

# existing conditions

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The Transit Corridors Area has many positive attributes, from its central location and mix of uses to its strong surrounding neighborhoods and proximity to multiple modes of transportation. The area also has some challenges and constraints including a disconnect between the Downtown core and its surrounding neighborhoods, incompatible land uses, and auto-oriented streets that inhibit pedestrian-friendly connections. The San Bruno Transit Corridors Plan is designed to guide future planning efforts to **build upon the area's assets and to achieve the Plan vision while addressing existing challenges.**

This chapter provides an overview of the existing conditions of the Transit Corridors Area (for more information see the Existing Conditions Analysis Report in Appendix A). This information provides a foundation for recommendations and strategies that will ensure high-quality design, development and economic opportunities and enhance connections both within the Transit Corridors Area and to the surrounding neighborhoods. This chapter is organized as follows:

- **2.1 Land Use** - a description of the range of existing land uses along the major corridors throughout the plan area.
- **2.2 Community Design and Character** - an overview of current identity or urban design elements along each of the corridors.
- **2.3 Character Areas** - a description of each of the five Character Areas in the Transit Corridors Area.
- **2.4 Circulation and Parking** - an outline of the existing automobile, transit, bicycle and pedestrian facilities.
- **2.5 Economics and Market Conditions** - an overview of current economic conditions and opportunities for redevelopment.

## 2.1 LAND USE

The Transit Corridors Area encompasses approximately 160 acres and is comprised of a variety of commercial and retail uses supported by adjacent residential neighborhoods (see Figure 2.1: Existing Land Use). Each of the five “Character Areas” possesses its own unique attributes, assets, and opportunities. Below is an overview of the Character Areas that are described in detail in section 2.3.

- **El Camino Real** is characterized by a variety of auto-oriented and regional retail uses that are designed to attract visitors both locally and regionally as well as the City’s Civic Center. City Hall, the public library, a fire station, and the San Bruno Municipal Cable TV are all located on El Camino Real in the Transit Corridors Area.
- **San Mateo Avenue** from San Bruno Ave to El Camino Real is the City’s historic Downtown street. San Mateo Avenue is a pedestrian-oriented street that is enclosed by a tight and uniform row of eclectic shops and restaurants. The Downtown lacks a diverse mix of businesses and services to draw a wider range of customers during evening hours. As the heart of the city, San Mateo Avenue also lacks a large public gathering space or plaza that can offer residents, shoppers, and employees a place of respite, to recreate, congregate, and interact.
- **San Bruno Avenue** includes a mix of retail, offices, car oriented uses, religious facilities and single and multi-family residences. The corridor is currently auto-oriented and lacks pedestrian-friendly amenities.
- **Huntington Avenue** is generally lined by residential units, but also includes the Shops at Tanforan, a regional retail destination, the BART station, and industrial uses.
- The future Caltrain **Station Area** is currently occupied by vacant land and industrial uses. This area includes a mixture of autobody shops and single family homes.

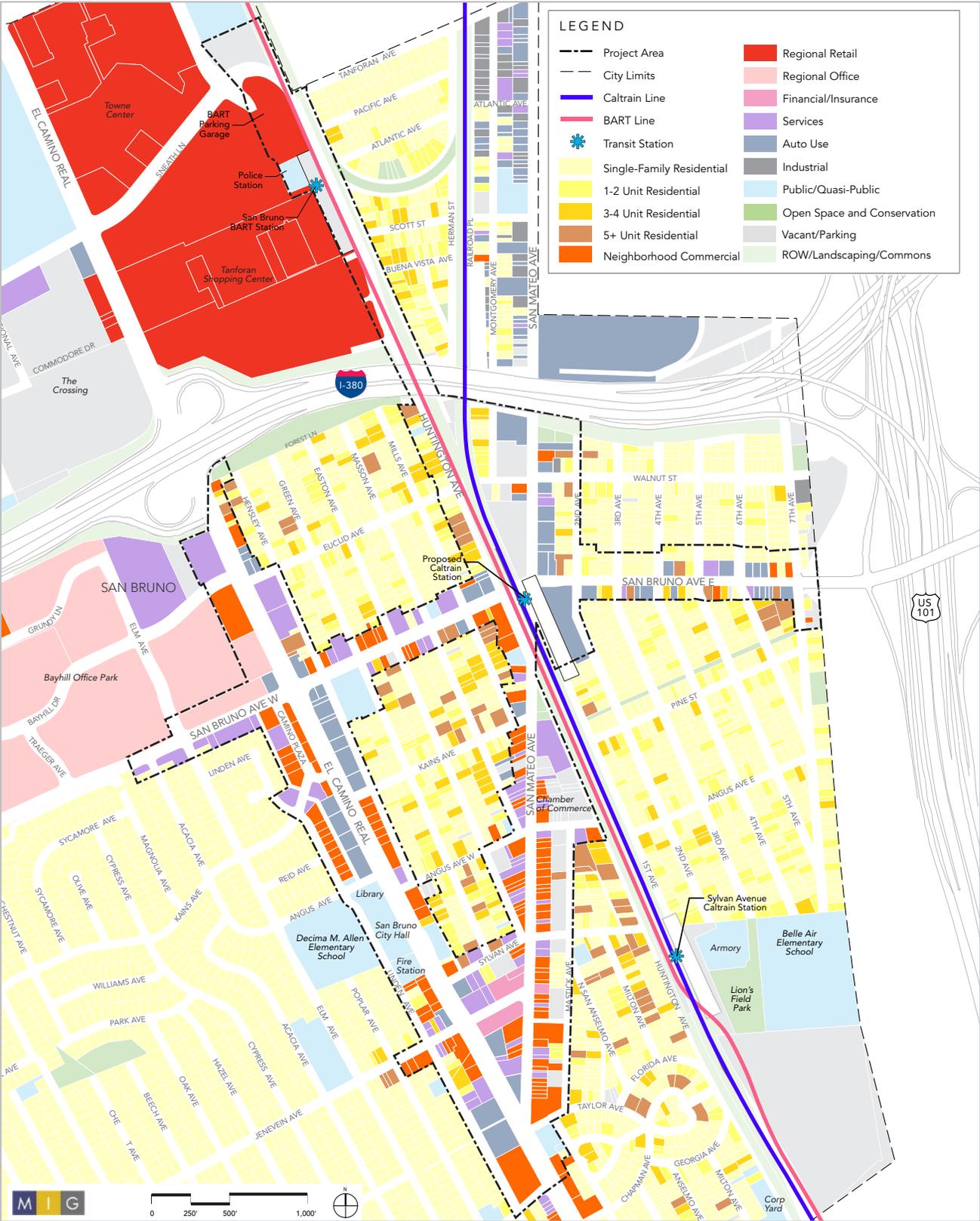
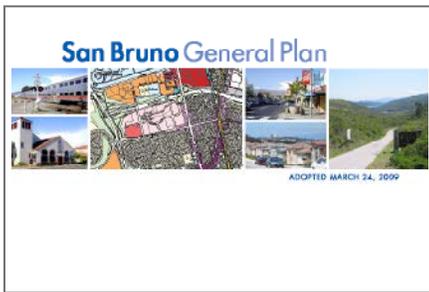


Figure 2.1: Existing Land Uses

In general, there is currently little housing in the Transit Corridors Area, and a strong presence of auto-oriented commercial services. The recent General Plan Update allows higher housing densities in the plan area, which has heightened development interest. New mixed-use residential projects in Downtown may offer the opportunity to invigorate businesses and bolster social and community vitality. This opportunity is explored in detail in Chapter 4: Development Framework.



*San Bruno General Plan - Adopted 2009.*

### Existing General Plan Land Use

The San Bruno General Plan, adopted in 2009, outlines several major land uses for the Transit Corridors Area (see Figure 2.2: 2025 General Plan Land Use). The designations are the foundation for this plan's land use direction. The proposed Caltrain station is a major driver for the General Plan land use designations. In addition, the General Plan designates San Mateo Avenue as a Central Business district, San Bruno Avenue as a transit-oriented development area, and El Camino Real as a confluence of the two that merges and links these two areas. Uses along Huntington Avenue are mostly designated as transit-oriented development and public/quasi-public, except for The Shops at Tanforan, which is designated as Regional Commercial and Visitor Services. The only public space within the Transit Corridors Area is Posy Park and the existing landscaped viewing area (currently zoned with a Central Business District (CBD) designation), both of which are on San Mateo Avenue.

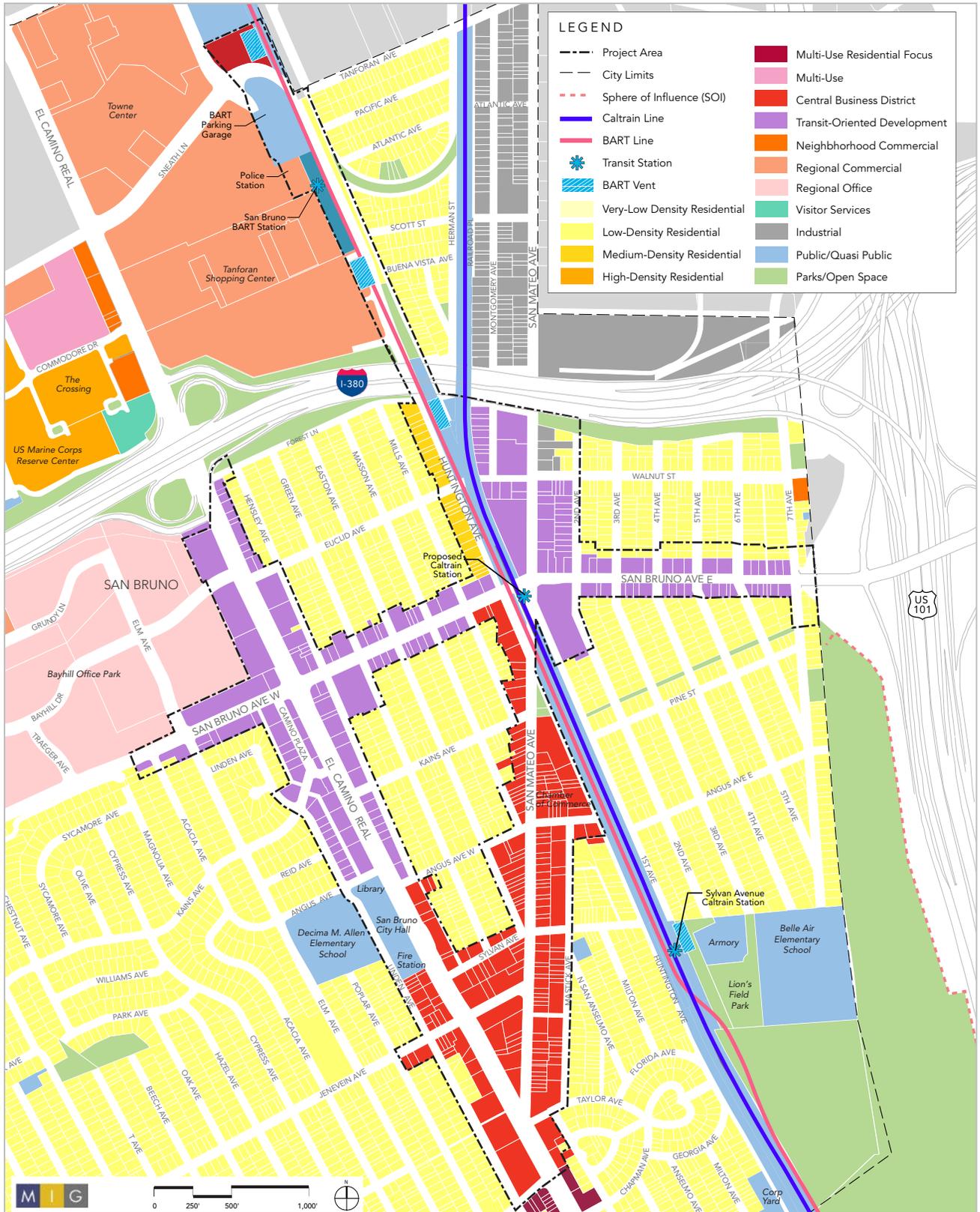


Figure 2.2: 2025 General Plan Land Use

## Existing Zoning

The Transit Corridors Area is primarily zoned for commercial uses, although the City is in the process of updating its Zoning Code to be consistent with the new General Plan land use designations. Residential uses are a small component of the Transit Corridors Area (approximately 8%). General commercial uses constitute a major land use within the Transit Corridors Area, consuming approximately 42% of the area. Most general commercial uses located along San Bruno Avenue and El Camino Real (see Figure 2.3: Existing Zoning and Table 2.1: Existing Zoning). The Civic Center is also located along El Camino Real including key facilities like the City Hall, and a Fire Station. San Mateo Avenue is characterized by the Central Business designation. Most parcels behind San Mateo Avenue in the Downtown, which are currently used as surface parking for retail customers, are zoned for low-density residential use.

**Table 2.1: Existing Zoning**

Zoning Designation	District Description	# Parcels	Total Acres	% of Total Transit Corridors Area
A-R	Administrative and Research	10	3.3	3.6%
C	Commercial	173	34.8	38.4%
C-B-D	Central Business District	112	14.5	16.0%
C-M	Commercial Combining Industrial	12	3.8	4.2%
C-N	Neighborhood Commercial	25	4.2	4.6%
C-O	Commercial Office	3	3.7	4.1%
O	Open Space and Conservation	2	2.7	2.9%
P-D	Planned Development	6	5.6	6.1%
R-1	Single-Family Residential	56	6.0	6.6%
R-2	Low-Density Residential	55	7.5	8.3%
U	Unclassified	5	4.6	5.1%
<b>TOTAL</b>		<b>459</b>	<b>90.6</b>	<b>100.0%</b>

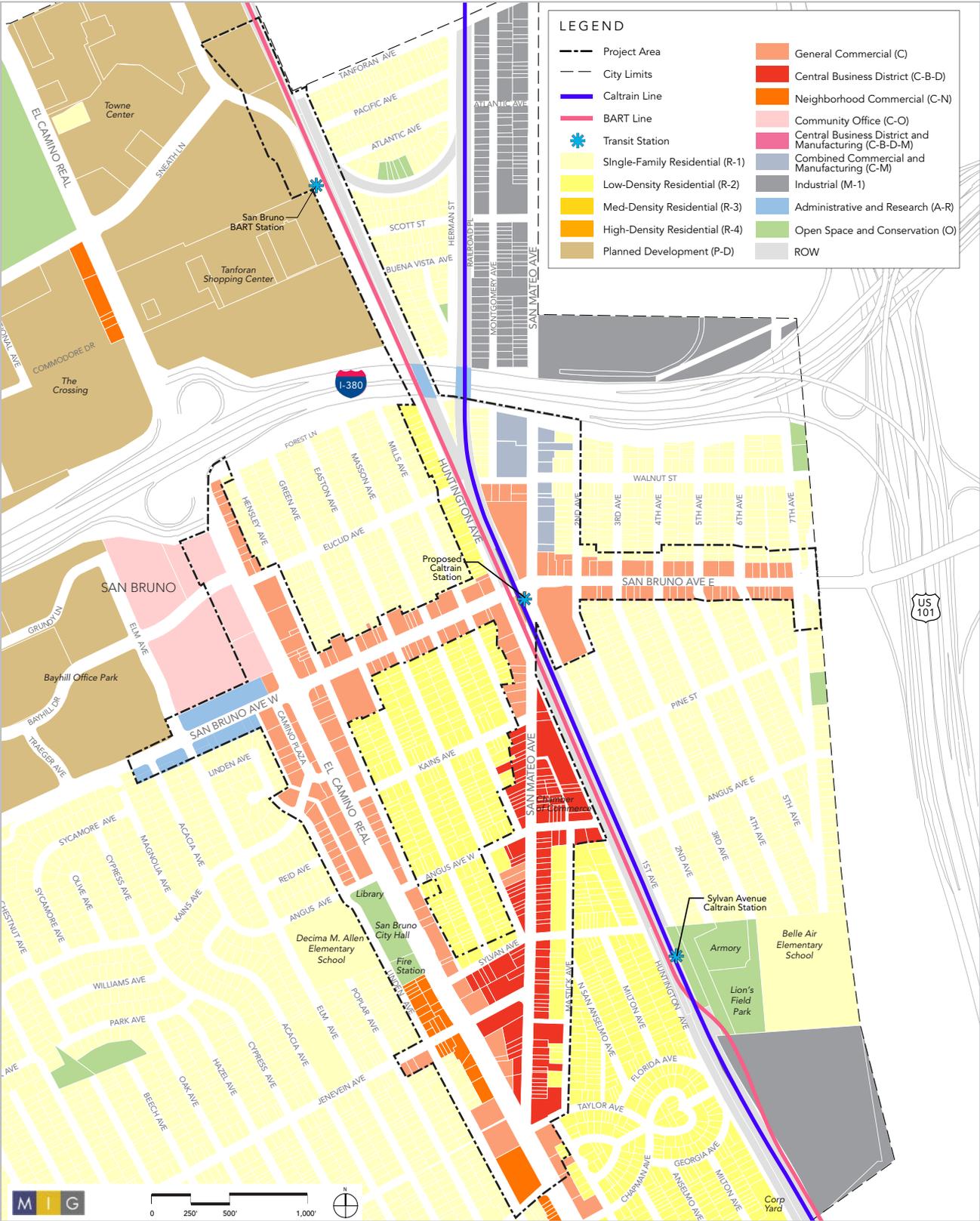


Figure 2.3: Existing Zoning

### **Former San Bruno Redevelopment Project**

The San Bruno Redevelopment Project was established in 1999 to revitalize the oldest areas of San Bruno; stimulate private investment in commercial areas; and promote conservation and enhancement of residential neighborhoods. The Transit Corridors Area is located entirely within the former San Bruno Redevelopment Project Area (see Figure 2.4: Former Redevelopment Area).

The Redevelopment Agency ceased operations on February 1, 2012 as a result of ABX1 26, which eliminated all redevelopment agencies in California. The City created a Successor Agency to wind down the operations of the former Redevelopment Agency.

Because redevelopment tax increment financing will no longer be a funding source for public infrastructure improvements, the City will need to pursue other funding sources identified in Chapter 9, to implement the Transit Corridors Plan.

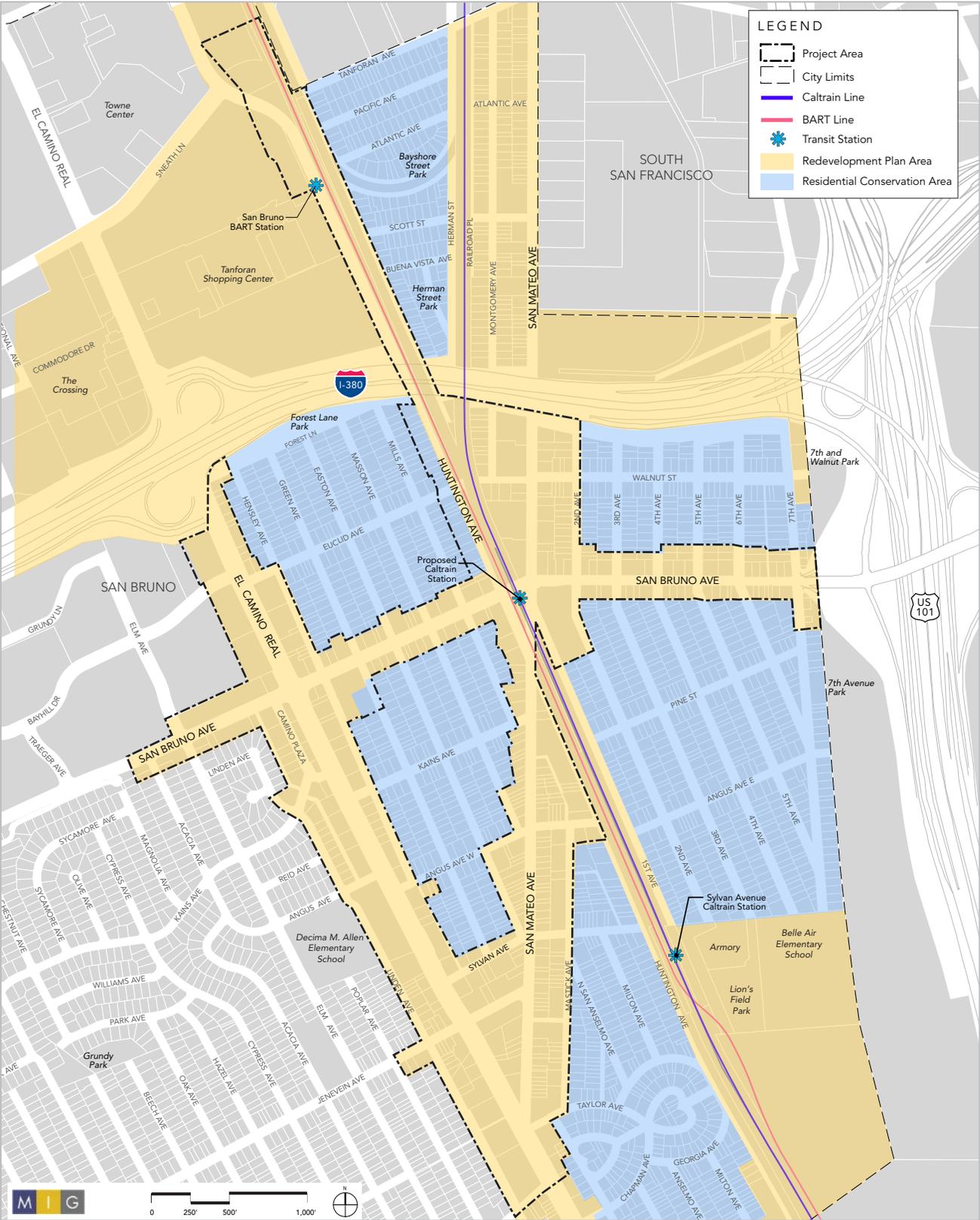


Figure 2.4: Former Redevelopment Area

## 2.2 COMMUNITY DESIGN AND CHARACTER

The Transit Corridors Area is characterized by a pattern of diverse building footprints, parcel sizes and surface parking lots. The unique urban fabric is divided by multiple transportation and retail corridors. San Mateo Avenue has a comfortable physical scale and unique building design elements that make it a successful pedestrian-oriented Downtown street. These attributes lend to the street's distinct character and provide the potential for San Mateo Avenue to become an even more popular local and regional destination. However, El Camino Real, San Bruno Avenue and Huntington Avenue are all typically characterized by varied building setbacks, surface parking lots, one to three story buildings, inconsistent architectural styles and wide roadways. These elements generally deter pedestrian activity and do not contribute to an overall sense of vibrancy and identity of the area.



*Typical view down San Mateo Avenue.*



*Typical view down El Camino Real.*



*Typical view down San Bruno Avenue.*



*Typical view down Huntington Avenue.*



*Eclectic mix of architecture along San Mateo Avenue.*

As the Transit Corridors Area’s diverse land uses suggest, buildings also vary greatly both in size and placement throughout the area. These range from small retail buildings fronting San Mateo Avenue to larger auto-oriented uses on El Camino Real (see Figure 2.5: Building Footprints). The building footprints also reveal that buildings are much closer together on San Mateo Avenue, contributing to its fine-grain and historic “main street” character. This character contrasts with El Camino Real, where large buildings are interspersed with surface parking lots and wide setbacks from the street. Shallow lot depths along El Camino Real also present a challenge for placement of buildings and the location of parking lots. The range of building footprint sizes and placement suggests that a one-size-fits-all development prototype is not ideal. Therefore, the recommendations in this Plan consider the particular contexts, character and challenges of each Character Area and its subareas.



*Auto-oriented businesses fronting San Bruno Avenue.*



Figure 2.5: Building Footprints



*San Bruno City Hall located along El Camino Real.*

### **Community Amenities, Retail Uses, and Services**

Community amenities, retail uses, and services are essential to the current and future vitality of the Transit Corridors Area. These elements can enhance neighborhoods, create identity, and strengthen the sense of community.

There are many civic uses along El Camino Real within the Transit Corridors Area. City Hall, the Public Library, San Bruno Municipal Cable TV, and a fire station are all within two blocks of each other along the street.

San Mateo Avenue also has many community amenities along its length, most in the form of retailers serving the needs of local residents, especially those targeting various Latino, and Asian/Southeast Asian American communities. These include grocery, baked goods, clothing, video stores, and many restaurants. There are also a significant number of amenities including Lullaby Lane (a popular baby and children’s clothing and furniture retailer), La Petite Baleen Swim School, several martial arts studios, and a dance studio.



*Community amenities like the fire station are also located along El Camino Real.*

In addition to neighborhood retail, San Mateo Avenue also has two small open spaces: Posy Park at Huntington Avenue and the landscaped viewing area at Jenevein Avenue. Posy Park, which acts as the gateway to Downtown from the north, has dense tree cover. This creates a somewhat dark and uninviting atmosphere that discourages pedestrian activity. The landscaped viewing area at Jenevein Avenue is a City-owned parcel which has been improved with attractive landscaping, a fountain and murals depicting the area's natural history. A few other community-serving amenities such as churches and community-serving businesses and institutions are also located on San Bruno Avenue.

Two other major community amenities are the existing BART station and the proposed San Bruno Avenue Caltrain station (the existing Caltrain Station is located on Sylvan and Huntington avenues, just outside of the Transit Corridors Area), which provide residents and employees public transportation with access to the Silicon Valley and greater San Francisco Bay Area.



*Posy Park at the intersection of Huntington and San Mateo avenues.*



*Religious institution along San Bruno Avenue.*



*Landscaped viewing area at Jenevein and San Mateo Avenues.*

## 2.3 CHARACTER AREAS

The following summarizes the physical assets, issues, and opportunities of each major street or Character Area in the Transit Corridors Area (see Figure 2.6: Character Areas). Each is analyzed with respect to characteristics such as its pedestrian environment, streetscape, parking lots and vacant parcels, and building character. These include:

- El Camino Real
- Central Business District
- San Bruno Avenue
- Huntington Avenue
- Station Area

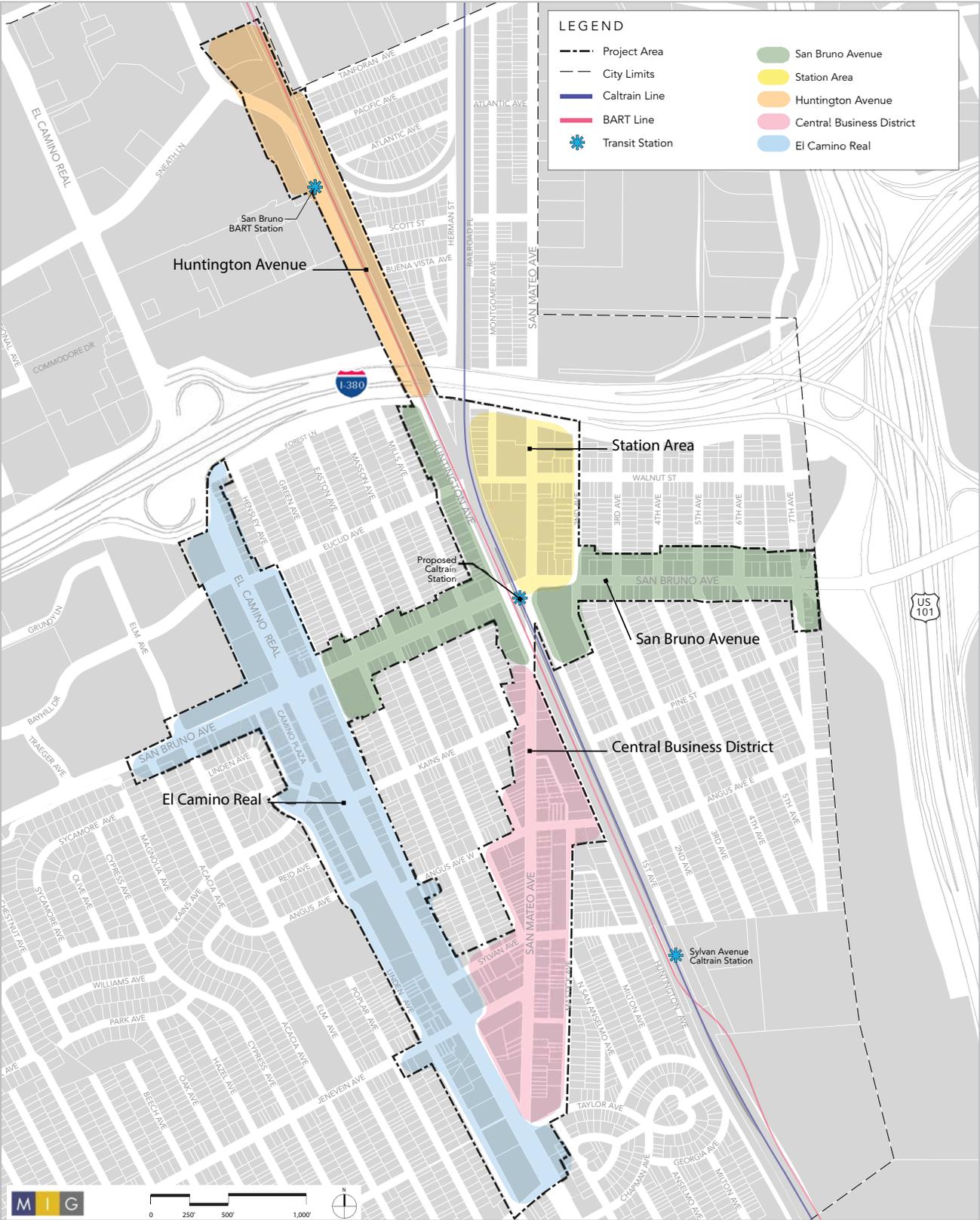


Figure 2.6: Character Areas



Figure 2.7: Character Area - El Camino Real

## El Camino Real

El Camino Real, or CA-82, is the main north-south surface road in San Bruno (see Figure 2.7: Character Area - El Camino Real). The street has a significant role in California's history. Formerly known as the "Royal Road", El Camino Real originally extended for 600 miles from Sonoma in the north to San Diego in the south, connecting 21 Spanish missions. The intersection of El Camino Real and San Mateo Avenue is the historic location of the groundbreaking for the first paving project of the state highway system in 1912. This project involved paving of a five-mile stretch of El Camino Real between San Bruno and Millbrae. This intersection was also the location of two road houses, San Bruno House and Uncle Tom's Cabin, which provided lodging and restaurants, and became a major hub of activity from about 1850 and lasting for almost 100 years. El Camino Real (CA-82) remained the primary north-south auto route into the mid-20th Century when the U.S. Rte 101 Freeway replaced it as the primary highway between San Francisco and San Jose.

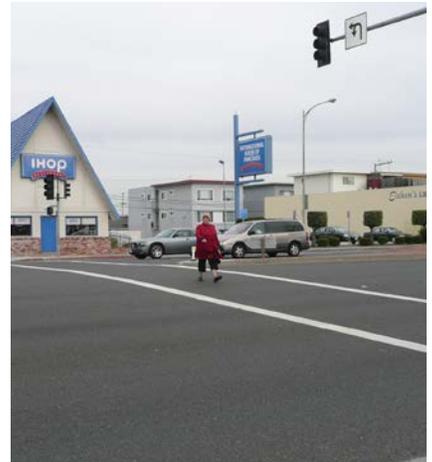
Despite its rich history, El Camino Real today is primarily an auto-oriented strip. It lacks a cohesive identity, a strong sense of place and pedestrian-friendly design. Today its uses include gas stations, car dealerships, auto-related stores, motels, a furniture store, restaurants, low-rise offices, strip center, and parking lots. Significant assets along El Camino Real are San Bruno's City Hall, Public Library, and fire station. No other City along the Peninsula has such a civic presence along El Camino Real.

The character of El Camino Real is fragmented by driveways and parking lots. Primary building entries are typically spaced far apart. Setbacks from the street vary in depth, with some buildings located directly behind the sidewalk with no setbacks. The frontage of some lots are used for surface parking lots, segregating building entries and windows from the sidewalk. These parcels represent opportunity sites and can serve to spearhead revitalization in the area.

El Camino Real's wide center median creates a clear separation of north-bound and south-bound traffic. The auto-oriented streetscape acts as a physical divide.

Streetscape assets on El Camino Real include bus shelters, wide sidewalks, signage, and public art (in front of the Library and newly landscaped medians). Some signage exists, indicating directions to main landmarks and buildings, however signage directing traffic to I-380 and the BART station is inadequate. Distinctive bells placed intermittently along this historic road convey El Camino Real's significance. Despite these assets, El Camino Real's streetscape lacks certain amenities that would improve the overall character and appearance of the corridor such as street trees, plantings and public seating. In some instances, street furnishings such as light boxes, light posts, and trash receptacles encroach upon the sidewalk and reduce its width.

Given Caltrans authority over activity in the El Camino Real right-of-way, coordination is required for all local planning efforts. The City of San Bruno has been coordinating with Caltrans to upgrade the medians along El Camino Real with new gateway signage. In addition, the objectives of the Grand Boulevard Initiative also impact the and guide development within the right-of-way. The City of San Bruno is actively participating in the Grand Boulevard Initiative, which is aiming to reinvent the El Camino Real corridor, as it relates to land use and multi-modal transportation. One of the key aspects of this effort is working with Caltrans to review and potentially update current design standards to encourage the range of transportation options envisioned along El Camino Real.



*El Camino Real with its large right-of-way represents a challenge for pedestrian circulation and sense of safety.*



*View of El Camino Real at San Bruno Avenue.*



### Central Business District

San Mateo Avenue is Downtown’s main street (see Figure 2.8, Character Area - Central Business District). Existing land uses on San Mateo Avenue are dominated by locally-owned neighborhood and ethnic retail and services such as restaurants, grocery stores, cafes, religious organizations, a private indoor swimming pool (for young children), a large children’s furniture store, Posy Park, and the landscaped viewing area at Jenevein Avenue. The city’s Chamber of Commerce is located on San Mateo Avenue in close proximity to Artichoke Joe’s Casino. A large number of parcels facing Mastick Avenue are dedicated to surface parking, with several residential uses in between the parking lots. North of San Bruno Avenue, the corridor uses become more industrial and scattered.

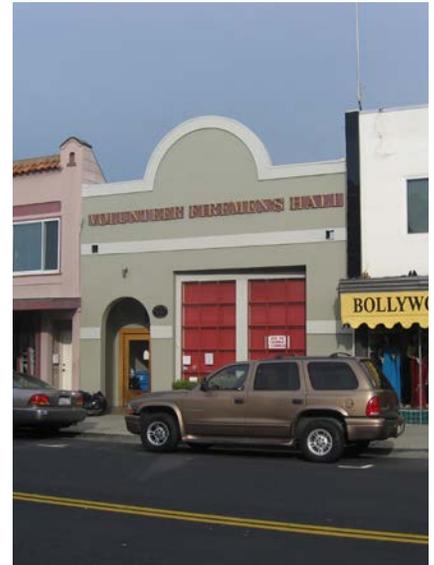
Figure 2.8: Character Area - Central Business District



*San Bruno grew rapidly after the 1906 earthquake and through rail connections to San Francisco and the Peninsula. Beginning in the 1930s and continuing through the mid-20th century, the City expanded as a suburban bedroom community while maintaining its historic core along San Mateo Avenue.*

San Mateo Avenue has a 60-foot right of way, with sidewalks approximately eight to ten feet wide, parallel parking on both sides of the street, and 12-foot vehicle travel lanes. The right of way along San Mateo Avenue is similar in scale and width to nearby Downtown main streets which have angled parking, including Broadway in Millbrae, Broadway in Burlingame, and Laurel Street in San Carlos.

San Mateo Avenue has many pedestrian-oriented design elements including adequate sidewalks, potted street trees, pedestrian-scaled lighting and signage, bulbouts, and on street parking, and a visually interesting building pattern. Many of these improvements can be attributed to the Downtown Improvement Plan and the Downtown Parking Project completed in 2003. In addition, about a dozen storefronts have been refurbished through the Redevelopment Agency's Facade Improvement Program.



*Commercial building typical of San Mateo Avenue.*



*San Mateo Avenue provides an attractive streetscape for pedestrians.*



*Service and loading areas behind building but visible from San Mateo Avenue.*



*Service and loading areas, and surface parking lots behind building and in some cases also visible from San Mateo Avenue.*

San Mateo Avenue generally provides a pedestrian-friendly environment with active storefronts that are engaging to the passerby. The Downtown area does however include a few vacancies and several storefronts under renovation for new retailers. Side streets and pedestrian corridors include few windows or wall décor. Blank walls, overgrown weeds, parking lots without landscaping, fences, garbage cans, garages and loading areas are conditions sometimes found behind the stores. Building and garbage/recycling maintenance are also in need of improvement.



*San Mateo Avenue is a great street for bikers due to the scale and layout of the street, which encourages low traffic speeds.*

There are two major entrances to Downtown via San Mateo Avenue: El Camino Real to the south and San Bruno Avenue to the north. While these intersections are the primary pedestrian and vehicular entries into the City core, they currently lack the eye-catching and welcoming characteristics of a Downtown gateway. At the San Mateo Avenue/El Camino Real intersection there is a gas station and several underutilized properties. On the east side of the street are four vacant buildings, anticipated to be redeveloped into a proposed mixed-use development, which received entitlements in January 2009. The existing sign welcoming traffic to the Downtown from El Camino Real obstructs the view of up San Mateo Avenue. At the San Mateo Avenue/Huntington Avenue intersection, Posy Park acts as the northern Downtown entrance. Posy Park will be relocated and reconstructed in conjunction with more significant the Caltrain station development. Both of these entrances to San Mateo Avenue offer opportunities to be designed as prominent and inviting gateways.



*Key intersection within the plan area at El Camino Real and San Mateo Avenue.*



*Residential uses along the corridor.*



*Auto-oriented businesses and services lining San Bruno Avenue.*

### San Bruno Avenue and Huntington Avenue (south of I-380)

San Bruno Avenue is the key east-west corridor linking Downtown San Bruno, the future Caltrain Station and residential neighborhoods with Highway 101, Interstate 280, and Skyline Boulevard to the west. It is a main connector road within the City, linking residential neighborhoods with commercial areas (see Figure 2.9: Character Area - San Bruno Avenue and Huntington Avenue south of I-380). A new Caltrain station and grade separation will be located on San Bruno Avenue at Huntington Avenue. This facility is being designed as a primary focal point and gateway to the community. Construction of the grade separation and its associated infrastructure provide opportunities for a stronger pedestrian-oriented streetscape and built environment.

San Bruno Avenue includes a blend of restaurants, shops, gas stations, parking lots, religious facilities, motels, and apartment complexes. The western end of San Bruno Avenue hosts a concentration of service and regional office uses. An auto dealer is located at the junction of San Mateo and San Bruno avenues. The eastern end of San Bruno Avenue also has a number of single-family homes, low-, mid- and high-density apartment units, as well as auto-related uses and small shops. There is currently no true gateway feature on the eastern end of San Bruno



Figure 2.9: Character Area - San Bruno Avenue and Huntington Avenue (south of I-380)

Avenue that denotes a strong entry into the Downtown and greater City. Overall, San Bruno Avenue generally lacks an attractive or inviting pedestrian environment due to the following factors: inconsistent building edges that create an uneven sequence of pedestrian entries; blank walls and parking surfaces abutting the sidewalk; landscaping that is not consistent on both the public right of way and on private property; and private property that is generally under-maintained. In addition, fast moving traffic and too few crosswalks combine to make San Bruno Avenue a tangible barrier for pedestrians attempting to cross north-south along the street.

Huntington Avenue is now predominantly residential. The proposed mixed use development would occur slowly over time. In some cases, property owners have paved the area between their building and the sidewalk, giving the appearance of a wider sidewalk. Residences are typically even in height, volume and distribution and most pedestrian entries face the street. This residential layout creates a pleasing rhythm to walk along. South of San Bruno Avenue, some neglected building façades create a pedestrian-unfriendly environment.



*Narrow sidewalks with obstacles along the corridor between Highway 101 and Huntington Avenue.*



*Sidewalks along San Bruno Avenue between Huntington Avenue and El Camino Real are wide but the limited landscaping and irregular development pattern do not offer a welcoming pedestrian environment.*



*An example of streetscape edge along Huntington Avenue south of San Bruno Avenue in need of enhancement.*



Figure 2.10: Character Area - Huntington Avenue

## Huntington Avenue

Huntington Avenue connects Downtown and residential neighborhoods with the San Bruno BART station and The Shops at Tanforan, a regional shopping center (see Figure 2.10: Character Area - Huntington Avenue). South of the Transit Corridors Area, Huntington Avenue acts as a neighborhood street; north of the plan area boundary, it serves more as a service and access road providing access to the BART Station, the Shops at Tanforan and the Post Office. The roadway runs parallel to the Caltrain tracks.

Huntington Avenue is lined with parking lanes on its west side and newly planted street trees. The combination of parked cars and street trees has created a more protected environment for pedestrians. The sidewalk pavement is in good condition and bulbouts exist at the intersection of Huntington and Euclid avenues, helping to calm traffic speeds.



*West-side sidewalk north of San Bruno Avenue lined with single and multi-family residences.*

From the BART station to the intersection at San Bruno Avenue, Huntington Avenue has a landscaped center median that also functions as a turning lane close to intersections. Median island trees are too small to reduce the scale of the avenue or create a significant aesthetic impact.

Both the width of the street and the sidewalks on Huntington Avenue offer opportunities for streetscape improvements. Sidewalks range from five- to 10-feet wide and are in good condition.



*Wide sidewalks close to the BART station.*



Figure 2.11: Character Area - Station Area

### Station Area

The Station Area is bordered on the west by the Caltrain rail line and is currently occupied by a large parking lot, light industrial uses, and low-density housing (see Figure 2.11: Character Area - Station Area). As the site for the future Caltrain station and grade separation, the Station Area has great potential as a gateway into Downtown and a prominent focal point of high-density mixed-use office development and public open spaces. The area is currently zoned for low- and medium-density residential uses as well as an Administrative and Research designation. The new designation for the Station Area, along with the majority of the Transit Corridors Area, is Transit-Oriented Development (see Figure 2.2: 2025 General Plan Land Use).



*Station Area looking west from San Bruno Avenue prior to the Caltrain Grade Separation.*

The surrounding uses, including existing residential development along Huntington Avenue and the mix of service commercial uses along San Mateo Avenue, will influence the scale and massing of future development within the Station Area. Currently this site is not integrated into its surrounding fabric. Blank walls along Huntington Avenue and the lack of pedestrian amenities and facilities present an unwelcoming pedestrian environment. However, as mentioned above, this site provides a great opportunity for a well designed development that can draw visitors into Downtown with engaging architectural elements, transit facilities, and retail and other services.



*Station Area looking toward Huntington Avenue prior to the Caltrain Grade Separation.*

## 2.4 CIRCULATION AND PARKING

This section provides a brief overview of the existing roadways throughout the Transit Corridors Area (refer to Existing Conditions Analysis Report in Appendix A for full description). The description includes challenges and opportunities related to auto and transit circulation, the available bicycle and pedestrian amenities, and parking areas.

### Auto Circulation

The Transit Corridors Area has strong regional transportation accessibility due to its close proximity to Highway 101 and Interstates 280 and 380. Local thoroughfares running through the plan area include El Camino Real, San Bruno Avenue, San Mateo Avenue and Huntington Avenue. The El Camino Real/San Mateo Avenue/Taylor Avenue intersection is a historical landmark, as the site of the beginning of the State Highway system, and the main entry point to the south end of the Downtown area. The intersection presents opportunities for improvement to clearly mark this location as a historical landmark and to create a gateway feature to the southern end of Downtown.

Overall, the Transit Corridors Area's intersections and roadway facilities operate at acceptable conditions. At Caltrain rail crossings, extensive delays and queues can develop during peak periods (see Chapter 6: Transportation for more information). The Caltrain station and grade separation project is underway and is expected to be completed late in 2013. The grade separation will facilitate traffic flow along San Bruno Avenue and improve access to Downtown.



*San Mateo Avenue provides a balanced streetscape design that accommodates different transportation modes.*



*Sam Trans bus stop along El Camino Real.*

## Transit

A good mix of bus and rail transit facilities is available in the Transit Corridors Area (see Figure 2.12: Transit Routes and Facilities). Improving accessibility to these transit facilities presents a key opportunity for improvement. SamTrans provides fixed-route bus service near Downtown San Bruno and has existing bus stops located on El Camino Real, Jenevein Avenue, San Mateo Avenue and San Bruno Avenue. BART provides additional rail service with a station located on Huntington Avenue along the eastern side of the Shops at Tanforan. There are opportunities to improve bus stop amenities on San Mateo Avenue to further increase the accessibility and visibility of transit services in the Downtown area. The new Caltrain station will play a central role in the Transit Corridors Area. The new station will provide an anchor and create a gateway feature to increase the area’s visibility and accessibility.



*Sam Trans bus service.*

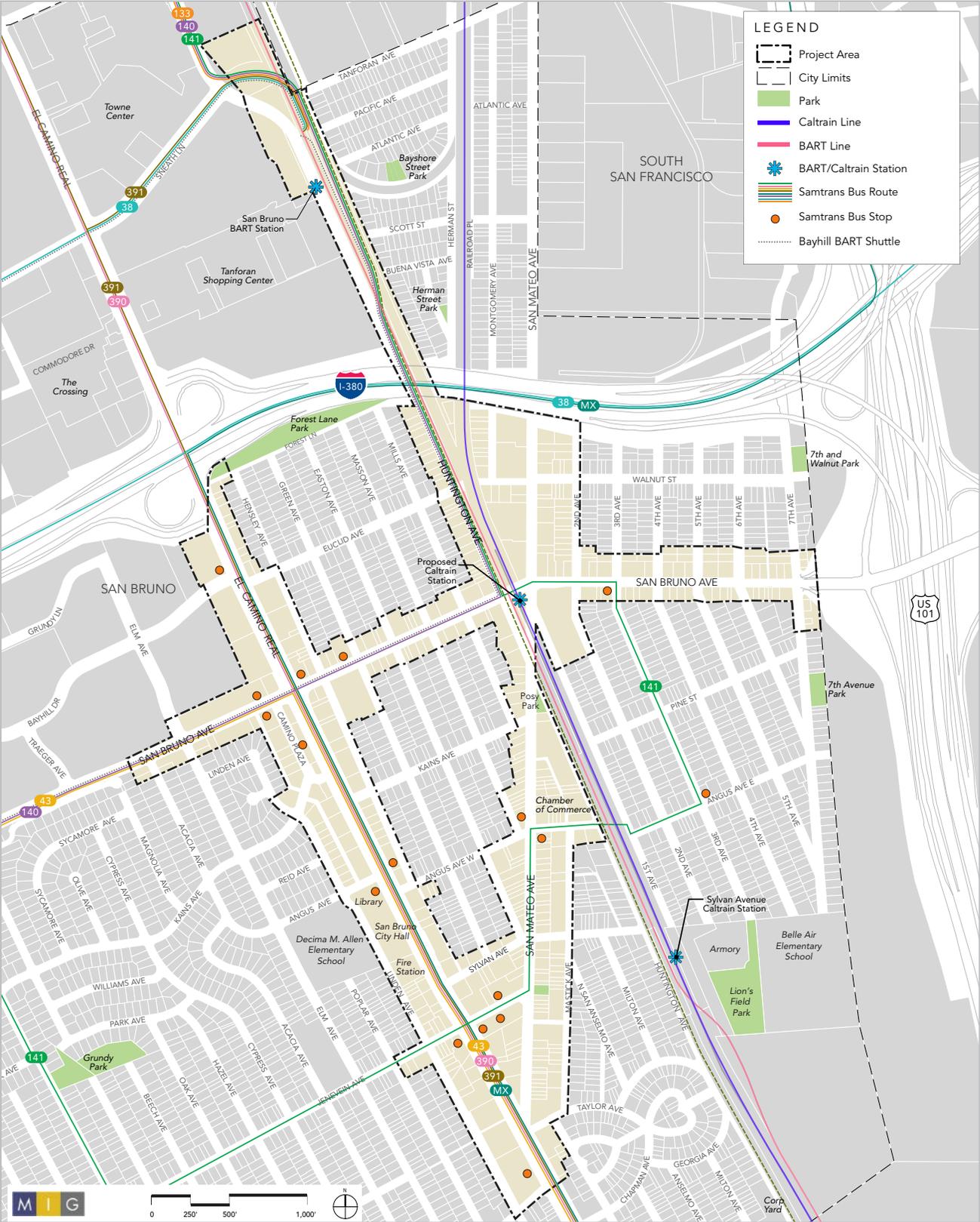


Figure 2.12: Transit Routes and Facilities



*Inadequate bicycle facilities force bikers to ride on sidewalks for safety.*



*Huntington Avenue is frequently used by bikers coming to and from BART station.*

## Bicycle Amenities

San Bruno's Transit Corridors Area has a noticeable amount of bicycle activity, even though the area has a limited number of designated bicycle facilities available. Improving the number and quality of bicycle facilities presents a key opportunity for improvement. There are plans to construct a mixed-use bike trail along Huntington Avenue that would provide improved connections between the Downtown and the San Bruno BART station. As part of the San Mateo County Bicycle Route Plan, a county north-south route includes a proposed Class I multi-use bike path that would run along Huntington Avenue, curve under Interstate 380 and continue on Herman Street to the City limit. This route will increase access to BART.

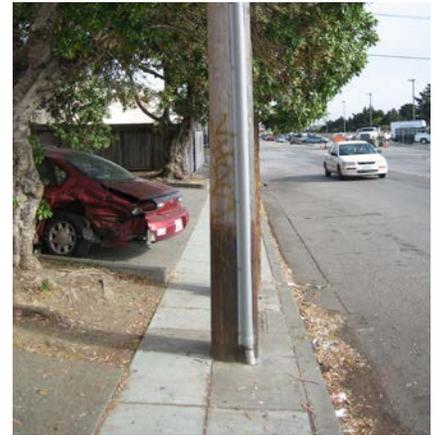
The construction of the new Caltrain station and grade separation project provides opportunities to include better bicycle facilities to increase accessibility to the Transit Corridors Area.



*Bikers share the street with fast moving traffic along El Camino Real.*

## Pedestrian Amenities

The pedestrian experience is generally less prioritized than other modes of transportation in the Transit Corridors Area. Sidewalks are present throughout the Transit Corridors Area, though the width and quality of sidewalks varies. San Mateo Avenue, for example, is an area with attractive sidewalks, street trees, bulbouts and plenty of pedestrian crossings that foster a vibrant pedestrian environment. In some other areas, however, sidewalks are narrow or are partially blocked by telephone poles or parked vehicles that adversely impact pedestrian circulation. Where feasible, the removal of sidewalk obstructions would substantially help to improve pedestrian connectivity. In addition, here is an opportunity to improve pedestrian connectivity between the Downtown area and the civic uses on El Camino Real by providing enhanced crosswalks and mid-block crossings.



*Narrow sidewalks with obstacles are typical along major corridors in the plan area.*



*San Mateo Avenue offers a welcoming pedestrian environment.*



*El Camino Real acts as a barrier for pedestrians.*



*Throughout the plan area there are many cases where parking areas abut sidewalk edges like this example along El Camino Real.*



*Large parking area with potential for redevelopment.*

## Parking

While there are opportunities to better manage parking, on an area-wide basis and based on the current land uses the Downtown parking supply is adequate to meet existing demand. The highest parking occupancy rates occur for the on-street parking. Spaces located closer to San Mateo Avenue are the most desirable and have higher parking demand rates than those located elsewhere in the Transit Corridors Area. Currently the time limit for street parking in most of the Downtown area is two hour, which limits the amount of time visitors have to shop and patronize, although there are some areas that allow parking for up to five hours. Increased parking time limits should be considered throughout the Downtown area.



*Parking lots on the back side of San Mateo Avenue.*

## 2.5 ECONOMICS AND MARKET CONDITIONS

This section includes an overview of the existing economic and market conditions within the Transit Corridors Area (refer to Existing Conditions Analysis Report in Appendix A for full description). The growth and redevelopment potential of the Transit Corridors Area will be shaped by the economic and demographic trends in San Bruno and San Mateo County, a growing and economically stable region despite the current downturn. With strong links to the Silicon Valley, San Francisco and the greater San Francisco Bay Area, San Bruno is well positioned to capture a growing share of future population and employment growth in the region. This is due to the narrowing of development opportunities elsewhere and to the growing attractiveness of in-fill, transit-accessible locations.



*Residential development at The Crossing.*

San Bruno has experienced a moderate amount of **residential development** in certain areas such as The Crossing and on two former school sites, in the last 10 years. The primary constraint appears to be the lack of suitable sites rather than market demand. Market prices and occupancy rates for both rental and for-sale housing have remained strong, and even increased, despite decline at the national level. Continued growth in home values and limited availability of land in San Bruno can serve as a basis for higher density condominium and/or apartment development in the Transit Corridors Area. Recent completed projects or under construction projects include over 1,000 units at The Crossing, 115 units at Marisol, 70 units at Merimont and 24 units at Skycrest.

The San Mateo County and San Bruno retail markets are currently strong, as indicated by relatively high lease and occupancy rates as well as sales performance. However, San Mateo Avenue in the Downtown core does not enjoy the same strength in the retail market as the City overall—retail lease rates are significantly lower. Downtown tenants are predominantly ethnic restaurants, grocers and suppliers. Downtown’s



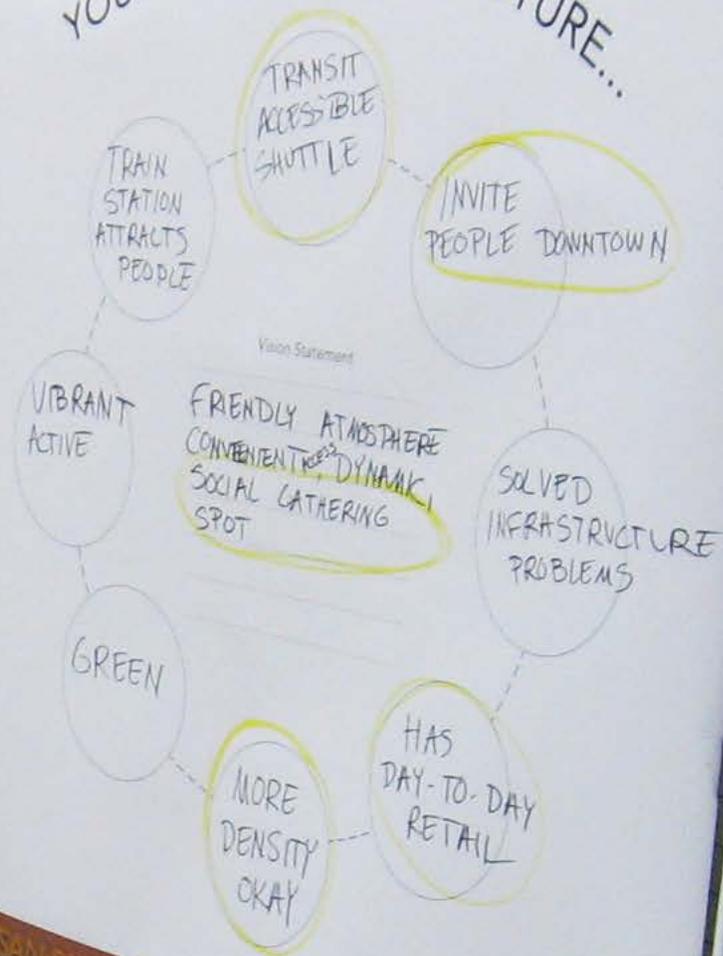
*Store vacancies along San Mateo Avenue.*

main street, San Mateo Avenue, has poor visibility and access from the busy El Camino Real and San Bruno Avenue corridors, which presents an obstacle in attracting major, high-volume retailers to the area. There are opportunities for additional retail in the Transit Corridors Area if properly positioned and integrated with other land uses.

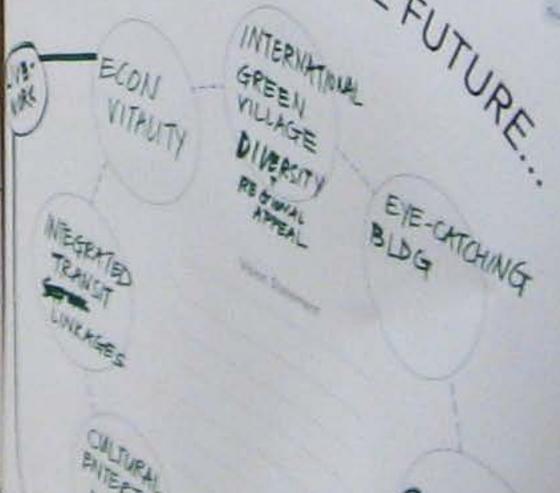
San Bruno's proximity to regional transportation facilities, including the San Francisco International Airport, BART and Caltrain; high-quality workforce; steady employment growth; and central location along the Peninsula offer opportunities for additional high-quality office development to meet the needs of technology companies and other tenants. San Bruno's Transit Corridors Area can provide space at a slightly lower cost than major urban centers, while serving as a time-efficient median location for those needing to travel to both San Francisco and Silicon Valley. However, the Transit Corridors Area will first need to cultivate a reputation as a viable office destination with high-quality space. San Bruno can build on the success of the Bayhill Office Park, a modern office park with approximately 1.5 million square feet of high quality office space, which is adjacent to the Transit Corridors Area west of El Camino Real. Although existing market conditions may present a barrier to new office development in the short term, longer-term economic trends suggest that office could be a highly successful land use that would contribute to the overall environment.

El Camino Real or San Bruno near the proposed Caltrain station may also present alternatives to office development downtown. With larger parcel sizes and an auto-oriented urban form, particularly along El Camino, these areas may be better suited to larger scale office developments. Several vacant parcels in the area further suggest this possibility. Tenants preferring this type of development would be willing to sacrifice the amenities associated with locating near a more diverse array of land uses for the benefits associated with closer proximity to other offices (e.g. Bayhill) and transit.

# YOUR VISION FOR THE FUTURE...



# YOUR VISION FOR THE FUTURE...



Community Workshop #1  
Small Group # 4  
Facilitator Name: LAURA  
Number of Participants: \_\_\_\_\_

- Assets:
- TEMP PARKING WELLS PRGO
  - EXISTING PKG TRANSIT PLAZA / ART (POL)
  - FAÇADE PROGRAM
  - VARIETY OF RESTAURANTS
  - GOOD PED AREA
- Challenges/Opportunities:
- CREATE OPEN SPA
  - NOT ALWAYS PR
  - BETTER SIGNAGE
  - MULTIPLE LANDOWN
  - DELICAT RESTAURANTS
  - COMPETITION W/TAFO
  - ENVIRONMENT USE

## Economic Assets:

- TANFO
- LULABY L
- SUN SE
- STARB

## Circulation Assets:

- TRANSPORT
- CONNECT TO THE SIDE OF

## Land Use Asset:

