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# glossary

**Affordable Housing.** Housing that can be purchased or rented by a household with very low income (earning below 50 percent of the area median income), low income (earning between 50 percent and 80 of the area median income), or moderate income, (earning between 80 to 120 percent of the area median income) based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing, property taxes, insurance, and utilities.

**Airport Noise Contour.** Also see Noise Contour. Noise contour zones of 65 decibels (dB) and 70 dB, as measured by the Federal Aviation Administration (FAA), run generally southeast to northwest through the Transit Corridors Area. For residential uses, development is considered compatible in areas where the noise level is below 65 dB, conditionally compatible in areas between 65 to 70 dB, and incompatible in areas where noise levels are more than 70 dB. The 70 dB contour roughly runs southeast to northwest bisecting San Bruno Avenue at 1st Avenue, with new residential development prohibited to the east of 1st Avenue. As aircraft modernize, noise contours at SFO have continued to shrink in recent years.

**Best Management Practices (BMP).** Any program, technology, process, or engineered system, which controls, removes, or reduces pollution.

**BID (Business Improvement District).** A BID is a public-private partnership in which businesses in a defined area pay an additional tax or fee in order to fund improvements or maintenance within the district's boundaries.

**Bike Facilities.** These include Class I, Class I and Class III Bike Facilities. A Class I Facility, typically called a "bike path" or "shared use path", provides bicycle travel on a paved right-of-way completely separated from any street. A Class II Facility, often referred to as a "bike lane," which provides a striped and stenciled lane for one-way travel on either

side of a street or highway. A Class III Facility, generally referred to as a “bike route,” provides routes through areas not served by Class I or II facilities or to connect discontinuous segments of a bikeway. Class III facilities can be shared with either motorists on roadways and is identified only by signing.

**Caltrain Grade Separation and New Train Station Project.** The San Bruno Grade Separation Project will elevate the Caltrain tracks above three existing at-grade street crossings at San Bruno, San Mateo and Angus Avenues. This will improve safety for both motorists and pedestrians, and it will reduce traffic congestion to and from Highway 101 in the City of San Bruno. In addition, a new elevated Caltrain station will be constructed between San Bruno and San Mateo Avenues, replacing the existing station at Sylvan Avenue. The project will provide three pedestrian underpasses - one in the vicinity of Sylvan Avenue, one at the new station and another between Euclid Avenue and Walnut Street. The grade separation project is a catalytic project that supports the downtown revitalization goals of the City of San Bruno.

**Capital Improvement Program (CIP).** The City of San Bruno’s Capital Improvement Program (CIP) is a five-year plan that serves to accomplish two goals. First, the CIP identifies various new projects and/or changes and improvements to existing city facilities or infrastructure. Examples include water main replacements, new park facilities, road resurfacing, computer network, a replacement library, etc. Second, the CIP provides an outline of the total cost to the City for these projects. In most cases, the list of CIP projects will exceed the City’s financial capacity to complete all of these projects, and the CIP becomes a tool to identify the priorities of the City Council for financing the limited number of projects the city is able to fund in any given fiscal year.

**Character Area.** The five subareas within the Transit Corridors Area, each of which has certain unique characteristics. El Camino Real, San Bruno Avenue, Central Business District (Downtown), Huntington Avenue, and

the Caltrain Station Area.

**Commercial Use.** Land use category that includes retail sales, personal services, eating and drinking establishments, business and professional offices, and medical and dental offices.

**Compatible.** Capable of existing together without conflict or ill effects.

**Curb Cut.** The opening along the curb line at which point vehicles or other wheeled forms of transportation may enter or leave the roadway. Curb cuts are essential at street corners for wheelchair users.

**Decibel (dB).** A unit of measurement used to express the relative intensity of sound as heard by the human ear.

**Density.** The number of residential dwelling units per acre of land. Densities specified in the General Plan are expressed in units per gross developable acre. (See "Acres, Gross," and "Acres, Gross Developable.")

**Density Bonus.** The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California State Law, residential projects that provide affordable housing may be entitled to a 35 percent increase of the underlying zone district.

**Design Guidelines.** Recommendations that direct how a project is designed. Guidelines provide flexibility for creative expression and design of buildings while supporting the desired character of the overall Transit Corridors Area as well as key Character Areas.

**Development Standards.** Regulations related to the physical aspects of a project. They include specifications for site development and building design, such as maximum building height and setbacks. All development applications must comply with development standards to be approved.

**Easement.** A right given by the owner of land to another party for specific limited use of that land. An easement may be acquired by a

government through dedication when the purchase of an entire interest in the property may be too expensive or unnecessary; usually needed for utilities or shared parking.

**Environmental Impact Report (EIR).** A document used to evaluate the potential environmental impacts of a project, evaluate reasonable alternatives to the project, and identify mitigation measures necessary to minimize the impacts. The California Environmental Quality Act (CEQA) requires that the agency with primary responsibility over the approval of a project (the lead agency) evaluate the project's potential impacts in an Environmental Impact Report (EIR).

**Façade.** One side of the exterior of a building, especially the front, but sometimes also the sides and the rear. Also, any face of a building given special architectural treatment. the facade of a building is often the most important from a design standpoint, as it sets the tone for the rest of the building.

**Facade Articulation.** The articulation of facades and the massing of structures give them richness and scale and break up the visual massing of building facades. Façade articulation includes the variation of wall planes, varied texture, relief and design accents on building walls such as balconies, wall projections and porches that can soften the architecture.

**Flex-space.** Land-use classification that allows the flexibility in permitted uses to respond to market demand.

**Floor Area Ratio (FAR).** The ratio between gross floor area of structures on a site and gross site area. Thus, a building with a floor area of 100,000 square feet on a 50,000 square-foot lot will have a FAR of 2.0.

**Floor Area, Gross.** The total area of all enclosed spaces of all floors within a building. The measurement shall be taken from the exterior face of all exterior walls.

**Floor-to-floor height.** The median interval between the top of one floorplate and the top of the next successive floorplate. Or, the median height between the tops of two adjacent floorplates in a multistory

structure.

**General Plan.** A master or comprehensive plan that lays out the future of the city's development in general terms through a series of policy statements (in text and map form). Each city and county adopts and updates their General Plan to guide the growth and land development of their community, for both the current period and the long term. San Bruno's General Plan was adopted in 2009.

**Grand Boulevard Initiative.** Collaboration between 19 cities, counties, and local and regional agencies that are working together to improve the performance, safety, and aesthetics of El Camino Real.

**Green Building.** A Green Building generally refers to one that is environmentally friendly in terms of energy consumption, or the waste they produce during its entire life-cycle. Green buildings are scored by rating systems, such as the Leadership in Energy and Environmental Design (LEED) rating system developed by the U.S. Green Building Council, Green Globes from GBI and other locally developed rating systems.

**Historic Resource.** A historic building or site that is noteworthy for its significance in local, state, national, its architecture or design, or its works of art, memorabilia, or artifacts. A Historic Resource Inventory was conducted in 2003 that created a list of cultural and historic resources within the boundaries of the San Bruno Redevelopment Project Area.

**Historic Structure.** A structure deemed to be historically significant based on its visual quality, design, history, association, context, and/or integrity.

**Impervious Surface.** Any material which prevents absorption of water into land.

**Infill.** The development of new housing or other buildings on scattered vacant lots in a predominantly developed area or on new building parcels created by permitted lot splits.

**Infiltration.** Gradual flow of runoff through the soil to mix with

groundwater.

**Intersection Capacity.** The maximum number of vehicles that has a reasonable expectation of passing through an intersection in one direction during a given time period under prevailing roadway and traffic conditions.

**Infrastructure.** Permanent utility installations, including roads, water supply lines, sewage collection pipes, drainage pipes, and power and communications lines.

**Level of Service, LOS.** A measure used by traffic engineers to determine the amount/level of traffic and efficiency of performance, at a particular intersection, roadway, or highway. The LOS rating system utilizes letters A through F, A being the best and F being the worst. LOS A describes conditions where traffic flows at or above the posted speed limit and all motorists have complete mobility between lanes. LOS F describes conditions where flow is forced, and every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required.

**Mass & Scale.** The physical size and bulk of a building as it appears to the pedestrian. Many building elements contribute to the mass & scale of a building, including: building height, length and height of walls, building wall and roof articulation, window and door openings, and building materials.

**Mitigation.** A specific action taken to reduce environmental impacts. Mitigation measures are required as a component of an environmental impact report (EIR) if significant measures are identified.

**Mixed Use.** Describes a development project which includes two or more categories of land use such as residential and commercial, or commercial and professional office and the like.

**Mixed-Use to Residential Transition Measures.** Techniques to help integrate new development into existing neighborhoods and reduce the impacts on residents. The adopted Transition Measures are included in Appendix A.

**Multi-modal.** Emphasis on many different modes of transportation including pedestrians, bicycles, shuttles, public transportation, and

automobiles.

**Noise Contours.** Lines drawn on a map indicating noise levels at a particular location from noise sources such as roadways, railways and aircraft.

**NPDES.** As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution.

**Ordinance 1284.** Any buildings and structures over three (3) stories or fifty (50) feet, as well as the construction of any above-ground parking structure, and dwelling units per acre in residential districts in excess of limits permitted on October 10, 1974 under the then existing zoning code, requires voter approval by a majority of the citizens of San Bruno in a general or special election (Chapter 12.26 of the S.B.M.C.).

**Parking Management Plan.** Parking management is the strategic use of existing and planned parking spaces, both on-street and off-street, in a given area. Parking management is a system management tool which addresses how vehicles access, use (length of time) and egress from parking spaces. These tools include: the designation of long term and short term parking; payment technologies; and strategies to encourage multiple use of parking facilities.

**Parking – Unbundled Parking.** Parking is unbundled when there is a separate charge for parking and there is flexibility to vary the number of spaces. Generally, parking spaces are bundled into the leases and are a hidden cost. Unbundled parking gives the user an opportunity to opt out of parking and make decisions based upon the price of parking as a commodity rather than a free good.

**Parking – Shared Parking.** The concept of using the same parking spaces for two or more different land uses at different times. For example, many businesses experience their peak business during daytime business hours on weekdays, while restaurants and bars peak in the evening hours and on weekends. This presents an opportunity

for shared parking arrangements and can improve the economics of constructing new parking by providing greater turnover in the facility. Residents in a mixed use building generally need parking at night, while retail users need parking during the day. Mixed use developments that share parking result in greater density, better pedestrian connections, and reduced reliance on private vehicles because multiple uses can be accessed by walking.

**Pedestrian-oriented Development.** Development designed with an emphasis on the street sidewalk and on pedestrian access to the building, rather than an auto access and parking areas.

**Planning Area.** The land area addressed by a Transit Corridors Plan, including land outside the boundary that bears a relation to the planning for the Planning Area.

**Priority Development Area (PDA).** Priority Development Areas (PDAs) are locally-identified, infill development opportunity areas near transit in the San Francisco Bay Area, established through the FOCUS program. FOCUS is a regional development and conservation strategy that promotes a more compact land use pattern for the Bay Area. FOCUS links land use and transportation by encouraging the development of complete, livable communities in areas served by transit. The San Bruno Transit Corridors Plan has been designated as a Priority Development Area.

**Private/Public Realms.** The private realm includes all privately owned land and improvements, including buildings, private parking lots, and landscaping. The public realm includes all publicly owned land and improvements, including roads, sidewalks, public parking lots, open space, etc.

**Private realm.** Buildings and land that are privately owned.

**Public realm.** Publicly owned facilities, including City streets, sidewalks, medians, planter strips, and public open spaces.

**Residential Conservation Area.** Residential neighborhoods identified in the former San Bruno Redevelopment Plan whose residential character,

integrity and property values are to be preserved and enhanced.

**Right-of-Way.** A continuous strip of land reserved for or actually occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary storm sewer or other similar use.

**Road Diet.** A road diet is a technique in transportation planning whereby a road is reduced in number of travel lanes and/or effective width in order to achieve systemic improvements. The additional space that is freed up by removing a vehicular travel lane can be converted into bicycle lanes, turn lanes, or other public use.

**Roof articulation.** Variation in roof lines through both vertical and horizontal changes. Roof articulation may be achieved by changes in mass, shape, plane, materials changes and/or the use of roof forms such as gables, hips and dormers. Flat roofs can be articulated through the use of parapets.

**Setback.** The required separation between a lot line and a building or structure.

**Side and front corner lots.** For the purpose of this Plan, the wall of a building containing the primary building entrance, generally facing a primary street corridor, such as El Camino Real, San Bruno Avenue or San Mateo Avenue, is the front, and the plane facing the intersecting street or at right angles to the front, is the side.

**Specific Plan.** A specific plan is a special set of development standards that apply to a particular geographical area. Under California law, a specific plan provides for systematic implementation of the general plan for all or part of the area covered by the general plan.

**Stepback.** The required stepping back of a story above a specific height or number of floors to reduce the apparent mass and bulk of a building.

**Story.** A complete horizontal section of a building, having one continuous or practically continuous floor.

**Streetscape.** The appearance or view of spaces located between street

curbs and building facades, including pedestrian crosswalks, paving, plantings, and street furniture.

**Traffic Calming Device.** Traffic calming measures to improve safety for pedestrians and bicyclists and improve the environment for residents such as speed humps, speed cushions, and speed tables, sized for the desired speed. Such measures slow cars to between 10 and 25 mph (15–40 km).

**Transit Corridors Area.** The area covered by the proposed San Bruno Transit Corridors Specific Plan, approximately 155 total acres, including 92 acres that is private property and 63 acres of public rights of way and other publicly owned property. The Transit Corridors Area includes parcels along El Camino Real, San Bruno Avenue, San Mateo Avenue and Huntington Avenue, surrounding the future San Bruno Avenue Caltrain Station.

**Transit-Oriented Development.** A compact, walkable, mixed-use residential or commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership. A TOD neighborhood typically has a center with a transit station or bus stop, surrounded by relatively high-density development with progressively lower-density development spreading outwards from the center. This makes it possible to live a higher quality life without complete dependence on a car for mobility.

**Transportation Demand Management.** Measures to improve the movement of persons and goods through better and more efficient utilization of existing transportation systems (e.g., streets and roads, freeways and bus systems) and measures to reduce the number of single-occupant vehicles utilized for commute purposes.

**Use.** The purpose for which land or structure may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City's Zoning Ordinance and General Plan land use designation. The City's zoning regulations provides a list of approved uses that can legally operate on the zoned

parcel. The uses referred to in chapter 5 and outlined in Table 5.1: Uses, identify allowed uses in broad terms, and a detailed list of permitted, conditional and prohibited uses will be adopted as part of the zoning code update.

**Zoning Ordinance.** The zoning ordinance translates the general plan's broad policy statements into specific requirements of individual landowners. The zoning ordinance divides all land in the city into zones and specifies the permitted uses and required standards in each zone. The zoning ordinance must be consistent with a city's general plan and specific plan.

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