

General Plan Goals and Policies Table

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Land Use and Urban Design Policies

Guiding Policies

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

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

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

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

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

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

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

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

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

Implementing Policies

Residential Development

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

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

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

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

LUD-5: Allow small-lot single-family housing in new and existing neighborhoods to serve as efficient and compact infill development.
LUD-6: Offer development incentives, as stated in Table 2-1, to encourage new infill development along San Mateo Avenue and El Camino Real that incorporates residential use.
LUD-7: Require any subdivision or development involving construction of more than five units, regardless of the number of parcels, to undergo design review. Require provision of open spaces and pedestrian connections within multifamily projects, as well as an active street frontage along arterial roadways.
<p>LUD-8: Develop and implement standards in the City's Zoning Ordinance and Subdivision Regulations that minimize the visual dominance of garages in multifamily complexes. Use the following design techniques:</p> <ul style="list-style-type: none"> • Locate garages and carports to the rear of parcels; • Provide access to tuck-under parking from the side or rear of parcels, particularly along major arterial roadways; • Screen tuck-under parking with landscaping or other buffering techniques; and • Continue to allow shared driveway configurations, as appropriate.
LUD-9: Provide safe and comfortable pedestrian routes through residential areas by requiring sidewalks on both sides of streets, planting street trees adjacent to the curb, allowing on-street parking, and minimizing curb cuts.
LUD-10: Revise the Zoning Ordinance to allow childcare services in all residential and commercial zones, so that they are distributed throughout San Bruno to reduce commute times and costs for working parents.
LUD-11: When approving single-family construction permits, consider the cumulative impact of additions on water, sewer and other City services.
Downtown
<p>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.</p> <ul style="list-style-type: none"> • 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 where Caltrans to abandon State Highway designation for El Camino Real.

- Place clearly marked crosswalks and traffic lights to ensure the safety of residents and visitors entering Downtown from across El Camino Real.
- Work with Caltrans and other agencies to modify El Camino Real street design to implement traffic calming measures that ensure safe pedestrian and bicycle access to Downtown.

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

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

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

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

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

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.

Regional Commercial

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

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

- Promote reuse and infill of existing surface parking lots.
- Strengthen the existing internal street network (as shown in the concept diagram) to promote walkability between stores, services, and restaurants.
- Ensure that the street network links the two shopping centers and preserves the visibility of the existing shopping complexes from El Camino Real.
- Design all new commercial spaces to be located and oriented toward the walkable internal streets and toward Sneath Lane, with clear connections to enclosed mall entrances.
- Create fluid and visible pedestrian connections to and from the San Bruno BART station.
- In accordance with Ordinance 1284, consider construction of necessary parking structures to replace existing surface parking lots. Locate parking structures along the edges of the shopping district to minimize vehicular traffic on internal pedestrian-oriented streets.
- Improve landscaping along El Camino Real to differentiate and announce the “district” from other developments along El Camino Real.
- Incorporate gateway features on El Camino Real near the northern edge of Towne Center where San Bruno’s northern boundary exists.
- Develop a uniform signage plan to coordinate signs along the internal shopping streets with signs along El Camino Real.
- Coordinate with the San Bruno Chamber of Commerce to market the new “district” as a regional marketplace.

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

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

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

BART and Caltrain Station Areas

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

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

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

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

LUD-28: Consider installation of a pedestrian connection between The Crossing and The Shops at Tanforan to facilitate safe pedestrian access across El Camino Real.

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

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

LUD-31: Develop a green buffer along Huntington Avenue, as illustrated in Figure 2-7 [of the General Plan] to buffer residents from BART and Caltrain activities.

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

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

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

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

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

Neighborhood Commercial

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

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

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

El Camino Real

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

LUD-41: Designate El Camino Real, south of Crystal Springs Road, as a transition zone where existing commercial services, restaurants, and small offices are allowed but new projects emphasize residential development. Focus retail development north toward the Downtown area.

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

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

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

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

- Limit front setbacks to create an active street frontage.

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

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

San Bruno Avenue

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

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

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

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

Offices – Bayhill Office Park

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

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

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

Industrial – Montgomery Avenue

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

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

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

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

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

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

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

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

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

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

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

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

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

Gateways

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

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

Views

LUD-69: Conduct a design review of all development in “Areas visible from all sites” in Figure 2-3 [of the General Plan] to ensure it is not visually over-dominant.

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

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

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

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

Planning Process

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

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

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

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

LUD-78: Consider 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),
- Bayhill Office Park, and
- Montgomery Avenue.

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

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

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

Community Participation

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

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

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

Economic Development Policies

Guiding Policies

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

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

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

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

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

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

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

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

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

Implementing Policies

Business Climate

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

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

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

Land Development and Improvement

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

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

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

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

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

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

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

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

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

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

Industrial Uses

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

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

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

Cultural Amenities

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

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

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

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

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

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

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

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

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

Education and Job Training

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

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

ED-26: Encourage Skyline College to develop business management classes for local small-business owners. Publicize these classes to retail, service, and restaurant establishments along El Camino Real, San Mateo Avenue, and San Bruno Avenue.
ED-27: Encourage businesses to identify training resources to upgrade technology, improve worker productivity, and train workers in transferable skills. Focus training programs on small to medium-sized firms which, due to financial constraints and higher worker turnover, are least likely to provide on-the-job-training.
ED-28: Encourage local school districts to incorporate internship, mentoring, and/or structured workplace learning programs into the last year of high school programs, to guide students who are not college-bound into productive adult careers.
Technology
ED-29: Work with the private sector, community organizations, and local school districts to ensure schools, community centers, boys and girls clubs, libraries, and other public places offer public Internet access.
ED-30: Redesign and expand the City's website so that City administration, programs, and information are easily available to all residents and businesses. Consider using digital technology to conduct basic City services on-line, such as paying parking tickets, reviewing tax records, and submitting permit applications.
ED-31: Encourage use of the Internet and e-commerce for small businesses within San Bruno. Contact and market educational and local technology support programs.
ED-32: Coordinate with San Bruno Cable Television to provide community-related announcements and programming to San Bruno residents.

Transportation Policies

Guiding Policies

T-A: Provide for efficient, safe, and pleasant movement for all transportation modes--vehicles, bicycles, transit, and pedestrians.
T-B: Maintain acceptable levels of service for vehicular movement along the city's street network. Acceptable level of service could vary based on characteristics of the area under consideration.

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

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

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

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

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

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

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

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

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

Implementing Policies

Alternative Modes

T-1: Develop incentives for San Bruno government and private employers to institute staggered working hours, compressed work week, home-based telecommuting, carpooling, 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-5: Provide assistance to regional and local ridesharing organizations; advocate legislation to maintain and expand incentives (e.g., tax deductions/credits).
Street Network
T-6: Maintain LOS standards for intersections for AM and PM peak periods as shown in Figure 4-2.
T-7: Undertake improvements to intersections shown in [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-8: Support widening of Skyline Boulevard between Sneath Lane and I-280 to alleviate traffic congestion problems, if concerns regarding sensitive natural resources can be mitigated. Preserve the mature trees in the area, if feasible.
T-9: Continue the City's program of street maintenance (i.e., resurfacing and reconstructing streets every 15 years where necessary and feasible). Seek funds to enable the City to accelerate the current schedule.
T-10: Improve signage and access at the intersection of San Mateo Avenue, Taylor Avenue, and El Camino Real.
T-11: Vacate unnecessary streets within the Montgomery Avenue area for infill development with high technology and other advanced industrial uses. Redesign street access for better circulation, safety, and parking.
T-12: Designate permitted truck routes to avoid residential areas.

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

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

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

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

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

T-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.

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

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

Transportation System Management

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

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

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

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

T-23: Implement Parking Guidance System to guide motorists to parking locations in commercial areas.
T-24: Implement targeted reinforcement programs to eliminate double parking in Downtown and along San Bruno Ave and El Camino Real.
Scenic Corridors
T-25: Coordinate with Caltrans, San Mateo County, and adjacent cities in order to maintain a consistent approach in applying scenic conservation standards in roadway design, improvements, and maintenance.
T-26: Continue to limit widening, modification, or realignment of the City's scenic corridors, consistent with Ordinance 1284. Preserve large trees and other natural features, limit signage, maintain wide setbacks, and reduce traffic speeds along these roadways.
T-27: Continue to support beautification efforts along Interstate 280, an officially designated State Scenic Highway.
<p>T-28: Recognize and protect the following as local scenic corridors:</p> <ul style="list-style-type: none"> • Skyline Boulevard, State Scenic Highway • Crystal Springs Road, County Scenic Road • Sharp Park Road, County Scenic Road • Sneath Lane
T-29: Review and update the City's Scenic Corridor Protection Program for I-280, Skyline Boulevard, and future State-designated scenic highways.
<p>T-30: Improve the appearance of the following streets:</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ○ San Bruno Avenue, western city limits; ○ El Camino Real, northern and southern city limits; ○ Skyline Boulevard, northern and southern city limits; and ○ Sharp Park Road, western city limits.

T-31: Encourage local citizens and organizations to help design and maintain street and gateway improvements.
T-32: Encourage design of public and private development to frame vistas of the Downtown, public buildings, parks, and natural features.
T-33: Promote and facilitate planting of shade trees along all streets within San Bruno, through public education, developer incentives, and general beautification funds. Tree specifics should be selected to create a unified image and an effective canopy.
Parking
T-34: Comprehensively review and revise parking standards for new office and commercial development providing alternative transportation measures (i.e., vanpool, shuttle service, bicycle storage).
T-35: Comprehensively review and revise parking standards for new office and commercial development providing alternative transportation measures (i.e., vanpool, shuttle service, bicycle storage).
T-36: Conduct a parking study to determine potential deficiencies at parks and public facilities. Recommend parking solutions.
T-37: Enforce on-street and off-street parking restrictions, particularly of motor homes, trailers, boats, and non-operating vehicles, and in residential areas near major transit facilities.
T-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.

<i>BART and Caltrain Station Areas</i>
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-54: Continue landscaping along the railroad right-of-way and commuter parking areas to improve neighborhood appearance and mitigate noise.
T-55: Consider developing a parking permit system in residential areas adjacent to the new Caltrain Station to prevent overflow parking, when requested by a designated majority of residents in that area.
T-56: Work with SamTrans to provide paratransit (demand-based transit) services to residents with special needs.
<i>Bus Transit</i>
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-60: Work with SamTrans to design the local bus transit system to serve transportation dependent groups, including low income families that do not own an automobile, the elderly, youths, the handicapped, and others.
T-61: Work with SamTrans to route large buses on arterials, rather than on collector and local streets. Utilize smaller vehicles through residential areas.
T-62: Seek community input in establishing transit routes and schedules.
T-63: Encourage Skyline College to coordinate with SamTrans to implement a reliable, consistent and convenient bus system providing students with regular connections to the BART and Caltrain station areas, Downtown, El Camino Real, and multifamily apartments throughout the city.
T-64: Work with SamTrans to plan the local system with built-in flexibility for increases in service in accordance with increases in demand. Coordinate with local school districts on possible joint transit usage.
T-65: Work with SamTrans to locate transit stops directly adjacent to buildings with retail frontage, rather than severed by large parking lots.

T-66: Design arterial and collector streets to facilitate safe pedestrian crossings to transit stops. Provide crosswalks at all signalized arterial intersections.
T-67: Encourage installation of bus shelters, appropriate for year-round weather, to provide comfortable, safe waiting areas for SamTrans riders.
T-68: Work with SamTrans to implement Bus Signal Priority System to improve bus speed and reliability
<i>Bicycle Routes</i>
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.
<p>T-72: Identify and mark safe bicycle routes providing connections between the BART and Caltrain stations, and the following regional trail networks:</p> <ul style="list-style-type: none"> • Bay Area Ridge Trail, • Sweeney Ridge Trail, • Bay Trail, • San Andreas Trail, and • Sawyer Camp Trail.
T-73: Coordinate with the Bicycle and Pedestrian Committee to promote safe cycling programs, sponsored rides, and other community outreach programs geared toward cyclists.
T-74: Ensure maintenance of vegetation along bicycle routes within the city. Ensure that overgrown vegetation does not push bicyclists into vehicular travel lanes and cause potential accidents.
<i>Pedestrian Paths</i>

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

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

Coordination

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

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

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

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

Open Space and Recreation Policies

Guiding Policies

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

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

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

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

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

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

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

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

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

Implementing Policies

Parks and Recreation

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

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

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

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

OSR-5: Strive to locate neighborhoods park facilities within 1/3-mile walking distance of all residences in San Bruno. If limited in some neighborhoods, coordinate with local school districts to allow use of playgrounds and sports facilities after school hours.

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

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

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

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

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

OSR-11: Work with the City's teens and youth to ensure that the Recreation Services Department provides a diverse mix of recreation programs that meets their needs.
OSR-12: Study potential locations and funding mechanisms for the development of a Teen Recreation Center that provides the types of programs and activities to successfully attract the City's teens.
OSR-13: Design and construct non-traditional recreation facilities (skateboarding / BMX bike park, rock climbing wall, etc.) to provide alternative forms of recreation for the City's teens. Coordinate this facility with the Parks and Recreation Commission.
OSR-14: Continue to support and expand adult (50+) programs and activities offered at the Senior Center. Develop plans to expand the facility as needed to accommodate the City's senior population.
OSR-15: Study potential sites and funding mechanisms for relocation of the San Bruno Swim Center, or development of a new multi-programmed Aquatics Facility.
<i>Park Maintenance and Improvements</i>
OSR-16: Assist residents and neighborhoods with formation of landscape maintenance districts, including through participation in feasibility assessment. Require property owners to waive their right to protest formation of landscape and lighting assessment or other City maintenance districts as a condition of project approval where such development is not already part of an established maintenance district.
OSR-17: In new residential subdivisions where a Homeowners Association is created, require the Association to be the responsible party for short and long term maintenance of dedicated park facilities as identified in the National Recreation and Park Association Playground Safety Institute and as determined by the City of San Bruno.
OSR-18: Encourage community organizations and private citizens to help the City maintain public parks and open spaces. Organize volunteer days where sports leagues and community organizations are invited to help maintain park sites. Support establishment of "Friends of the Park" organizations to ensure continued maintenance of neighborhood park facilities
OSR-19: Initiate replacement of aging playground equipment in park sites throughout the City with equipment that meets current national standards for safety and accessibility.
OSR-20: Explore feasibility of constructing restroom facilities at the larger neighborhood park sites.

OSR-21: Pursue solutions to eliminate the drainage and erosion issues that present a danger to public health and safety in existing park sites.
OSR-22: Improve security at park sites within San Bruno through techniques such as installation of security lighting, scheduling of Police patrols in problem areas, and maintenance of overgrown vegetation.
OSR-23: Ensure that all parks and recreation facilities have been inspected for compliance with the Americans with Disabilities Act (ADA). Develop an ADA Compliance Plan to address those facilities that do not currently meet existing access standards.
<i>Open Space</i>
OSR-24: Support preservation of the Golden Gate National Recreation Area and Sweeney Ridge, located west of the City limits, as open spaces of regional significance.
OSR-25: Proactively address fire protection needs by creating a fire protection plan for open space areas within the City,
OSR-26: Retain appropriate San Francisco International Airport lands, located west of Highway 101, in open space for preservation of endangered wetlands species. Consider development of low-impact trails providing public access to the preservation areas. Preservation of this open space land should always take into consideration the potential for flooding.
OSR-27: Coordinate with San Francisco Public Utilities District and National Park Service to ensure that the San Francisco Peninsula Watershed and Golden Gate National Recreation Area are maintained as pristine natural habitat areas.
OSR-28: Preserve Crestmoor Canyon in a natural state. Minimize changes to natural landforms, topography, rock outcroppings, mature tree stands, and other vegetation, while accommodating a multi-use trail and supporting facilities. Exceptions may be made for any necessary changes in order to improve slope stability.
OSR-29: Prevent erosion in Crestmoor Canyon through planting of native species along steep slopes and drainage swales.
OSR-30: Limit recreation in Crestmoor Canyon to passive uses such as hiking, photography, and nature study (i.e., uses requiring minimal improvements or alteration of the natural state).
OSR-31: Preserve the small inaccessible canyons between San Bruno's western neighborhoods as permanent open spaces. Consider developing appropriate areas for passive recreational use as funding becomes available.

OSR-32: During plan review, assure that development on City lands is compatible with preservation of Crestmoor Canyon, Junipero Serra Park, San Francisco Peninsula Watershed lands, Golden Gate National Recreation Area, and San Francisco International Airport wetlands in a natural state.
OSR-33: Balance Fire preventions goals with the preservation of the mature tree stands along the City's scenic corridors, including Sneath Lane, Skyline Boulevard, I-280, and Crystal Springs Road, consistent with the Tree Preservation Ordinance and Ordinance 1284. Landscaping of public rights-of-way along these corridors should complement the natural state.
OSR-34: Protect mature trees, as feasible, during new construction and redevelopment. Require identification of all trees over six inches in diameter and approval of landscaping plans during design review.
OSR-35: Develop a publicity program to inform residents and businesses of the importance of open space within the community. Identify the psychological, physical, social, educational, and safety reasons for preservation.
OSR-36: Work with local school districts to develop educational programs about the various open space areas within and surrounding San Bruno. Help the districts to develop a curriculum that explains the importance of sensitive habitat, wetlands areas, mature trees, etc.
OSR-37: Review and revise open space requirements in the City's Zoning Ordinance to provide adequate landscaped and open space areas for residents' and employees' use, and to enhance a project's exterior appearance.
OSR-38: Require open space easements or deed restrictions on undevelopable property. Through the plan review process, require recordation of open space easement, deed restriction, dedication or other legal means of permanently restricting development of open space lands.
OSR-39: If the San Francisco Jail lands are developed for alternative uses, maintain an open space corridor over the hills to preserve their scenic quality, natural vegetation, wildlife habitats, and to prevent exacerbation of geologic hazards.
Multi-Use Trails
OSR-40: Consider developing a multi-use/bicycle trail through Crestmoor Canyon. Develop a new trailhead and staging area, utilizing the existing fire road for the trail right-of-way. Install informational signage about the vegetation and wildlife found within the Canyon.
OSR-41: Evaluate development of a contiguous bicycle and pedestrian route through San Bruno that provides connections between the Bay Area Ridge Trail, San Bruno BART Station, and the Bay Trail. Utilize the new Crestmoor Canyon multi-use trail to link the western and eastern portions of the City. Utilize neighborhood sidewalks, and if necessary, provide way-finding signage to direct walkers and bicyclists.

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

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

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

Environmental Resources and Conservation Policies

Guiding Policies

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

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

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

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

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

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

Implementing Policies

Conservation

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

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

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

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

Biological Resources

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

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

ERC-7: Ensure that construction adjacent to open canyon areas is sensitive to the natural environment. Preserve the natural topography and vegetation.

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

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

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

ERC-11: Prohibit the use of any new non-native invasive plant species in any landscaped or natural area. Develop a program for abatement of non-native invasive species in open space or habitat areas.
ERC-12: Balance the need for fire safety and invasive plant species management with new considerations along the city's scenic corridors. Encourage buildings to be located outside of the tree's drip-line or 12 feet from the tree trunk, whichever is greater, and/or incorporating special techniques to minimize root damage, etc.
ERC-13: Through environmental review, assure that all projects affecting resources of regional concern (e.g., the San Francisco garter snake habitat, water and air quality, the San Francisco Fish and Game Reserve) satisfy regional, State and federal laws.
ERC-14: Preserve wetlands habitat and associated species in compliance with the federal "no net loss" policy using mitigation measures such as: <ul style="list-style-type: none"> • Avoidance of sensitive habitat areas; • Clustering of development away from wetlands; • Transfer of development rights for preservation of existing sensitive lands; and/or • Compensatory in-kind mitigation, such as restoration or creation.
ERC-15: Consult with the California Department of Fish and Game to determine significant habitat areas. Identify priorities for acquisition or maintenance of open space areas based on biological or environmental concerns.
ERC-16: Conduct presence/absence biological surveys for sensitive plant and animal species in natural areas prior to any construction activities proposed adjacent to or within identified natural areas (Figure 6-1). If no special status species are detected during these surveys, then construction-related activities may proceed. If listed special status species are found within the construction zone, then avoid these species and their habitat or consult with U.S. Fish and Wildlife Service and/or California Department of Fish and Game.
ERC-17: If construction activities, including tree removal activities, are required adjacent to or within natural areas (Figure 6-1), then avoid activities during March through June unless a bird survey is conducted to determine that the tree is unused during the breeding season by avian species that are protected under California Fish and Game Codes 3503, 3503.5, and 3511.
ERC-18: Coordinate efforts with the San Mateo County Flood Control District, Caltrans, Golden Gate National Recreation Area, San Francisco Airport, Peninsula Watershed lands, and Junipero Serra County Park to develop or preserve and manage interconnecting wildlife movement corridors.

Water Resources
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-21: Continue programs to inform residents of the environmental effects of dumping household waste, such as motor oil, into storm drains that eventually discharge into San Francisco Bay.
ERC-22: Regularly measure and monitor water quality in San Bruno's surface water to ensure maintenance of high quality water for consumption by humans and other species throughout the region.
ERC-23: Regulate new development to minimize 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.
<p>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:</p> <ul style="list-style-type: none"> • Additional landscaped areas including canopy trees and shrubs; • Reducing building footprint; • Removing curbs and gutters from streets and parking areas where appropriate to allow stormwater sheet flow into vegetated areas; • Permeable paving and parking area design; • Stormwater detention basins to facilitate infiltration; and • Building integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses.
Air Quality
ERC-25: Maintain and improve air quality by requiring project mitigation, such as Transportation Demand Management (TDM) techniques, where air quality impacts are unavoidable.
ERC-26: Require dust abatement actions for all new construction and redevelopment projects.

ERC-27: Budget for clean fuels and vehicles in the City's long-range capital expenditure plans, to replace and improve the existing fleet of gasoline and diesel powered vehicles.
ERC-28: Incorporate air quality beneficial programs and policies into local planning and development activities, with a particular focus on subdivision, zoning, and site design measures that reduce the number and length of single-occupant automobile trips.
ERC-29: Promote demonstration projects to develop new strategies to reduce motor vehicle emissions. Projects may include low emission vehicle fleets and LEV refueling infrastructure.
ERC-30: Encourage new residential developments to incorporate measures such as shuttle services to major employment centers, commercial areas and transit areas, and provision of adequate transit facilities.
<p>ERC-31: Prepare a Greenhouse Gas Emissions Reduction Plan, focusing on feasible actions the City can take to minimize the adverse impacts of Plan implementation on climate change and air quality. The Plan will include but will not be limited to:</p> <ul style="list-style-type: none"> • An inventory of all known, or reasonably discoverable, sources of greenhouse gases (GHGs) that currently exist in the city and sources that existed in 1990.: In determining what is a source of GHG emissions, the City may rely on the definition of "greenhouse gas emissions source" or "source" as defined in section 38505 of the California Global Warming Solutions Act (" AB 32") or its governing regulations.: The inventory may include estimates of emissions drawing on available information from to state and regional air quality boards, supplemented by information obtained by the City. • A projected inventory of the new GHGs that can reasonably be expected to be emitted in the year 2025 due to the City's discretionary land use decisions pursuant to the 2025 General Plan Update, as well as new GHGs emitted by the City's internal government operations.: The projected inventories will include estimates, supported by substantial evidence, of future emissions from planned land use and information from state and regional air quality boards and agencies. • A target for the reduction of those sources of future emissions reasonably attributable to the City's discretionary land use decisions under the 2025 General Plan and the City's internal government operations, and feasible GHG emission reduction measures whose purpose shall be to meet this reduction target by regulating those sources of GHG emissions reasonably attributable to the City's discretionary land use decisions and the City's internal government operations.
ERC-32: Coordinate air quality planning efforts with local, regional, and state agencies. Support the Bay Area Air Quality Management District's efforts to monitor and control air pollutants from stationary sources.
ERC-33: Require all large construction projects to mitigate diesel exhaust emissions through use of alternate fuels and control devices.

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

Historical and Cultural Resources

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

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

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

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.

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

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

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

Health and Safety Policies

Guiding Policies

HS-A: Reduce the risk of loss of life, injuries, loss of property, or resources due to natural hazards. Recognize the interrelationship between potential land use plans and land capacity constraints.

HS-B: Reduce the potential for damage from geologic hazards through appropriate site design and erosion control.

HS-C: Reduce the potential for damage from seismic hazards through geotechnical analysis, hazard abatement, emergency preparedness, and recovery planning.

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

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

HS-F: Protect the health and comfort of residents by reducing the impacted noise from automotive vehicles, San Francisco International Airport, railroad lines, and stationary sources.

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

Implementing Policies

Natural Hazards

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

HS-2: Review and revise the City's Building Code, Zoning Ordinance, and Subdivision requirements to safeguard against seismic, geologic, and safety hazards. Mitigation should include:

- Minimal grading and removal of natural vegetation to prevent erosion and slope instability. Cleared slopes should be replanted with vegetation.
- Proper drainage control to prevent erosion of the site and affected properties.
- Careful siting and structural engineering in unstable areas.
- Consideration of flooding and fire hazards in siting and designing new development.

Geologic and Seismic Hazards

HS-3: Require geotechnical investigation of all sites, except single family dwellings, proposed for development in areas where geologic conditions or soil types are subject to landslide risk, slippage, erosion, liquefaction, or expansive soils. (Require submission of geotechnical investigation and demonstration that the project conforms to all recommended mitigation measures prior to city approval.

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

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

HS-6: Restrict development of critical facilities—such as hospitals, fire stations, emergency management headquarters, and utility lifelines—in areas determined as high-risk geologic hazard zones (Figure 7-2).

HS-7: Development in areas subject to seismic hazards, including ground shaking, liquefaction, and seismically-induced landslides (Figure 7-2) will comply with guidelines set forth in the most recent version of the California Division of Mines and Geology Special Publication 117.

HS-8: Identify existing structural hazards related to un-reinforced masonry, poor or outdated construction techniques, and lack of seismic retrofit. Coordinate with the Redevelopment Agency to provide assistance to property owners to abate or remove structural hazards that create an unacceptable level of risk.

HS-9: In accordance with the Alquist-Priolo Special Studies Zones Act, do not permit structures across an active fault (Figure 7-2) or within 50 feet of an active fault, except single-family wood frame dwellings where no other location on a lot is feasible. Require any new development to contract with geotechnical engineers to reduce potential damage from seismic activity.

HS-10: Recommend a geologic report by a qualified geologist for construction or remodeling of all structures, including single family dwellings, proposed within 100 feet of a historically active or known active fault (Figure 7-2). Geologic reports should recommend minimum setbacks, siting and structural safety standards, to reduce potential seismic hazards. Geologic reports must be filed with the State Geologist by the City within 30 days of receipt.

HS-11: Coordinate with surrounding cities, agencies, and San Mateo County in planning for recovery after a major seismic event. Determine appropriate emergency management and rebuilding strategies.
HS-12: Develop and provide incentives for property owners to conduct preventative maintenance of structures and to perform foundation and other seismic retrofit improvements.
Flooding
HS-13: With cooperation from the San Mateo County Flood Control District, continue maintenance, early warning, and clean up activities for storm drains throughout San Bruno. Upgrade or replace storm drains where needed to reduce potential flooding, particularly in the neighborhoods east of El Camino Real.
HS-14: Coordinate with the Federal Emergency Management Agency (FEMA) to ensure appropriate designation and mapping of floodplains.
HS-15: Actively engage the San Mateo County Flood Control District to address long-term solutions to potential flood hazards; solutions advocated will include but are not limited to: greater pumping capacity, deeper flow channels, or detention ponds.
HS-16: Design and engineer new or redevelopment projects in potential flood hazard areas (e.g., Belle Air Park) to withstand known flood risk.
HS-17: Require upgrade of the City's storm drain infrastructure proportionate with new development's fair share of demand. Require that stormwater management capacity and infrastructure are in place prior to occupancy of new development.
HS-18: Require developers to implement erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity, and protect water quality.
HS-19: Maintain ongoing communication and coordination with surrounding cities, San Mateo County, and agencies—primarily the San Mateo County Flood Control District, but also San Francisco International Airport and California Department of Fish and Game—to ensure proper maintenance of storm drain channels and pipes that carry surface water runoff away from San Bruno to the San Francisco Bay.
HS-20: Retain existing open space areas that serve as detention ponds in order to retain stormwater, recharge aquifers, and prevent flooding.
HS-21: Revise San Bruno landscaping and development standards to prevent unnecessary pooling of water, as such pooling may increase residents' susceptibility to mosquito infestation and viruses.

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

Hazardous Materials

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

HS-24: Control the transport of hazardous substances to minimize potential hazards to the local population. Identify appropriate regional and local routes for transportation of hazardous materials, and require that fire and emergency personnel can easily access these routes for response to spill incidents.

HS-25: Review and revise City regulations regarding manufacturing, storage, and usage of hazardous materials as necessary to minimize potential hazards.

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

HS-27: Initiate a public awareness campaign—through flyers, website, and mailings—about household hazardous waste management, control, and recycling through San Mateo County programs and San Bruno Garbage.

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

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

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

HS-31: Require that developers compact infill soil following the removal of underground storage tanks.

Noise
<p>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:</p> <ul style="list-style-type: none"> • 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.
<p>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.</p>
<p>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.</p>
<p>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).</p>
<p>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.</p>
<p>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.</p>
<p>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.</p>
<p>HS-39: Pursue mitigation of noise impacts from the San Francisco International Airport to the fullest extent possible. Support and advocate for operational practices, changes to aircraft, new technologies, and physical improvements that would reduce the area in San Bruno impacted by aircraft noise.</p>
<p>HS-40: Prohibit new residential development within the 70+ Airport CNEL areas, as dictated by Airport Land Use Commission infill criteria.</p>
<p>HS-41: Encourage SFO Airport authorities to undertake noise abatement and mitigation programs that are based not only on the airport's noise contour maps, but that consider other factors such as the frequency of over-flights, altitude of aircraft, and hours of operation.</p>

HS-42: Require new residential development within the 65 dB CNEL SFO noise contour to submit an aviation easement to the airport: Specific aviation easement requirements shall be consistent with the County of San Mateo Comprehensive Airport-Land Use Compatibility Plan for SFO.
HS-43: Allow reasonable latitude for noise generated by uses that are essential to community health, safety, and welfare such as emergency vehicle operations and sirens.
HS-44: Adopt traffic mitigations -- including reduced speed limits, improved paving texture, and traffic signal controls – to reduce noise in areas where residential development may front on high-traffic arterials, such as El Camino Real.
HS-45: Where feasible and appropriate, develop and implement noise reduction measures when undertaking improvements, extensions, or design changes to San Bruno streets.
HS-46: Encourage transit agencies to develop and apply noise reduction technologies for their vehicles to reduce the noise and vibration impacts of Caltrain, BART and bus traffic.
HS-47: Enforce Vehicle Code noise emission standards, as well as provisions which prohibit alteration of vehicular exhaust systems in ways that increases noise levels.
HS-48: When environmental reviews of SFO activity are conducted the City should participate in environmental analyses conducted of SFO in order to better understand and address environmental issues affecting San Bruno, including but not limited to: frequency of over flight during nighttime hours, soil and groundwater contamination in and surrounding airport property from gasoline and jet fuel or similar sources, air pollution resulting from overflight jet exhaust and idling aircrafts, airport related traffic impacts on local roads, light and glare impacts from airport generated lighting and overall noise generation, and impact of airport alterations and/or expansion.
HS-49: The City should work with the County of San Mateo and local planning directors in future Comprehensive Airport-Land Use Compatibility Plan planning efforts to raise shared concerns regarding airport impacts on the region. The SFO/Community Roundtable should help facilitate this process as well.
<i>Air Safety</i>
HS-50: Work together with other affected cities, the Airport Land Use Commission, and San Mateo County to achieve further reduction of SFO airport-generated noise and safety concerns.
HS-51: Require all new development to comply with FAR Part 77 height restriction standards, in accordance with Airport Land Use Commission guidelines.
HS-52: Actively and aggressively participate in forums and discussions regarding operations and expansion plans for San Francisco International Airport. Seek local representation on task forces, commissions, and advisory boards established to guide airport policies and programs.

Public Facilities and Services Policies

Guiding Policies

PFS-A: Coordinate provision of public services to all City residents, in association with surrounding cities, agencies, and San Mateo County as appropriate.

PFS-B: Provide convenient and effective access to City administration, including visitor parking, open meetings, technical assistance, etc.

PFS-C: Ensure that the City's water supply systems are adequate to serve the City's present and anticipated needs, and that water conservation is implemented in all residences and businesses.

PFS-D: Ensure that the City's wastewater collection and treatment systems are adequate to serve the City's present and anticipated needs, are safe, and are environmentally sound.

PFS-E: Ensure that the City's solid waste collection agency provides clean and convenient garbage and recycling service.

PFS-F: Provide adequate public safety services for all San Bruno properties – including police protection, fire suppression, emergency medical care, and emergency management.

PFS-G: Coordinate with regional, State, and federal agencies to prepare for and publicize appropriate response and recovery for natural or man-made disasters.

PFS-H: Coordinate with local school districts to provide high quality public schooling for San Bruno's youth.

PFS-I: Provide a diverse range of research, educational, and reading materials through the San Bruno Public Library.

PFS-J: Develop comprehensive programs to decrease energy consumption at the household, business, and city government level.

Implementing Policies

Coordination and Infrastructure

PFS-1: Prepare and adopt an Infrastructure In-Lieu Fee Schedule to ensure that adequate improvements are made to the City's public facilities to accommodate new development.

PFS-2: Implement a Street Lighting and Sidewalk Maintenance Program for residential neighborhoods throughout the City. Underground utility wires wherever feasible.

PFS-3: Require, as part of plan review, identification of needed public service improvement and maintenance costs for those projects that may have a significant impact on existing services.

PFS-4: Improve publication of City-sponsored programs and services available to all San Bruno residents, including public shuttle services, recreation programs, etc.

PFS-5: Develop a Civic Center Complex Master Plan, in order to coordinate rehabilitation and expansion of the various City Departments and service providers.

PFS-6: As part of the Civic Center Complex Master Plan explore measures to improve access to City facilities, including such measures as integration of Council chambers into the Civic Center complex, provision of visitor parking at City Hall, important information and forms available on the City's website, etc.

PFS-7: Evaluate the feasibility, budget, and timing for rebuilding or renovating the City's corporation yard in order to meet the needs of expanding City services and population growth.

Water Supply

PFS-8: Require expansion of the City's water distribution system proportionate with new development's fair share of demand.

PFS-9: Upgrade the water distribution system as necessary to provide adequate water pressure to meet fire safety standards and to respond to emergency peak water supply needs.

PFS-10: Continue the practice of using Enterprise Funds to finance replacement of the City's aging water distribution system.

PFS-11: Monitor and regulate well water quality and production levels to prevent contamination and overdraft. Coordinate with SFPUC to develop a conjunctive use program for the Westside Groundwater Basin.

PFS-12: Work actively with the San Francisco Bay Area Water Supply and Conservation Agency, adjacent cities, and the water agencies of San Mateo County to increase water conservation measures and minimize the effects of aquifer depletion.

PFS-13: Establish water conservation Best Management Practices (BMPs) and require them for new development and for municipal buildings and facilities.

PFS-14: Actively market the importance of water conservation, water recycling and groundwater recharge through the following means:

- Develop a flyer to promote the necessity of and benefits from water conservation, and distribute the flyer to local residents, businesses, and schools;
- Make water production and treatment facilities available for tours by schools or organized groups;
- Encourage educators to include water conservation in their curricula;
- Provide tips to business groups on water conservation and recycling.

The City may solicit assistance from environmental groups, the School District, and/or concerned citizens to provide educational materials or staff time for these public outreach programs.

PFS-15: Develop a schedule for the retrofitting of existing public buildings with water conservation features, and budget accordingly.

PFS-16: Periodically test the City's water supply system for leaks and initiate repairs to conserve water.

PFS-17: Ensure that new or expanded water supply and transmission facilities are constructed in a manner in which construction and operation impacts are minimized or avoided.

PFS-18: Consider establishing rebate and/or incentive programs for the replacement of leaking, aging and/or inefficient plumbing with more efficient, water saving plumbing and for the use of water efficient landscaping.

PFS-19: Investigate the feasibility of developing additional or enhanced sources of water supply, such as recycled water, reclaimed surface water, or enhanced groundwater recharge. Explore working cooperatively with the City of South San Francisco to initiate recycling of treated wastewater from the South San Francisco-San Bruno Water Quality Control Plant.

Wastewater

PFS-20: Require expansion of the City's sewer collection system proportionate with new development's fair share of demand.

PFS-21: Upgrade or replace sewer lines to accommodate anticipated flows and to prevent overflows. Upgrade sewer lift stations as needed.

Solid Waste

PFS-22: Continue contracting for garbage and recycling collection services. Negotiate with the service provider to secure the most convenient recycling methods available within current technology.

PFS-23: Expand recycling services to include all commercial and industrial businesses in San Bruno.
PFS-24: Require provision of attractive, convenient recycling bins and trash enclosures in grouped development projects (i.e., multi-family residential projects, office complexes, and commercial shopping centers).
PFS-25: Continue public education programs about waste reduction, including recycling, yard waste, wood waste, and household hazardous waste.
<i>Fire and Police Services</i>
PFS-26: Ensure adequate staffing and facilities for the City's Police and Fire Departments to achieve desired levels of service, particularly surrounding transit areas and along urban-interface hazard areas.
PFS-27: Consider rebuilding or rehabilitating Fire Station No. 51 to accommodate current and future Fire Department needs, Americans with Disabilities Act standards, and seismic requirements. The new Fire Station could include a community meeting room.
PFS-28: Consider relocating Fire Station No. 52 to a safe site outside of the San Andreas Earthquake Fault Zone. Maintain existing or better levels of service to neighborhoods in the northern and western neighborhoods.
PFS-29: Establish a separate radio channel for use by city crews and firefighters during emergencies. Obtain funding for information technology systems, such as wireless communication systems, to further decrease fire and police response times.
<p>PFS-30: Require installation and maintenance of fire protection measures in high-risk and urban-interface areas, including but not limited to:</p> <ul style="list-style-type: none"> • Proper siting, road and building clearances, and access; • Brush clearance (non-fire resistant landscaping 50 feet from structures); • Use of fire resistive materials (pressure-impregnated, fire resistive shingles or shakes); • Landscaping with fire resistive species; and • Installation of early warning systems (alarms and sprinklers).
PFS-31: Ensure adequate fire water pressure as a condition of approval for all new development projects.
PFS-32: Require installation of residential sprinklers in areas with steep slopes and/or diminished access.
PFS-33: Consider the feasibility of establishing a Fire Risk Assessment Zone within and surrounding high-risk and urban-interface areas (Figure 8-2).
PFS-34: Identify and remove mature and/or diseased Eucalyptus trees in rights-of-way and other open areas, if they pose a fire hazard or other threat to health and safety.

PFS-35: Require installation of automatic sprinkler systems in all hotel, motel, and other overnight lodging facilities, in mixed commercial/residential uses, and in apartment buildings of three or more units.
PFS-36: Expand Certificate of Compliance parameters to require issuance before an existing structure is permitted to change uses to public assembly or commercial activities.
PFS-37: Continue to clear fire hazardous materials from Crestmoor Canyon that pose a threat to nearby residents. Care should be taken to prevent unnecessary harm to healthy vegetation. Ensure continued use by the Fire Department should the existing fire road be transitioned to a multiuse trail.
PFS-38: Ensure proper maintenance of the open space areas in western residential neighborhoods. Vegetation maintenance is necessary to prevent potential fire hazards.
PFS-39: Minimize risks to single-access residential neighborhoods by providing alternative access for fire and other emergency personnel.
Emergency Management
PFS-40: Acknowledge the regional implications of natural hazards and the need for jurisdictional cooperation in the face of potential disasters. Coordinate emergency response planning with surrounding cities, agencies, and San Mateo County Office of Emergency Services.
PFS-41: Create and maintain an up-to-date Emergency Operations Plan with information including but not limited to evacuation routes and procedures, chain of command communication structure, alerts and warning systems, emergency shelter provisions, and responsibilities and instructions for all relevant departments (police, fire, hazardous materials, emergency medical services, public works).
PFS-42: Conduct emergency drills in public buildings, large office developments, and in coordination with local schools. Hold post-drill training seminars to identify needed improvements to emergency preparedness.
PFS-43: Work with critical use facilities (i.e., hospitals, schools, public assembly facilities, transportation services) to assure that they can provide alternate sources of electricity, water, and sewage disposal in the event that regular utilities are interrupted in a disaster.
PFS-44: Establish a public education program through local schools, county fair, civic organizations, and other service groups to distribute information about emergency preparedness. Develop a brochure indicating what to do and where to go in the event of safety, seismic, or emergency events.
PFS-45: Continue to participate in a cooperative San Mateo County program to pool natural hazard data which are developed either through special studies or via the plan review process.
PFS-46: Coordinate with regional, State, and federal agencies to determine appropriate disaster recovery strategies for after a major natural or man-made event. Publicize recovery measures along with emergency preparedness information.

PFS-47: Develop criteria to determine whether damaged buildings can be preserved and/or restored following a natural disaster, rather than demolished.
PFS-48: Develop a voluntary program with real estate salespersons and lenders to advise potential homeowners of safety and seismic hazards in various parts of the City, the degree of risk, and available insurance programs.
PFS-49: Consider for a program to wave permit fees for seismic retrofits on non-strengthened residences and un-reinforced masonry structures.
PFS-50: Develop a primary Emergency Operations Center and a secondary Emergency Operations Center for the management and coordination of disasters in the community.
Schools
PFS-51: Work cooperatively with local school districts to monitor the growth of the school-age population within San Bruno, and the subsequent need for school sites and facilities.
PFS-52: Provide technical assistance to local school districts in design and planning for reuse of former school sites throughout the city. Consider acquisition or leasing of former school sites for recreation, education, or other community needs.
<p>PFS-53: Maintain good communication with the local school districts, and integrate school facilities planning with the City's objectives, including:</p> <ul style="list-style-type: none"> • Designing school facilities to allow safe pedestrian and bicycle access; • Ensuring construction of traffic calming measures on surrounding streets; • Designing attractive facilities that contribute to neighborhood identity and pride; and • Allowing public use of recreational facilities on school sites on evenings and weekends.
PFS-54: Work with local school districts to ensure provision of elementary and intermediate school facilities within ½-mile radius of all residential development.
Library
PFS-55: Provide a wide range of library services to San Bruno residents through a strong main Public Library facility.
PFS-56: Study potential locations and funding mechanisms for development of a larger Public Library facility. Focus on sites within the Civic Center complex, as recommended by the Ad Hoc Library Citizens Committee.
PFS-57: Continue San Bruno's relationship with Skyline College by coordinating collections and sharing resources through their common partnership with the Peninsula Library System.
PFS-58: Continue to provide public access to the Internet and other computer-based resources through the San Bruno Public Library facility.

PFS-59: In order to prevent anticipated future population growth in San Bruno from burdening existing over-extended library services, City staff will ensure upon individual project review that the developer sets aside contributions or in-lieu fees in general proportion to the burden proposed new residential development would have on the library system, and that those fees are used to improve public library facilities. The per capita share will be negotiated between the Ad Hoc Library Citizen's Committee, City Staff, and City Council, within 1 year of Plan adoption, and will be applied uniformly (and if necessary, retroactively) across all residential development occupancy permit applications submitted after Plan adoption, until such time as an alternative form of support is provided, or the library facilities are fully upgraded to the requirements as described on p 8-12 Table 8-3 of the General Plan.

Cable Television

PFS-60: Enhance Local Origination programming to promote City services and local business.

PFS-61: Continue to grow core video business while deploying and promoting new services.

Utilities

PFS-62: Develop and implement a Green Building Design Ordinance and design guidelines for climate oriented site planning, building design, and landscape design to promote energy efficiency. These standards may include, but are not limited to, the following:

- Require the use of Energy Star® appliances and equipment in new residential and commercial development, and new City facilities;
- Require all new City facilities and new residential development to incorporate green building methods meeting the equivalent of LEED Certified "Silver" rating or better; and
- Require all new residential development to be pre-wired for optional photovoltaic roof energy systems and/or solar water heating.
- The Ordinance will allow variances to site or building requirements—building setbacks, lot coverage, and building height—that will enable use of alternative energy sources, such as passive heating and/or cooling.

PFS-63: Require that all new development complies with California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6).

PFS-64: Provide incentives for retrofitting existing homes and businesses for improved energy efficiency, such as passive solar and/or cooling devices.

PFS-65: Require new development to incorporate passive heating and natural lighting strategies if feasible and practical. These strategies should include, but are not limited to, the following:

- Using building orientation, mass and form, including façade, roof, and choice of building materials, color, type of glazing, and insulation to minimize heat loss during winter months and heat gain during the summer months;
- Designing building openings to regulate internal climate and maximize natural lighting, while keeping glare to a minimum; and
- Reducing heat-island effect of large concrete roofs and parking surfaces.

PFS-66: Enforce landscape requirements that facilitate efficient energy use or conservation, such as drought-resistant landscaping and/or deciduous trees along southern exposures.

PFS-67: Require developers and builders to distribute information regarding energy efficiency (such as the Home Energy Guide available from the California Energy Commission) to all new homeowners.
PFS-68: Initiate a marketing campaign where energy efficiency information is distributed to all City employees and residents. Provide information on how, what type, and where to plant trees to reduce energy demand. Make such information available at all public locations such as City Hall and the Public Library.
PFS-69: Offer incentives (such as expedited permit processing, density bonuses, site variances) to support implementation of photovoltaic and other renewable energy technologies that provide a portion of the City's energy needs, or for projects that result in energy savings of at least 20-percent when compared to the energy consumption that would occur under similar projects built to meet the minimum standards of the energy code.
<p>PFS-70: Facilitate environmentally sensitive construction practices by:</p> <ul style="list-style-type: none"> • Restricting use of chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs) and halons in mechanical equipment and building materials; • Promoting use of products that are durable and allow efficient end-of-life disposal (e.g. reusable, recyclable, biodegradable); • Promoting the purchase of locally or regionally available materials; and • Promoting the use of cost-effective design and construction strategies that reduce resource and environmental impacts.
PFS-71: Convert street lights and traffic signals to LED and other more efficient technologies as they become available.
PFS-72: Work with utility providers to ensure that adequate electrical and natural gas facilities and services are available to meet the demands of existing and future development.
PFS-73: Provide for utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of utility facilities.
PFS-74: Work with telecommunication providers to ensure that telecommunications service is available for existing and future development.