

RESOLUTION NO. 2018 - 96

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO
APPROVING AN AMENDMENT TO THE
SAN BRUNO TRANSIT CORRIDORS PLAN TO ESTABLISH A COMMUNITY
BENEFITS PROVISION AND ENSURE CONSISTENCY WITH THE PROPOSED MIXED
USE DEVELOPMENT LOCATED AT 111 SAN BRUNO AVENUE
AND 761 – 767 HUNTINGTON AVENUE
(APNS: 020-121-360, 020-121-350) (SPA18-001)

WHEREAS, on March 1, 2017, representatives on behalf of San Bruno Development, LLC. and Welch Family Partnership (“Applicants”), submitted an application to construct a five-story mixed-use building at 111 San Bruno Avenue and 761 – 767 Huntington Avenue (“Project”), on two parcels totaling 28,180 square feet in area (Assessor’s Parcel Nos. 020-121-360, 020-121-350); and

WHEREAS, in order to develop the Project, the Applicants submitted an application to the City of San Bruno for approval of the following: an amendment to the San Bruno Zoning Code to change the zoning for the Property from General Commercial (C) to Planned Development (P-D); establishment of a Planned Development District; a Planned Development Permit (P-D-P); an Architectural Review Permit, a Vesting Tentative Map, and a Specific Plan Amendment; and

WHEREAS, the proposed project does not comply with the Transit Corridors Plan (TCP) development standards for front and rear setback and front and rear stepback; and

WHEREAS, in exchange for the additional developable area that the project gains by not meeting the stated TCP setback and stepback development standards, the Developer has offered to provide two additional affordable housing units for low-income households; and

WHEREAS, the TCP currently does not permit deviations from the development standards; and

WHEREAS, to achieve consistency between the San Bruno Transit Corridors Plan and the proposed Project, the San Bruno Transit Corridors Plan must be amended to allow specified deviations from the development standards for front and rear setback, subject to the review and approval by the City Council. Deviations to the development standards for building height and parking would not be allowed. The specific text Amendment language is shown in **Exhibit A**; and

WHEREAS, additional affordable housing would advance the following San Bruno Housing Element goals. Goal-2 to help San Bruno accommodate its regional housing needs. Goal-2, Program 2B, increase residential options in downtown as part of the Transit Corridors Plan implementation. Goal-3, expand construction and financing techniques available to achieve new affordable housing. Goal-3, Program 3-H reduce parking requirements for new housing along transit corridors. Goal-5, to ensure the continued availability of affordable housing for very-low, low, and moderate income households; and

WHEREAS, on **March 15, 2018**, the Architectural Review Committee reviewed the application and provided a favorable recommendation of the Project with comments to be forwarded to the Planning Commission; and

WHEREAS, on August 21, 2018, the Planning Commission of the City of San Bruno, considered the above-described amendment to the San Bruno Transit Corridors Plan and forwarded to the City Council a certified copy of Resolution No. 2018-03 recommending that the San Bruno City Council amend the Transit Corridors Plan; and

WHEREAS, on October 23, 2018, the City Council of the City of San Bruno, conducted a duly noticed public hearing pursuant to Section 65353 of the California Government Code to consider the above-described amendment to the San Bruno Transit Corridors Plan; and

WHEREAS, the request to amend the San Bruno Transit Corridors Plan has been reviewed with respect to applicability of the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 et seq., hereafter the "CEQA Guidelines"). The amendment does not require any further CEQA review because all potentially significant effects have been analyzed adequately in the San Bruno Transit Corridors Plan (TCP) Certified Environmental Impact Report (EIR) pursuant to CEQA Guidelines Sections 15162 (Subsequent EIRs and Negative Declarations) and 15168 (Program EIR). The TCP EIR capped the number of residential units within the TCP plan area at 1,610 residential units. The 1,610 residential unit maximum includes all residential units located within the TCP on the ground floor and upper floors. The proposed Project is the first proposed development within the TCP plan area and proposes 83 residential units, of which, 21 residential units will be located on the ground floor level. All applicable mitigations in the TCP EIR will be required as conditions of approval for the proposed Project.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of San Bruno, based on the facts in the staff reports, written and oral testimony, and exhibits presented, that the City Council hereby approves an amendment to the San Bruno Transit Corridors Plan as described in **Exhibit A** of this Resolution to ensure consistency between the proposed Project and the San Bruno Transit Corridors Plan.

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I hereby certify that foregoing **Resolution No. 2018 - 96**
was introduced and adopted by the San Bruno City Council at a regular meeting on
October 23, 2018, by the following vote:

AYES: Councilmembers: Davis, M. Medina, O'Connell, Salazar, Mayor R. Medina

NOES: Councilmembers: None

ABSENT: Councilmembers: None



Melissa Thurman, CMC
City Clerk

EXHIBIT A

Transit Corridors Plan Amendment

5.1 PRIVATE REALM DEVELOPMENT STANDARDS

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

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

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

To create incentives above and beyond what might be developed under typical market conditions for particular types of development at key locations in San Bruno, a development may include Community Benefits in exchange for deviations from the applicable development standards. This would occur by developer provision for certain public benefits which would benefit the San Bruno community in exchange for use of incremental modified or flexible development standards that otherwise would apply to the property. The Community Benefit would be intended, though not necessarily limited, to: Furthering goals and objectives of the General Plan; Helping in creation of affordable housing beyond what typical market conditions would provide, and above and beyond City affordable housing provisions; Assisting in funding implementation of prioritized community projects, such as those contained in the Walk 'n Bike Plan; Creating new public spaces and plazas; Creating new jobs for San Bruno residents and support City economic development vision. The types of development standards deviations could include: Reduced front, side and/or rear yard setbacks; Reduced upper-story setbacks; Increased floor area; Increased lot coverage. Deviations to the specified height limit and TCP parking requirements would not be permitted. Furthermore, residential density would need to conform to the residential densities specified within the General Plan. Each request would be evaluated on a case-by-case basis with final approval from the City Council.