitigation measures are summarized in Chapter 2 of the DEIR, and were reviewed at the April 17, 2012 Planning Commission meeting. The EIR identifies no impacts or less-than-significant impacts in five categories: Biological Resources, Climate Change, Geology, Soils or Mineral Resources, and Population and Housing. The EIR identifies potentially significant environmental effects that, with mitigation, would be less than significant in three categories: Aesthetics, Air Quality, and Hydrology and Water Quality. The EIR identifies potentially significant environmental effects that will remain significant and unavoidable in three categories: Noise and Vibration, Historic Resources, and Transportation. The unavoidable significant impacts are discussed in more detail in the next section. The impacts were explained in detail in the staff report and presentation for the April 17, 2012 Planning Commission public hearing. Some changes were also made to the Transit Corridors Plan itself to mitigate potentially significant impacts.

In order to complete the EIR process and certify the document, CEQA requires the adoption of a CEQA Findings and a Mitigation Monitoring and Reporting Program (MMRP) (**Attachment D**). The CEQA Findings state that the City has met all procedural requirements of CEQA, that the reviewing body has reviewed the EIR, and that the EIR reflects the City's independent judgment. The MMRP establishes responsibility and timing for implementation of all required mitigation measures.

Comment Letters Received on Draft EIR

During the public comment period, the City received a comment letter from each of the following agencies:

- San Francisco International Airport
- California Department of Transportation, District 4 (Caltrans)
- California Department of Transportation – Department of Aeronautics
- Governor's Office of Planning and Research, State Clearinghouse
- Bay Area Air Quality Management District
- San Francisco Public Utilities Commission
- Airport Land Use Commission – C/CAG (received after public comment period)

The City also received comments from twelve (12) persons who spoke at the April 17, 2012 Planning Commission, and letters and email from seven (7) individuals and organizations. CEQA requires responses only to comments that address the adequacy of the Draft EIR or the City's compliance with CEQA. However, comments related to the Transit Corridors Plan are noted and, in some cases, responded to with additional information. No substantive conclusions of the Draft EIR have changed. However, in some cases, Draft EIR comments have resulted in changes to the EIR text. The Final EIR contains response to all comments received.

The key changes to the Transit Corridors Plan as a result of the comments, are detailed below. All changes, additions or deletions are detailed in the Final EIR document.

1. In response to resident comments, the stepback requirements adjacent to low density residential properties have been changed to reduce building shadow and massing impacts. In all five character areas, the stepback requirement adjacent to low density residential will be 15' above the third floor.
2. Based on SFPUC comments, a new brief section has been added to Chapter 13 of the Draft EIR, noting the presence within the Plan area of SFPUC water transmission pipeline ROW and pipeline alignments, noting that further project level CEQA environmental review will be required for specific projects involving use of SFPUC ROW, and providing a brief overview of the Project Review process for the proposed use of SFPUC ROW. New figure, Figure 13.2, has been added to the Draft EIR showing the location of the SFPUC pipelines and ROW.
3. Based on resident comments, revise design guideline C3-2 on page 149 of the Transit Corridors Plan regarding Memory Lane to remove the emphasis on installing a bike lane, and instead "study the potential for future use as a bicycle facility."

Based on airport comments, a policy has been added stating that future development within the Station Area could potentially encroach upon certain height limits that protect airspace required for the various departure procedures from Runways 28. Future site-specific development proposals within the Plan Area would be referred to the San Mateo County C/CAG Airport Land Use Committee (ALUC) for a determination of consistency with the ALUCP. Figure 11.2 has been revised to show airport noise exposure contours. An additional policy has been added that requires residential units with the 65 dB noise contour to include sound insulation measures adequate to reduce exterior noise to an interior level of CNEL 45 dB. The ALUC's comments were consistent with those from the airport, and generally supportive of the Plan and Draft EIR.

Unavoidable Impacts

It is important to note that CEQA is intended to inform decision makers and the public and to prevent avoidable environmental damage. The CEQA Guidelines require a process to identify the environmental impacts, but the specific outcome is a local decision. The EIR process includes technical terms that are defined by the Guidelines and the case law that has developed over the years. Additionally, CEQA requires analysis of worst-case scenarios and disclosure of those results. Therefore, there are times when "unavoidable" impacts under CEQA may actually be reduced or avoided in project implementation.

As identified in the EIR, the project would result in six significant, unavoidable impacts: four traffic impacts, one noise impact, and a historical building impact. They are described below.

1. Traffic: El Camino Real and San Bruno Avenue. During evening rush hour, the wait time at the light will be 1 minute 40 seconds longer, on average, than the current condition. Depending on what intersection improvements are ultimately constructed, the delay may be less.

2. Traffic: Southbound 101/San Bruno Avenue intersection. During evening rush hour, the wait time would increase by 26 seconds at the intersection. Caltrans has indicated that they may be able to make striping improvements, which would reduce the delay.

3. Traffic: El Camino Real/Westbound I-380 Ramp Intersection. During evening rush hour, the intersection wait time would increase 12 seconds on average.

4. Traffic: Eastbound I-380 Freeway between I-280 and I-101. The number of cars on that stretch of freeway would increase the volume-to-capacity ratio by more than one percent.

5. Noise: The additional automobiles associated with the plan will result in more tires on the roadway raising noise levels on San Bruno Avenue, Taylor Avenue, Huntington Avenue, and San Mateo Avenue.

The cumulative noise levels will increase 3-5 decibels.

6. Historic Buildings: There are 11 buildings within the Plan Area that could be considered historic. The City cannot guarantee that all the buildings will be preserved or moved, so CEQA requires that this be considered a significant and unavoidable impact.

Mitigation measures are not recommended for the identified intersections or segments of roadway because they are outside of San Bruno's authority.

In order to approve the project with significant and unavoidable environmental impacts, the City Council must adopt a Statement of Overriding Considerations. This is a specific finding required by CEQA that the project includes substantial benefits that outweighs its adverse environmental impact, and is adapted to fit local conditions and priorities It is very common for cities to adopt an EIR with significant and unavoidable impacts for a plan of this size when the plan has significant benefits. In this case, the Plan benefits include revitalization of the oldest part of the city, economic investment, new housing, opportunities for more affordable housing, proximity of work opportunities to housing opportunities, access to transit, efficient parking, and tax revenue. The Statement of Overriding Considerations is included as part of the CEQA Findings (**Attachment D**). The City Council will be the final decision-making body on all documents associated with the certification of the Final EIR.

GENERAL PLAN AMENDMENT DISCUSSION

The Transit Corridors Plan is generally consistent with the type, intensity and character of the existing General Plan land use designations for Transit-Oriented Development and Central Business District, as described in the following section. However, the General Plan would need to be revised in several areas to achieve consistency between the General Plan and the Transit Corridors Plan provisions for land use and other characteristics, as outlined in **Attachment E,** and summarized below.

Land Use Element

The Transit Corridors Plan proposes to change the land use classifications of a number of parcels in order to establish uniform Transit Oriented Development land use classification for all parcels in the Transit Corridors Area. Existing General Plan land use designations within the Transit Corridors Area include: Transit-Oriented Development, Central Business District, Industrial, Low Density Residential, Regional Commercial, and Public/Quasi-Public. The General Plan amendment would change the land use classification of the following, as illustrated in **Attachment E**: General Plan Land Use Diagram:

- 40 parcels would change from Low Density Residential to Transit Oriented Development.
  - 26 parcels on San Bruno Avenue
  - 4 parcels in the Station Area
  - 10 parcels on El Camino Real
- 5 parcels would change from Industrial to Transit Oriented Development within the Station Area
- 3 parcels would change from Regional Commercial to Transit Oriented Development on Huntington Avenue
- 191 parcels would change from Central Business District to Transit Oriented Development, on and near San Mateo Avenue.

The amount of new development allowed under the Transit Corridors Plan would represent an increase over the current General Plan of approximately 890 housing units, 19,100 square feet of retail, 666,600 square feet of office, and 190 hotel rooms. In order to achieve the character of development desired within the Transit Corridors Area, the Plan proposes to remove the FAR (floor area ratio) limit on properties of 20,000 square feet or more and regulate the height, bulk and setbacks of projects. For residential projects, the number of units would be determined on a project-by-project basis in response to best practices and market demands. The General Plan would be amended to remove the site-specific residential density limit and implement an overall

limit for the Plan area. The development potential for each property would be determined by development standards such as setback, stepback, open space, and height limits. The maximum allowed residential development in the Transit Corridors Plan area is 1,610 dwelling units, the residential build out that analyzed in the EIR. Any increase in the total number of units will require a General Plan amendment. Overall density within the Transit Corridors Area, excluding public streets, will not exceed 50 units per acre.

Transportation Element

The San Bruno General Plan specifies the minimum acceptable peak hour level of service for intersections and freeway segments within the Transit Corridors Area. Buildout of the Transit Corridors Plan would cause three intersections and one freeway segment to operate below these thresholds, which cannot be reduced by mitigation measures. The City Council would need to adopt the Statement of Overriding Considerations in order to allow this condition and to certify the EIR. The Transit Corridors Plan also recommends that the City consider a multi-modal LOS policy that evaluates bicycle, pedestrian and transit access in conjunction with vehicle LOS to address the potentially conflicting needs of pedestrians, bicyclists, transit, and automobiles. In addition, the City will review the LOS policy for intersections within the Transit Corridors Area based on the results of a countywide analysis of traffic impacts within transit areas expected to be completed within the next year.

TRANSIT CORRIDORS PLAN CONSISTENCY WITH GENERAL PLAN

The San Bruno General Plan, adopted in 2009, is a long-term document that anticipates the community needs and governs the future development patterns for the City of San Bruno over the next twenty years. The Transit Corridors Plan provides a more specific set of policies to facilitate the General Plan vision to promote balanced development; conserve established neighborhoods; revitalize Downtown and other aging commercial and industrial areas; foster development of transit-supportive uses adjacent to the BART and Caltrain stations; expand affordable housing; and promote mixed use development. The Transit Corridors Plan also proposed infrastructure improvements that supports the orderly development of the City. With the amendments described in the previous section, the Transit Corridors Plan would be consistent with the vision and policies of the City's General Plan (**Attachment F**), including the following Guiding policies:

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

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

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

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

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

The General Plan Consistency Resolution in Attachment F provides a detailed list of General Plan policies that consistent with the Transit Corridors Plan.

RECENT PUBLIC COMMENTS

City Council Study Session

On October 10, 2012, the City Council held a study session to review the Transit Corridors Plan and Environmental Impact Report. All residents within 300' of the Transit Corridors Plan Area were notified and about 50 members of the public were present. City staff, the project consultant, and the environmental consultant reviewed the following topics during the Study Session: Plan background including Ordinance 1284, existing conditions, visioning process, project goals, private realm design guidelines, public realm design guidelines, five character areas, catalytic/opportunity sites, complete street policy, parking requirements, infrastructure improvements, environmental review process, general plan amendments, and the voter approval process.

Several residents asked questions and provided comments during the study session. A summary of their comments is included below:

- Three people expressed their support for the project vision and the design concepts outlined within the Transit Corridors Plan.
- One resident was primarily concerned with the possibility of creating a noise canyon effect along San Bruno Avenue East, as the height limit will increase to 65 feet. The environmental consultant stated that the acoustical engineers did not identify the noise canyon effect as a potential issue under CEQA. The environmental consultant stated that he was unaware of a noise canyon effect on buildings that are less than 100 feet in height. The resident also noted that he does not want to look at an ugly 5-story wall.
- One resident stated that building heights should remain at three stories along San Bruno Avenue East between 2nd Avenue and 7th Avenue.
- A resident asked if there would be any kind of restriction on the types of businesses allowed. Staff replied that auto body and repair would be phased out within the Plan area.

The City Council directed staff to conduct additional outreach to the entire community and to keep careful track of the public's concerns. Staff included an article in the FOCUS newsletter about the Transit Corridors Plan and has been tracking public comments received by phone and email.

Other Comments Received

Planning Commissioner Petersen provided comments on the TCP via email and in person with staff. A summary of his comments is included below:

- The TCP does not include the Appendices, which were referenced in the text. (The appendices are available online but are not attached to the Plan.)
- Graphics, font size and style, photo captions, and paper choice could be improved to aid in reader comprehension.
- The requirement for a public vote under Ordinance 1284 should be clearly communicated to the public.
- The Plan will have a great influence on the whole City, especially in the increase traffic on arterials. The movement of stormwater from higher elevations may increase.
- The intersection of San Mateo Avenue with El Camino Real should be reconfigured to increase visibility and access.

Staff also met with Council Member O'Connell to receive her comments on the Plan. Highlights of her comments include:

- Distinguish the northern section of Huntington Avenue, which is primarily identified for pedestrian and bicycle linkage improvements, from the southern section, which has more development potential.
- Add captions to the renderings of catalytic sites to make it clear that they are prototypes, and that future projects will go through the public review process and meet the development standards.
- Update references to the grade separation, Grand Boulevard Initiative, and other efforts to be timely.

- Clarify that development standards are required while design guidelines are recommended. Explain that during the application process, the Planning Commission will have to make a finding that the project is consistent with the design guidelines in the TCP.
- Add language to ensure that any new auto dealerships be designed well, in a compact, multi-story format, to prevent a long stretch of auto sales on corridor streets.
- Allow less vehicle parking when applicants supply bike lockers and related facilities.

PLAN CHANGES SINCE MARCH 2012 DRAFT

A majority of revisions made since the March 2012 Draft document are minor numerical, grammatical or graphical changes. All substantive changes to the Transit Corridors Plan are shown in the errata sheet included in **Attachment F - Exhibit B** and listed in redline and strikethrough format within the Final EIR. The errata sheet (and text on page 6-7 of this report) includes a change to the required stepback for buildings adjacent to low density residential units. In response to residents' comments and the analysis done in the EIR, staff increased the required stepback to 15' above the third floor whenever a low density residential use is adjacent, either to the rear or side. This will improve the transition between new development and existing residential homes.

Staff will also continue to make the changes suggested by Commissioner Petersen and Council Member O'Connell described above in advance of the City Council meeting. In response to public comments, staff will also add a clear statement that the City does not intend to use eminent domain to acquire residential properties.

NEXT STEP

The City Council will consider the Final EIR, General Plan Amendments, and Transit Corridors Plan following the Planning Commission review. All meeting dates will be listed on City Council agendas and on the web at www.planbruno.org. If the Transit Corridors Plan is approved, the development standards contained in the Plan will be codified as part of the comprehensive update of the Zoning Code. As mentioned earlier, the Plan-proposed increase in building height limits, parking structures and increased residential densities will require approval by a majority of San Bruno voters in a citywide election.

RECOMMENDATION

Receive Report and Adopt Planning Commission Resolution No's 2012-2, 2012-3, and 2012-4 Related to the Transit Corridors Plan and Recommending that the City Council: Certify the Final Environmental Impact Report and Responses to Comments and Make Findings pursuant to the California Environmental Quality Act; Amend the General Plan to Ensure Consistency between the General Plan and Transit Corridors Plan (GPA-12-01); and Adopt the Transit Corridors Plan.

RESOLUTION NO. 2012- 2

RESOLUTION RECOMMENDING THAT THE SAN BRUNO CITY COUNCIL ADOPT CEQA FINDINGS, FACTS, AND OVERRRIDING CONSIDERATIONS AND A MITIGATION MONITORING & REPORTING PROGRAM FOR THE SAN BRUNO TRANSIT CORRIDORS PLAN

WHEREAS, the project is the adoption and implementation of a new Specific Plan for the Transit Corridors Area ("Transit Corridors Plan"), copies of which are on file and made available at the Office of the City Clerk, and which is incorporated herein by this reference;

WHEREAS, pursuant to the requirements of the California Environmental Quality Act ("CEQA") and its implementing guidelines (the "CEQA Guidelines"), the City prepared a Draft Environmental Impact Report ("Draft EIR") to evaluate the potential environmental impacts of the adoption and implementation of the proposed Transit Corridors Plan;

WHEREAS, the Draft EIR was published and circulated for public review and comment beginning on March 29, 2012, and ending on May 14, 2012. The Draft EIR was filed with the State Office of Planning & Research under State Clearinghouse No. 2010122029;

WHEREAS, on April 17, 2012, the Planning Commission held a duly noticed public hearing to receive public comment on the Draft EIR;

WHEREAS, the City prepared written responses to the comments received during and immediately following the public review and comment period and included those responses in a separate volume entitled, "Final Environmental Impact Report for the Transit Corridors Plan" which together with the Draft EIR constitutes the Final Environmental Impact Report ("Final EIR" or "FEIR"), and also prepared a Mitigation Monitoring and Reporting Program ("MMRP") pursuant to the requirements of CEQA and the CEQA Guidelines; and

WHEREAS, on **November 20, 2012** a duly noticed public hearing of the Planning Commission was held to consider recommendations to the City Council regarding the Final EIR, the MMRP, and the proposed Transit Corridors Plan.

BE IT RESOLVED by the Planning Commission of the City of San Bruno that it hereby recommends that the San Bruno City Council adopt and make the following Findings ("Findings") pursuant to the California Environmental Quality Act for the Transit Corridors Plan ("Plan"), located along four major streets surrounding the new San Bruno Caltrain Station in the heart of San Bruno: El Camino Real, San Mateo Avenue, San Bruno Avenue, and Huntington Avenue, and adjacent properties, all located in San Bruno, California:

I. INTRODUCTION

A. THE ENVIRONMENTAL IMPACT REPORT

The City prepared an Initial Study under the California Environmental Quality Act ("CEQA") to determine whether an Environmental Impact Report ("EIR") or a negative declaration would be prepared for the Project. The Initial Study indicated that the Project could have significant adverse environmental impacts, and the City directed that an EIR could be prepared. The City circulated a Draft Environmental Impact Report ("Draft EIR"

Attachment D

or "DEIR") on March 29, 2012 for review and comment by affected public agencies, adjacent landowners, and interested members of the public. The 45-day comment period closed May 14, 2012.

The City prepared written responses to comments received during the comment period, including oral comments at the April 17, 2012 Planning Commission Public Hearing on the Draft EIR. The City then prepared the FEIR, which consists of the Initial Study, the Draft EIR, the Comments and Responses document, the MMRP, and all documents incorporated by reference therein.

The Final EIR, including all comments and responses, was published and made available to affected agencies. On **November 20, 2012**, after consideration of the Draft EIR, the comments and responses, all of the facts and findings, and all available testimony and evidence in the record, the Planning Commission, after due deliberation, recommends that the San Bruno City Council certify the Final EIR as having been completed in accordance with CEQA.

B. SCOPE OF THESE FINDINGS

CEQA Guidelines in Section 15091 require that a project's significant environmental impacts identified in an EIR be addressed by one of three findings, as set forth in 15091(a). To ensure that all significant project impacts are identified, and necessary findings made, these Findings list the significant impacts and mitigation measures identified in the Final EIR and set forth the corresponding required findings. These Findings list the project impacts that are less-than-significant and, where appropriate, mitigation measures for these impacts. These Findings also identify unavoidable impacts and the necessary statement of overriding considerations.

C. DESCRIPTION OF THE RECORD

For purposes of CEQA, and these Findings, the record of administrative proceedings before this City Council includes, without limitation, the following:

1. The Final EIR, which includes the Initial Study, the Draft EIR, the Comments and Responses document, MMRP, and all documents incorporated by reference therein;
2. All City staff reports on the Plan and the Final EIR;
3. All studies conducted for the Plan and the EIR, and contained or incorporated by reference in the EIR, including appendices;
4. All public reports and documents prepared for the Planning Commission, the City Council or the City;
5. All documentary and oral evidence either received and reviewed at, or obtained as a result of, public workshops and public hearings related to the Plan and the EIR;
6. The minutes, transcripts, and other records for all public workshops and public hearings related to the Plan and the EIR;
7. All applicable City ordinances, resolutions and planning documents;

8. All matters of common knowledge to the City Council, including, but not limited to (i) the City's fiscal status; (ii) the City's policies and regulations; (iii) reports, projections and correspondence related to development within and surrounding the City; and (iv) state laws, regulations and publications, including all reports and guidelines published by the California Office of Planning and Research.

9. All public records in files maintained by the City relative to the Plan and the EIR.

D. GENERAL CONDITIONS

1. Reliance on the Record

Each and all of the findings and determinations contained herein are based upon competent and substantial evidence, both oral and written, contained in the entire record relating to the Plan. These findings and determinations constitute the independent findings and determinations of the City Council in all respects.

2. Summaries of Impacts, Mitigation Measures, Facts, Alternatives and Other Matters

All summaries of information relating to the Plan are based on the referenced environmental documents and/or other substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact. Moreover, the summaries set forth below, including, without limitation, summaries of impacts, mitigation measures and alternatives, are only summaries. Cross-references to the Final EIR and other documents in the record have been made and the reader should refer directly to those documents for more precise information regarding the facts on which the summary is based.

3. Adoption of Mitigation Measures

These Findings are based upon the numerous mitigation measures set forth in the Final EIR, which reduce or eliminate potential impacts, all of which shall be implemented in connection with the adopted MMRP. The City Council finds that the mitigation measures set forth in the Final EIR and the MMRP can reasonably be expected to reduce adverse impacts related to the Plan. The Mitigation Monitoring Checklist is attached as **Exhibit A**.

II. LESS-THAN-SIGNIFICANT PROJECT IMPACTS FOR WHICH NO MITIGATION IS PROVIDED

The City Council finds that certain potential impacts evaluated in the Final EIR will cause a less-than-significant impact and do not require mitigation. These less-than-significant impacts are listed on pages 15-4 and 15-5 of the Draft EIR.

III. SIGNIFICANT BUT MITIGABLE IMPACTS

The City Council finds that fourteen (14) potential impacts evaluated in the Final EIR will cause a significant adverse environmental effect prior to mitigation. The City Council finds that the adoption of the mitigation measures identified in the Final EIR will reduce most of these significant impacts to a level of insignificance. These significant but mitigable impacts are listed in Table 2.1 of the Draft EIR on pages 2-5 through 2-34 and discussed further in Chapters 4 through 14 of the Draft EIR and in the FEIR Comments and Responses (Chapter 2) and the MMRP.

IV. SIGNIFICANT UNAVOIDABLE IMPACTS

Facts. The Final EIR summarizes the Project's significant, unavoidable impacts in Table 2.1 and on pages 15-2 and 15-3 of the Draft EIR and the MMRP. CEQA requires that significant unavoidable impacts of the Plan be described.

The City Council finds that the Plan has avoided all potentially significant impacts to the extent feasible. However, even after mitigation, the following six (6) impacts remain and are identified as significant unavoidable impacts.

1. Impact 7-2: Plan-Related and Cumulative Impacts on Historic Resources.

   Future development on or adjacent to properties within the Transit Corridors Area that contain a historic resource may cause the demolition, destruction or alteration of the historic resource such that the significance of the resource is "materially impaired." Also, the loss of historic resources under the plan would be a cumulative considerable contribution to a loss of historic resources throughout San Bruno and the surrounding region. This possibility represents a potentially significant impact.

   Mitigation 7-2. For any future discretionary private or public project within the Transit Corridors Area that involves a property that contains a historic resource, the City shall make a preliminary determination as to whether or not the project may have a potentially significant adverse effect on the historic resource. If the City determines that the project may have a potentially significant effect, the City shall require the applicant to implement the following mitigation measures where applicable:

   (a) To the extent feasible, the applicant shall, to City satisfaction, ensure that the project adheres to one or both of the following standards:

   - Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or
   - Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer.

   The project shall be reviewed by a qualified architect or architectural historian approved by the City and meeting the Secretary of the Interior's Professional Qualifications Standards published in the Code of Federal Regulations (36 CFR part 61), who shall make a recommendation to the City as to whether the project fully adheres to the Standards for Rehabilitation, and any specific modifications necessary to do so. The final determination as to a project's adherence to the Standards for Rehabilitation shall be made by the City body with final decision-making authority over the project. Such a determination of individual project

adherence to the Secretary Standards will constitute mitigation of the project historic resource impacts to a less-than-significant level (CEQA Guidelines section 15064.5).

(b) If measure (a) is not feasible, and if relocation of the historic resource is a feasible alternative to demolition, the historic resource shall be moved to a new location compatible with the original character and use of the historic resource, and its historic features and compatibility in orientation, setting, and general environment shall be retained, such that the resource retains its eligibility for listing on the California Register. Implementation of measure (b) would reduce the impact to a less-than-significant level.

If neither measure (a) nor measure (b) is feasible, the City shall, as applicable and to the extent feasible, implement the following measures in the following order:

(c) Document the historic resource before any changes that would cause a loss of integrity and loss of continued eligibility. The documentation shall adhere to the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The level of documentation shall be proportionate with the level of significance of the resource. The documentation shall be made available for inclusion in the Historic American Building Survey (HABS) or the Historic American Engineering Record (HAER) Collections in the Library of Congress, the California Historical Resources Information System and the Bancroft Library, as well as local libraries and historical societies, such as the San Bruno Public Library.

(d) Retain and reuse the historic resource to the maximum feasible extent and continue to apply the Secretary of the Interior's Standards for Rehabilitation to the maximum feasible extent in all alterations, additions and new construction.

(e) Through careful methods of planned deconstruction to avoid damage and loss, salvage character-defining features and materials for educational and interpretive use on-site, or for reuse in new construction on the site in a way that commemorates their original use and significance.

(f) Interpret the historical significance of the resource through a permanent exhibit or program in a publicly accessible location on the site or elsewhere within the Transit Corridors Area.

Implementation of measures (c), (d), (e) and/or (f) would reduce the potentially significant impact on historic resources, but not to a less-than-significant level. Without knowing the characteristics of the potentially affected historic resource or the subject future individual development proposal, the City cannot determine with certainty that measure (a) or (b) above would be considered feasible. Consequently, this impact would be significant and unavoidable.

2. Impact 11-6: Plan-Related Cumulative Noise Impacts.

Sensitive receptors along the following street segments within the Transit Corridors Area may be exposed to permanent substantial increases in traffic noise of 3-5 dBA CNEL or greater resulting from projected cumulative traffic volume increases: Taylor Avenue and San Bruno Avenue immediately east of El Camino Real; San Bruno Avenue and Huntington Avenue near the San Bruno Avenue/Huntington Avenue

intersection; San Bruno Avenue west of San Mateo Avenue; and San Mateo Avenue near San Bruno Avenue and Huntington Avenue.

The Plan-related growth increment would contribute to these cumulative noise impacts, and would therefore represent a significant cumulative impact.

Mitigation 11-6: The City shall use quieter (rubberized or open grade asphalt) pavements when repaving is required on the following street segments within the Transit Corridors Area: Taylor Avenue and San Bruno Avenue immediately east of El Camino Real; San Bruno Avenue and Huntington Avenue near the San Bruno Avenue/Huntington Avenue intersection; San Bruno Avenue west of San Mateo Avenue; and San Mateo Avenue near San Bruno Avenue and Huntington Avenue.

The use of quieter (rubberized or open grade asphalt) pavements when repaving is required on major Plan area roadways would be expected to reduce traffic noise by 2-5 dBA CNEL, reducing this impact to less than significant. However, since implementation of these repaving measures is not assured, this potential effect represents a significant unavoidable cumulative impact.

3. Impact 14-1: El Camino Real/San Bruno Avenue Intersection Impact.

   Under 2030 General Plan With Project conditions, with the Transit Corridors Plan proposed changes to this intersection, intersection operations would deteriorate from acceptable LOS D (existing) to unacceptable LOS F during the PM peak hour, which would represent a potentially significant impact.

   Mitigation 14-1. Maintain the current intersection lane geometries and provide a short dedicated westbound right-turn lane. This measure would improve delay, but the intersection would continue to operate at an unacceptable LOS F, and the average critical delay would still increase over existing conditions by approximately 39 seconds. In addition, because El Camino Real is a Caltrans facility, this improvement would exceed the City's authority to implement. With implementation of this measure, the impact of the Transit Corridors Plan on the El Camino Real/San Bruno Avenue intersection would remain an unavoidable significant impact.

4. Impact 14-2: Southbound US 101 Ramps/ San Bruno Avenue Intersection Impact.

   Under 2030 General Plan With Project conditions, intersection operations would deteriorate from acceptable LOS B (existing) to unacceptable LOS D during the PM peak hour, which would represent a potentially significant impact under Caltrans criteria.

   Mitigation 14-2. This impact could be mitigated to a less-than-significant level by converting the westbound shared left-turn lane to a dedicated through lane. This measure would result in LOS C operations during both the AM and PM peak hours. However, because US 101 is a Caltrans facility, this improvement would exceed the City's authority to implement. Thus, the impact of the Transit Corridors Plan on the Southbound US 101 Ramps/San Bruno Avenue intersection represents an unavoidable significant impact.

5. Impact 14-3: El Camino Real/Westbound I-380 Ramps Intersection Impact.

Under 2030 General Plan With Project conditions, intersection operations would deteriorate from LOS D (existing) to LOS D intersection operations during the PM peak hour with an increase in delay of 12.1 seconds, which would represent a potentially significant impact under Caltrans criteria.

Mitigation 14-3. This impact could be mitigated to a less-than-significant level by providing three westbound right-turn lanes from the I-380 ramp onto northbound El Camino Real. However, this improvement would require the acquisition of additional right-of-way from adjacent developed properties and may therefore be considered infeasible. Additionally, because I-380 is a Caltrans facility, this improvement would exceed the City's authority to implement. Thus, the impact of the Transit Corridors Plan on the El Camino Real/Westbound I-380 Ramps intersection represents an unavoidable significant impact.

6. Impact 14-4: Eastbound I-380 Freeway Segment Impact Between I-280 and US 101.

Under 2030 General Plan With Project conditions during the AM peak hour, the existing unacceptable LOS rating of F along this eastbound freeway segment west of El Camino Real would deteriorate to a worse F (an increase in volume-to-capacity ratio from 1.01 to 1.18), and the existing LOS rating of E east of El Camino Real would deteriorate to F (an increase in volume-to-capacity ratio from 0.95 to 1.11). The increase in volume-to-capacity ratio along this freeway segment from existing conditions by more than one percent and the increase in traffic volume would represent more than one percent of the segment's capacity. These effects would represent a potentially significant impact under CMP and Caltrans criteria.

Mitigation 14-4. Two mitigation options have been identified for this impact:

(a) Increase capacity by widening the freeway. The measure could reduce this Project impact to a less-than-significant level, but widening would require acquisition of additional freeway right-of-way from adjacent properties and may therefore be considered infeasible. Additionally, because I-380 is a Caltrans facility, this improvement would exceed the City's authority to implement.

(b) Reduce the amount of traffic added to the freeway. By facilitating mixed use and higher intensity infill development in an existing urban area at corridor locations with good local and regional transit access, including convenient San Mateo County Transit District (SamTrans) bus service, Bay Area Rapid Transit District service (San Bruno BART station), and Caltrain commuter rail service (new San Bruno Caltrain station), the Transit Corridors Plan would minimize project-related peak hour vehicle trips. The Transit Corridors Plan also recommends implementation of an area-wide transportation demand management (TDM) program to further reduce peak period trip generation. These measures would be expected to substantially reduce automobile trip generation and the severity of freeway segment impacts, but not to a less-than-significant level.

Therefore, the impact of the Transit Corridors Plan on eastbound I-380 between I-280 and US 101 would remain an unavoidable significant impact.

V. STATEMENT OF OVERRIDING CONSIDERATIONS

Following a determination that significant impacts remain after the adoption of all feasible mitigation measures, approval of a project must be accompanied by a Statement of Overriding Considerations. CEQA requires the benefits of a project to be balanced against its significant unavoidable impacts in determining whether to approve the project (CEQA Guidelines Section 15093(a)). The Final EIR discusses numerous potential direct and cumulative impacts that could result from the Plan. Six of these would result in unavoidable impacts. These unavoidable impacts are set forth in Section IV, herein.

The City Council finds that the benefits of the Plan outweigh these unavoidable adverse environmental impacts. In making this determination, the following factors and public benefits were considered and comprise the Statement of Overriding Considerations.

The benefits of the project include the following:

A. Revitalization of the oldest part of the City. The redevelopment of the Transit Corridors Area will replace underutilized, deteriorating and obsolete commercial land uses with new mixed-use development. The proposed pattern of building height and form would promote a more organized, harmonious and attractive urban environment, as well as improved streetscapes and public parks and plazas; and an increase in overall visual unity. Implementation of the Transit Corridors Plan will facilitate and extend the General Plan vision to promote sustainable growth by providing specific regulations intended to create a vibrant mixed use transit oriented development neighborhood in the downtown area.

B. Social and Economic Benefits. The project would lead to the creation of new jobs providing greater employment opportunities for the residents of San Bruno, and allow existing residents to live and work within the same community.

C. New Housing. The Plan will provide for the development of up to 1,610 new housing units, a significant and much-needed addition to the overall housing stock of the City, San Mateo County and the San Francisco Peninsula as a whole, all of which have greater demand for housing than supply. The additional housing permitted under the Plan, will allow the City to meet its requirements under state law for meeting its share of regional housing needs.

D. Affordable Housing. The Plan will provide opportunities for development of housing affordable to low and moderate-income households, using City BMR in-lieu fee funds as well as possible state affordable housing tax credits, and other sources. This will help the City meet its State mandated fair share of affordable housing in the next Regional Housing Needs Allocation (RHNA).

E. Choice of "convenience living". The project will offer a choice of convenience living – with a mix of employment and a range of well-designed rental and for-sale housing types near entertainment, restaurants, special events, shopping and public services, and to public transportation that provides access to other communities and to San Francisco International Airport.

F. Enhanced Pedestrian Environment. The proposed streetscape will make pedestrian comfort, safety, and convenience a priority. The Plan calls for a network of great public places that connect to and complement San Mateo Avenue, adjacent neighborhoods, transit, and El Camino Real; that inspire people to walk

and to linger Downtown; and that can include improved connections (pedestrian and vehicular) between Downtown and the Caltrain and BART stations.

G. Access to Transit. The Transit Corridors Area will be the "Transit Hub" of the City, containing the Caltrain station and connections to local and regional bus transportation, making the area an appropriate location for more compact, higher intensity development.

H. Efficient Parking. The Transit Corridors Area provides a "park once" environment-people can park once, perhaps in a public parking facility, upon arrival in the Downtown, and can circulate throughout Downtown on foot without parking again. This "park once" environment also allows more potential walk-in customers for Downtown businesses.

I. Sustainable Community Strategy (SCS). Development in the Transit Corridors Area can be more compact and conveniently accessible without a car, rather than being spread out as in the rest of the City. The Plan will help to meet greenhouse gas reduction target through integrated land use, housing and transportation planning, outlined in the Sustainable Communities Strategy (SCS), as provided in SB 375. The SCS will be incorporated into the region's federally enforceable regional transportation plan. The Transit Corridors Area is also part of San Bruno's Priority Development Area, which makes it eligible to apply for grant funds through the ABAG Focus Program to promote the objectives of the SCS.

J. Tax Revenue. The project will contribute to the tax base of the City through property tax, sales tax, tax revenues generated by local businesses, including transit occupancy tax, and from additional businesses and employees.

VI. ALTERNATIVES

Several unavoidable significant impacts of the Transit Corridors Plan were identified in Chapters 4 through 17 of the Draft EIR. Pursuant to the CEQA Guidelines, the five alternatives were developed with the purpose of avoiding or substantially reducing these unavoidable significant impacts, as well as other significant impacts of the Plan for which feasible mitigation measures were identified.

- Alternative 1: No Project--Existing Conditions.
- Alternative 2: No Project--Buildout Under Existing Land Use Policy (General Plan and Zoning).
- Alternative 3: Transit Corridors Plan with Reduced Building Heights (Ordinance 1284 Height Limits).
- Alternative 4: Transit Corridors Plan Incorporating a Pedestrian-Oriented Intersection Operational Standard (LOS of F).
- Alternative 5: Alternative Plan Location. (Alternative Plan Location would not achieve the basic project objectives, would not necessarily avoid or lessen the significant impacts of the project and may result in new significant impacts, and would be infeasible, and thus was eliminated from further consideration.)

Only the unavoidable significant effects on Noise would be reduced to less than significant in each alternative. The unavoidable significant effects on Historic Resources would occur under each alternative, except the No Project Alternative. The unavoidable

significant effects on Traffic would be reduced to less than significant under each alternative except the reduced height alternative (Alternative 3).

Alternative 2 would reflect the amount of new development allowed in the Transit Corridors Area under the City's existing land use policies (General Plan and zoning)--i.e., 720 additional housing units, 128,600 additional square feet of retail, and 321,500 additional square feet of office. Other aspects of Alternative 2 would be similar to the project. Buildout of the Transit Corridors Area under the existing General Plan and zoning would be less effective in achieving the basic project objectives of stimulating the economic revitalization of the Downtown, and the Caltrain and BART station areas; reinvigorating the community's identity; capture the potential for transit-oriented development; strengthening the area's walkability and bikeability; and coherently approaching the enhancement of the Transit Corridors Area.

Alternative 3 would change the Transit Corridors Plan to maintain the City Ordinance 1284 height limit of three (3) stories or fifty (50) feet. This reduction in Transit Corridors Plan building height limits would reduce the amount of development allowed under the Plan, which would in turn reduce the unavoidable significant traffic and air quality impacts identified for the project. Other aspects of Alternative 3 would be similar to the project. Buildout of the Transit Corridors Area under Ordinance 1284 height limits would be less effective in achieving the basic project objectives of stimulating the economic revitalization of the Downtown, and the Caltrain and BART station areas; reinvigorating the community's identity; capture the potential for transit-oriented development; strengthening the area's walkability and bikeability; and coherently approaching the enhancement of the Transit Corridors Area.

Alternative 4 would revise the Transit Corridors Plan to incorporate a less stringent LOS policy for the Transit Corridors Area in order to reduce the conventional tendency to simply widen intersection approaches to add new through and turning lanes, and make signal phasing changes, to improve vehicular traffic flow, thereby worsening conditions for pedestrians and bicycles, and detracting from a desired more comfortable and pedestrian-friendly Downtown environment. Alternative 4 would change the City's policy for maximum acceptable LOS in the Transit Corridors Area from LOS D to LOS F for intersections of El Camino Real, San Bruno Avenue, San Mateo Avenue, and Huntington Avenue. The amount of new development and all other aspects of Alternative 4 would be similar to the proposed project. Alternative 4 would be as effective as the project in achieving the basic project objectives of stimulating the economic revitalization of the Downtown, and the Caltrain and BART station areas; reinvigorating the community's identity; capture the potential for transit-oriented development; strengthening the area's walkability and bikeability; and coherently approaching the enhancement of the Transit Corridors Area.

VII. ACTIONS

The Planning Commission hereby (a) determines the Findings, Statement of Overriding Considerations, and MMRP contained within and incorporated into this Resolution to be adequate for the purposes of CEQA, and (b) recommends that the San Bruno City Council adopt these Findings, Statement of Overriding Considerations, and MMRP.

Dated: _____ _____

Planning Commission Chair

ATTEST:

APPROVED AS TO FORM:

Planning Commission Secretary

City Attorney

I, Mark Sullivan, Planning Commission Secretary, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno on this 20th day of November 2012, by the following vote:

AYES: Commissioners: _____

NOES: Commissioners: _____

ABSENT: Commissioners: _____

Attachment D

MITIGATION MONITORING CHECKLIST FOR THE SAN BRUNO TRANSIT CORRIDORS PLAN

The following mitigation monitoring checklist will be used to implement the mitigation measures identified in the Final Environmental Impact Report for the San Bruno Transit Corridors Plan (June 2012).

STATE MITIGATION MONITORING REQUIREMENTS

California Environmental Quality Act (CEQA) section 21081.6 of the Public Resources Code requires all public agencies to adopt mitigation reporting or monitoring programs when they approve projects subject to environmental impact reports or mitigated negative declarations. The mitigation monitoring program must be implemented by the Lead Agency subsequent to certification of the EIR.

MITIGATION MONITORING CHECKLIST FORMAT

The attached Mitigation Monitoring Checklist for the San Bruno Transit Corridors Plan includes individual columns for identifying the following, pursuant to CEQA Guidelines section 15097:

Identified Impact:

This column includes each identified significant adverse impact.

Related Mitigation Measure (Performance Criteria):

This column includes each mitigation measure.

Monitoring:

This column describes (1) the implementation entity responsible for carrying out each mitigation measure; (2) the monitoring and verification entity responsible for performing the monitoring of each mitigation; and (3) specific implementation timing requirements.

Verification:

The verification column provides a space for the signature and date of the monitoring and verification entity when a monitoring milestone is reached.

MITIGATION MONITORING CHECKLIST-- SAN BRUNO TRANSIT CORRIDORS PLAN

The environmental mitigation measures listed in column two below have been incorporated into the conditions of approval for the San Bruno Transit Corridors Plan in order to mitigate identified environmental impacts. A completed and signed chart will indicate that each mitigation requirement has been complied with, and that City and state monitoring requirements have been fulfilled with respect to Public Resources Code section 21081.6.

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
AESTHETICS						
Impact 4-1: Plan Building Height Impacts on Visually Sensitive Residential Edges. The visual impact of the Plan-proposed increases in Transit Corridors Area maximum permitted building heights, which at various locations would exceed the current citywide 3-story building height maximum by from 1 to 4 additional stories, would be minimized by Plan-proposed building setback and stepback requirements. The proposed building setback and stepback requirements have been specifically formulated to reduce shade and shadow impacts and perceptions of building height and mass incompatibilities on the Plan area edges adjacent to lower intensity residential and other uses. Permitted new multi-story buildings along Plan corridor frontages and Plan area edges would for the most part be separated from the nearest adjacent residential uses by existing roadway rights-of-way, and would be subject to greater minimum setbacks at ground level as well as additional building "stepback" requirements above the fifth floor (above 50 feet). However, in the following site-specific instances, the potential impact of Plan-proposed maximum building heights on adjacent low-density residential properties may not be adequately mitigated by these Plan setback and stepback provisions: ▪ within the TOD-SO (TOD-Station Office) designation encompassing the planned new Caltrain station and adjacent areas to the north, where new buildings of up to 90 feet (7 stories) in height would be permissible adjacent to the rear yards of	**Mitigation 4-1:** Establish an additional "transition area" along these particular Transit Corridors Area residential edges where building heights within the first 20 feet of adjacent rear yard depth and first 10 feet of adjacent side yard depth would include a minimum stepback of 10 feet above the third floor. The addition of this provision to the Transit Corridors Plan would reduce this potential impact to a ***less-than-significant level.***	City	City	Condition of Transit Corridors Plan approval		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
approximately eight existing 1-to-4-unit residential properties fronting on 2nd Avenue (the proposed minimum rear yard setback here of 10 feet and minimum stepback of 15 feet above 4 stories would reduce this potential impact, but not assuredly to a less-than-significant level); ▪ at edges of the TOD-MXD1 (Medium-High Density Mixed-Use) designation along the San Bruno and Huntington Avenue corridors, where new buildings up to 65 feet (5 stories) in height would be permissible directly adjacent to the side yards of roughly a dozen existing 1-to-5-unit residential properties along San Bruno Avenue East (the proposed minimum stepback of 15 feet above 4 stories would reduce this potential impact, but not assuredly to a less-than-significant level); ▪ at edges of the TOD-MXD2 (High-Density Mixed-Use) designation along the El Camino Real and San Bruno Avenue West corridors, where the visual impact of new buildings up to 70 feet (5 stories) in height would be permissible directly adjacent to the rear yards of roughly eight or nine 1-to-5-unit residential properties fronting on Hensley Avenue north of Euclid Avenue; roughly seven or eight 1-to-4-unit residential properties fronting on Hensley Avenue north of Sylvan Avenue; and roughly eight or nine single family residential properties fronting on Linden Avenue along the south side of San Bruno Avenue west of White Way (the Plan-proposed minimum ground level rear yard setback of 10 feet and minimum stepback of 15 feet above 4 stories would reduce this potential impact, but not assuredly to a less-than-significant level); and ▪ within the proposed CBD (Central Business District) designation along San Mateo Avenue, where new buildings of up to 55 feet (4 stories) in height would be						

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
permissible adjacent to the rear yards of approximately four existing single-family properties, including one on Mills Avenue south of San Bruno Avenue, one on Masson Avenue south of Kains Avenue, and up to two on Angus Avenue south of San Mateo Avenue (the proposed minimum rear yard setbacks here of 10 feet and minimum stepback of 10 feet above the third floor would reduce this potential impact, but not assuredly to a less-than-significant level). The potential Plan building height impacts on visually sensitive residential edges would represent a ***significant adverse impact.***						
Impact 4-2: Plan Building Height Shade and Shadow Impacts. Subject to voter approval pursuant to City Ordinance 1284, the Transit Corridors Plan would allow taller buildings throughout the Transit Corridors Area, increasing maximum allowable buildings heights within specific zones to 55 feet (4 stories), 65 feet (5 stories), 70 feet (6 stories), or 90 feet (7 stories). The increased building height limits could result in increased shadows on shadow-sensitive neighboring residential properties and public spaces at some locations within and immediately adjacent to the Transit Corridors Area. Areas identified as particularly sensitive to shadow impacts include: ▪ Posy Park (San Mateo Avenue at Huntington Avenue), ▪ the Plan-proposed Jenevein Avenue landscaped area (San Mateo Avenue at Jenevein Avenue), ▪ the Plan-proposed plaza at the future Caltrain station (Catalytic Site #1, internal and at corner), ▪ the Plan-proposed gateway plaza at the San Mateo Avenue/El Camino Real intersection (Catalytic Site #3, internal and at corner), and	**Mitigation 4-2:** Implement Mitigation 4-1. In addition, revise the Plan to incorporate a similar "transition area" along the edges of Posy Park where new building heights within the first 20 feet of adjacent rear yard depth and first 10 feet of adjacent side yard depth would include a minimum stepback of 10 feet above the third floor. The addition of this provision to the Transit Corridors Plan would reduce the shadow impacts of the Plan on these identified shadow-sensitive residential edges and internal public open space areas to a ***less-than-significant level.***	City	City	Condition of Transit Corridors Plan approval		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
▪ existing adjacent residential areas. Plan shade and shadow impacts on these areas are described below: Similar to the Plan's relationship to scenic vistas, the site layout, massing/scale, height, setback, and stepback provisions of the Plan would help minimize shade and shadow effects by allowing sunlight into public open space and plazas and into adjacent residential areas, while also creating comfortable areas of shade where this amenity is currently lacking. Posy Park is located at the northern tip of the proposed CBD zone, where the Plan-proposed maximum building height would be 55 feet (4 stories)--i.e., five feet above the existing applicable Ordinance 1284 height limit of 50 feet (3 stories). Construction of a permitted 4 story structure on the adjacent parcel to the south, could cast a shadow on the southern edge of the park during the longest shadow period in December, but the majority of the park would remain unaffected. The Plan-proposed corner plaza at the future Caltrain station site within the proposed TOD-Station Office zone (at the southern tip of Catalyst Site #1; see EIR Figure 3.4) would be open to the San Bruno Avenue and San Mateo Avenue right-of-way. As a result, the site would not be subject to shadow impacts during the longest shadow periods of the year (December). Similarly, the Plan-proposed corner plaza at San Mateo Avenue and El Camino Real would not be subject to shadow impacts during the longest December shadow period due to its open orientation towards El Camino Real and San Mateo Avenue. However, Plan-proposed building height maximums would result in potentially						

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
significant shadow impacts at all of the residential edges identified under Impact 4-1 (Plan Building Height Impacts on Visually Sensitive Residential Edges), as well as at the Plan-proposed internal plazas in Catalytic Sites #1 and #3. Plan-permitted building heights could case shadows during the morning and afternoon hours of September through March over portions of these shadow-sensitive residential edges and internal public plazas. Such shadowing effects could substantially degrade the existing visual character or quality at these locations, representing a ***potentially significant environmental impact.***						
AIR QUALITY						
Impact 5-1: Plan-Related Short-Term Construction Emissions. Demolition or construction activities facilitated by the Transit Corridors Plan may generate temporary emissions of ROG, NO_X and PM_{10} that exceed BAAQMD thresholds of significance. In addition, related construction dust could cause localized health and nuisance impacts on adjacent residential sensitive receptors. These possible effects represent a ***potentially significant impact.***	**Mitigation 5-1.** All discretionary approvals for private or public realm grading, demolition, or construction activity in the Transit Corridors Area shall be conditioned to implement the following or similar best management practices: (a) The following dust control measures by construction contractors, where applicable: During *demolition* of existing structures: ▪ Water active demolition areas to control dust generation during demolition of structures and break-up of pavement. ▪ Cover all trucks hauling demolition debris from the site. ▪ Use dust-proof chutes to load debris into trucks whenever feasible. During all *construction phases*: ▪ Water all active construction areas at least twice daily. ▪ Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind.	City; Individual project applicants	City	Condition of grading permit issuance; Condition of building permit issuance; Field verify implementation during grading and construction		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	▪ Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard. ▪ Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. ▪ Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites. ▪ Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets. ▪ Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more). ▪ Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.). ▪ Limit traffic speeds on unpaved roads to 15 miles per hour. ▪ Install sandbags or other erosion control measures to prevent silt runoff to public roadways. ▪ Replant vegetation in disturbed areas as quickly as possible. ▪ Consult with the BAAQMD prior to demolition of structures suspected to contain asbestos to ensure that demolition/construction work is conducted in accordance with BAAQMD rules and regulations. (b) The following best management controls on emissions by diesel-powered construction equipment used by construction contractors, where applicable:					

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	▪ When total construction projects at any one time would involve greater than 270,000 square feet of development or demolition, a mitigation program to ensure that only equipment that would have reduced NO_X and particulate matter exhaust emissions shall be implemented. This program shall meet BAAQMD performance standards for NOx standards--e.g., should demonstrate that diesel-powered construction equipment would achieve fleet-average 20 percent NO_X reductions and 45 percent particulate matter reductions compared to the year 2010 ARB statewide fleet average. ▪ Ensure that visible emissions from all on-site diesel-powered construction equipment do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired or replaced immediately. ▪ The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors). ▪ Diesel equipment standing idle for more than three minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from residences. ▪ Signs shall be posted to alert workers that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum					

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	concrete trucks could keep their engines running continuously as long as they were on-site and away from residences. ▪ Properly tune and maintain equipment for low emissions. The above measures are BAAQMD-identified "feasible control measures" for construction emissions. Implementation of these measures would reduce the short-term construction-related air quality impact of the Transit Corridors Plan to a ***less-than-significant level.***					
Impact 5-2: Plan-Related Community Risk and Hazard Impacts. Future development in accordance with the Transit Corridors Plan could expose sensitive receptors to levels of toxic air contaminants (TACs) or $PM_{2.5}$ that cause an unacceptable cancer risk or hazard, which represents a ***potentially significant impact***	**Mitigation 5-2.** For Transit Corridor Area locations within the following specified distances from the identified sources of TACs and $PM_{2.5}$, implement the mitigation measure listed below: • Interstate 380 – 200 feet, • El Camino Real – 25 feet, • San Bruno Avenue – 10 feet, and • Caltrain – 200 feet. (Site-specific modeling for future development projects proposed within these distances may provide a data basis upon which this buffer distance may be reconsidered and reduced.) Future individual discretionary development projects within the Transit Corridors Area that would place air quality sensitive receptors within these specified distances from identified sources, shall either: (a) For projects within the specified distances from identified sources, conduct a site-specific health risk assessment using air quality dispersion modeling methodologies and screening thresholds recommended by the BAAQMD to demonstrate that, despite a location within	City; Individual project applicants	City	During individual project review; Condition of building permit issuance; Condition of occupancy permit issuance		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	the screening setback distances, modeled site-specific exposures would be less-than-significant. *or* (b) Mitigate anticipated community risks and hazards through implementation of the following mitigations: ▪ Where residential uses or other sensitive receptors are proposed to be located within the setback distances specified above, or identified through site-specific health risk assessment using air quality dispersion modeling to indicate potentially significant exposure, then air filtration units shall be installed and maintained. The ventilation systems shall be installed to achieve BAAQMD effectiveness performance standards in removing PM2.5 from indoor air. The system effectiveness requirement shall be determined during final design, when the exact level of exposure is known, based on proximity to these sources; ▪ Locate ventilation air intakes and operable windows away from these sources; ▪ Where appropriate, install passive (drop-in) electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph); ▪ Consider tiered plantings of trees, such as redwood, deodar cedar, live oak and oleander, between sensitive uses and these sources; ▪ Consider plan implementation phasing that delays occupancy of units with highest exposure so that source emissions regulations and vehicle fleet turnover that would result in lower emissions may take more effect and lower exposure levels (since emission					

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	rates will decrease in the future, projects developed later in the Transit Corridors Plan buildout timeframe would have less exposure); ▪ Avoid locating truck loading zones near sensitive units; ▪ Require rerouting of nearby heavy-duty truck routes; ▪ Enforce illegal parking and/or idling restrictions on heavy-duty trucks in the vicinity; ▪ Install indoor air quality monitoring units in buildings. With implementation of this mitigation, the potential TAC and $PM_{2.5}$ exposure impacts of the Transit Corridors Plan would be reduced to a ***less-than-significant level.*** Potential future preparation and implementation by the City of a Community Risk Reduction Plan (CRRP) to bring TAC and $PM_{2.5}$ concentrations for the entire community down below BAAQMD thresholds of significance as an alternative to addressing community health risk on a project-by-project basis would also reduce this impact to a ***less-than-significant level.***					
Impact 5-3: Odor Impacts of Plan-Facilitated Mixed Use Development. Development facilitated by the Transit Corridors Plan could result in the introduction of food service uses (e.g., restaurants) or other odor-generating uses in close proximity or in the same building as residential or other odor-sensitive uses. This possibility represents a ***potentially significant impact.***	**Mitigation 5-3.** All discretionary local use approvals for food service (e.g., restaurants) or other odor generating uses in close proximity or in the same building as residential or other odor sensitive uses in the Transit Corridors Area shall be conditioned to implement a combination of the following measures which, to City satisfaction, will sufficiently reduce odors and potential conflicts and complaints: ▪ for restaurant or cooking uses, use of such devices as integral grease filtration or grease removal systems, baffle filters, electrostatic precipitators, water	City; Individual project applicants	City	Condition of building permit issuance; Condition of occupancy permit issuance		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	cooling/cleaning units, disposable pleated or bag filters, activated carbon filters, oxidizing pellet beds, and catalytic conversion, as well as proper packaging and frequency of food waste disposal, and exhaust stack and vent location with adequate consideration of nearby receptors; and ▪ for new residential dwellings within 300 feet of existing paint spraying operations (e.g., auto body shops), cleaning operations (e.g., dry cleaners), or other uses with the potential to cause odors, identification and adequate disclosure of potential odor impacts in notices to prospective buyers or tenants. With implementation of this mitigation, the potential odor impacts of the Transit Corridors Plan would be reduced to a ***less-than-significant level.***					
CULTURAL AND HISTORIC RESOURCES						
Impact 7-1: Plan-Related and Cumulative Disturbance of Archaeological Resources. Development activities facilitated by the Transit Corridors Plan could disrupt, alter or eliminate as-yet undiscovered archaeological sites, potentially including Native American remains. Also, the loss of archaeological resources under the plan would be a cumulatively considerable contribution to a loss of archaeological resources throughout San Bruno and the surrounding region. This possibility represents a ***potentially significant impact.***	**Mitigation 7-1:** If prehistoric or historic-period archaeological resources are encountered during future grading or excavation in the Transit Corridors Area, work shall avoid altering the materials and their context until a qualified professional has evaluated, recorded and determined appropriate treatment of the resource, in consultation with the City. Project personnel shall not collect cultural resources. Cultural resources shall be recorded on DPR 523 historic resource recordation forms. If it is determined that the proposed development could damage a unique archaeological resource, mitigation shall be implemented in accordance with Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place.	City; Individual project applicants	City; California Historical Resources Information System (CHRIS); Native American Heritage Commission	Condition of grading permit issuance; Field verify implementation during grading		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	This measure would reduce the potential plan-related impact on archaeological resources to a ***less-than-significant level.***					
Impact 7-2: Plan-Related and Cumulative Impacts on Historic Resources. Future development on or adjacent to properties within the Transit Corridors Area that contain a historic resource may cause the demolition, destruction or alteration of the historic resource such that the significance of the resource is "materially impaired." Also, the loss of historic resources under the plan would be a cumulative considerable contribution to a loss of historic resources throughout San Bruno and the surrounding region. This possibility represents a ***potentially significant impact.***	**Mitigation 7-2.** For any future discretionary private or public project within the Transit Corridors Area that involves a property that contains a historic resource, the City shall make a preliminary determination as to whether or not the project may have a potentially significant adverse effect on the historic resource. If the City determines that the project may have a potentially significant effect, the City shall require the applicant to implement the following mitigation measures where applicable: (a) To the extent feasible, the applicant shall, to City satisfaction, ensure that the project adheres to one or both of the following standards: ▪ Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or ▪ Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer. The project shall be reviewed by a qualified architect or architectural historian approved by the City and meeting the Secretary of the Interior's Professional Qualifications Standards published in the Code of Federal Regulations (36 CFR part 61), who shall make a recommendation to the City as to whether the project fully adheres to the Standards for Rehabilitation, and any specific modifications necessary to do so. The final determination as to a project's adherence to the Standards for Rehabilitation shall be made by the City body with final decision-making authority	City; Individual project applicants	City	During individual project review; Condition of grading permit issuance; Condition of building permit issuance; Field verify implementation during grading and construction; Condition of occupancy permit issuance		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	over the project. Such a determination of individual project adherence to the Secretary Standards will constitute mitigation of the project historic resource impacts to a ***less-than-significant level*** (CEQA Guidelines section 15064.5). (b) If measure (a) is not feasible, and if relocation of the historic resource is a feasible alternative to demolition, the historic resource shall be moved to a new location compatible with the original character and use of the historic resource, and its historic features and compatibility in orientation, setting, and general environment shall be retained, such that the resource retains its eligibility for listing on the California Register. Implementation of measure (b) would reduce the impact to a ***less-than-significant level.*** If neither measure (a) nor measure (b) is feasible, the City shall, as applicable and to the extent feasible, implement the following measures in the following order: (c) Document the historic resource before any changes that would cause a loss of integrity and loss of continued eligibility. The documentation shall adhere to the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The level of documentation shall be proportionate with the level of significance of the resource. The documentation shall be made available for inclusion in the Historic American Building Survey (HABS) or the Historic American Engineering Record (HAER) Collections in the Library of Congress, the California Historical Resources Information System and the Bancroft Library, as well as local libraries and historical societies, such as the San Bruno Public Library. (d) Retain and reuse the historic resource to the maximum feasible extent and					

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	continue to apply the Secretary of the Interior's Standards for Rehabilitation to the maximum feasible extent in all alterations, additions and new construction. (e) Through careful methods of planned deconstruction to avoid damage and loss, salvage character-defining features and materials for educational and interpretive use on-site, or for reuse in new construction on the site in a way that commemorates their original use and significance. (f) Interpret the historical significance of the resource through a permanent exhibit or program in a publicly accessible location on the site or elsewhere within the Transit Corridors Area. Implementation of measures (c), (d), (e) and/or (f) would reduce the potentially significant impact on historic resources, but not to a less-than-significant level. Without knowing the characteristics of the potentially affected historic resource or the subject future individual development proposal, the City cannot determine with certainty that measure (a) or (b) above would be considered feasible. Consequently, this impact would be ***significant and unavoidable.***					
Impact 7-3: Plan-Related and Cumulative Disturbance of Paleontological Resources. Development facilitated by the Transit Corridors Plan could potentially disrupt, alter or eliminate as-yet undiscovered paleontological resources. Also, the loss of paleontological resources under the Plan would be a cumulatively considerable contribution to a loss of paleontological resources throughout San Bruno and the surrounding region. This possibility represents a ***potentially significant impact.***	**Mitigation 7-3:** If paleontological resources are encountered during future grading or excavation in the Transit Corridors Area, work shall avoid altering the resource and its stratigraphic context until a qualified paleontologist has evaluated, recorded and determined appropriate treatment of the resource, in consultation with the City. Project personnel shall not collect cultural resources. Appropriate treatment may include collection and processing of "standard" samples by a qualified paleontologist to recover micro vertebrate	City; Individual project applicants	City	Condition of grading permit issuance; Field verify implementation during grading		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	fossils; preparation of significant fossils to a reasonable point of identification; and depositing significant fossils in a museum repository for permanent curation and storage, together with an itemized inventory of the specimens. This measure would reduce the potential Plan-related impact on paleontological resources to a ***less-than-significant level.***					
HAZARDS AND HAZARDOUS MATERIALS						
Impact 8-1: Impact 8-1: Plan-Related Exposure to Existing Hazardous Materials. Jurisdictional records indicate that there are 11 active and 15 closed hazardous materials sites within the Transit Corridors Area (see EIR Table 8.1). The majority of hazardous materials sites within the Transit Corridors Area are leaking underground storage tank (LUST) cleanup sites associated with gasoline stations and automobile service uses, as well as other uses that use on-site underground storage tanks. There is a related possibility that future development in accordance with the Transit Corridors Plan could expose construction workers and occupants to hazardous materials contamination. This possibility represents a ***potentially significant impact.***	**Mitigation 8-1.** California Department of Toxic Substances Control (DTSC) remedial investigations and actions have occurred or are ongoing on the remaining 11 active sites and 15 closed sites (in some cases, a hazardous materials site closure notice may contain land use restrictions limiting future use of the site as a result of residual contamination that may exist). Development involving disturbance or re-use of one of these 26 sites cannot proceed until required remediation actions have been completed to DTSC satisfaction. The DTSC may impose land use restrictions, which prevent the use of the property for residential, school, hospital, or day care purposes, on some sites, if warranted. In connection with each discretionary development approval application that the City initially determines could expose construction workers or occupants to hazardous materials contamination related to one of these sites, the City shall require a Phase I environmental site assessment (Phase I ESA) prior to property development, with a Phase II ESA also required if the Phase I ESA indicates evidence of potential site contamination. The City shall also require compliance with the site assessment, remediation, removal, and disposal requirements for soil, surface water, and/or groundwater contamination enforced by the DTSC, Regional Water	City; Individual project applicants	City; DTSC; RWQCB; San Mateo County Environmental Health; CalOSHA; EPA	During individual project review; Condition of grading permit issuance; Condition of building permit issuance; Field verify implementation during grading and construction		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	Quality Control Board (RWQCB), San Mateo County Department of Environmental Health, California Division of Occupational Safety and Health (CalOSHA), U.S. Environmental Protection Agency (EPA), and other jurisdictional agencies. Demonstrated compliance by such future, individual, site-specific development applications in the Transit Corridors Area with these established local, State and federal environmental site assessment procedures would provide adequate assurance that associated potential risks to human health or the environment due to existing hazardous materials contamination would be ***less-than-significant.***					
HYDROLOGY AND WATER QUALITY						
Impact 9-1: Plan-Related Flooding Impacts Related to Sea Level Rise. The Transit Corridors Area could be subject to flooding due to sea level rise associated with global climate change. With this potential for increased flooding potential in the future, development in accordance with the Transit Corridors Plan could place people, structures and other improvements in these areas at an increased risk of injury or loss from flooding. This possibility represents a ***potentially significant impact.***	**Mitigation 9-1.** In order for sea level rise to impact the Transit Corridors Area, it would have to first inundate most of San Francisco International Airport. Regional mitigation strategies directed at the airport may also protect San Bruno. There is currently no local or regional mitigation developed to address inundation due to projected sea level rise. Potential regional mitigation strategies could include strengthening or raising levees, creating new levees, participating in regional mitigation to address rising sea levels within the Bay as a whole, and creation of new tidal wetlands. In the interim, until such regional mitigations are in place, the City shall implement the following measure: Future development projects within the Transit Corridors Area in identified areas subject to flooding as a result of predicted sea level rise should be required to comply with specific flood damage avoidance requirements commonly required for development within 100-year flood hazard areas under the National Flood Insurance Program, even if such projects do not lie	City; Individual project applicants	City	Condition of grading permit issuance; Condition of building permit issuance; Field verify implementation during grading and construction		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	within an Area of Special Flood Hazard as identified by FEMA. These requirements may include, but are not limited to, raising the elevation of habitable space above anticipated flood heights, creating 'freely communicating' structures that allow flood waters to pass through lower levels of buildings, and ensuring that site design does not result in a reduction of floodplain areas which could result in increasing flooding conditions downstream. Implementation of this interim measure would be expected to reduce this impact to a ***less-than-significant level.***					
NOISE AND VIBRATION						
Impact 11-1: Plan-Related Exposure of Noise-Sensitive Land Uses to Noise Levels Exceeding Standards. The occupants of Transit Corridors Plan-designated new residential development, hotel development, and other noise-sensitive development within the Transit Corridors Area could be exposed to noise levels in excess of City General Plan land use/noise compatibility guidelines and State Title 24 standards, which would represent a ***potentially significant impact.***	**Mitigation 11-1.** All proposed new multifamily residential, transient lodging or other noise-sensitive uses within the Transit Corridors Area shall submit for City approval a noise study, consistent with the requirements of the California Building Code, to identify noise reduction measures necessary to achieve compatibility with City General Plan-identified land use/noise compatibility standards and State Title 24 noise compatibility standards. The noise study shall be approved by the City's Building Division prior to issuance of a building permit. Identified noise reduction measures, in order of preference so that windows can be opened, may include: ▪ Site and building design so as to minimize noise in shared residential outdoor activity areas by locating such areas behind the buildings, in courtyards, or orienting the terraces toward the interior of lots rather than streets; ▪ Site and building design so as to minimize noise in the most intensively occupied and noise-sensitive interior spaces of units, such as bedrooms, by placing such interior spaces and their	City; Individual project applicants	City	Condition of building permit issuance; Condition of occupancy permit issuance		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	windows and other openings in locations with less noise exposure; ▪ Design of windows, doors, and other sound transmission paths such as ventilation openings, walls, and roofs to achieve a high Sound Transmission Class (STC) rating and/or other noise-attenuating characteristics. ▪ Installation of forced air mechanical ventilation systems in all units exposed to noise levels exceeding Title 24 standards to allow residents the option of reducing noise by keeping the windows closed. Implementation of this measure to the satisfaction of the City's Building Division would reduce this impact to a ***less-than-significant level.***					
Impact 11-2: Plan-Related Exposure of Vibration-Sensitive Land Uses to Permanent Groundborne Vibration. Development under the Transit Corridors Plan would not be expected to introduce any permanent new sources of significant groundborne vibration. However, the Transit Corridors Plan would permit development of new multifamily residential and transient lodging uses within 100 feet of the Caltrain tracks. Groundborne vibration levels are typically less than the Federal Transit Administration (FTA) criteria for frequent events (72 vibration decibels [VdB]) at a distance of approximately 100 feet or more from the centerline of the nearest Caltrain tracks. Therefore, where new residential or other vibration sensitive uses are proposed within 100 feet or less of the Caltrain tracks, a ***potentially significant intermittent vibration impact*** could occur.	**Mitigation 11-2:** Prior to any discretionary City approval of new habitable buildings within 100 feet of the centerline of the Caltrain tracks, completion of a detailed site-specific vibration study shall be required demonstrating to City satisfaction that groundborne vibrations associated with rail operations either (1) would not exceed applicable FTA groundborne vibration impact assessment criteria (see Table 11.6 of EIR), or (2) can be reduced to below the applicable FTA criteria thresholds through building design and construction measures (e.g., stiffened floors, modified foundations). Implementation of this measure would reduce this potential intermittent vibration impact to a ***less-than-significant level.***	City; Individual project applicants	City	Condition of building permit issuance; Field verify implementation during construction		
Impact 11-3: Plan-Related Exposure of Vibration-Sensitive Land Uses to Temporary Construction Groundborne Vibration. Plan-facilitated demolition and	**Mitigation 11-3.** Reduce groundborne vibration levels during individual, site-specific project demolition and construction periods by requiring applicant incorporation	City; Individual project applicants	City	Condition of grading permit issuance; Condition of building permit issuance;		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
construction activities in the Transit Corridors Area could generate substantial temporary groundborne vibration (e.g., from pile driving) exceeding standard vibration thresholds, which could interfere with normal activities or cause a nuisance for, or damage to, adjacent properties. Exposure of persons to such temporary excessive groundborne vibration would represent a ***potentially significant impact.***	of conditions in individual discretionary project demolition and construction contractor agreements within the Transit Corridors Area that stipulate the following groundborne vibration abatement measures: ▪ Restrict vibration-generating activity to between the hours of 7:00 AM and 5:00 PM, Monday through Friday. Prohibit such activity on weekends and holidays. ▪ Notify occupants of land uses located within 200 feet of proposed pile-driving activities of the project construction schedule in writing. ▪ Investigate in consultation with City staff possible pre-drilling of pile holes as a means of minimizing the number of percussions required to seat the pile. ▪ Conduct a pre-construction site survey documenting the condition of any historic structure located within 200 feet of proposed pile driving activities. ▪ Monitor pile driving vibration levels to ensure that vibration does not exceed appropriate thresholds for the potentially affected building (5mm/sec or 0.2 inches/sec ppv for structurally sound buildings). Implementation of this measure would reduce impacts related to exposure to temporary construction-related groundborne vibration to a ***less-than-significant level.***			Field verify implementation during grading and construction		
Impact 11-4: Plan-Related Temporary Construction Noise Generation Impacts. Plan-facilitated demolition and construction activities within the Transit Corridors Area could temporarily increase noise levels at nearby noise-sensitive residential and commercial receptors. Noise levels at 100 feet from pile driving could reach approximately 95 to 100 dBA, and other	**Mitigation 11-4.** Reduce demolition and construction noise impacts on adjacent uses by requiring applicant incorporation of conditions in individual discretionary project demolition and construction contract agreements within the Transit Corridors Area that stipulate the following conventional construction-period noise abatement measures:	City; Individual project applicants	City	Condition of grading permit issuance; Condition of building permit issuance; Field verify implementation during grading and construction		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
demolition and construction activities could generate levels exceeding 85 dBA at 100 feet, resulting in intermittent interference with typical residential and business activities, and exceeding the City's noise ordinance limits. This possibility represents a ***potentially significant impact.***	▪ *Construction Plan.* Prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby noise-sensitive facilities so that construction activities and the event schedule can be scheduled to minimize noise disturbance. The plan shall stipulate the measures that result in compliance with the noise ordinance. ▪ Construction *Scheduling.* Ensure that noise-generating construction activity is limited to between the hours of 7:00 AM to 8:00 PM. ▪ *Construction Equipment Mufflers and Maintenance.* Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. ▪ *Equipment Locations.* Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project site. ▪ *Construction Traffic.* Route all construction traffic to and from the construction sites via designated truck routes where possible. Prohibit construction-related heavy truck traffic in residential areas where feasible. ▪ *Quiet Equipment Selection.* Use quiet construction equipment, particularly air compressors, wherever possible. ▪ *Temporary Barriers.* Construct solid plywood fences around construction sites adjacent to residences, operational businesses, or noise-sensitive land uses.					

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	▪ *Temporary Noise Blankets.* Temporary noise control blanket barriers should be erected, if *necessary*, along building facades of construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. (Noise control blanket barriers can be rented and quickly erected.) ▪ *Noise Disturbance Coordinator.* For larger construction projects, the City may choose to require project designation of a "Noise Disturbance Coordinator" who would be responsible for responding to any local complaints about construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The project sponsor should be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing construction schedule notices. The Noise Disturbance Coordinator would work directly with an assigned City staff member.) These measures would reduce temporary construction noise impacts to a ***less-than-significant level.***					
Impact 11-5: Plan-Related Airport Noise Impacts. Aircraft operations at San Francisco International Airport (SFO) expose portions of the Transit Corridors Area to noise levels exceeding 65 dBA CNEL. Near San Bruno Avenue, the noise contours for SFO show the annual average noise level to range from 70 to 74 dB CNEL east of the rail	**Mitigation 11-5.** New residential construction should not be undertaken in Transit Corridors locations where the projected noise level due to aircraft operations at SFO exceeds 70 dBA CNEL. Proposed future individual residential or other noise-sensitive development at locations where the projected noise	City; Individual project applicants	City	Condition of building permit issuance; Condition of occupancy permit issuance		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
corridor, and from 60 to 70 dB CNEL west of the rail corridor. Transit Corridors Plan designations for new residential and other noise-sensitive uses inside the 65 dBA CNEL noise contour and new commercial uses (including hotels) inside the 70 dBA CNEL noise contour would not be consistent with the San Mateo County ALUP land use/noise compatibility standards, and therefore represent a ***potentially significant impact.***	exposure due to SFO aircraft operations ranges from 65 to 70 dBA CNEL shall be undertaken only after analysis and needed noise insulation features are included in the design to the satisfaction of the City's Building Division. Residential units should be constructed to ensure an interior CNEL due to aircraft noise of 45 dB or less in all habitable rooms. Each residential unit must grant to the airport proprietor an avigation easement for aircraft noise. Similarly, proposed future individual noise-sensitive commercial uses, including hotels, at locations where the projected noise level exceeds 70 dBA CNEL shall only be undertaken after analysis and needed noise insulation features are included in the design to the satisfaction of the City's Building Division. Implementation of this measure would reduce this impact to a ***less-than-significant level.***					
Impact 11-6: Plan-Related Cumulative Noise Impacts. Sensitive receptors along the following street segments within the Transit Corridors Area may be exposed to permanent substantial increases in traffic noise of 3-5 dBA CNEL or greater resulting from projected cumulative traffic volume increases: ▪ Taylor Avenue and San Bruno Avenue immediately east of El Camino Real; ▪ San Bruno Avenue and Huntington Avenue near the San Bruno Avenue/Huntington Avenue intersection; ▪ San Bruno Avenue west of San Mateo Avenue; and ▪ San Mateo Avenue near San Bruno Avenue and Huntington Avenue. The Plan-related growth increment would contribute to these cumulative noise impacts, and would therefore represent a ***significant cumulative impact.***	**Mitigation 11-6:** The City shall use quieter (rubberized or open grade asphalt) pavements when repaving is required on the following street segments within the Transit Corridors Area: ▪ Taylor Avenue and San Bruno Avenue immediately east of El Camino Real; ▪ San Bruno Avenue and Huntington Avenue near the San Bruno Avenue/Huntington Avenue intersection; ▪ San Bruno Avenue west of San Mateo Avenue; and ▪ San Mateo Avenue near San Bruno Avenue and Huntington Avenue. The use of quieter (rubberized or open grade asphalt) pavements when repaving is required on major Plan area roadways would be expected to reduce traffic noise by 2-5 dBA CNEL, reducing this impact to less than significant. However, since implementation of these repaving	City	City	Ongoing City decision-making		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	measures is not assured, this potential effect represents a ***significant unavoidable cumulative impact.***					
TRANSPORTATION						
Impact 14-1: El Camino Real/San Bruno Avenue Intersection Impact. Under 2030 General Plan With Project conditions, with the Transit Corridors Plan proposed changes to this intersection, intersection operations would deteriorate from acceptable LOS D (existing) to unacceptable LOS F during the PM peak hour, which would represent a ***potentially significant impact.***	**Mitigation 14-1.** Maintain the current intersection lane geometries and provide a short dedicated westbound right-turn lane. This measure would improve delay, but the intersection would continue to operate at an unacceptable LOS F, and the average critical delay would still increase over existing conditions by approximately 39 seconds. In addition, because El Camino Real is a Caltrans facility, this improvement would exceed the City's authority to implement. With implementation of this measure, the impact of the Transit Corridors Plan on the El Camino Real/San Bruno Avenue intersection would remain an ***unavoidable significant impact.***	City; Fair-share reimbursement from future individual project applicants	City; Caltrans	If and when improvements adopted, City shall implement improvements and fair-share requirement		
Impact 14-2: Southbound US 101 Ramps/ San Bruno Avenue Intersection Impact. Under 2030 General Plan With Project conditions, intersection operations would deteriorate from acceptable LOS B (existing) to unacceptable LOS D during the PM peak hour, which would represent a ***potentially significant impact*** under Caltrans criteria.	**Mitigation 14-2.** This impact could be mitigated to a less-than-significant level by converting the westbound shared left-turn lane to a dedicated through lane at the Southbound US 101 Ramps/San Bruno Avenue intersection. This measure would result in LOS C operations during both the AM and PM peak hours. However, this improvement is not currently programmed and funding is not assured. The impact evaluation for the San Bruno TCP represents a program level analysis and in general no specific projects have been identified. Thus, this mitigation measure may be considered infeasible and the impact of the Transit Corridors Plan on the Southbound US 101 Ramps/San Bruno Avenue intersection represents an ***unavoidable significant impact.*** However, the City may work with Caltrans to pursue implementation of Mitigation 14-2 as development in the TCP area occurs.	City; Fair-share reimbursement from future individual project applicants	City; Caltrans	If and when improvements adopted, City shall implement improvements and fair-share requirement		
Impact 14-3: El Camino Real/Westbound I-380 Ramps Intersection Impact. Under	**Mitigation 14-3.** This impact could be mitigated to a less-than-significant level by	City; Fair-share reimbursement from	City; Caltrans	If and when improvements		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE (Performance Criteria)**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
2030 General Plan With Project conditions, intersection operations would deteriorate from LOS D (existing) to LOS D intersection operations during the PM peak hour with an increase in delay of 12.1 seconds, which would represent a ***potentially significant impact*** under Caltrans criteria.	providing three westbound right-turn lanes from the I-380 ramp onto northbound El Camino Real. However, this improvement is not currently programmed and funding is not assured. The impact evaluation for the San Bruno TCP represents a program level analysis and in general no specific projects have been identified. Thus, this mitigation measure may be considered infeasible and the impact of the Transit Corridors Plan on the Southbound US 101 Ramps/San Bruno Avenue intersection represents an ***unavoidable significant impact.*** However, the City may work with Caltrans to pursue implementation of Mitigation 14-3 as development in the TCP area occurs.	future individual project applicants		adopted, City shall implement improvements and fair-share requirement		

RESOLUTION NO. 2012– 3

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO RECOMMENDING THE CITY COUNCIL AMEND THE SAN BRUNO 2009 GENERAL PLAN TO ENSURE CONSISTENCY WITH THE TRANSIT CORRIDORS PLAN (GPA-12-01)

WHEREAS, the City of San Bruno has prepared a draft Transit Corridors Plan, intended to establish land uses and zoning regulations to govern development in the Transit Corridors Area of the City, and has prepared a Final Environmental Impact Report for the Transit Corridors Plan (the Final EIR) to evaluate the potential environmental impacts from implementation of the proposed Transit Corridors Plan;

WHEREAS, to achieve consistency between the General Plan and the proposed Transit Corridors Plan, the General Plan must be amended in several respects, as shown in Exhibit A and Exhibit B of this Resolution. The amendments shown in Exhibit A would change the text of the General Plan to conform to the land uses and transportation recommendations in the proposed Transit Corridors Plan. The amendments shown in Exhibit B would change the land use designations for a number of parcels of land within the Transit Corridors Area to the Transit-Oriented Development land use classification and conform to the boundaries of the proposed Transit Corridors Plan; and

WHEREAS, on **November 20, 2012**, the Planning Commission of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code to consider the above-described amendment to the General Plan;

NOW, THEREFORE BE IT RESOLVED by the Planning Commission 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, as follows:

1. That said Planning Commission hereby recommends to the San Bruno City Council to amend the San Bruno 2009 General Plan as described in **Exhibits A and B** of this Resolution to ensure consistency between the proposed Transit Corridors Plan and the General Plan; and

2. That the Secretary of the City of San Bruno Planning Commission is hereby directed to forward to the City Council a certified copy of this resolution together with an attested copy.

Dated: _____ _____

Planning Commission Chair

ATTEST: **APPROVED AS TO FORM:**

_____ _____

Planning Commission Secretary City Attorney

I, Mark Sullivan, Planning Commission Secretary, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno on this 20th day of November 2012, by the following vote:

Attachment E

AYES: Commissioners: _____

NOES: Commissioners: _____

ABSENT: Commissioners: _____

Attachment E

EXHIBIT A
GENERAL PLAN AMENDMENT
TO ENSURE CONSISTENCY WITH THE TRANSIT CORRIDORS PLAN
GPA-12-01-01

The following is a list of amendments to the General Plan:

	GENERAL PLAN AMENDMENT
	1.0 INTRODUCTION AND OVERVIEW
1.	**1-7. RELATIONSHIP WITH OTHER PLANS AND AGENCIES.** Page 1-15. Add the following paragraphs describing the Transit Corridors Plan: The San Bruno Transit Corridors Area is anchored by the intersections of four major streets surrounding the new San Bruno Caltrain Station in the heart of San Bruno: El Camino Real, San Mateo Avenue, San Bruno Avenue, and Huntington Avenue. The Transit Corridors Area encompasses parcels fronting onto these streets designated Transit Oriented Development and Central Business District General Plan Land Use Classifications, and generally does not include residential neighborhoods between the corridors. Specifically, the plan focuses on the segment of El Camino Real between I-380 and Crystal Springs Road, the Downtown core along San Mateo Avenue between San Bruno Avenue and El Camino Real, San Bruno Avenue between Highway 101 and Acacia Avenue, and Huntington Avenue between San Bruno Avenue and the San Bruno BART station. This Plan allows mixed-use transit oriented development within the Transit Corridors Area and includes a mixture of residential, office and commercial uses to create a unique urban community oriented toward pedestrians and transit use. The development of the Transit Corridors Area will be beneficial to the long term economic sustainability of the City and provide much needed housing opportunities for San Bruno residents. Proposed traffic circulation improvements consist of a redesigned four-way intersection on El Camino Real at San Mateo Avenue, potential traffic circles, and reduction in lanes on San Bruno Avenue, as well as pedestrian and bicycle improvements.
	2.0 LAND USE ELEMENT:
2.	**Density/Intensity Standards.** Page 2-5. Add sentence to the last paragraph. The Transit Corridors Plan proposes to allow buildings greater than three (3) stories or fifty (50) feet, above grade parking garages and increased density on residential parcels within the Transit Corridors Area, which requires voter approval, pursuant to Ordinance 1284.
3.	**Table 2-1. Density and Intensity Standards**. Page 2-6. Floor Area Ratio (FAR). Transit Oriented Development: delete: 2.0 (3.0 for lots 20,000 s.f. or larger). Replace with: 2.0 (maximum FAR determined by setback, stepback, open space, and height limits for lots 20,000 s.f. or larger).
4.	**Figure 2.1. Land Use Diagram.** Page 2-7. Revise the Figure 2-1, General Plan Land Use Diagram, as shown on the Revised General Plan Land Use Diagram in Exhibit B. Expand the Transit Oriented Development classification to include all parcels in the Transit Corridors Area, including the changing the following land use classifications, as shown in Exhibit C: • Change 191 parcels from "Central Business District" to "Transit Oriented Development" • Change 39 parcels from "Low Density Residential" to "Transit Oriented Development" • Change 5 parcels from "Industrial" to "Transit Oriented Development" • Change 3 parcels from "Regional Commercial" to "Transit Oriented Development"
5.	**Land Use Classifications**. Page 2-8. Transit-Oriented Development. Delete the Transit-Oriented Development and Central Business District descriptions. Replace with the following: **Transit-Oriented Development** This designation applies to parcels within the Transit Corridors Plan Area, including San Mateo

Attachment E – Exhibit A

	Avenue (Downtown), San Bruno Avenue, and El Camino Real, in areas with proximity to BART and Caltrain Stations. Allows 2.0 base maximum FAR combined for residential and/or non-residential for parcels less than 20,000 square feet. FAR for parcels of 20,000 square feet or larger is determined by setback, stepback, open space, and height limits. The maximum number of new dwelling units allowed in the Transit Corridors Plan area is 1,610, which is equal to the residential build out analyzed in the Transit Corridors Plan Environmental Impact Report. Any increase in the total number of units will require a new General Plan amendment. Overall density within the Transit Corridors Area, excluding public streets, will not exceed 50 units per acre. This classification permits a variety of uses, either individually or in mix with other permitted uses, including: retail sales; eating and drinking establishments; personal and business services; professional and medical offices; financial, insurance, and real estate offices; hotels; educational and social services; government offices; and residential. In the Downtown, active uses are required at the ground level and residential use is permitted on the second and upper floors only. In addition to the permitted uses described above, theaters and entertainment uses are also permitted in the Downtown. Wholesale trade, drive-through facilities, and auto-related uses are prohibited in the Downtown.
6.	**Table 2-2, Potential General Plan Buildout (2025).** Pages 2-10. Revise Table 2-2, add: Additional development under Transit Corridors Plan: Housing Units: 890; Population: 2,400, Employed Residents: 1,250; Jobs: 2,475.
7.	**General Plan Buildout.** Page 2-11. Revise text to reflect updated Transit Corridors Plan buildout numbers. Revise Table 2-3: Additional Development by Land Use Classification: Transit Oriented Development- 890 Housing Units, 685,890 Building Area, 2,475 Jobs. Delete line for Downtown (included in TOD numbers). Update references to The Crossing and Pacific Bay Vistas. Delete: Half of the expected increase in housing (763 of the total 1,560 housing unit increase) is expected from development at The Crossing, while another 682 housing units are projected to be added elsewhere. As of December 2007, the existing Treetops development has entitlement to increase housing unit density from the current 308 units on-site to 510 units with redevelopment. The property with redevelopment will be called Pacific Bay Vistas. Table 2-3 describes potential General Plan buildout by land use classification.
8.	**Land Use and Urban Design Policies.** Page 2-19. Delete Guiding Policy- LUD-B. Replace with new Policy LUD-B: Intensify land uses surrounding the San Bruno BART station and planned San Bruno Avenue Caltrain station, in accordance with the Transit Corridors Plan, including development of transit-oriented uses, regional shopping opportunities, high-intensity offices, hotels, and other similar uses.
	4.0 TRANSPORTATION ELEMENT
9.	**4-2. CIRCULATION AND TRAFFIC ANALYSIS.** Page 4-5. After the first paragraph, add the following new paragraph: Buildout of the Transit Corridors Plan would result in worsened intersection impacts of LOS F at El Camino Real and San Bruno Avenue, LOS D at Southbound US 101 Ramps/San Bruno Avenue, and LOS D at Camino Real/Westbound I-380 Ramps. However, the benefits outweigh these impacts, because the purpose of the Transit Corridors Plan is to promote a more pedestrian-, bicycle-, and transit-friendly environment in the Transit Corridors Area. The City will review the LOS policy for intersections within the Transit Corridors Area based on the results of a countywide analysis of traffic impacts within transit areas.

EXHIBIT A
GENERAL PLAN AMENDMENT
TO ENSURE CONSISTENCY WITH THE TRANSIT CORRIDORS PLAN
GPA-12-01-01

	Page 4-5. GP Statement, "General Plan is not expected to cause a freeway segment that is in conformance with CMP policy in the No Project condition to violate CMP policy in the project condition." Add to this sentence, "except that buildout of the Transit Corridors Plan will result in the existing LOS F rating along the eastbound I-380 freeway segment between I-280 and US 101 to deteriorate to a worse level of F."
10.	**Table 4-4, Intersection Future Conditions LOS Summary.** Page 4-7. Update the Future LOS (no V/C) of intersections studied in Transit Corridors Plan EIR, with the following changes: 1. El Camino Real/EB I-380 Ramp: AM: A to B; PM: A to B 2. El Camino Real/San Bruno Ave. AM: A to E; PM: B to F 3. El Camino Real/San Mateo Ave/Taylor St: AM: A to A; PM: A to C 5. El Camino Real/WB I-380 Ramp: AM: B to C; PM: C to D 7. Huntington Ave/San Bruno Ave: AM: A to C; PM: A to D 8. Huntington Ave/San Mateo Ave: AM: D to C; PM: E to D 18. San Mateo Ave/San Bruno Ave: AM: A to D; PM: A to D 25. SB US-101 Ramps/San Bruno Ave: AM: A to C; PM: D to D
11.	**Table 4-6, Freeway Segment LOS.** Page 4-8, Update LOS of Freeway segments, with the following changes: I-380 (West to East): I-280 / El Camino Real: AM: D to F; PM: E to D I-380 (West to East): El Camino Real / US 101: AM: E to F; PM: F to D US 101 (North) I-380 / Grand Avenue: AM: F to C; PM: F to C US 101 (South) SFIA / I-380: AM: F to C; PM: F to C
12.	**Implementing Policies, Street Network.** Page 4-20. Add sentence to: T-6, intersection LOS standard. Maintain LOS standards for intersections for AM and PM peak periods as shown in Figure 4-2. <u>The City will review the LOS policy for intersections within the Transit Corridors Area based on the results of a countywide analysis of traffic impacts within transit areas.</u>
13.	**Implementing Policies, Street Network.** Page 4-20. T-14, traffic calming measures. Add bullet– • Evaluate opportunities for reduction of the travel lanes on Huntington Avenue and San Bruno Avenue to provide enhanced access and mobility for pedestrians, bicyclists and transit users, as well as motorists.
14.	**Table 4-8. Intersection Improvements.** Page 4-22. Add text to the following line items: A. San Mateo Ave/Huntington Ave. Evaluate opportunities for roundabouts as described in the Transit Corridors Plan to improve safety, enhance the streetscape as a gateway feature and reduce greenhouse gas emissions. H. El Camino Real/San Mateo Ave. Consider redesign of intersection as describe in the Transit Corridors Plan to create a highly visible gateway to downtown and outdoor public plaza, as well as improve automobile access and enhance the intersection.

Exhibit B
General Plan Amendment - Land Use Classification Changes
San Bruno Transit Corridors Plan

Change from "Low Density Residential" to "Transit-Oriented Development" (40 APN's)

020-063-020	020-162-050	020-164-020	020-184-180	020-187-170	092-020-060
020-064-290	020-162-130	020-164-030	020-185-110	020-276-150	020-145-030
020-111-170	020-162-140	020-165-010	020-185-120	020-276-160	020-371-050
020-161-100	020-163-030	020-165-020	020-186-100	020-276-170	020-371-060
020-161-110	020-163-040	020-184-050	020-186-150	020-276-180	020-116-080
020-161-130	020-163-090	020-184-060	020-187-100	020-276-210	
020-162-040	020-163-100	020-184-070	020-187-160	020-276-220	

Change from "Industrial" to "Transit-Oriented Development" (5 APN's)

020-184-080	020-184-150	020-184-160	020-184-170	020-184-190

Change from "Central Business District" to "Transit-Oriented Development" (191 APN's)

020-121-030	020-131-550	020-142-150	020-145-490	020-361-050	020-363-130
020-121-060	020-131-560	020-142-170	020-145-510	020-361-060	020-363-140
020-121-090	020-131-570	020-142-180	020-256-090	020-361-070	020-363-150
020-121-100	020-132-010	020-142-190	020-256-100	020-361-080	020-363-160
020-121-210	020-132-020	020-142-200	020-256-130	020-361-090	020-363-170
020-121-240	020-132-030	020-142-210	020-256-140	020-361-160	020-363-190
020-121-320	020-132-050	020-142-230	020-256-150	020-361-230	020-363-200
020-121-340	020-132-080	020-142-240	020-256-160	020-361-240	020-363-210
020-121-350	020-132-090	020-143-010	020-256-170	020-361-250	020-363-220
020-121-360	020-132-120	020-143-020	020-256-180	020-361-260	020-364-020
020-131-020	020-132-130	020-143-060	020-256-190	020-361-280	020-364-030
020-131-110	020-132-140	020-143-070	020-256-250	020-362-050	020-364-040
020-131-120	020-132-300	020-143-080	020-256-260	020-362-060	020-364-050
020-131-170	020-132-320	020-143-130	020-256-270	020-362-070	020-364-070
020-131-190	020-132-340	020-143-140	020-256-280	020-362-180	020-364-120
020-131-240	020-132-350	020-143-150	020-256-320	020-362-190	020-364-130
020-131-250	020-132-360	020-143-160	020-256-340	020-362-200	020-364-140
020-131-280	020-132-370	020-143-170	020-256-350	020-362-210	020-364-170
020-131-290	020-141-380	020-143-180	020-275-010	020-362-230	020-364-180
020-131-300	020-141-410	020-143-190	020-275-020	020-362-240	020-364-200
020-131-360	020-142-030	020-143-200	020-275-270	020-363-010	020-364-210
020-131-370	020-142-040	020-143-230	020-276-010	020-363-020	020-364-270
020-131-400	020-142-050	020-143-240	020-276-020	020-363-030	020-364-300
020-131-410	020-142-060	020-144-150	020-276-030	020-363-040	020-364-320
020-131-420	020-142-070	020-144-160	020-276-040	020-363-050	020-364-330
020-131-430	020-142-080	020-145-010	020-276-240	020-363-060	020-364-340
020-131-450	020-142-090	020-145-020	020-276-290	020-363-070	020-364-350
020-131-470	020-142-100	020-145-210	020-276-300	020-363-080	020-364-999
020-131-480	020-142-110	020-145-340	020-276-310	020-363-090	020-371-070
020-131-510	020-142-120	020-145-350	020-276-320	020-363-100	020-371-400
020-131-520	020-142-130	020-145-470	020-293-030	020-363-110	020-371-490
020-131-540	020-142-140	020-145-480	020-293-040	020-363-120	

Attachment E – Exhibit B

Exhibit B
General Plan Amendment - Land Use Classification Changes
San Bruno Transit Corridors Plan

Change from "Regional Commercial" to "Transit-Oriented Development" (3 APN's)

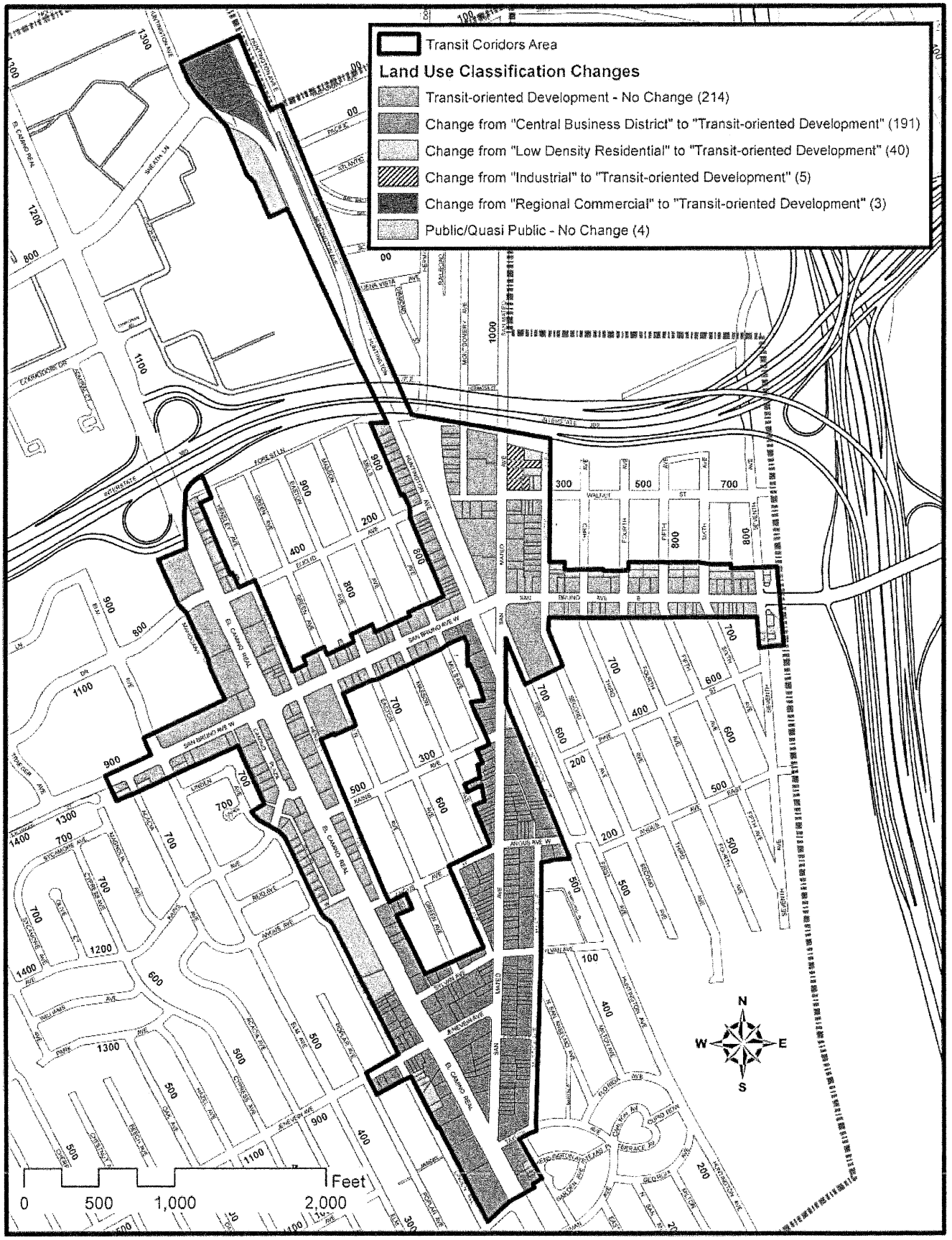
014-311-040 014-311-050 014-311-060

Complete List of APNs in Transit Oriented Land Use Classification with Amendment (466 APN's)

014-285-030	020-075-100	020-111-140	020-143-240	020-132-320	020-145-210	020-256-100	020-362-210	020-362-240
014-285-999	020-075-110	020-111-150	020-144-150	020-132-340	020-145-340	020-256-130	020-362-230	020-363-010
014-291-030	020-076-090	020-111-160	020-144-160	020-132-350	020-145-350	020-256-140	020-256-150	020-363-020
014-291-040	020-076-100	020-111-170	020-124-350	020-132-360	020-145-470	020-184-170	020-256-160	020-363-030
014-292-040	020-076-110	020-111-320	020-125-320	020-132-370	020-145-480	020-184-180	020-256-170	020-363-040
014-292-050	020-076-120	020-111-360	020-126-050	020-136-010	020-145-490	020-184-190	020-256-180	020-363-050
014-292-060	020-076-130	020-111-370	020-126-080	020-136-020	020-145-510	020-185-110	020-256-190	020-363-060
014-292-070	020-076-160	020-111-380	020-126-130	020-136-030	020-161-100	020-185-120	020-256-250	020-363-070
014-292-080	020-076-200	020-112-340	020-126-140	020-136-040	020-161-110	020-185-140	020-256-260	020-363-080
014-292-090	020-076-220	020-112-350	020-126-160	020-136-050	020-161-130	020-186-100	020-256-270	020-363-090
014-292-100	020-076-230	020-113-160	020-126-170	020-136-060	020-162-040	020-186-110	020-256-280	020-363-100
014-292-110	020-076-240	020-113-370	020-126-180	020-136-120	020-162-050	020-186-150	020-256-320	020-363-110
014-292-120	020-076-250	020-113-380	020-126-190	020-136-130	020-162-060	020-186-290	020-256-330	020-363-120
014-292-130	020-076-260	020-113-390	020-126-200	020-141-380	020-162-070	020-187-100	020-256-340	020-363-130
014-293-010	020-096-050	020-114-150	020-131-010	020-141-410	020-162-100	020-187-140	020-256-350	020-363-140
014-293-020	020-096-060	020-114-160	020-131-020	020-142-030	020-162-110	020-187-150	020-275-010	020-363-150
014-293-030	020-096-070	020-114-190	020-131-110	020-142-040	020-162-120	020-187-160	020-275-020	020-363-160
014-293-040	020-096-080	020-114-340	020-131-120	020-142-050	020-162-130	020-187-170	020-275-270	020-363-170
014-293-050	020-096-090	020-115-160	020-131-170	020-142-060	020-162-140	020-187-350	020-276-010	020-363-190
014-293-110	020-097-010	020-115-170	020-131-190	020-142-070	020-162-180	020-188-010	020-276-020	020-363-200
014-293-120	020-101-050	020-115-360	020-131-240	020-142-080	020-163-030	020-188-040	020-276-030	020-363-210
014-311-040	020-101-060	020-116-080	020-131-250	020-142-090	020-163-040	020-188-050	020-276-040	020-363-220
014-311-050	020-101-070	020-116-120	020-131-280	020-142-100	020-163-090	020-188-090	020-276-150	020-364-020
014-311-060	020-101-080	020-116-130	020-131-290	020-142-110	020-163-100	020-188-100	020-276-160	020-364-030
014-316-140	020-101-090	020-116-160	020-166-010	020-142-120	020-163-130	020-188-110	020-276-170	020-364-040
014-316-160	020-101-100	020-116-230	020-166-150	020-142-130	020-163-140	020-188-130	020-276-180	020-364-050
014-316-180	020-101-320	020-116-260	020-131-300	020-142-140	020-164-020	020-188-150	020-276-210	020-364-070
014-317-020	020-101-330	020-116-290	020-131-360	020-142-150	020-164-030	020-188-230	020-276-220	020-364-120
020-011-310	020-101-350	020-116-300	020-131-370	020-142-170	020-164-040	020-188-240	020-276-240	020-364-130
020-019-080	020-101-370	020-116-310	020-131-400	020-142-180	020-164-060	020-188-250	020-276-290	020-364-140
020-019-100	020-101-380	020-116-330	020-131-410	020-142-190	020-165-010	020-188-280	020-276-300	020-364-170
020-019-999	020-101-390	020-121-030	020-131-420	020-142-200	020-165-020	020-188-290	020-276-310	020-364-180
020-063-010	020-106-150	020-121-060	020-131-430	020-142-210	020-166-160	020-188-300	020-276-320	020-364-200
020-063-020	020-106-160	020-121-090	020-131-450	020-142-230	020-166-170	020-188-310	020-293-030	020-364-210
020-064-290	020-106-170	020-121-100	020-131-470	020-142-240	020-166-180	020-188-330	020-293-040	020-364-270
020-064-310	020-106-180	020-121-210	020-131-480	020-143-010	020-166-190	020-188-340	020-361-050	020-364-300
020-065-010	020-106-190	020-121-240	020-131-510	020-143-020	020-166-200	020-188-360	020-361-060	020-364-320
020-065-020	020-106-200	020-121-320	020-131-520	020-143-060	020-167-010	020-188-380	020-361-070	020-364-330
020-071-010	020-106-210	020-121-340	020-131-540	020-143-070	020-167-220	020-188-390	020-361-080	020-364-340
020-071-040	020-106-220	020-121-350	020-131-550	020-143-080	020-167-230	020-188-400	020-361-090	020-364-350
020-072-030	020-106-230	020-121-360	020-131-560	020-143-130	020-167-240	020-188-410	020-361-160	020-364-999
020-072-040	020-106-240	020-122-010	020-131-570	020-143-140	020-167-250	020-188-420	020-361-230	020-371-050
020-072-050	020-106-310	020-122-310	020-132-010	020-143-150	020-168-010	020-191-360	020-361-240	020-371-060
020-072-060	020-111-010	020-122-320	020-132-020	020-143-160	020-168-250	020-191-370	020-361-250	020-371-070
020-072-070	020-111-020	020-123-010	020-132-030	020-143-170	020-168-260	020-191-380	020-361-260	020-371-400
020-072-230	020-111-030	020-123-280	020-132-050	020-143-180	020-168-270	020-191-400	020-361-280	020-371-490
020-072-290	020-111-040	020-123-290	020-132-080	020-143-190	020-184-050	020-192-420	020-362-050	092-020-060
020-072-310	020-111-060	020-123-300	020-132-090	020-143-200	020-184-060	020-192-440	020-362-060	093-340-010
020-072-320	020-111-100	020-123-310	020-132-120	020-143-230	020-184-070	020-192-460	020-362-070	093-340-020
020-072-330	020-111-110	020-124-010	020-132-130	020-145-010	020-184-080	020-193-360	020-362-180	093-341-010
020-075-080	020-111-120	020-124-310	020-132-140	020-145-020	020-184-150	020-193-999	020-362-190	
020-075-090	020-111-130	020-124-340	020-132-300	020-145-030	020-184-160	020-256-090	020-362-200	

Attachment E – Exhibit B

Exhibit B
Changes to Land Use Classfications
General Plan Amendment
San Bruno Transit Corridors Plan



RESOLUTION NO. 2012– 4

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO RECOMMENDING TO THE CITY COUNCIL THE ADOPTION OF 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;

Attachment F

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 recommended 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, 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 Planning Commission 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 Planning Commission 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 Planning Commission hereby recommends to the San Bruno City Council the adoption of the Transit Corridors Plan.

3. That the Secretary of the City of San Bruno Planning Commission is hereby directed to forward to the City Council a certified copy of this resolution together with an attested copy.

Dated: _____

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary

APPROVED AS TO FORM:

_____
City Attorney

I, Mark Sullivan, Planning Commission Secretary, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno on this 20th day of November 2012, by the following vote:

AYES: Commissioners: _____

NOES: Commissioners: _____

ABSENT: Commissioners: _____

Attachment F

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.

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

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 bycle access to Downtown.

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

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

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

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

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

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-feet wide planted median that serves to buffer residential development from railway activities along Huntington Avenue.

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

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).

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

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.

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

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 Airtport, including car rental, limousine services, hotels, etc.

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

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

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

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

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

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

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

ED-5 Maintain efficient licensing and development permitting procedures and regulations. Ensure streamlined procedures via a periodic review of the system with user input to help identify problem areas.

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

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

- Identify target sites and solicit cooperation of property-owner(s);
- Initiate cooperation among property-owners, if lot consolidation is necessary;
- Identify necessary on- and off-site infrastructure improvements;

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

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

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

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

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

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

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

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

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

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

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

ED-22 Consider establishing a Downtown Association of business- and property-owners that will serve as a unified voice representing Downtown interests, and engage in marketing, promotions, business retention and recruitment, and event coordination.

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

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

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

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

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

TRANSPORTATION ELEMENT POLICIES

The transportation improvements recommended in the Transit Corridors are generally consistent with the Plan General Plan transportation policies below. The San Bruno General Plan specifies that the minimum acceptable peak hour level of service for intersections and freeway segments within the Transit Corridors Area. Full build out of the Transit Corridors Plan would result in LOS levels below the General Plan standards at three intersections and one freeway segment (as described in Chapters 2 and 14 of the Draft EIR), which will be allowed with a statement of overriding considerations, and General Plan Amendment acknowledging the lower LOS.

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

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

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

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

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

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

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

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

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

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

T-2 Ensure that all transportation improvements--roadway, transit, bicycle, and pedestrian--are designed and constructed according to Americans with Disabilities Act standards. Improve existing facilities so they are compliant with American Disability Act standards.

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

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

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

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

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

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

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

T-30 Improve the appearance of the following streets:

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

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

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

T-34 Comprehensively review and revise parking standards for new office and commercial development providing alternative transportation measures (i.e., vanpool, shuttle service, bicycle storage).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ENVIRONMENTAL RESOURCES AND CONSERVATION ELEMENT

The Transit Corridors Plan is consistent with the following General Plan Environmental Resources and Conservation Element policies related to hydrology and water quality.

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

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

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

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

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

ERC-23 Regulate new development to minimize storm water runoff rates and volumes generated by impervious surfaces, and maximize recharge of local groundwater aquifers when feasible. Utilize the

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

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

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

The following policies of the Environmental Resources and Conservation Element of the San Bruno General Plan are relevant to consideration of the cultural resources impacts of the Transit Corridors Plan:

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

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

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

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

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

The San Bruno General Plan contains the following policies relevant to consideration of the air quality impacts of the Transit Corridors Plan:

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

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

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

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

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

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

HEALTH AND SAFETY ELEMENT

The Transit Corridors Plan is consistent with the following Health and Safety Element policies related to hazards and hazardous materials.

HS-E Ensure the health, safety, and welfare of San Bruno residents by requiring appropriate use, disposal, and transport of hazardous materials.

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

HS-23 Ensure appropriate clean-up of all former commercial and industrial sites according to relevant regulatory standards prior to reuse.

HS-26 Restrict siting of businesses that use, store, process, or dispose of large quantities of hazardous materials in areas subject to seismic fault rupture or strong ground shaking (Figure 7-2).

HS-28 Require that lead-based paint and asbestos surveys be conducted by qualified personnel prior to structural demolition or renovation, in buildings constructed prior to 1980.

HS-29 Require abatement of lead-based paint and asbestos prior to structural renovation and demolition, and compliance with all State, federal, OSHA, Bay Area Air Quality Management District, and San Mateo County Health, Environmental Health Division rules and regulations.

HS-30 Regulate development on sites with known or suspected contamination of soil and/or groundwater to ensure that construction workers, the public, future occupants, and the environment are adequately protected from hazards associated with contamination, in accordance with federal, State, and local rules, regulations, policies, and guidelines.

HS-48 When environmental reviews of SFO activity are conducted the City should participate in environmental analyses conducted of SFO in order to better understand and address environmental issues affecting San Bruno, including but not limited to: frequency of over flight during nighttime hours, soil and groundwater contamination in and surrounding airport property from gasoline and jet fuel or similar sources, air pollution resulting from overflight jet exhaust and idling aircrafts, airport related traffic impacts on local roads, light and glare impacts from airport generated lighting and overall noise generation, and impact of airport alterations and/or expansion.

HS-49 The City should work with the County of San Mateo and local planning directors in future Comprehensive Airport-Land Use Compatibility Plan planning efforts to raise shared concerns regarding airport impacts on the region. The SFO/Community Roundtable should help facilitate this process as well.

HS-D Protect sites subject to flooding hazards by implementing storm drainage improvements, and by requiring building design and engineering that meets or exceeds known flood risk requirements.

HS-1 Regulate development, including remodeling or structural rehabilitation, to assure adequate mitigation of safety hazards on sites having a history or threat of slope instability, erosion, subsidence, seismic dangers (including those resulting from liquefactions, ground failure, ground rupture), flooding, and/or fire hazards.

HS-4 Prevent soil erosion by retaining and replanting vegetation, and by siting development to minimize grading and land form alteration.

HS-5 Require preparation of a drainage and erosion control plan for land alteration and vegetation removal on sites greater than 10,000 sq. ft. in size.

HS-13 With cooperation from the San Mateo County Flood Control District, continue maintenance, early warning, and clean up activities for storm drains throughout San Bruno. Upgrade or replace storm drains where needed to reduce potential flooding, particularly in the neighborhoods east of El Camino Real.

HS-16 Design and engineer new or redevelopment projects in potential flood hazard areas (e.g., Belle Air Park) to withstand known flood risk.

HS-17 Require upgrade of the City's storm drain infrastructure proportionate with new development's fair share of demand. Require that stormwater management capacity and infrastructure are in place prior to occupancy of new development.

HS-18 Require developers to implement erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity, and protect water quality.

HS-20 Retain existing open space areas that serve as detention ponds in order to retain stormwater, recharge aquifers, and prevent flooding.

HS-22 Require that construction-related grading and other activities comply with the Association of Bay Area Governments' (ABAG) Manual of Standards for Erosion and Sediment Control Measures and with 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.

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

- 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

Errata Sheet
Transit Corridors Plan dated March 2012

Page	Subject	Description of Change
88	Building Height	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. 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. The height for inhabited structures is regulated by both the number of floors permitted and by total height in feet permitted. The number of floors includes all habitable floors located above the average finished grade, and does not include portions of the building substantially submerged or partly submerged below grade such as basements or podiums. The maximum height for uninhabited structures (e.g. parking garages) is regulated exclusively by maximum height in feet permitted. Stepbacks were created to bring heights down in areas with potential shadow concerns, or areas with low-rise residential neighborhoods. • Habitable attics, or any other inhabited spaces located above a roof's eave line or a mansard roof's peak, are not permitted. • Portions of the building that extend above the primary building mass, such as dormers, roof-top cupolas, elevator and mechanical equipment enclosures, roof deck trellises, and other similar features, shall not exceed the maximum height requirement by more than 10 feet. • At a height of 90 feet, future development within the 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: 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
91, 93, 95, 97,	Setbacks	Change ~~Interior-Side~~ to Side: Zero.

Exhibit B

Errata Sheet
Transit Corridors Plan dated March 2012

98.		
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.
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. • 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	Building Heights and Stepbacks	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."

Exhibit B

Errata Sheet
Transit Corridors Plan dated March 2012

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

Exhibit B

Errata Sheet
Transit Corridors Plan dated March 2012

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 E of San Mateo Ave. 65 feet / 5 floors	65 feet / 5 floors	70 feet / 5 floors	55 feet / 4 floors	70 feet / 5 floors
Height Limit – Minimum	W of San Mateo Ave 60 feet / 4 floors E of San Mateo Ave. -	-	-	-	-
Stepback - facing corridor street	Above 4th floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 4th floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 4th floor Step back 15 feet
Stepback – adjacent to low density residential	Above 3rd floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 3rd floor Step back 15 feet
Architectural Encroachments	Certain encroachments that extend beyond setbacks and height limits, including architectural features such as dormers, roof deck trellises, roof-top cupolas, elevator and mechanical equipment enclosures, and other similar features promoting good urban design, may be approved through the Planning Commission architectural and site plan review process. Such encroachments should not exceed the maximum height requirement by more than 10 feet.				
FAR – 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

Housing Leadership Council
of San Mateo County

139 Mitchell Avenue, Suite 108
South San Francisco, CA 94080
(650) 872-4444 / F: (650) 872-4411
www.hlesmc.org

August 20, 2012

Sujendra Mishra, Chair
And Members of the Planning Commission
City of San Bruno
567 El Camino Real
San Bruno, CA 94066

RE: Support for San Bruno Transit Corridors Plan

Dear Chair Mishra and Members of the Planning Commission

On behalf of the **Housing Leadership Council of San Mateo County (HLC)** I write to express our **support** for the San Bruno Transit Corridors Plan Draft Environmental Impact Report (DEIR) currently under consideration. HLC consists of over 60 member organizations and represents those in San Mateo County who support, build, and finance the creation of affordable housing. We seek to promote policies and plans that enable equitable and sustainable growth in our communities.

HLC feels that providing more integrated community solutions and maximizing development around a regional transit node will help San Bruno, and the county as a whole, meet its growth, prosperity, and sustainability needs for the coming decades. On the local level, the plan offered provides a range of pedestrian-friendly services and amenities that will enhance resident quality of life and create a vibrant destination accessible by means other than via automobile.

We are also glad to see San Bruno taking a proactive stance by considering inclusive housing and planning policies, which will help ensure housing affordability across a spectrum of incomes within the plan area. Enhancing building height limits within the plan area as proposed will contribute greatly to the effectiveness and economic viability of these plans. With recent rental rates reaching an all-time high (the *average* rent for a 2 BR apartment in San Mateo County is $2200 per month), our vital low-income community members are facing an increasingly untenable choice of paying for housing or leaving the county only to incur the high costs of long commutes and loss of quality of life.

Thank you for your continued support for more inclusive and sustainable patterns of development.

Sincerely,

Mark Moulton
Executive Director
Housing Leadership Council of San Mateo County

Attachment G

"The City With a Heart"

Sujendra Mishra, *Chair*
Rick Biasotti, *Vice Chair*
Mary Lou Johnson
Perry Petersen
Kevin Chase
Joe Sammut
Bob Marshall, Jr.

MINUTES
PLANNING COMMISSION MEETING

November 20, 2012

7:00 p.m.

Meeting location: Senior Center, 1555 Crystal Springs Road, San Bruno

CALL TO ORDER at 7:02 pm.

ROLL CALL

	Present	Absent
Chair Mishra	X	
Vice Chair Biasotti	X	
Commissioner Sammut	X	
Commissioner Marshall	X	
Commissioner Petersen	X	
Commissioner Chase	X	
Commissioner Johnson		X

STAFF PRESENT:

Planning Division: Interim Community Development Director: Mark Sullivan
City Attorney: Marc Zafferano
Associate Planner: Laura Russell
Associate Planner: Matt Neuebaumer
Contract Planner: Tony Rozzi
Recording Secretary: Shauna Williams

Pledge of Allegiance: Commissioner Chase

1. **Approval of Minutes – July 17, 2012**

   Motion to Approve Minutes of July 17, 2012 Planning Commission meeting.

   Chase/ Biasotti

   VOTE: 5-0
   AYES: All Commissioners Present.
   NOES: None
   ABSTAIN: None

2. Communication

E-Packets are available on line at www.sanbruno.ca.gov

Transit Corridor Plan is available on line at www.planbruno.org

Rebuild Crestmoor website is available at www.rebuildcrestmoor.org

3. Public Comment

4. Announcement of Conflict of Interest

Commissioner Marshall: I will be recusing myself from agenda item 6.C for the Transit Corridor Plan because I work and live in the plan area.

5. New Business

Consider adoption of a Resolution confirming review of the 2012-2017 Five Year Capital Improvement Program and 2012-2013 Capital Improvement Program Budget and its conformance with the San Bruno General Plan.

Associate Planner Neuebaumer: Entered staff report.

Staff recommends that the Planning Commission adopt attached Resolution 2012-05.

Chair Mishra asked Commission if there were any questions for staff.

Public Comment Opened.

Public Comment Closed.

Motion to Adopt Resolution confirming review of the 2012-2017 Five Year Capital Improvement Program and 2012-2013 Capital Improvement Program Budget and its conformance with the San Bruno General Plan.

Commissioner Petersen/ Biasotti

ROLL CALL VOTE: 6-0

AYES: Commissioners Biasotti, Marshall, Sammut, Chase, Petersen and Chair Mishra.
NOES: None
ABSTAIN: None

6. Public Hearings

A. 675 El Camino Real

Request for a Conditional Use Permit to allow a motor vehicle dealer in the General Commercial Zoning District per Section 12.96.110.C.8 of the San Bruno Zoning Ordinance. Jeffrey Cappo (Applicant), G.W. Williams Co. (Owner) UP-12-013.

Associate Planner Neuebaumer: Entered staff report.

Staff recommends that the Planning Commission **approve** Use Permit 12-013 based on the Findings of

Fact (1-3), subject to Conditions of Approval (1-27).

Chair Mishra asked Commission if there were any questions for staff.

Commissioner Marshall: How will Condition of Approval #13 which restricts the employees to park in the residential area be enforced?

Associate Planner Neuebaumer: The proposed lot is fairly close to City Hall, but we will primarily rely on the residents. If we receive complaints we will visit the site to verify that the applicant is abiding by the Conditions of Approval.

Commissioner Marshall: The alley in the back of the site, White Way, is a one-way street. The one-way direction is currently going south and should be changed to go north. This will allow the cars to leave the lot and travel to Kains Avenue with direct access to El Camino Real. Can staff coordinate with the Public Works Department to see if this change can be done?

Associate Planner Neuebaumer: We can coordinate with the TSCP staff member and see what we can do about that.

Commissioner Petersen: Does the proposed lot have a substantial parking area at the far west side of the property?

Associate Planner Neuebaumer: The property itself is 28,500 square feet, which consists of three parcels of land. White Way is located directly to the west of the site. On the west side of White Way there is a large site that is occupied by Grace Honda. It is important to note that the applicant is the process of purchasing Grace Honda Dealership, which is located at 345 El Camino Real. When the sale is finalized the applicant will be subject to the existing Conditions of Approval and will have access to that site for the storage of motor vehicles.

Commissioner Petersen: If the customers are encouraged to park on El Camino Real and the employees do not have a designated place to park on their property, I don't think it will work out.

Associate Planner Neuebaumer: The employees will most likely park on the site west of White Way.

Chair Mishra: Condition of Approval #4 speaks on the measuring of noise level by decibels, can you please describe how that is measured?

Associate Planner Neuebaumer: The San Bruno Municipal Code states that the noise level is measured at 100 feet from the site. The noise levels would be measured from the property line.

Chair Mishra: I have heard Commissioner Marshall's concerns about White Way several times in the past. Can we have this issue added to a future agenda for Planning Commission discussion and follow up?

Associate Planner Neuebaumer: Yes, we can do that.

Public Comment Opened.

Michael Cappo; Applicant: I am one of the owners of Victory Automotive Group. We are a family owned and operated dealer group that operates in many states nationwide. We have recently two other locations California. We are proposing to use the subject site for used vehicles. I am available for any questions.

Chair Mishra: How do anticipate most of your employees traveling to work?

Michael Cappo; Applicant: As Matt explained we have a storage lot on White Way. The employees will park in the designate lot and walk a short distance to the site.

Chair Mishra: If your employees choose to bike to work, do you have a place for them to park their bicycles?

Michael Cappo; Applicant: Yes, we have a secure location.

Public Comment Closed

Motion to approve Use Permit 12-013 based on Findings of Fact (1-3) and Revised Conditions of Approval (1-27). Staff to coordinate with the Public Services Division regarding Commissioner Marshall comment's regarding White Way.

Commissioner Chase/ Petersen

VOTE:	6-0
AYES:	All Commissioners Present.
NOES:	None
ABSTAIN:	None

Chair Mishra advised of a 10-day appeal period

FINDINGS OF FACT

1. The proposed use will not under the circumstances of the particular case, be detrimental to the health, safety, morals, comfort and general welfare of the person residing or working in the neighborhood or such proposed use.

2. The proposed use will not be injurious or detrimental to property and improvements in the neighborhood or to the general welfare of the city.

3. The proposed use will be consistent with the general plan.

CONDITIONS OF APPROVAL

Community Development Department – (650) 616-7074

1. The applicant shall file a declaration of acceptance of the following conditions by submitting a signed copy of the Summary of Hearing to the Community Development Department within 30 days of Planning Commission approval. Until such time as the Summary is filed, Use Permit 12-013 shall not be valid for any purpose. Use Permit 12-013 shall expire one (1) year from the date of Planning Commission approval unless the operation commences prior to the one (1) year date.

2. The request for a Use Permit shall be built and operated according to plans and operational statement approved by the Planning Commission on November 20, 2012 labeled Exhibits C and D except as required to be modified by these Conditions of Approval. Any modification to the approved plans shall require prior approval by the Community Development Director.

3. The signed copy of the conditions of approval shall be photocopied and included as a full size page in the Building Division set of drawings.

4. The applicant shall obtain a City of San Bruno building permit before any construction can proceed. The operation of any equipment or performance of any outside construction related to this project shall not exceed a noise level of 85 decibels (as measured at 100 feet) during the hours of 7:00 a.m. to 10:00 p.m. or exceed 60 decibels (as measured at 100 feet) from 10:00 p.m. to 7:00 a.m.

5. The business operator and any successor in interest, shall agree to operate the motor vehicle dealer in the manner as described in the staff report and in the applicant's support statement. Any deviation or change in business activities shall require prior authorization by the Community Development Director

and may require full Planning Commission review. Failure to comply with these requirements may result in the City of San Bruno instituting revocation hearings.

6. The permitted hours of operation of the facility shall be seven days a week between the hours of 9:00 am and 8:00 pm. Any changes to these hours of operation shall require prior authorization from the Community Development Director.

7. All signs shall be approved by the Planning Division under a separate application.

8. Prior to securing a building permit, the applicant, owner, and general contractor shall meet with Planning and Building staff to ensure compliance with the conditions of approval during the construction process.

9. Prior to operation and final inspection, all pertinent conditions of approval and all improvements shall be completed to the satisfaction of the City of San Bruno.

10. The applicant shall conduct regular maintenance of the site to maintain the premises and remove debris and litter at the front and rear of the building.

11. The applicant or property owner will clean graffiti on the property and/or paint over it within 24 hours of its appearance, using a matching paint color. This condition also gives the City of San Bruno consent to have the graffiti painted out for the applicant. If the graffiti is not removed within 24 hours, the City's graffiti removal vendor will be instructed to remove the graffiti and provide a detailed accounting of the cost to the property owner, who will be responsible for reimbursing the City for the graffiti removal.

12. All trash and trash containers shall be stored within appropriate designated trash areas. Sufficient trash container capacity shall be provided to ensure that all trash and debris from the building can be stored within the trash container area and with completely closed lids. The trash enclosure shall be covered and shall comply with San Mateo Countywide Water Pollution Prevention Program best management practices.

13. The applicant and employees shall not park in the surrounding residential area at any time.

14. The applicant shall install on-site signage directing the public to the on-site parking spaces dedicated for customer parking.

15. No intercoms or amplified sound systems shall be used on-site in relation to the proposed business.

16. If the applicant elects to wash vehicles on site a designated wash area shall be created and shall be reviewed by staff at the time of building permit submittal. The wash area shall be covered, paved, bermed, and drained to the sanitary sewer through an oil/water separator. The washing of vehicles shall not be permitted if a separate washing area is not created on site.

17. No vehicle repair or maintenance shall take place on-site.

18. All vehicle deliveries and pickups shall occur during the approved hours of operation.

19. 7.5% of the lot shall be landscaped to the satisfaction of the CDD. A portion of the proposed landscaping shall be removed to accommodate the 24'-0" back up distance for the ADA spaces. The landscaping shall be maintained throughout the life of the project.

20. All on-site exterior lighting shall be operable and directed away from any nearby residential properties.

21. The existing restroom shall be ADA compliant.

22. The ADA parking spaces shall be located as close as possible to the main structure located on the southwest corner of Kains Avenue and El Camino Real.

23. Address numbers shall be at least 10" in height.

24. An OSHA approved fire alarm system shall be installed if more than 10 employees are associated with the proposed business.

25. All damaged curb, gutter, sidewalk or driveway in the public right-of-way fronting the property along Kains Avenue shall be removed and replaced. Remove and replace all damaged and/or broken sidewalk at front of property along Kains Avenue for all locations where there are any raised or offset concrete sections greater than or equal to ¾-inch. S.B.M.C. 8.12.010.

26. Obtain an Encroachment Permit from Public Works Department prior to commencing any work within the City's public right-of-way. S.B.M.C. 8.16.010. The Encroachment Permit shall be issued prior to issuance of a building permit.

27. An erosion control plan and storm water pollution prevention plan is required. The applicant shall show existing storm drain inlets and other storm water collection locations protected by silt screens or silt fence. The work shall conform to the current NPDES requirements. S.B.M.C. 12.16.020.

B. <u>Crestmoor Construction Staging Site APN:</u>

Request for a Temporary Use Permit to allow off-site construction staging areas within the Crestmoor neighborhood per Section 12.84.030 of the San Bruno Municipal Code. Pacific Gas & Electric Company (Applicant), State of California (Owner) TUP-12-006.

Contract Planner Rozzi: Staff would like to request that you Continue this item to the December 18, 2012 Planning Commission meeting. The applicant was unable to attend the meeting tonight.

Public Comment Opened.

Public Comment Closed

Motion to Continue Temporary Use Permit 12-006 to a future Planning Commission Meeting.

Commissioner Petersen/ Marshall

VOTE:	6-0
AYES:	All Commissioners Present.
NOES:	None
ABSTAIN:	None

Commissioner Marshall recused himself.

C. Transit Corridors Plan

Consider adoption of Resolution No's 2012-2, 2012-3, and 2012-4 recommending that the City Council: Certify the Final Environmental Impact Report and Responses to Comments and Make Findings pursuant to the California Environmental Quality Act; Amend the General Plan to Ensure Consistency between the General Plan and Transit Corridors Plan (GPA-12-01); and Adopt the Transit Corridors Plan.

Interim CD Director Sullivan: Entered staff report. Presented a PowerPoint overview on San Bruno's History of Development and the Plan vision. [A You-Tube video of the presentation is available at http://www.planbruno.org/]

Associate Planner Russell: Continued the PowerPoint presentation on the Plan's basic development standards and design guidelines.

Ray Pedro; MIG Consultants: Gave a review of the CEQA requirements related to the Plan.

Interim CD Director Sullivan: Continued presentation on the General Plan Amendments recommended for consistency with the Plan.

Staff recommends that the Planning Commission **adopt** Resolution No's 2012-2, 2012-3, and 2012-4.

Commissioner Petersen: Why is Ordinance 1284 not mentioned in the Transit Corridors Plan?

Interim CD Director Sullivan: We will be making corrections within the plan to reflect its connection with Ordinance 1284.

Chair Mishra asked Commission if there were any questions for staff.

Chair Mishra: Will the zoning reclassification cause the homeowners in the area a financial burden?

Interim CDD Director Sullivan: No.

Commissioner Chase: Does the Fire Department have the tools and ability to address an emergency or fire with buildings that tall?

Interim CD Director Sullivan: Yes, some of the buildings at Bayhill Office Center are five stories and taller.

Ray Pedro; MIG Consultants: That is one of the categories in the EIR. The Police and Fire Department were consulted and they did not identify that as an impact area.

Public Comment Opened.

Rose Urbach; San Bruno Resident: I have lived in San Bruno for 71 years. My street has been overwhelmed with traffic and too many people living in such a small area. This plan encourages more people to live in San Bruno and I feel that is a mistake on the City's behalf. Doesn't the Planning Commission know about the illegally converted multi units in the neighborhood?

Gary; San Bruno Resident: I have been a San Bruno resident for 49 years and the main concern we have in our neighborhood is the parking. The Transit Corridors Plan and the current Caltrans project will only create an even larger impact on the parking in the area. I hope you consider the impact on the residents.

Joseph; San Bruno Resident: The homes within the yellow section on the map, will those homes be eliminated?

Associate Planner Russell: No, those houses will not be eliminated. No one is proposing to take those houses through eminent domain. The plan does not indicate demolition of those homes nor does it require any action from the property owners. If someone were to approach the property owners in the future, the property owner would have a choice to sell their home but no one would make them.

Interim CD Director Sullivan: The plan does not propose a project. Like zoning, the plan allows more development in the area.

Joseph; San Bruno Resident: Can the Zoning be changed?

Interim CD Director Sullivan: Yes, it would require a public vote to be approved [in that area].

Diane Pique; San Bruno Resident: I am very concerned with the impact on parking. Is there a policy in place for residential parking permits? I just read two articles about the parking issues in Palo Alto because they have mitigated the parking for new businesses along the way. I feel the proposed plan will create the same issues here in San Bruno.

Vivian; San Bruno Resident: I have lived in San Bruno for 21 years. I agree with Rose, I do not feel there is a need for more residential units. Your stats on The Crossing say there are 1,000 units. I actually called them right before this meeting to clarify the amount of units and amongst the three structures; there are a total of 672 units. Out of those 672 units available there are only 280 units occupied. I feel the amount of office space being proposed is unnecessary and there are plenty of vacancies at Bayhill. I don't believe in charging for parking at the movie theater I feel that will discourage business. I don't think charging for parking on San Mateo Ave. will help either. I feel harsh governmental restrictions are viewed as bullying. Lastly, encouraging people to use bicycles should be their personal decision.

Katherine Dubon; San Bruno Resident: I live on the 700 block of 7th Avenue. The parking in my area is extremely overcrowded. The airport employees park on my street and walk over the overpass to work. The is a tall commercial building next to my home that blocks the sun light from entering my home. I am concerned with even more buildings going up in my neighborhood and blocking more light.

Josh Hough; Program Manager with Housing Leadership Council: Our office reviewed and approved this plan because we feel it is vital not only for San Bruno but for the quality of life for the entire County. Apartment rental prices are at an all time high, which has numerous impacts on our lack of housing. Estimated 60% of the people that work in San Mateo County, travel to work from outside of San Mateo County. We feel this plan provides not only that needed housing but a pedestrian friendly environment. In the next ten years, 1 out of 5 senior citizens will be retiring and possibly looking to downsize their living spaces. These types of structures are great amenities for seniors to be able to have access to doctors' appointments and grocery stores without having to get in and out of a car. For a number of reasons this plan is vital to San Bruno and San Mateo County's future. We encourage all approvals necessary to move this project along.

Chair Mishra: Staff will be addressing your questions and concerns momentarily.

Public Comment Closed

Interim CD Director Sullivan: I will try to answer the questions in the order they were received. I would like to remind everyone that Ordinance 1284 requires voter approval for buildings exceeding the height requirements.

Associate Planner Russell: I believe Rose's question was how are property owners able to add units to the existing residence. That is a two-part answer that I will give you. One of those things comes from state law and is called a second unit application process. That allows very small units typically 640 square feet or less to be added with in the same building or sometimes in a separate structure. State law requires that we accommodate those applications provided they meet our very strict regulations. An average of only a handful of applications are handled per year. The second part of my answer pertains to unpermitted conversions. Many residences are converted to second units without City approval. That is something that our Code Enforcement Division works with very closely. We do make people remove the units when the City becomes aware of them.

Interim CD Director Sullivan: The next question regarding parking primarily in the train station area and the impact of new development in the neighborhood. The Plan does have parking requirements, so any new development, especially office space, will accommodate the parking requirements.

Commissioner Chase: The idea behind this Plan is particularly the opportunity of new development near the public transit to encourage public transportation to and from San Bruno, which will then reduce the impact on parking needs.

Interim CD Director Sullivan: That is correct. The Plan encourages public transportation.

Associate Planner Russell: The Plan does recommend a residential parking permit program. The basic process is the residents receive the parking permit that they put in their cars which allows enforcement to determine which cars are permitted to park there. This program has been successful in many transit-oriented communities along the Peninsula. Many businesses are encouraging their employees to use public transit by offering incentive programs and even paying them not to drive. The Plan does say that there will be parking for those that will be driving but it does not provide extra parking for those that do not. So that is the balance that the Plan seeks to strike.

Interim CD Director Sullivan: Every community has to comply with the number of housing units required by the State for that community. We are currently going through the next Housing Element in which we will be assigned additional housing requirements. Those requirements also include affordable housing units. It does not mean you have to build all of these housing units; we just need to accommodate that number of units if the need arises. The total number of housing units at The Crossing is 1,063. Out of the five buildings onsite, Archstone owns three of them, which is possibly where the resident received her information. As far as the number of vacancies on site, I understand that there is a large waiting list for the affordable housing units. As far as office space vacancies, we recently had some major tenants come in such as YouTube and Walmart.com, and we feel San Bruno has a great opportunity for increasing office space. This is a long-range Plan that looks forward twenty years and things will happen incrementally.

Chair Mishra: I was on the steering committee for this Plan. It has gone through many reviews and many changes. It is nice to see how the Plan has developed. If it is approved here tonight it will move on to City Council for approval. I personally agree with the Plan, I feel it is an opportunity for growth in San Bruno.

Commissioner Petersen: Many cities along the Peninsula have improved access to public transit. I agree with staff that the Plan is a well recommended document. At the same time, residents in the area have brought some concerns to my attention. They have attended public meeting and expressed their concerns regarding parking, noise, light, and air surrounding their homes that can be impacted by the Plan. The residents are concerned with being surrounded by 55' and 90' high buildings, not to mention the 30' high freeway. They also described this as a potential noise canyon. The consultant waived away that concern by stating that the study does not reflect that type of impact. I feel the Commission is here to listen to the public and to consider your concerns. I think the Plan is in need of some improvements; graphic communication improvement, the font type is very faint and small which does not meet legal standards. The type should be at least 12 point so when someone is reading it, they know what they are looking at. Many of the pictures throughout the Plan do not relate with the text adjacent to them. I believe San Bruno deserves better than that and I don't feel it is that hard to do. In order for the Plan to work it needs to include all elements. The document also states that the traffic conditions on El Camino Real are all right, we all know that El Camino Real is far from being all right. The Plan also mentions that the development will not have an affect on the stormwater, although there will be more stormwater developed by the development. The one thing that is not in the Plan that I think would be important is a residential protection plan. The plan should address the concerns of the residents in regards to street traffic and parking in their neighborhoods. To follow up on the residential parking permit program, the city should also consider adding street signs that indicate the parking is by permit only. If there is a method to address it, I feel it would be valuable.

Commissioner Chase: I feel Commissioner Petersen's discussion was well spoken. I was on the steering committee as well, and I feel that the residents' comments and concerns were implemented into the Plan. The Plan does not state that these large developments will be constructed next week. The plan is here to give us a road map for future developments and opportunities to continue to be a vibrant city.

Chair Mishra: I do agree with Commissioner Petersen's comments in regards to the paper work, the font size is harsh on eyes and should be improved. I did want to point out that the Plan is available on the website which can be viewed in a larger format. I also agree with the intent of the residential protection program.

Interim CD Director Sullivan: We will explore the comments and concerns you have addressed tonight prior to bringing this Plan to City Council.

Ray Pedro; MIG Consultants: I will read the study comments from our acoustical engineer in regards to the noise canyon comment, "There may be some noticeable reflection off of large buildings if you were located on the street in between the buildings when aircrafts fly over. The reflected noise components off the buildings will not be substantial compared to the direct noise exposure from aircraft and traffic. It would only affect the project area where the plane is flying over and would not be focused at any existing sensitive receptors outside the project area." This basically means that the noise from a plane is already so loud, larger buildings will not have a great impact on the noise.

Commissioner Biasotti: I heard a lot of residents express concerns on the impact of parking. I really think that putting a parking program in place should be primary. The idea of the Plan is to encourage public transportation. I feel we need to make that the leading edge to this conversation.

Chair Mishra: I understand that you all may have follow up questions for staff. I would like to encourage you to speak with staff after the meeting.

Commissioner Petersen: I encourage you to write down all of your comments and email them to staff. The comments will be brought to City Council.

Motion to adoption Resolution No 2012-2 recommending that the City Council: Certify the Final Environmental Impact Report and Responses to Comments and Make Findings pursuant to the California Environmental Quality Act.

Commissioner Chase/ Biasotti

ROLL CALL VOTE: 5-0

AYES: Commissioners Biasotti, Chase, Sammut, Petersen and Chair Mishra.
NOES: None
ABSTAIN: None

Motion to adoption Resolution No 2012-3 recommending that the City Council: Amend the General Plan to Ensure Consistency between the General Plan and Transit Corridors Plan (GPA-12-01).

Commissioner Chase/ Biasotti

ROLL CALL VOTE: 5-0

AYES: Commissioners Biasotti, Chase, Sammut, Petersen and Chair Mishra.
NOES: Commissioner Sammut
ABSTAIN: None

Motion to adoption of Resolution No 2012-4 recommending that the City Council: Adopt the Transit Corridors Plan. With amendments to the text and graphics within the Plan and a supplemental summary of resident protection measures.

Commissioner Petersen/ Biasotti

ROLL CALL VOTE: 4-1

AYES: Commissioners Biasotti, Chase, Petersen and Chair Mishra.
NOES: Commissioner Sammut
ABSTAIN: None

6. Discussion

A. City Staff Discussion: Commissioners Petersen, Biasotti, and Mishra volunteered for the January 10, 2013 Architectural Review Committee meeting.

B. Planning Commission Discussion:

Commissioner Chase: Staff did a great job.

7. Adjournment

Meeting was adjourned at 9:12 pm

Mark Sullivan
Secretary to the Planning Commission
City of San Bruno

Sujendra Mishra, Chair
Planning Commission
City of San Bruno

NEXT MEETING: January 15, 2013

RESOLUTION NO. 2012 - 01

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO CONFIRMING REVIEW OF THE 2011-2016 FIVE YEAR CAPITAL IMPROVEMENT PROGRAM AND 2011-2012 CAPITAL IMPROVEMENT PROGRAM BUDGET, AND THEREAFTER FINDING SUCH PROPOSED PUBLIC WORKS PROJECTS IN CONFORMANCE WITH THE GENERAL PLAN.

WHEREAS, the City of San Bruno has prepared its capital improvement budget for fiscal year 2011-2012, and included within said budget is a coordinated program of proposed public works projects recommended for planning, initiation or construction throughout the ensuing fiscal year; and

WHEREAS, California Government Code Section 65401 directs that proposed capital improvements be submitted to the City's planning agency for review and report to the City as to conformity of proposed public works projects with the City's adopted General Plan;

NOW, THEREFORE, BE IT RESOLVED by the San Bruno Planning Commission that it has received and reviewed the capital improvement budget for the City of San Bruno for fiscal year 2011-2012, and included within said budget is a coordinated program of proposed public works projects recommended for planning, initiation or construction throughout the ensuing fiscal year.

Dated: _____

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary
Mark Sullivan

APPROVED AS TO FORM:

_____
City Attorney

I, ~~Aaron Aknin~~, Planning Commission Secretary, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno on this 17th day of January 2012, by the following vote:

AYES: Commissioners: _____

NOES: Commissioners: _____

ABSENT: Commissioners: _____

RESOLUTION NO. 2012- 2

RESOLUTION RECOMMENDING THAT THE SAN BRUNO CITY COUNCIL ADOPT CEQA FINDINGS, FACTS, AND OVERRRIDING CONSIDERATIONS AND A MITIGATION MONITORING & REPORTING PROGRAM FOR THE SAN BRUNO TRANSIT CORRIDORS PLAN

WHEREAS, the project is the adoption and implementation of a new Specific Plan for the Transit Corridors Area ("Transit Corridors Plan"), copies of which are on file and made available at the Office of the City Clerk, and which is incorporated herein by this reference;

WHEREAS, pursuant to the requirements of the California Environmental Quality Act ("CEQA") and its implementing guidelines (the "CEQA Guidelines"), the City prepared a Draft Environmental Impact Report ("Draft EIR") to evaluate the potential environmental impacts of the adoption and implementation of the proposed Transit Corridors Plan;

WHEREAS, the Draft EIR was published and circulated for public review and comment beginning on March 29, 2012, and ending on May 14, 2012. The Draft EIR was filed with the State Office of Planning & Research under State Clearinghouse No. 2010122029;

WHEREAS, on April 17, 2012, the Planning Commission held a duly noticed public hearing to receive public comment on the Draft EIR;

WHEREAS, the City prepared written responses to the comments received during and immediately following the public review and comment period and included those responses in a separate volume entitled, "Final Environmental Impact Report for the Transit Corridors Plan" which together with the Draft EIR constitutes the Final Environmental Impact Report ("Final EIR" or "FEIR"), and also prepared a Mitigation Monitoring and Reporting Program ("MMRP") pursuant to the requirements of CEQA and the CEQA Guidelines; and

WHEREAS, on **November 20, 2012** a duly noticed public hearing of the Planning Commission was held to consider recommendations to the City Council regarding the Final EIR, the MMRP, and the proposed Transit Corridors Plan.

BE IT RESOLVED by the Planning Commission of the City of San Bruno that it hereby recommends that the San Bruno City Council adopt and make the following Findings ("Findings") pursuant to the California Environmental Quality Act for the Transit Corridors Plan ("Plan"), located along four major streets surrounding the new San Bruno Caltrain Station in the heart of San Bruno: El Camino Real, San Mateo Avenue, San Bruno Avenue, and Huntington Avenue, and adjacent properties, all located in San Bruno, California:

I. INTRODUCTION

A. THE ENVIRONMENTAL IMPACT REPORT

The City prepared an Initial Study under the California Environmental Quality Act ("CEQA") to determine whether an Environmental Impact Report ("EIR") or a negative declaration would be prepared for the Project. The Initial Study indicated that the Project could have significant adverse environmental impacts, and the City directed that an EIR could be prepared. The City circulated a Draft Environmental Impact Report ("Draft EIR"

ATTACHMENT 5

or "DEIR") on March 29, 2012 for review and comment by affected public agencies, adjacent landowners, and interested members of the public. The 45-day comment period closed May 14, 2012.

The City prepared written responses to comments received during the comment period, including oral comments at the April 17, 2012 Planning Commission Public Hearing on the Draft EIR. The City then prepared the FEIR, which consists of the Initial Study, the Draft EIR, the Comments and Responses document, the MMRP, and all documents incorporated by reference therein.

The Final EIR, including all comments and responses, was published and made available to affected agencies. On **November 20, 2012**, after consideration of the Draft EIR, the comments and responses, all of the facts and findings, and all available testimony and evidence in the record, the Planning Commission, after due deliberation, recommends that the San Bruno City Council certify the Final EIR as having been completed in accordance with CEQA.

B. SCOPE OF THESE FINDINGS

CEQA Guidelines in Section 15091 require that a project's significant environmental impacts identified in an EIR be addressed by one of three findings, as set forth in 15091(a). To ensure that all significant project impacts are identified, and necessary findings made, these Findings list the significant impacts and mitigation measures identified in the Final EIR and set forth the corresponding required findings. These Findings list the project impacts that are less-than-significant and, where appropriate, mitigation measures for these impacts. These Findings also identify unavoidable impacts and the necessary statement of overriding considerations.

C. DESCRIPTION OF THE RECORD

For purposes of CEQA, and these Findings, the record of administrative proceedings before this City Council includes, without limitation, the following:

1. The Final EIR, which includes the Initial Study, the Draft EIR, the Comments and Responses document, MMRP, and all documents incorporated by reference therein;
2. All City staff reports on the Plan and the Final EIR;
3. All studies conducted for the Plan and the EIR, and contained or incorporated by reference in the EIR, including appendices;
4. All public reports and documents prepared for the Planning Commission, the City Council or the City;
5. All documentary and oral evidence either received and reviewed at, or obtained as a result of, public workshops and public hearings related to the Plan and the EIR;
6. The minutes, transcripts, and other records for all public workshops and public hearings related to the Plan and the EIR;
7. All applicable City ordinances, resolutions and planning documents;

8. All matters of common knowledge to the City Council, including, but not limited to (i) the City's fiscal status; (ii) the City's policies and regulations; (iii) reports, projections and correspondence related to development within and surrounding the City; and (iv) state laws, regulations and publications, including all reports and guidelines published by the California Office of Planning and Research.

9. All public records in files maintained by the City relative to the Plan and the EIR.

D. GENERAL CONDITIONS

1. Reliance on the Record

Each and all of the findings and determinations contained herein are based upon competent and substantial evidence, both oral and written, contained in the entire record relating to the Plan. These findings and determinations constitute the independent findings and determinations of the City Council in all respects.

2. Summaries of Impacts, Mitigation Measures, Facts, Alternatives and Other Matters

All summaries of information relating to the Plan are based on the referenced environmental documents and/or other substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact. Moreover, the summaries set forth below, including, without limitation, summaries of impacts, mitigation measures and alternatives, are only summaries. Cross-references to the Final EIR and other documents in the record have been made and the reader should refer directly to those documents for more precise information regarding the facts on which the summary is based.

3. Adoption of Mitigation Measures

These Findings are based upon the numerous mitigation measures set forth in the Final EIR, which reduce or eliminate potential impacts, all of which shall be implemented in connection with the adopted MMRP. The City Council finds that the mitigation measures set forth in the Final EIR and the MMRP can reasonably be expected to reduce adverse impacts related to the Plan. The Mitigation Monitoring Checklist is attached as **Exhibit A**.

II. LESS-THAN-SIGNIFICANT PROJECT IMPACTS FOR WHICH NO MITIGATION IS PROVIDED

The City Council finds that certain potential impacts evaluated in the Final EIR will cause a less-than-significant impact and do not require mitigation. These less-than-significant impacts are listed on pages 15-4 and 15-5 of the Draft EIR.

III. SIGNIFICANT BUT MITIGABLE IMPACTS

The City Council finds that fourteen (14) potential impacts evaluated in the Final EIR will cause a significant adverse environmental effect prior to mitigation. The City Council finds that the adoption of the mitigation measures identified in the Final EIR will reduce most of these significant impacts to a level of insignificance. These significant but mitigable impacts are listed in Table 2.1 of the Draft EIR on pages 2-5 through 2-34 and discussed further in Chapters 4 through 14 of the Draft EIR and in the FEIR Comments and Responses (Chapter 2) and the MMRP.

IV. SIGNIFICANT UNAVOIDABLE IMPACTS

Facts. The Final EIR summarizes the Project's significant, unavoidable impacts in Table 2.1 and on pages 15-2 and 15-3 of the Draft EIR and the MMRP. CEQA requires that significant unavoidable impacts of the Plan be described.

The City Council finds that the Plan has avoided all potentially significant impacts to the extent feasible. However, even after mitigation, the following six (6) impacts remain and are identified as significant unavoidable impacts.

1. Impact 7-2: Plan-Related and Cumulative Impacts on Historic Resources.

   Future development on or adjacent to properties within the Transit Corridors Area that contain a historic resource may cause the demolition, destruction or alteration of the historic resource such that the significance of the resource is "materially impaired." Also, the loss of historic resources under the plan would be a cumulative considerable contribution to a loss of historic resources throughout San Bruno and the surrounding region. This possibility represents a potentially significant impact.

   Mitigation 7-2. For any future discretionary private or public project within the Transit Corridors Area that involves a property that contains a historic resource, the City shall make a preliminary determination as to whether or not the project may have a potentially significant adverse effect on the historic resource. If the City determines that the project may have a potentially significant effect, the City shall require the applicant to implement the following mitigation measures where applicable:

   (a) To the extent feasible, the applicant shall, to City satisfaction, ensure that the project adheres to one or both of the following standards:

   - Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or
   - Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer.

   The project shall be reviewed by a qualified architect or architectural historian approved by the City and meeting the Secretary of the Interior's Professional Qualifications Standards published in the Code of Federal Regulations (36 CFR part 61), who shall make a recommendation to the City as to whether the project fully adheres to the Standards for Rehabilitation, and any specific modifications necessary to do so. The final determination as to a project's adherence to the Standards for Rehabilitation shall be made by the City body with final decision-making authority over the project. Such a determination of individual project

adherence to the Secretary Standards will constitute mitigation of the project historic resource impacts to a less-than-significant level (CEQA Guidelines section 15064.5).

(b) If measure (a) is not feasible, and if relocation of the historic resource is a feasible alternative to demolition, the historic resource shall be moved to a new location compatible with the original character and use of the historic resource, and its historic features and compatibility in orientation, setting, and general environment shall be retained, such that the resource retains its eligibility for listing on the California Register. Implementation of measure (b) would reduce the impact to a less-than-significant level.

If neither measure (a) nor measure (b) is feasible, the City shall, as applicable and to the extent feasible, implement the following measures in the following order:

(c) Document the historic resource before any changes that would cause a loss of integrity and loss of continued eligibility. The documentation shall adhere to the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The level of documentation shall be proportionate with the level of significance of the resource. The documentation shall be made available for inclusion in the Historic American Building Survey (HABS) or the Historic American Engineering Record (HAER) Collections in the Library of Congress, the California Historical Resources Information System and the Bancroft Library, as well as local libraries and historical societies, such as the San Bruno Public Library.

(d) Retain and reuse the historic resource to the maximum feasible extent and continue to apply the Secretary of the Interior's Standards for Rehabilitation to the maximum feasible extent in all alterations, additions and new construction.

(e) Through careful methods of planned deconstruction to avoid damage and loss, salvage character-defining features and materials for educational and interpretive use on-site, or for reuse in new construction on the site in a way that commemorates their original use and significance.

(f) Interpret the historical significance of the resource through a permanent exhibit or program in a publicly accessible location on the site or elsewhere within the Transit Corridors Area.

Implementation of measures (c), (d), (e) and/or (f) would reduce the potentially significant impact on historic resources, but not to a less-than-significant level. Without knowing the characteristics of the potentially affected historic resource or the subject future individual development proposal, the City cannot determine with certainty that measure (a) or (b) above would be considered feasible. Consequently, this impact would be significant and unavoidable.

2. Impact 11-6: Plan-Related Cumulative Noise Impacts.

Sensitive receptors along the following street segments within the Transit Corridors Area may be exposed to permanent substantial increases in traffic noise of 3-5 dBA CNEL or greater resulting from projected cumulative traffic volume increases: Taylor Avenue and San Bruno Avenue immediately east of El Camino Real; San Bruno Avenue and Huntington Avenue near the San Bruno Avenue/Huntington Avenue

intersection; San Bruno Avenue west of San Mateo Avenue; and San Mateo Avenue near San Bruno Avenue and Huntington Avenue.

The Plan-related growth increment would contribute to these cumulative noise impacts, and would therefore represent a significant cumulative impact.

Mitigation 11-6: The City shall use quieter (rubberized or open grade asphalt) pavements when repaving is required on the following street segments within the Transit Corridors Area: Taylor Avenue and San Bruno Avenue immediately east of El Camino Real; San Bruno Avenue and Huntington Avenue near the San Bruno Avenue/Huntington Avenue intersection; San Bruno Avenue west of San Mateo Avenue; and San Mateo Avenue near San Bruno Avenue and Huntington Avenue.

The use of quieter (rubberized or open grade asphalt) pavements when repaving is required on major Plan area roadways would be expected to reduce traffic noise by 2-5 dBA CNEL, reducing this impact to less than significant. However, since implementation of these repaving measures is not assured, this potential effect represents a significant unavoidable cumulative impact.

3. Impact 14-1: El Camino Real/San Bruno Avenue Intersection Impact.

   Under 2030 General Plan With Project conditions, with the Transit Corridors Plan proposed changes to this intersection, intersection operations would deteriorate from acceptable LOS D (existing) to unacceptable LOS F during the PM peak hour, which would represent a potentially significant impact.

   Mitigation 14-1. Maintain the current intersection lane geometries and provide a short dedicated westbound right-turn lane. This measure would improve delay, but the intersection would continue to operate at an unacceptable LOS F, and the average critical delay would still increase over existing conditions by approximately 39 seconds. In addition, because El Camino Real is a Caltrans facility, this improvement would exceed the City's authority to implement. With implementation of this measure, the impact of the Transit Corridors Plan on the El Camino Real/San Bruno Avenue intersection would remain an unavoidable significant impact.

4. Impact 14-2: Southbound US 101 Ramps/ San Bruno Avenue Intersection Impact.

   Under 2030 General Plan With Project conditions, intersection operations would deteriorate from acceptable LOS B (existing) to unacceptable LOS D during the PM peak hour, which would represent a potentially significant impact under Caltrans criteria.

   Mitigation 14-2. This impact could be mitigated to a less-than-significant level by converting the westbound shared left-turn lane to a dedicated through lane. This measure would result in LOS C operations during both the AM and PM peak hours. However, because US 101 is a Caltrans facility, this improvement would exceed the City's authority to implement. Thus, the impact of the Transit Corridors Plan on the Southbound US 101 Ramps/San Bruno Avenue intersection represents an unavoidable significant impact.

5. Impact 14-3: El Camino Real/Westbound I-380 Ramps Intersection Impact.

Under 2030 General Plan With Project conditions, intersection operations would deteriorate from LOS D (existing) to LOS D intersection operations during the PM peak hour with an increase in delay of 12.1 seconds, which would represent a potentially significant impact under Caltrans criteria.

Mitigation 14-3. This impact could be mitigated to a less-than-significant level by providing three westbound right-turn lanes from the I-380 ramp onto northbound El Camino Real. However, this improvement would require the acquisition of additional right-of-way from adjacent developed properties and may therefore be considered infeasible. Additionally, because I-380 is a Caltrans facility, this improvement would exceed the City's authority to implement. Thus, the impact of the Transit Corridors Plan on the El Camino Real/Westbound I-380 Ramps intersection represents an unavoidable significant impact.

6. Impact 14-4: Eastbound I-380 Freeway Segment Impact Between I-280 and US 101.

Under 2030 General Plan With Project conditions during the AM peak hour, the existing unacceptable LOS rating of F along this eastbound freeway segment west of El Camino Real would deteriorate to a worse F (an increase in volume-to-capacity ratio from 1.01 to 1.18), and the existing LOS rating of E east of El Camino Real would deteriorate to F (an increase in volume-to-capacity ratio from 0.95 to 1.11). The increase in volume-to-capacity ratio along this freeway segment from existing conditions by more than one percent and the increase in traffic volume would represent more than one percent of the segment's capacity. These effects would represent a potentially significant impact under CMP and Caltrans criteria.

Mitigation 14-4. Two mitigation options have been identified for this impact:

(a) Increase capacity by widening the freeway. The measure could reduce this Project impact to a less-than-significant level, but widening would require acquisition of additional freeway right-of-way from adjacent properties and may therefore be considered infeasible. Additionally, because I-380 is a Caltrans facility, this improvement would exceed the City's authority to implement.

(b) Reduce the amount of traffic added to the freeway. By facilitating mixed use and higher intensity infill development in an existing urban area at corridor locations with good local and regional transit access, including convenient San Mateo County Transit District (SamTrans) bus service, Bay Area Rapid Transit District service (San Bruno BART station), and Caltrain commuter rail service (new San Bruno Caltrain station), the Transit Corridors Plan would minimize project-related peak hour vehicle trips. The Transit Corridors Plan also recommends implementation of an area-wide transportation demand management (TDM) program to further reduce peak period trip generation. These measures would be expected to substantially reduce automobile trip generation and the severity of freeway segment impacts, but not to a less-than-significant level.

Therefore, the impact of the Transit Corridors Plan on eastbound I-380 between I-280 and US 101 would remain an unavoidable significant impact.

V. STATEMENT OF OVERRIDING CONSIDERATIONS

Following a determination that significant impacts remain after the adoption of all feasible mitigation measures, approval of a project must be accompanied by a Statement of Overriding Considerations. CEQA requires the benefits of a project to be balanced against its significant unavoidable impacts in determining whether to approve the project (CEQA Guidelines Section 15093(a)). The Final EIR discusses numerous potential direct and cumulative impacts that could result from the Plan. Six of these would result in unavoidable impacts. These unavoidable impacts are set forth in Section IV, herein.

The City Council finds that the benefits of the Plan outweigh these unavoidable adverse environmental impacts. In making this determination, the following factors and public benefits were considered and comprise the Statement of Overriding Considerations.

The benefits of the project include the following:

A. Revitalization of the oldest part of the City. The redevelopment of the Transit Corridors Area will replace underutilized, deteriorating and obsolete commercial land uses with new mixed-use development. The proposed pattern of building height and form would promote a more organized, harmonious and attractive urban environment, as well as improved streetscapes and public parks and plazas; and an increase in overall visual unity. Implementation of the Transit Corridors Plan will facilitate and extend the General Plan vision to promote sustainable growth by providing specific regulations intended to create a vibrant mixed use transit oriented development neighborhood in the downtown area.

B. Social and Economic Benefits. The project would lead to the creation of new jobs providing greater employment opportunities for the residents of San Bruno, and allow existing residents to live and work within the same community.

C. New Housing. The Plan will provide for the development of up to 1,610 new housing units, a significant and much-needed addition to the overall housing stock of the City, San Mateo County and the San Francisco Peninsula as a whole, all of which have greater demand for housing than supply. The additional housing permitted under the Plan, will allow the City to meet its requirements under state law for meeting its share of regional housing needs.

D. Affordable Housing. The Plan will provide opportunities for development of housing affordable to low and moderate-income households, using City BMR in-lieu fee funds as well as possible state affordable housing tax credits, and other sources. This will help the City meet its State mandated fair share of affordable housing in the next Regional Housing Needs Allocation (RHNA).

E. Choice of "convenience living". The project will offer a choice of convenience living – with a mix of employment and a range of well-designed rental and for-sale housing types near entertainment, restaurants, special events, shopping and public services, and to public transportation that provides access to other communities and to San Francisco International Airport.

F. Enhanced Pedestrian Environment. The proposed streetscape will make pedestrian comfort, safety, and convenience a priority. The Plan calls for a network of great public places that connect to and complement San Mateo Avenue, adjacent neighborhoods, transit, and El Camino Real; that inspire people to walk

and to linger Downtown; and that can include improved connections (pedestrian and vehicular) between Downtown and the Caltrain and BART stations.

G. Access to Transit. The Transit Corridors Area will be the "Transit Hub" of the City, containing the Caltrain station and connections to local and regional bus transportation, making the area an appropriate location for more compact, higher intensity development.

H. Efficient Parking. The Transit Corridors Area provides a "park once" environment-people can park once, perhaps in a public parking facility, upon arrival in the Downtown, and can circulate throughout Downtown on foot without parking again. This "park once" environment also allows more potential walk-in customers for Downtown businesses.

I. Sustainable Community Strategy (SCS). Development in the Transit Corridors Area can be more compact and conveniently accessible without a car, rather than being spread out as in the rest of the City. The Plan will help to meet greenhouse gas reduction target through integrated land use, housing and transportation planning, outlined in the Sustainable Communities Strategy (SCS), as provided in SB 375. The SCS will be incorporated into the region's federally enforceable regional transportation plan. The Transit Corridors Area is also part of San Bruno's Priority Development Area, which makes it eligible to apply for grant funds through the ABAG Focus Program to promote the objectives of the SCS.

J. Tax Revenue. The project will contribute to the tax base of the City through property tax, sales tax, tax revenues generated by local businesses, including transit occupancy tax, and from additional businesses and employees.

VI. ALTERNATIVES

Several unavoidable significant impacts of the Transit Corridors Plan were identified in Chapters 4 through 17 of the Draft EIR. Pursuant to the CEQA Guidelines, the five alternatives were developed with the purpose of avoiding or substantially reducing these unavoidable significant impacts, as well as other significant impacts of the Plan for which feasible mitigation measures were identified.

- Alternative 1: No Project--Existing Conditions.
- Alternative 2: No Project--Buildout Under Existing Land Use Policy (General Plan and Zoning).
- Alternative 3: Transit Corridors Plan with Reduced Building Heights (Ordinance 1284 Height Limits).
- Alternative 4: Transit Corridors Plan Incorporating a Pedestrian-Oriented Intersection Operational Standard (LOS of F).
- Alternative 5: Alternative Plan Location. (Alternative Plan Location would not achieve the basic project objectives, would not necessarily avoid or lessen the significant impacts of the project and may result in new significant impacts, and would be infeasible, and thus was eliminated from further consideration.)

Only the unavoidable significant effects on Noise would be reduced to less than significant in each alternative. The unavoidable significant effects on Historic Resources would occur under each alternative, except the No Project Alternative. The unavoidable

significant effects on Traffic would be reduced to less than significant under each alternative except the reduced height alternative (Alternative 3).

Alternative 2 would reflect the amount of new development allowed in the Transit Corridors Area under the City's existing land use policies (General Plan and zoning)--i.e., 720 additional housing units, 128,600 additional square feet of retail, and 321,500 additional square feet of office. Other aspects of Alternative 2 would be similar to the project. Buildout of the Transit Corridors Area under the existing General Plan and zoning would be less effective in achieving the basic project objectives of stimulating the economic revitalization of the Downtown, and the Caltrain and BART station areas; reinvigorating the community's identity; capture the potential for transit-oriented development; strengthening the area's walkability and bikeability; and coherently approaching the enhancement of the Transit Corridors Area.

Alternative 3 would change the Transit Corridors Plan to maintain the City Ordinance 1284 height limit of three (3) stories or fifty (50) feet. This reduction in Transit Corridors Plan building height limits would reduce the amount of development allowed under the Plan, which would in turn reduce the unavoidable significant traffic and air quality impacts identified for the project. Other aspects of Alternative 3 would be similar to the project. Buildout of the Transit Corridors Area under Ordinance 1284 height limits would be less effective in achieving the basic project objectives of stimulating the economic revitalization of the Downtown, and the Caltrain and BART station areas; reinvigorating the community's identity; capture the potential for transit-oriented development; strengthening the area's walkability and bikeability; and coherently approaching the enhancement of the Transit Corridors Area.

Alternative 4 would revise the Transit Corridors Plan to incorporate a less stringent LOS policy for the Transit Corridors Area in order to reduce the conventional tendency to simply widen intersection approaches to add new through and turning lanes, and make signal phasing changes, to improve vehicular traffic flow, thereby worsening conditions for pedestrians and bicycles, and detracting from a desired more comfortable and pedestrian-friendly Downtown environment. Alternative 4 would change the City's policy for maximum acceptable LOS in the Transit Corridors Area from LOS D to LOS F for intersections of El Camino Real, San Bruno Avenue, San Mateo Avenue, and Huntington Avenue. The amount of new development and all other aspects of Alternative 4 would be similar to the proposed project. Alternative 4 would be as effective as the project in achieving the basic project objectives of stimulating the economic revitalization of the Downtown, and the Caltrain and BART station areas; reinvigorating the community's identity; capture the potential for transit-oriented development; strengthening the area's walkability and bikeability; and coherently approaching the enhancement of the Transit Corridors Area.

VII. ACTIONS

The Planning Commission hereby (a) determines the Findings, Statement of Overriding Considerations, and MMRP contained within and incorporated into this Resolution to be adequate for the purposes of CEQA, and (b) recommends that the San Bruno City Council adopt these Findings, Statement of Overriding Considerations, and MMRP.

Dated: _____ _____

Planning Commission Chair

ATTEST:

APPROVED AS TO FORM:

Planning Commission Secretary

City Attorney

I, Mark Sullivan, Planning Commission Secretary, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno on this 20th day of November 2012, by the following vote:

AYES: Commissioners: _____

NOES: Commissioners: _____

ABSENT: Commissioners: _____

Attachment D

RESOLUTION NO. 2012– 3

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO RECOMMENDING THE CITY COUNCIL AMEND THE SAN BRUNO 2009 GENERAL PLAN TO ENSURE CONSISTENCY WITH THE TRANSIT CORRIDORS PLAN (GPA-12-01)

WHEREAS, the City of San Bruno has prepared a draft Transit Corridors Plan, intended to establish land uses and zoning regulations to govern development in the Transit Corridors Area of the City, and has prepared a Final Environmental Impact Report for the Transit Corridors Plan (the Final EIR) to evaluate the potential environmental impacts from implementation of the proposed Transit Corridors Plan;

WHEREAS, to achieve consistency between the General Plan and the proposed Transit Corridors Plan, the General Plan must be amended in several respects, as shown in Exhibit A and Exhibit B of this Resolution. The amendments shown in Exhibit A would change the text of the General Plan to conform to the land uses and transportation recommendations in the proposed Transit Corridors Plan. The amendments shown in Exhibit B would change the land use designations for a number of parcels of land within the Transit Corridors Area to the Transit-Oriented Development land use classification and conform to the boundaries of the proposed Transit Corridors Plan; and

WHEREAS, on **November 20, 2012**, the Planning Commission of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code to consider the above-described amendment to the General Plan;

NOW, THEREFORE BE IT RESOLVED by the Planning Commission 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, as follows:

1. That said Planning Commission hereby recommends to the San Bruno City Council to amend the San Bruno 2009 General Plan as described in **Exhibits A and B** of this Resolution to ensure consistency between the proposed Transit Corridors Plan and the General Plan; and

2. That the Secretary of the City of San Bruno Planning Commission is hereby directed to forward to the City Council a certified copy of this resolution together with an attested copy.

Dated: _____

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary

APPROVED AS TO FORM:

_____
City Attorney

I, Mark Sullivan, Planning Commission Secretary, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno on this 20th day of November 2012, by the following vote:

Attachment E

AYES: Commissioners: _____

NOES: Commissioners: _____

ABSENT: Commissioners: _____

Attachment E

RESOLUTION NO. 2012– 4

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO RECOMMENDING TO THE CITY COUNCIL THE ADOPTION OF 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;

Attachment F

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 recommended 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, 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 Planning Commission 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 Planning Commission 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 Planning Commission hereby recommends to the San Bruno City Council the adoption of the Transit Corridors Plan.

3. That the Secretary of the City of San Bruno Planning Commission is hereby directed to forward to the City Council a certified copy of this resolution together with an attested copy.

Dated: _____

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary

APPROVED AS TO FORM:

_____
City Attorney

I, Mark Sullivan, Planning Commission Secretary, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno on this 20th day of November 2012, by the following vote:

AYES: Commissioners: _____

NOES: Commissioners: _____

ABSENT: Commissioners: _____

Attachment F

City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: February 12, 2013

TO: Honorable Mayor and Members of the City Council

FROM: Neil B. Telford, Chief of Police

SUBJECT: Hold Public Hearing and Adopt Resolution Approving Request for Citizen's Option for Public Safety Funds for FY 2012/13 in the Amount of $100,000

BACKGROUND:

The Citizen's Option for Public Safety (COPS) program was created in 1996 to provide local governments additional funds for law enforcement. The provisions of the COPS program require that the funding be placed into a Supplemental Law Enforcement Services Fund (SLESF) used exclusively for front line municipal law enforcement services and that the funds are expended within the following fiscal year. The amount available to San Bruno for fiscal year 2012/13 is $100,000.

Funding for the COPS program must be appropriated in accordance with a written request submitted by the Chief of Police. The request must specify the frontline need of the law enforcement agency including personnel and equipment.

DISCUSSION:

The adopted budget for fiscal year 2012/13 approved one traffic officer position and related equipment to enhance the Police Department's traffic enforcement capabilities. The COPS program has provided partial funding for this position and the necessary equipment approved by the City Council since fiscal year 2001/02. This year's COPS funding will enable the City of San Bruno to continue this program.

Traffic enforcement and the related duties are crucial to providing law enforcement services to the community. The Department receives several complaints from residents related to traffic, and this is the only position dedicated solely for traffic enforcement and collision investigation. Often times, the traffic officer is focused on main thoroughfares and has limited availability to focus on the residential areas. Regardless, the traffic officer position enhances the Department's ability to respond to traffic complaints, enforce traffic laws and investigate collisions.

Each city is required to hold a public hearing to receive input and adopt a resolution as to how the funds will be used.

8.6.

FISCAL IMPACT:

Receipt of the 2012/13 COPS funding will result in a $100,000 allocation to account number 120-40139 (Supplemental Law Enforcement Services Fund). This will allow the City to continue the grant funded traffic officer position and related equipment without impacting the General Fund.

ALTERNATIVES:

1. Do not accept the grant funds. Due to the City's current fiscal condition, this alternative would likely result in the elimination of the existing traffic officer position.

2. Provide direction regarding another preferred use of the COPS funds toward front line law enforcement services.

RECOMMENDATION:

Hold Public Hearing and Adopt Resolution Approving Request for Citizen's Option for Public Safety Funds for FY 2012/13 in the Amount of $100,000

ATTACHMENTS:

Resolution

DATE PREPARED:

January 9, 2013

REVIEWED BY:

_____ CM

_____ FD

RESOLUTION NO. 2013 -___

RESOLUTION APPROVING REQUEST FOR CITIZENS OPTION FOR PUBLIC SAFETY (COPS) FUNDS FOR FISCAL YEAR 2012-13 IN THE AMOUNT OF $100,000

WHEREAS, the State of California establishes a COPS Program and appropriates a minimum amount of $100,000 for Fiscal Year 2012-13 for each qualifying city;

WHEREAS, the City of San Bruno qualifies to receive $100,000 provided it meets certain requirements; and

WHEREAS, at a public hearing held February 12, 2013, the San Bruno City Council considered a written request from the Chief of Police to fund front line municipal police services and heard public testimony thereon; and

WHEREAS, The Chief of Police recommends that $100,000 in COPS Program funding be used to cover partial costs for one traffic officer position and related equipment.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of San Bruno that it hereby adopts the request of the Chief of Police for front line municipal police services and directs the Chief of Police to process such request for funding one traffic officer position and related equipment in accordance with legislative mandate.

BE IT FURTHER RESOLVED that provided the request is granted, said funds are to be used to supplement existing services and shall not be used to supplant any existing funding for law enforcement services provided by the City of San Bruno.

---o0o---

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

AYES:

NOES:

ABSENT:

_____

Carol Bonner, City Clerk

City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: February 12, 2013

TO: Honorable Mayor and Members of the City Council

FROM: Kim Juran, Finance Director

SUBJECT: Receive Quarterly Financial Update Report as of December 31, 2012 and Adopt Resolution Approving a Mid-Year Amendment to the 2012-13 General Fund, Enterprise Fund, Internal Service Fund, and Special Revenue Funds Operating Budget

BACKGROUND

The City Council approved 2012-13 General Fund, Special Revenue Funds, Enterprise Funds, and Internal Service Funds Budget is the annual plan and resource allocation that guide and ensure implementation of City Council policies and priorities. The budget implements the vision and direction for the broad range of services that meet the needs of the community in accordance with City Council policy.

This financial review as of December 31, 2012 provides the mid-year budget update to the City Council for the current fiscal year. Analysis of the revenues collected and all expenditures through December 31, 2012 measures the budget's adherence to the established resource allocation plan. In addition, a budget amendment is proposed to make the necessary budget adjustments identified in the mid-year financial review.

DISCUSSION

The Adopted Budget incorporates the estimated revenues and planned expenditures for all funds. The attached 2012-13 Mid-Year Financial Report as of December 31, 2012 provides the revenue and expenditure summary for the General Fund, Enterprise Funds, Internal Service Funds, and Special Revenue Funds. The following discussion focuses on variances from the revenue and expenditure plans and allocations reflected in the budgets.

General Fund

The General Fund finances the operations of the City that have no special or dedicated revenue source and pays for basic municipal services. The 2012-13 Adopted General Fund Budget projected revenues totaling $32,504,372 and expenditures totaling $32,488,786, for a projected budget surplus of $15,586. The expenditure budget included the continuation of a citywide furlough and no enhancements to employee compensation and benefits since the City did not have new bargaining agreements in place at the time the budget was adopted. Since the budget adoption, the City has reached negotiated agreements with four of its six bargaining units. These agreements included the elimination of the furlough, increases to the City's contribution towards healthcare, the return of the management leave buyout program, and some other minor changes impacting the budget.

10.a.

Revenue and expenditure data from the first six-months of the fiscal year begins indicating trends for actual year-end revenues. Total General Fund revenue through December 31, 2012 was consistent with the same period in 2011-12 while expenditures were at 53% of the budget compared with 47% in 2011-12 as a result of the impact of the elimination of the furlough and other compensation changes described above. A more detailed review of revenues and expenditures are discussed below:

General Fund Revenue

- **Property Tax** (51% of budget compared to 51% in 2011-12)
  The budget for property tax revenue is $134,900 higher than the amended budget in 2011-12 due to a modest increase projected from the elimination of Redevelopment and the re-distribution of former tax increment funds to the City as regular property tax. Actual property tax revenues for the first six months of 2012-13 increased by $64,000 from the prior fiscal year. This amount does not include the first distribution coming from the Redevelopment property tax redistribution process, which occurred on January 2, 2013. Based on recent estimates from the County, staff believes that property tax revenues coming through the Redevelopment dissolution process will exceed the budget by $400,000.
- **Sales Tax** (41% of budget compared to 39% in 2011-12)
  The budget for sales tax revenue is $100,000 higher than the budget of $6.6 million in 2011-12. Sales tax revenues are trending $160,000 above this same time last year. Unless there is an unanticipated drop off in sales tax during the second half of the fiscal year, staff anticipates that sales tax will exceed the current budget amount by approximately $150,000.
- **Charges for Services** (50% of budget compared to 56% in 2011-12)
  The budget for this category is $454,031 lower than the prior year, as general administration allocation revenues were anticipated to be lower due to the dissolution of redevelopment agencies. Revenues in this category are expected to meet the budget for the year.
- **Business Tax** (82% of budget compared to 66% in 2011-12)
  The budget for this category increased $127,600 to reflect a modest improvement as a growing number of businesses relocate to San Bruno. Current year revenues are $387,000 higher than the same period in 2011-12 and are anticipated to meet the budget.
- **Hotel/Motel Occupancy Tax** (54% of budget compared to 48% in 2011-12)
  Each year's reported revenues are for the first five months of the fiscal year as payments are received one month after they are earned. Current year revenues are up $120,000 over the prior year, representing an increase of 13%. While the current year Transient Occupancy Tax budget was increased slightly to reflect a continuing positive economic trend from all hotels and motels in the City, it is anticipated that actual revenues will exceed the budget in this category by $100,000 at year-end.
- **Departmental, Planning and Building** (42% of budget compared to 67% in 2011-12)
  The budget for this category decreased $426,000 from the prior fiscal year to reflect the one-time receipt for permit revenues from homes being rebuilt in the Crestmoor/Glenview neighborhood and for the construction of Pacific Bay Vistas. The

sharp increase in revenues last fiscal year is the direct result of this activity. Planning and Building revenues are expected to meet the budget for the current year.

General Fund Expenditures

- **General Fund Total Expenditures** (52% of budget compared to 47% in 2011-12)
  Expenditures at mid-year total $17,035,000, which is 52% of the total budget. This slightly higher trend is the result of the elimination of the citywide furlough and other compensation enhancements that were agreed to in the recently approved negotiated agreements with four of the City's six bargaining units. The proposed budget amendment to reflect these increases will bring the year-to-date expenditures within 50% of the amended budget.

Enterprises & Internal Service Funds

Four Enterprise Funds make up the City's business type operations. The Water Fund, Stormwater Fund, Wastewater Fund, and Cable Television Fund are City municipal operations designed to fully recover costs through user fees. Internal Service Funds also operate as business activities, providing exclusive support to the City's internal operations. The Central Garage, Building & Facilities Maintenance, Self Insurance, and Technology Support make up these funds.

Revenues

- **Water** (54% of budget compared to 51% in 2011-12)
  Budgeted 2012-13 revenues are $361,941 higher than 2011-12 as part of the five-year rate increase program approved by City Council in 2012. Actual water revenues are up 9% over last year and include four months of the new rate program.
- **Wastewater** (50% of budget compared to 50% in 2011-12)
  Budgeted 2012-13 revenues are $798,236 higher than 2011-12 as part of the five-year rate increase program approved by City Council in 2012. Actual wastewater revenues are up 7% over last year and also include four months of the new rate program.
- **Stormwater** (49% of budget compared to 46% of budget in 2011-12)
  Stormwater fees are collected through the County property tax roll with the first payment received in December. Stormwater revenues are expected to meet the budget for the current year.
- **Cable Television** (48% of budget compared to 46% in 2011-12)
  The 2012-13 budgeted revenues are $1,032,090 less the 2011-12 budget. Revenues received as of December 31, 2012, are $273,261 less than the prior year as revenues at the mid-year point trend slightly below the budget.
- **Internal Service Funds** (50% of budget compared to 50% in 2011-12)
  The charges for each of the Internal Service Funds are determined during the budget process and remain unchanged during the fiscal year unless amended.

Expenditures

Expenditures for the four Enterprise Funds and the four Internal Service Funds are all within their respective budget levels for the six-month period of the fiscal year, with the exception of

the Self Insurance Fund.

- **Self-Insurance Fund** (65% of budget compared to 63% in 2011-12)
  The self-insurance fund is trending above budget, which is consistent with previous years since insurance premiums are paid during the first six months of the year. Total expenditures in the self-insurance fund are down $71,000 from this same time last year.

BUDGET AMENDMENT

The City Council approves annual budgets based on the best revenue and expenditure information available several months prior to the actual adoption of budget appropriations. As a result, budget adjustments are periodically necessary for changes that arise requiring additional budget appropriations or re-appropriations between budget line items.

As discussed in the mid-year financial report, actual expenditures are currently trending above the adopted budget as the result of the recently approved negotiated agreements with four of the City's six employee bargaining units. The proposed budget amendment increases the budget for salaries, medical insurance, management leave buy-out, and professional development in accordance with the negotiated agreements. It is anticipated that revenue increases in property tax resulting from the redistribution of former Redevelopment Agency tax increment along with moderate growth in sales tax and transient occupancy tax will be sufficient in the current year to absorb the increased expenditures in the General Fund resulting from this impact. These amendments, along with additional proposed amendments are summarized below:

General Fund Revenues

- Increase property tax revenues to reflect the additional property tax that the City will receive through the distribution of tax increment of the former Redevelopment Agency, $400,000
- Increase sales tax revenues to reflect positive economic trend, $150,000
- Increase transient occupancy tax to reflect positive economic trend, $100,000

General Fund Appropriations

- Increase regular salary costs to reflect the elimination of the employee furlough, $371,154
- Increase medical insurance costs to reflect the additional costs contributed for employees in the Miscellaneous, Fire, Mid-Management, and Management bargaining units, $207,383
- Increase management leave buyout for Mid-Management and Management bargaining units, $70,390
- Increase professional development for Management bargaining unit, $4,000

General Fund Reserve/One-Time Fund Revenues

- Increase one-time recoveries revenues to reflect the receipt of unrestricted funds from the redistribution of the funds held by the former Redevelopment Agency/Low and Moderate Income Housing Fund per the Redevelopment dissolution process, $457,000

General Fund Reserve/One-Time Expenditures

- Increase professional services and land acquisition costs to reflect costs associated with the purchase of the Crossing Hotel parcel, $1,416,150
- Increase transfers out to fund the construction of the archway at the Caltrain Grade Separation site, $604,415

Streets Capital Revenues

1. Increase transfers in (from the One-Time Revenue Fund) to fund the cost of the construction of the archway at the Caltrain Grade Separation site, $604,415

Enterprise Fund Appropriations

2. Increase budget for Water to reflect the increase in regular salaries, medical insurance costs, and management leave as a result of negotiated agreements, $88,177
3. Increase budget for Wastewater to reflect the increase in regular salaries, medical insurance costs, and management leave as a result of negotiated agreements, $77,894
4. Increase budget for Stormwater to reflect the increase in regular salaries, medical insurance costs, and management leave as a result of negotiated agreements, $17,751
5. Increase budget for Cable to reflect the increase in regular salaries, medical insurance costs, and management leave as a result of negotiated agreements, $101,260

Internal Service Fund Revenues

6. Increase transfers in to the Self-Insurance fund in accordance with the allocation to reflect the increase in the ABAG insurance premium, $151,000

Internal Service Funds Appropriations

7. Increase budget for insurance premium in the Self-Insurance Liability budget to reflect the increase in the ABAG premium, $151,000
8. Increase budget for Central Garage to reflect the increase in regular salaries, medical insurance costs, and management leave as a result of negotiated agreements, $14,276
9. Increase budget for Building and Facilities to reflect the increase in regular salaries, medical insurance costs, and management leave as a result of negotiated agreements, $27,917
10. Increase budget for Technology to reflect the increase in regular salaries, medical insurance costs, and management leave as a result of negotiated agreements, $18,355
11. Increase budget for Self-Insurance to reflect the increase in regular salaries, medical insurance costs, and management leave as a result of negotiated agreements, $8,101

Special Revenue Funds Appropriations

- Increase budget for Solid Waste to reflect the increase in regular salaries, medical insurance costs, and management leave as a result of negotiated agreements, $1,883
- Increase budget for the Successor Agency to reflect the increase in regular salaries, medical insurance costs, and management leave as a result of negotiated agreements, $10,755
- Increase budget for the Crestmoor/Glenview Emergency Disaster Fund to reflect the increase in regular salaries, medical insurance costs, and management leave as a result of negotiated agreements, $1,991

FISCAL IMPACT

The Mid-Year Financial Report as of December 31, 2012 on the General Fund, Special Revenue Funds, Enterprise Funds, and Internal Service Funds Budgets provides the City Council a periodic update on the 2012-13 budget.

The proposed budget amendment adjusts revenues and expenditures for the City's 2012-13 General Fund, Special Revenue Funds, and Enterprise Funds, and Capital Improvement Program Budgets and is summarized as follows:

Fund	Revenue Increase / (Decrease)	Appropriation Increase / (Decrease)	Inter-fund Transfers in/(out)
General Fund	$ 650,000	$ 652,927	
One-Time Revenue	457,000	1,416,150	(604,415)
Solid Waste	1,883		
Successor Agency	10,755		
Crestmoor/Glenview Emergency Disaster	14,629		
Streets Capital		604,415	604,415
Water		88,178	
Wastewater		77,894	
Stormwater		17,751	
Cable		105,695	
Central Garage		14,276	
Building and Facilities		27,917	
Technology		18,355	
Self-Insurance	151,000	159,101	

ALTERNATIVES

1. Do not approve the proposed budget amendments and maintain budgeted amounts as approved in the 2011-12 budgets.
2. Amend the proposed budget adjustments by adding to or eliminating any proposed appropriation changes to any line item.

RECOMMENDATION

Receive Quarterly Financial Update Report as of December 31, 2012 and Adopt Resolution Approving a Mid-Year Amendment to the 2012-13 General Fund, Enterprise Fund, Internal Service Fund, and Special Revenue Funds Operating Budget

ATTACHMENTS

1. Mid-Year Financial Report as of December 31, 2012.
2. Resolution

DATE PREPARED: February 1, 2013

City of San Bruno
Quarterly Financial Report
As of December 31, 2012

GENERAL FUND	2012-13 December 31, 2012			2011-12 December 31, 2011			2012-13 v 2011-12	
Revenues	Amended Budget	YTD as of 12/31/12	% of Budget	Amended Budget	YTD as of 12/31/11	% of Budget	Yr to Yr Change ($)	Yr to Yr Change (%)
GENERAL GOVERNMENT								
Property Tax	5,701,300	2,905,081	51%	5,566,400	2,841,391	51%	63,690	2%
Sales Tax	6,700,000	2,736,625	41%	6,600,000	2,576,493	39%	160,132	6%
Motor Vehicle License Fee	3,210,000	1,672,487	52%	3,340,700	1,638,674	49%	33,813	2%
Charges for Services	2,376,952	1,188,474	50%	2,830,983	1,578,010	56%	(389,536)	-25%
Use of Money and Property	1,551,000	793,451	51%	1,789,000	912,139	51%	(118,687)	-13%
Franchise Fees	1,745,180	681,150	39%	1,758,584	663,006	38%	18,144	3%
Regulatory (Card Room) Tax	1,572,700	808,434	51%	1,496,000	786,354	53%	22,080	3%
Business Taxes	1,856,000	1,524,699	82%	1,728,400	1,137,483	66%	387,217	34%
Recoveries & One-time	580,000	76,033	13%	576,553	45,592	8%	30,441	67%
Hotel/Motel Occupancy Tax	2,000,000	1,070,959	54%	1,977,200	950,839	48%	120,121	13%
Sub Total	27,293,132	13,457,394	49%	27,663,820	13,129,981	47%	327,413	2%
DEPARTMENTAL								
Police	1,402,433	634,130	45%	1,224,158	663,071	54%	(28,940)	-4%
Recreation/Senior Services/Parks	1,235,456	524,159	42%	1,215,716	417,148	34%	107,010	26%
Engineering & Streets	963,515	450,586	47%	853,551	523,937	61%	(73,351)	-14%
Planning & Building	1,171,500	496,485	42%	1,597,155	1,070,967	67%	(575,482)	-54%
Fire	441,886	264,624	60%	350,000	254,687	73%	9,937	2%
Library	111,000	49,008	44%	185,900	80,302	43%	(31,294)	-39%
Sub Total	5,325,790	2,417,991	45%	5,426,480	3,010,111	55%	(592,120)	-20%
Total Revenues	32,618,922	15,875,386	49%	33,090,300	16,140,092	49%	(264,707)	-2%
Expenditures								
Police	12,482,085	6,479,573	52%	12,206,997	5,756,111	47%	723,462	13%
Fire	7,204,472	3,941,447	55%	7,389,171	3,556,923	48%	384,524	11%
General Administration Council, Clerk, Treasurer, City Attorney, City Manager, HR, Finance, Revenue Services	3,473,451	1,581,990	46%	3,382,131	1,440,457	43%	141,532	10%
Parks	1,964,718	1,029,275	52%	1,949,863	900,376	46%	128,899	14%
Engineering & Streets	1,901,054	1,049,971	55%	1,845,476	1,059,844	57%	(9,874)	-1%
Library	1,612,671	878,501	54%	1,679,953	810,186	48%	68,315	8%
Recreation	1,306,763	813,981	62%	1,347,148	703,755	52%	110,226	16%
Planning & Building	1,574,345	730,182	46%	1,452,045	464,706	32%	265,477	57%
Senior Services	801,012	420,289	52%	796,143	397,922	50%	22,367	6%
Non-Departmental	377,249	110,232	29%	681,303	212,331	31%	(102,099)	-48%
Total Expenditures	32,697,820	17,035,441	52%	32,730,230	15,302,609	47%	1,732,832	11%

City of San Bruno
Quarterly Financial Report
As of December 31, 2012

ENTERPRISES & INTERNAL SERVICE FUNDS	2012-13 December 31, 2012			2011-12 December 31, 2011			2012-13 v 2011-12	
	Amended Budget	YTD as of 12/31/12	% of Budget	Amended Budget	YTD as of 12/31/11	% of Budget	Yr to Yr Change ($)	Yr to Yr Change (%)
Central Garage								
Revenue	625,056	312,534	50%	668,841	333,546	50%	(21,012)	-6%
Expenditure	612,040	301,569	49%	654,652	220,459	34%	81,110	37%
Buildings & Facilities Maintenance								
Revenue	881,655	441,026	50%	916,188	456,504	50%	(15,478)	-3%
Expenditures	859,194	427,286	50%	918,568	388,523	42%	38,763	10%
Self-Insurance								
Revenue	1,611,477	805,740	50%	1,584,954	798,122	50%	7,618	1%
Expenditure	1,611,477	1,042,702	65%	1,771,209	1,113,567	63%	(70,865)	-6%
Technology Support								
Revenue	512,652	242,214	47%	473,482	235,956	50%	6,258	3%
Expenditure	660,051	258,801	39%	485,176	236,044	49%	22,756	10%
Water Enterprise								
Revenue	11,152,000	6,051,755	54%	10,790,059	5,555,543	51%	496,212	9%
Expenditure	7,827,362	3,900,747	50%	7,497,105	3,496,626	47%	404,120	12%
Stormwater Enterprise								
Revenue	599,500	290,958	49%	620,650	286,919	46%	4,040	1%
Expenditure	625,129	250,741	40%	544,972	207,913	38%	42,828	21%
Wastewater Enterprise								
Revenue	12,044,000	6,026,375	50%	11,245,764	5,656,518	50%	369,857	7%
Expenditure	7,467,780	3,330,238	45%	7,363,447	3,072,984	42%	257,254	8%
Cable Television Enterprise								
Revenue	10,036,180	4,828,548	48%	11,068,270	5,101,809	46%	(273,261)	-5%
Expenditure	9,485,791	4,263,586	45%	9,956,210	4,551,801	46%	(288,215)	-6%

RESOLUTION NO. 2013-_____

RESOLUTION APPROVING MID-YEAR BUDGET AMENDMENTS FOR THE FISCAL YEAR 2012-13 GENERAL FUND, SPECIAL REVENUES FUNDS, ENTERPRISE FUNDS, AND CAPITAL IMPROVEMENT PROGRAM BUDGETS

WHEREAS, the City prepares and adopts its budgets with the intent of providing a planned policy program for City services and a financial system to carry out the planned program of services; and

WHEREAS, the City Council approved Resolution no. 2012-40 adopting the 2012-13 Operating Budget on June 26, 2012; and

WHEREAS, the City Council may amend the budget as necessary to account for changing conditions; and

WHEREAS, amendments for revenues and expenditures impacting the various funds should be approved consistent with the operating requirements and previous City Council actions and consistent with the information provided with the mid-year financial status report received by the City Council on February 12, 2013:

General Fund	
Revenues (001-9010)	
Property Tax (4011)	400,000
Sales Tax (4121)	150,000
Transient Occupancy Tax (4122)	100,000
Expenditures	
Staff Time (5101)	371,154
Insurances (5220)	207,383
Leave buy-out (5167)	70,390
Professional Development (6406)	4,000
One-Time Revenues (Revenues) 003-9010	
Recoveries (4994)	457,000
One-Time Revenues (Expenditures) 003-9010	
Professional Services (6401)	16,000
Land (8001)	1,400,150
Transfers Out (8999)	604,415

Special Revenue Funds	
Solid Waste (Expenditures) 122-4130	
Staff Time (5101)	1,201
Insurances (5220)	682
Successor Agency (Expenditures) 153-3513	
Staff Time (5101)	4,433
Insurances (5220)	1,950
Leave buy-out (5167)	4,372
Crestmoor (Glenview) Emergency Disaster Fund (Revenues & Expenditures) 190-9010	
Expenditures	
Staff Time (5101)	1,503
Insurances (5220)	488
Capital Projects Fund	
Streets Capital Revenues	
Transfers In (4999) - Caltrain Grade Separation Archway construction	604,415
Streets Capital Expenditures	
Construction in Progress (8020) - Caltrain Grade Separation Archway construction	604,415
Enterprise Funds	
Water Fund Expenditures (611-6110 & 611-6120)	
Staff Time (6110-5101)	16,353
Staff Time (6120-5101)	33,276
Insurances (6110-5220)	9,848
Insurances (6120-5220)	23,888
Leave buy-out (6110-5167)	3,568
Leave buy-out (6120-5167)	1,245
Stormwater Fund Expenditures (621-6210)	
Staff Time (5101)	8,464
Insurances (5220)	7,117
Leave buy-out (5167)	2,170
Wastewater Fund Expenditures (631-6310)	
Staff Time (5101)	42,252
Insurances (5220)	28,373
Leave buy-out (5167)	7,269
Cable Fund Expenditures (641-6410 & 641-6420)	
Staff Time (6410-5101)	55,703
Staff Time (6420-5101)	4,435
Insurances (6410-5220)	36,757
Insurances (6420-5220)	2,242
Leave buy-out (6410-5167)	6,558
Internal Service Funds	
Self-Insurance Revenues (711-1550)	
Transfers In (4999)	151,000

Self-Insurance Expenditures (711-1540 & 711-1550)	
Staff Time (1540-5101)	1,681
Staff Time (1550-5101)	2,523
Insurances (1540-5220)	975
Insurances (1550-5220)	975
Leave buy-out (1540-5167)	1,947
Insurance Premiums (1550-6521)	151,000
Central Garage Expenditures (701-1510)	
Staff Time (5101)	8,303
Insurances (5220)	5,558
Leave buy-out (5167)	415
Buildings & Facilities Maintenance Expenditures (702-1520)	
Staff Time (5101)	14,433
Insurances (5220)	11,115
Leave buy-out (5167)	2,369
Technology Development Expenditures (707-1530)	
Staff Time (5101)	8,980
Insurances (5220)	5,850
Leave buy-out (5167)	3,525

NOW THEREFORE, the City Council of the City of San Bruno hereby resolves to amend the 2012-13 General Fund, Special Revenue Funds, Enterprise Funds, and Capital Improvement Program Budgets and that specific revenue and expenditure line items enumerated are hereby amended.

—o0o—

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

AYES:

NOES:

ABSENT:

_____
City Clerk

City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: February 12, 2013

TO: Honorable Mayor and Members of the City Council

FROM: Eric Jackson, Information Technology Analyst II
Tami Yuki, Human Resources Director

SUBJECT: Adopt Resolution Authorizing the City Manager to Execute a Contract with BearData Systems in the amount of $99,454.86 for the Technology Disaster Recovery Project

BACKGROUND:

Currently, nightly tape backups of the of City's data are performed to protect and archive the City's data. The City has used this process in place of a long-term plan to implement a disaster recovery system to protect the City's electronic assets, which includes email records, financial data, utility and infrastructure information, customer and personnel data, and emergency response databases in the event of a catastrophic system failure or disaster. A catastrophic event impacting City Hall and/or the data center could render the network, email, data, and phones inoperable. The City Council adopted the Fiscal Year 2012-17 Capital Improvement Program (CIP) Budget which included funding for the Disaster Recover Project. This Project will implement a disaster recovery project plan to ensure continued critical operations in the event of a catastrophic event causing the existing data center to go "offline".

The implementation of a disaster recovery system will ensure that the City's technology services can be restored within a defined period of time by enhancing the City's existing virtual machine and storage system technology. The project includes the creation, testing, and implementation of a disaster recovery location to duplicate networking equipment, servers, phone equipment, and data. The disaster recovery site, which has been designated as the San Bruno Police Plaza, is critical to ensure continued operation of the City's municipal data and phone network in the event the current data center becomes inaccessible or unusable due to a catastrophic event. The San Bruno Police Plaza was selected as the disaster recovery site due to its secure location, backup power supply, and seismically sound construction, along with the fact that it is already part of the City's redundant data network connecting all City facilities. The disaster recovery site would become fully operational within a specified window of time (2 – 4 hours) to ensure City business processes and operations continue.

10.b.

Several technologies were considered as solutions for disaster recovery such as disk libraries, cloud services, and using a hosted solution for disaster recovery. The recommended solution was chosen due to reasonable costs, ease of administering the system, security of equipment and data, ability to control access to City data, and low risk of service interruption in the event of a local or region-wide disaster.

DISCUSSION:

The project plan includes the purchase and installation of two storage systems identified as "Primary" and "Secondary":

> The Primary storage system will replace the 5 year-old end-of-life system located in the City Hall Data Center. All City data and servers will be migrated to the new storage system.
>
> The Secondary unit will comprise the disaster recovery system located at the disaster recovery location – Police Plaza. This secondary system will be a mirror image of the Primary system located in City Hall containing all data and servers. Data will be backed up to this second unit several times each day.

The storage systems will include three years of 24-hour maintenance and support, and, 4-hour response time in the purchase price. The 4-hour response time is industry standard for any mission critical equipment.

The City issued a Request for Proposals for the Disaster Recover Project that included the two storage systems described above on December 17th, 2012. The bid package was sent to 13 vendors; however, the City received only two proposals. The cost of the proposals from the two consulting firms were as follows:

BearData Solutions:	$99,454.86
Nexus	$208,522.61

The key difference between the two quotes from the vendors is due to the type of equipment that was included in their proposals and the required software. The storage system proposed by Nexus included required software that significantly added to the cost of the bid. All software is included, at no extra charge, for the storage units quoted by BearData.

Staff completed a thorough review of the two proposals and found that BearData's proposal is responsive to the City's specifications and is consistent with the needs of the City's system. The City currently contracts with BearData Systems to provide maintenance and support for the digital phone infrastructure operated by San Bruno Cable. In addition, BearData has implemented similar storage systems and disaster recovery installations in the City of Cupertino and the County of Santa Clara, Office of

Education. BearData received positive reviews from references and has an exceptional track record with San Bruno CATV and our Information Technology Division for the past 4 years.

FISCAL IMPACT:

The Disaster Recovery Project has a budget of $131,000, as approved in the in the 2012-17 Capital Improvement Program Budget. The total cost for the storage system components and maintenance per the proposal from BearData is $99,454.86. Additional disaster recovery components such as additional Virtual Machine (VM) Host servers, VMware licensing, switches, and firewall components will be purchased using the remaining funds. The majority of the additional components, estimated at approximately $31,000, will be installed and configured by San Bruno IT staff and are not a part of this RFP.

ALTERNATIVES:

1. Reject all bids

2. Issue a new RFP

RECOMMENDATION:

Adopt Resolution Authorizing the City Manager to Execute a Contract with BearData Systems in the amount of $99,454.86 for the Technology Disaster Recovery Project.

DISTRIBUTION:

None.

ATTACHMENTS:

1. Resolution

2. 2012-13 CIP Budget Sheet

DATE PREPARED:

February 5, 2013

REVIEWED BY:

_____ CM

RESOLUTION NO. 2013_

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT WITH BEAR DATA SYSTEMS IN THE AMOUNT OF $99,454.86 FOR THE TECHNOLOGY DISASTER RECOVERY PROJECT

WHEREAS, the City Council adopted the FY 2012-13 Capital Improvement Program which included the Disaster Recovery project; and,

WHEREAS, this project involves the installation and configuration of two storage systems; and,

WHEREAS, Information Technology Division prepared specifications for the Storage Equipment and the Finance Department administered the bidding process; and

WHEREAS, the City issued a Request for Proposal (RFP) for the purchase and installation of storage equipment in December 2012; and

WHEREAS, advertised bids for this project in compliance with State Contract Code and local purchasing regulations and received and opened sealed bids for this project on January 11th, 2013; and,

WHEREAS, two sealed bids were received and were opened on January 11, 2013; and

WHEREAS, BearData Solutions was selected as the most responsible bidder; and

WHEREAS, there are sufficient funds in the capital improvement project budget for this contract.

NOW, THEREFORE, BE IT RESOLVED that the City Council authorizes the City Manager to execute a contract with BearData Systems in the amount of $99,454.86 for the Technology Disaster Recovery Project.

Dated: February 12, 2013

ATTEST:

Carol Bonner, City Clerk

I Carol Bonner, City Clerk, do hereby certify that foregoing **Resolution** was duly and regularly passed and adopted by the City Council of the City of San Bruno on this 12th day of February 2013 by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

City Council Agenda Item
Staff Report

CITY OF SAN BRUNO

DATE: February 12, 2013

TO: Honorable Mayor and Members of the City Council

FROM: Klara A. Fabry, Public Services Director

SUBJECT: Adopt Resolution Authorizing the City Manager to Execute a Construction Contract with American Asphalt Repair and Resurfacing Co. for the Street Rehabilitation – Slurry Seal Project in the Amount of $638,943 and a total Construction Budget of $804,943.

BACKGROUND:

The City of San Bruno's Capital Improvement Program (CIP) includes the Street Rehabilitation Project to repair and apply preventative maintenance treatment to local, collector, and arterial streets. The completion of the Street Rehabilitation-Slurry Seal Project will maintain and extend the useful life of City streets.

The Street Rehabilitation-Slurry Seal Project was first advertised for construction bids on August 22 and 29, 2012. The list of streets and locations are shown on Attachment 2. At that time, only one contractor submitted a bid. This bid was sixty percent over the engineer's estimate. Based on findings from the bid evaluation, the City Council rejected this bid on October 9, 2012. After discussions with the bidder and other contractors as well as through a peer review process, staff repackaged the construction documents based on the comments received. The project was re-advertised for construction bids on December 20, 2012. The street to be slurry sealed in the new package remained the same as in the previous bid process.

DISCUSSION:

The Street Rehabilitation-Slurry Seal Project was advertised in the San Mateo County Times newspaper on December 20, 2012 and January 3, 2013. Due to low level of bidder interest during the previous bidding process, staff set up a longer bidding period and reached out to the contractors via telephone to inform them of this project. Staff also added seven contractor's Plan/Bid Rooms and updated the City's slurry seal contractor directory after comparing with nearby cities' directories.

In compliance with the State Contract Code, the City's local purchasing regulations and program funding requirements, a Notice to Bidders for this project was sent to thirty nine general and slurry seal contractors listed in the City's contractor directory, was posted on the City's website, and sent to 12 contractor's Plan/Bid Rooms.

10.C.

A total of six bids were received and opened on January 22, 2013 as follows:

No.	Contractor	Basis of Award (Base Bid plus Alternate Bid)
1	American Asphalt Repair and Resurfacing Co.	$ 638,942.90
2	G. Bortolotto, Inc.	$ 669,475.09
3	Interstate Grading and Paving, Inc.	$ 701,842.50
4	Valley Slurry Seal Co.	$ 702,144.50
5	O'Grady Paving, Inc.	$ 822,764.50
6	Intermountain Slurry Seal, Inc.	$ 1,010,083.50
	Engineer's Estimate	$ 762,485.10

The bids included the Base Bid and one Bid Alternate for the sealing of cracks in asphalt paving encountered during construction. The four lower bid proposals received are within eight percent of the engineer's estimate. The lowest bidder, American Asphalt Repair and Resurfacing, has satisfactorily completed numerous street slurry seal projects for public agencies in the Bay Area. American Asphalt Repair and Resurfacing meets the contractor qualifications and requirements as specified in the contract documents, and their bid proposal is responsive and responsible.

Staff recommends a construction budget that includes a 15% contract contingency to address potential unforeseen conditions during construction and 11% for construction inspection, testing, and management. If the City Council awards this contract, construction will start as early as spring 2013 and complete in fall 2013, depending on weather conditions.

FISCAL IMPACT:

The Street Rehabilitation Project as shown in the FY 2012-2013 CIP (Attachment 3) includes two projects. One is the subject project, which is for slurry seal work, and the other is for pavement overlay and reconstruction work. The current fund balance for both projects is approximately $2.2 million, which consists of Measure A, State Local Partnership Program, and Gax Tax funds. Of this amount, $1.2 million is reserved for the subject project and the general pavement management program. This amount is sufficient to fund this project:

Construction Contract	$638,942.90
Construction Contingency (15%)	$96,000.00
Project Management and Inspection	$70,000.00
Total Estimated Construction Cost:	$804,942.90

ALTERNATIVES:

1. Do not award the contract and postpone the project to the fiscal year 2013-2014.

RECOMMENDATION:

Adopt resolution authorizing the City Manager to execute a construction contract with American Asphalt Repair and Resurfacing Co. for the Street Rehabilitation – Slurry Seal Project in the amount of $638,943 and a construction budget of $804,943.

DISTRIBUTION:

None

ATTACHMENTS:

1. Resolution
2. Project Location Map
3. CIP Budget Document

DATE PREPARED:

February 8, 2013

REVIEWED BY:

_____ CM

RESOLUTION NO. 2013 - ___

ADOPT RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSTRUCTION CONTRACT WITH AMERICAN ASPHALT REPAIR AND RESURFACING CO. FOR THE STREET REHABILITATION – SLURRY SEAL PROJECT IN THE AMOUNT OF $638,943 AND A CONSTRUCTION BUDGET OF $804,943

WHEREAS, the City of San Bruno's Capital Improvement Program (CIP) includes the Street Rehabilitation Project to repair and apply preventative maintenance treatment to local, collector, and arterial streets; and

WHEREAS, the completion of the Street Rehabilitation-Slurry Seal Project will maintain and extend the useful life of City streets; and

WHEREAS, the City advertised this project for bid in compliance with State Contract Code, local purchasing regulations and federal funding requirements and received six sealed bids; and

WHEREAS, American Asphalt Repair and Resurfacing Co. submitted the lowest basis of award bid in the amount of $638,942.90 and was determined to be the lowest cost, responsive and responsible bidder; and

WHEREAS, American Asphalt Repair and Resurfacing Co. has satisfactorily completed numerous street slurry seal projects for public agencies in the Bay Area, meets the contractor qualifications, and has a valid contractor's license required to perform the scope of work of this project; and

WHEREAS, a total construction cost of $804,942.90 including a construction contingency of $96,000 is necessary to address potential unforeseen field conditions that may impact the construction; and

WHEREAS, there are sufficient funds appropriated for the Street Rehabilitation-Slurry Seal Project.

NOW, THEREFORE, BE IT RESOLVED that the San Bruno City Council authorizes the City Manager to execute a construction contract with American Asphalt Repair and Resurfacing Co. for the Street Rehabilitation – Slurry Seal project in the amount of $638,943 and a construction budget of $804,943.

Dated: February 12, 2013

ATTEST:

_____

Carol Bonner, City Clerk

-o0o-

I, Carol Bonner, City Clerk, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of San Bruno this 12th day of February 2013 by the following vote:

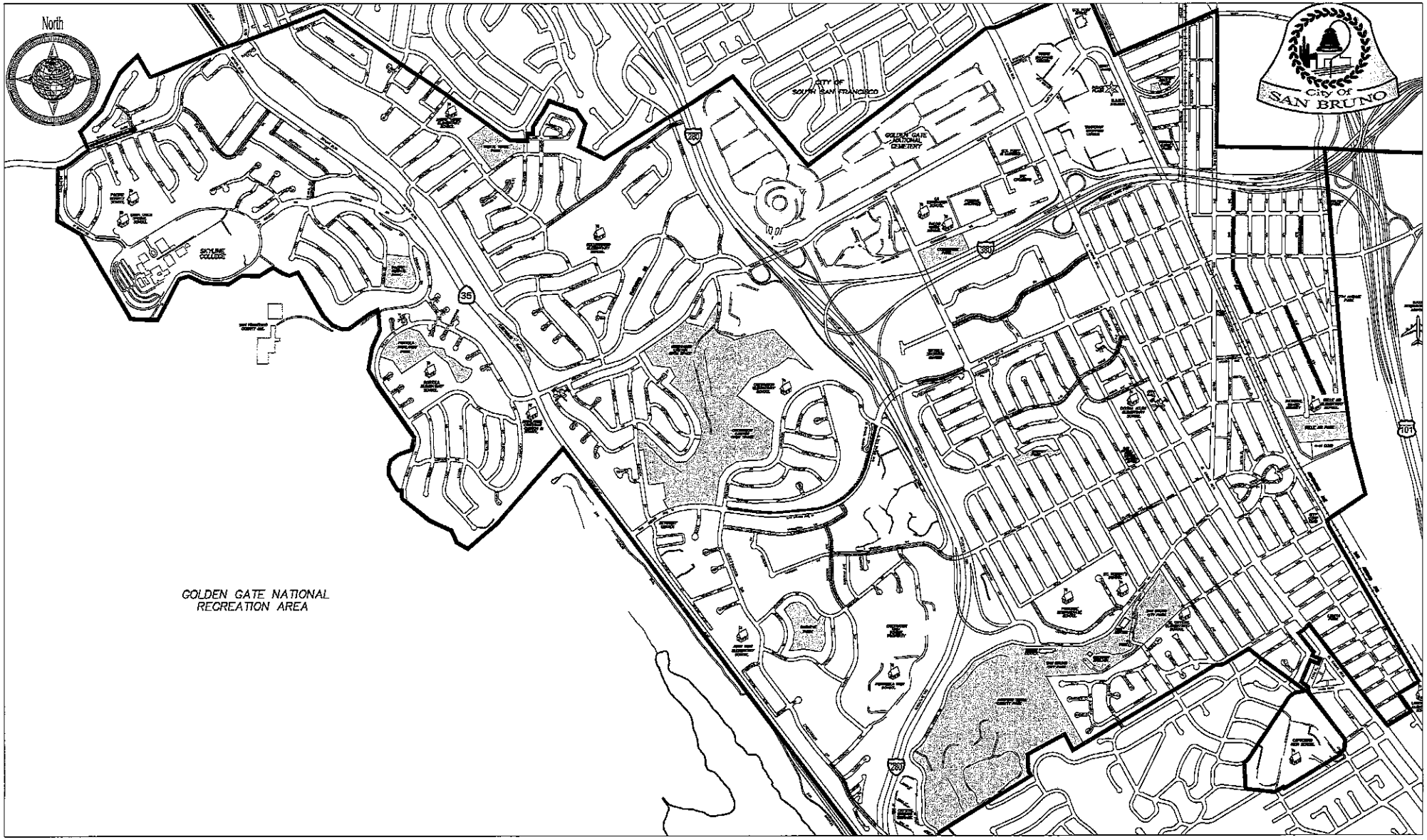
AYES: Councilmembers: _____

NOES: Councilmembers: _____

ABSENT: Councilmembers: _____

Attachment 2

Street Rehabilitation-Slurry Seal Project Location Map



List of Streets for Slurry Sealing

Attachment 2

Section No.	Street Name	Begin [1]	End [1]	Current 2012 PCI [18]	Dir.	Length (ft)	Lanes
Streets Selected for Surface Seal							
1	Acacia Avenue	San Bruno Avenue	Angus Avenue	66	NB/SB	1,120	2
2	Angus Avenue West	San Mateo Avenue	Huntington Avenue	82	EB/WB	386	2
3	Angus Avenue West	Elm Avenue	El Camino Real	77 - 80	EB/WB	692	2
4	Bayhill Drive	El Camino Real	Cherry Avenue	53 - 75 [18]	EB/WB	2,475	4
5	Camellia Court	Oakmont Drive	West End	64	NB/SB	220	2
6	Clark Avenue	Oak Avenue	Elm Avenue	62	EB/WB	987	2
7	Crestmoor Drive	Piedmont Avenue	Circle Court	68	NB/SB	1,692	2
8	Cypress Avenue	Crystal Springs Avenue	Santa Lucia Avenue	66	NB/SB	1,777	2
9	Donner Avenue	Niles Avenue	Crystal Springs Avenue	61	EB/WB	1,766	2
10	Elm Avenue	Crystal Springs Avenue	Santa Lucia Avenue	56 [18]	NB/SB	1,942	2
11	Elmwood Court	Oakmont Drive	East End	69	EB/WB	300	2
12	Elston Drive	Highland Drive	Susan Drive	72	EB/WB	2,215	2
13	Geoffrey Drive	Susan Drive	Fasman Drive	66	NB/SB	1,795	2
14	Kains Avenue	Cherry Avenue	El Camino Real	86	EB/WB	2,800	2
15	Madison Avenue	Princeton Drive	Rosewood Drive	87	NB/SB	1,425	2
16	Princeton Drive	Crestmoor Drive	San Bruno Avenue	86 - 87	EB/WB	2,150	2
17	San Bruno Avenue West	Crestmoor Drive, East	Cherry Avenue	66 - 92	EB/WB	1,755	4
18	San Bruno Avenue West (WB)	Crestmoor Drive, East	Crestmoor Drive, West	65 - 74	WB	3,224	2
19	Sharp Park Road	Pacific Heights Boulevard	West City Limit (Approx. 100' W/O College Road)	73 - 74	EB/WB	1,312	4
20	Sheryl Drive	Fasman Drive	College Drive	77	NB/SB	290	2
21	Texas Place	Garden Avenue	Taylor Avenue	67	EB/WB	200	2
22	Valleywood Drive	Oakmont Drive	Crestwood Drive	73	EB/WB	2,775	2
23	Whitman Way	Madison Avenue	Cunningham Way	81 - 88	EB/WB	2,290	2
24	Fourth Avenue	Pine Street (Sta 10+00)	South End (Sta 25+20)	20	NB/SB	1,520	2
25	Second Avenue	Pine Street (Sta 10+00)	South End (Sta 23+45)	41	NB/SB	1,345	2

Street Rehabilitation Project

PROJECT INFORMATION

Origination Year: 2004-05 **Project Number:** 82666 / 82667
Projected Completion Date: Ongoing Program **Life Expectancy:** 25-30 Years
Total Project Cost: $ 7,344,216

Project Description:

This project involves the repair and preventative maintenance of local, collector and arterial streets based on street condition identified through the use of the City's Pavement Management Program (PMP). The long-term goal is to achieve an average pavement condition index score equal to or greater than 70. The present average in the City is 60.

The City's PMP is designed to maximize the longevity of streets with timely and cost effective maintenance and repairs while working within budget constraints. By doing so, the infrastructure investment that the City has made in the street system over past years is preserved. Accelerated roadway deterioration leads to an increase in overall roadway maintenance costs. A street in good condition also prevents the formation of hazardous conditions such as potholes.

At their September 25, 2012 meeting, the City Council approved to accept the State Local Partnership Program (SLPP) In Lieu of Federal Surface Transportation Program. SLPP funds are scheduled to be disbursed in 2012-13. The City will receive approximately $430,000 in funding.

2011-12 Status:

Staff worked with the Surface Infrastructure Committee and the City Council to develop a list of streets to be repaired with various types of rehabilitation methods. This project also funded the paving of Sneath Lane between Seabiscuit and Huntington Avenue in conjunction with the Sneath Lane Bike Lane project completed August 2011, and the accessible curb ramps installed prior to paving of Crestmoor and Oakmont Avenues as part of the recently completed Cycle 1 Federal-Aid Paving Project.

2012-13 Work Plan:

Complete plans and specifications to award a construction contract for the 46 street sections selected by the Surface Infrastructure Committee and the City Council. The selected streets can be found on the website for the Public Services Department.

Project Appropriations:

Current Year Appropriations:

Funding Source	Prior Appropriation	Prior Expense	Carryover Appropriation	2012-13 Funding Request	2012-13 Total Funds Available
Measure A	1,409,800	(259,331)	1,150,469	430,000	1,580,469
Gas Tax	0	0	0	370,000	370,000
Prop 1B Funding	1,304,416	(1,304,416)	0	0	0
Streets Capital	200,000	(200,000)	0	0	0
State Local Partnership Program	0	0	0	430,000	430,000
Total	2,914,216	(1,763,747)	1,150,469	1,230,000	2,380,469

Five-Year Work Program Appropriations:

Funding Source	2012-13	2013-14	2014-15	2015-16	2016-17	Total Future Request
Gas Tax	370,000	550,000	550,000	550,000	550,000	2,570,000
Measure A	430,000	250,000	250,000	250,000	250,000	1,430,000
State Local Partnership Program	430,000	0	0	0	0	430,000
Total	1,230,000	800,000	800,000	800,000	800,000	4,430,000