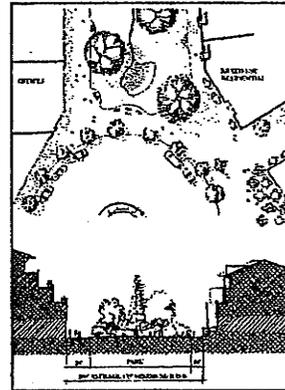
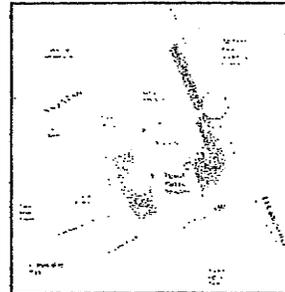
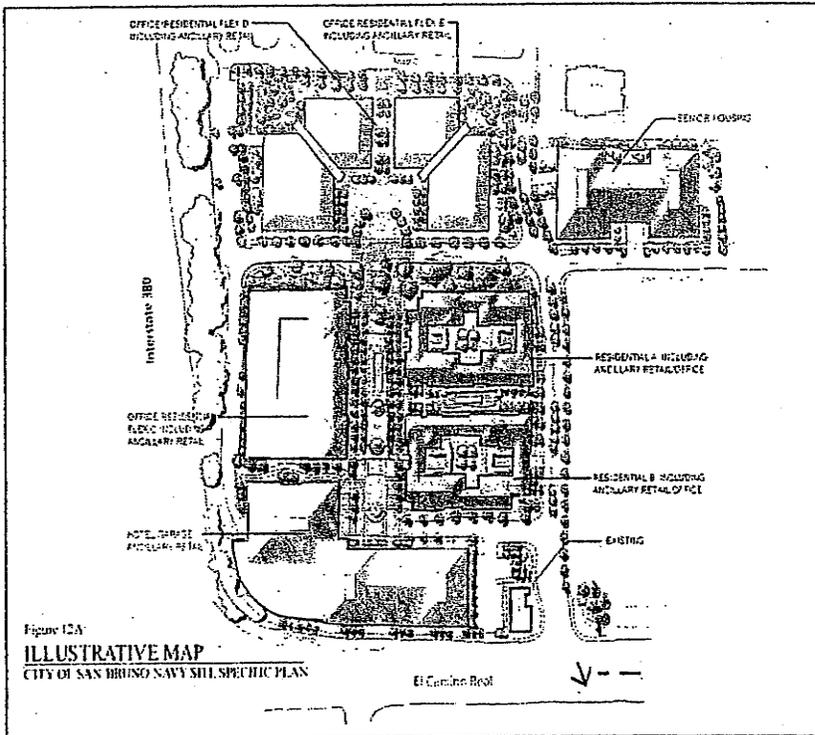
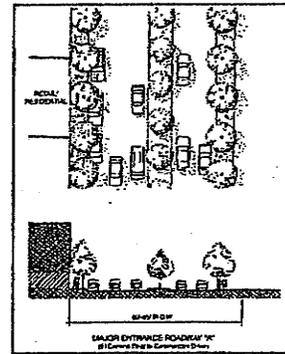
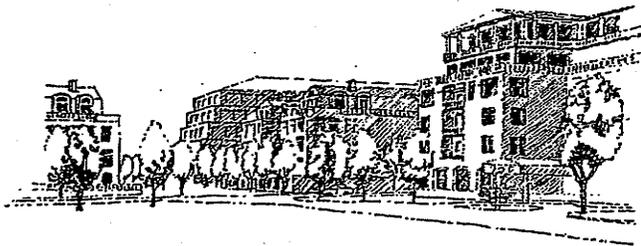


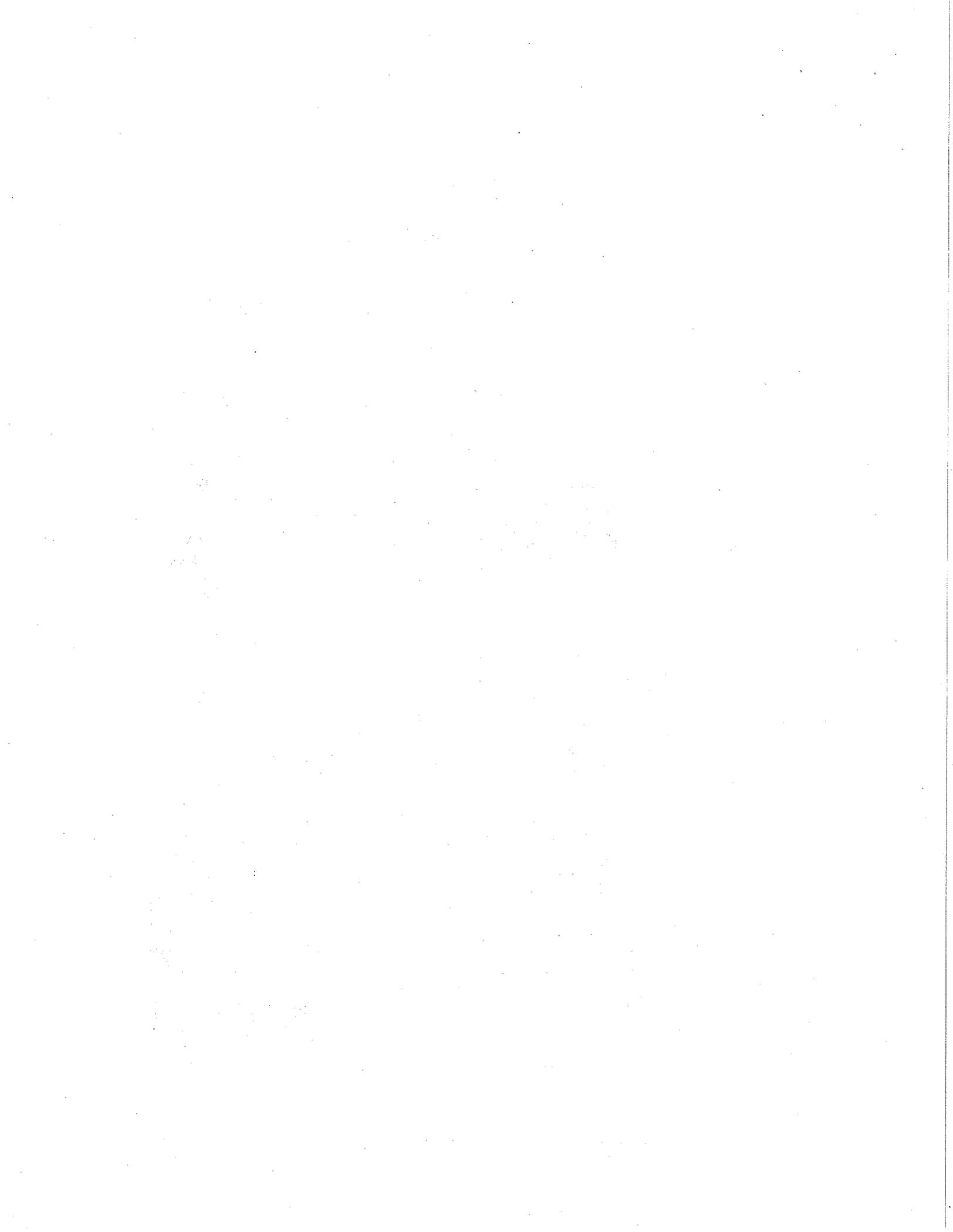
CITY OF SAN BRUNO, CA

Includes ECR Commercial Overlay Amendment – August 9, 2005

U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN



January 2002



**The U.S. Navy Site and Its Environs Specific Plan
City of San Bruno**

Plan Amendment

Adopted 8/9/05

“ECR Commercial Overlay”

Table 1 - Summary Of Major New Land Uses And Development Standards

Table 2 - Summary Of Land Use Policies And Guidelines

Figure 11 – Land Use Diagram

Figure 12D –Illustrative Map

Figure 13 – Vehicular Circulation

Figure 14 – Pedestrian Circulation

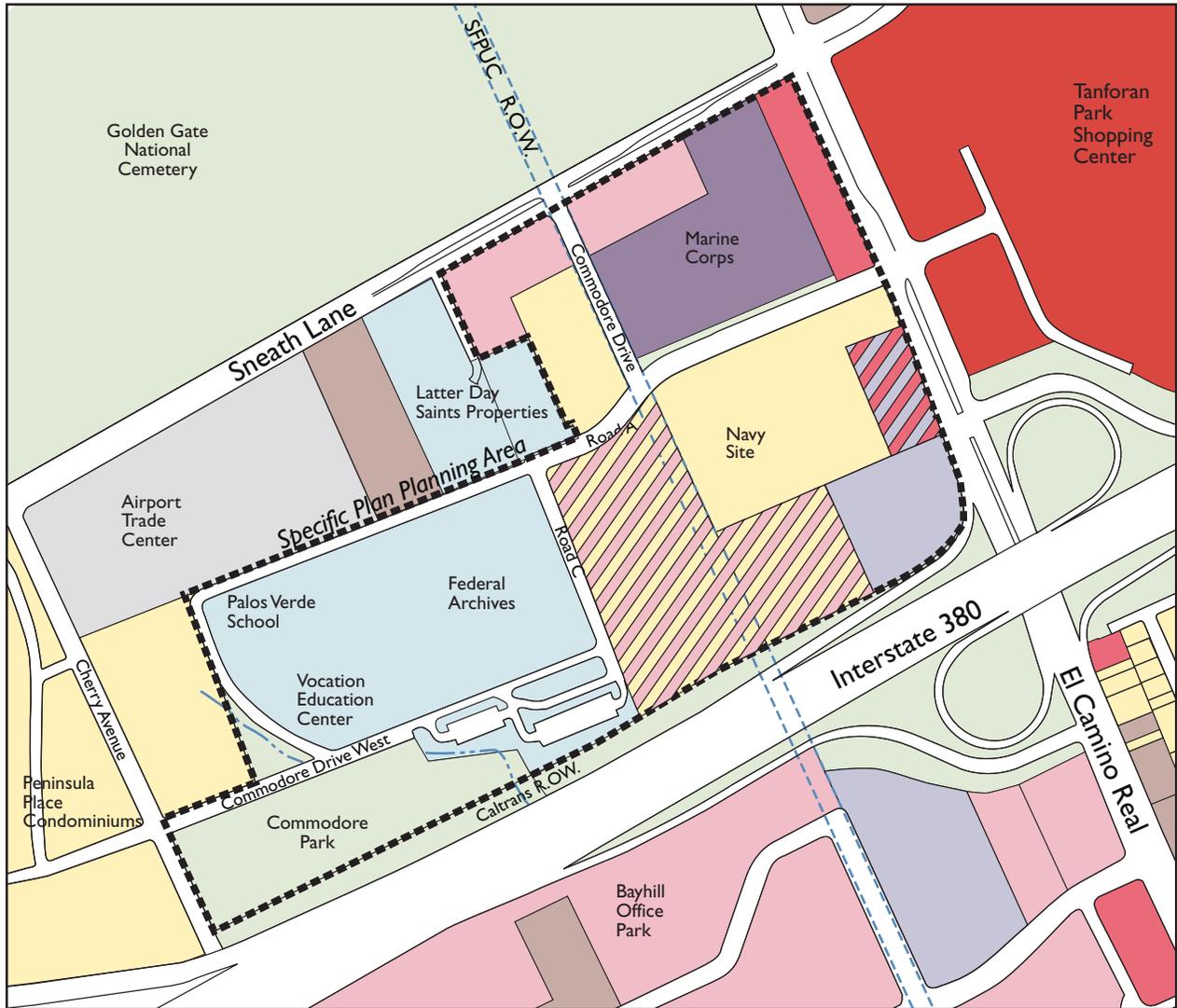
Line-By-Line Text Amendments

TABLE 1
SUMMARY OF MAJOR NEW LAND USES AND DEVELOPMENT STANDARDS
Amendment To U.S. Navy Site and Its Environs Specific Plan For
“ECR Commercial Overlay”
Adopted 8/9/05

Standard Land Use	Maximum Density	Maximum Height	Proposed # of Rooms	Proposed # of Dwelling Units	Proposed Square Footage
Hotels, plus Restaurant and Meeting Space	N.A.	90 feet (7 stories including ground floor lobby and service areas)	Up to 500	N.A.	N.A.
ECR Commercial Overlay	N/A	50 feet (3 stories)	N.A.	N.A.	Up to 20,000 s.f. (gross leasable)
Multi-Family Residential	Up to 60 du/acre	70 feet (5 stories)	N.A.	210-850 units	3,500 s.f. of ancillary uses on “flex site”
Senior Housing, plus Services	Up to 120 du/acre	75 feet (6 stories)	N.A.	190-228 units	N.A.
Professional Office Buildings	F.A.R.- 1.0	70 feet (5 Stories)	N.A.	N.A.	Up to 305,000 s.f.
Parking Garage	N.A.	35 feet (4 levels)	N.A.	N.A.	N.A.

TABLE 2
SUMMARY OF LAND USE POLICIES AND GUIDELINES
Amendment To U.S. Navy Site and Its Environs Specific Plan For
“ECR Commercial Overlay”
Adopted 8/9/05

Policy Land Use	Gross Acres (#)	Maximum Height (Voter Approval Required)	Maximum Density/Proposed # of Rooms/Max F.A.R.	Proposed Dwelling Units	Proposed Square Footage	Parking Required
Hotel plus Meeting Space	5.5 Acres	7 Stories including ground floor lobby and services areas 90 feet (per FAA)	Up to 500 rooms	N.A.	Up to 15,000 s.f. of meeting/other space	1/room with 15% reduction for shared parking
ECR Commercial Overlay	1.07 Acres	3 stories/ 50 feet	80% lot coverage	N.A.	Up to 20,000 s.f. (gross leasable space)	Per Zoning Code (or as reduced by Planning Commission per PD Permit)
High-Density Residential (also including Child Care, Retail and Service Uses)	5.5 to 15.0 Acres	5 stories + parking 70 feet	60 du/acre; 50 du/acre with 25% low/mod	210-850 units	3,500 minimum of Ancillary Use/Space for “flex sites”	1.0/studio, 1 br 2.0/2 br 3.0/3 br 0.1/visitor
Senior Housing	2.0 Acres	6 stories + parking 75 feet	120 du/acre	190-228 units	N.A.	0.5/ unit shuttle service req'd (reduction allowed with findings)
Offices (includes Child Care, Retail and Service Uses)	0 or up to 7.0 Acres	5 stories/70 feet (per FAA)	F.A.R. = 1	N.A.	2-4 Bldgs. totaling 305,000 s.f. and including 20,000 s.f. other uses	1/333 s.f. office uses; 15% reduction for shared parking/other uses TBD
Parking Structures (for Office and Hotel uses)	N.A.	4 levels above grade/ to 35 feet excl. parapet & mech. equipment	N.A.	N.A.	N.A.	N.A.
Retail/Commercial (ECR Frontage)	1.2 Acres	3 Stories/ 65 feet	80% lot coverage	N.A.	30,000 sq. ft.	Use per Z.O. with 15% reduction for shared parking



DYETT & BHATIA
Urban and Regional Planners

- Residential
- Neighborhood Retail
- Regional Retail
- Regional Office
- Office/Residential Flex
- ECR Commercial Overlay
- Marines Reserve Facility (Future Mixed Use)
- Visitor Services
- Services
- Industrial
- Parks/Open Space
- Public/Quasi-Public

Figure II.4
U.S. Navy Site and Its Environs
Specific Plan Area:
Proposed Land Use Diagram

Figure II — Land Use Diagram



THE CROSSING SAN BRUNO

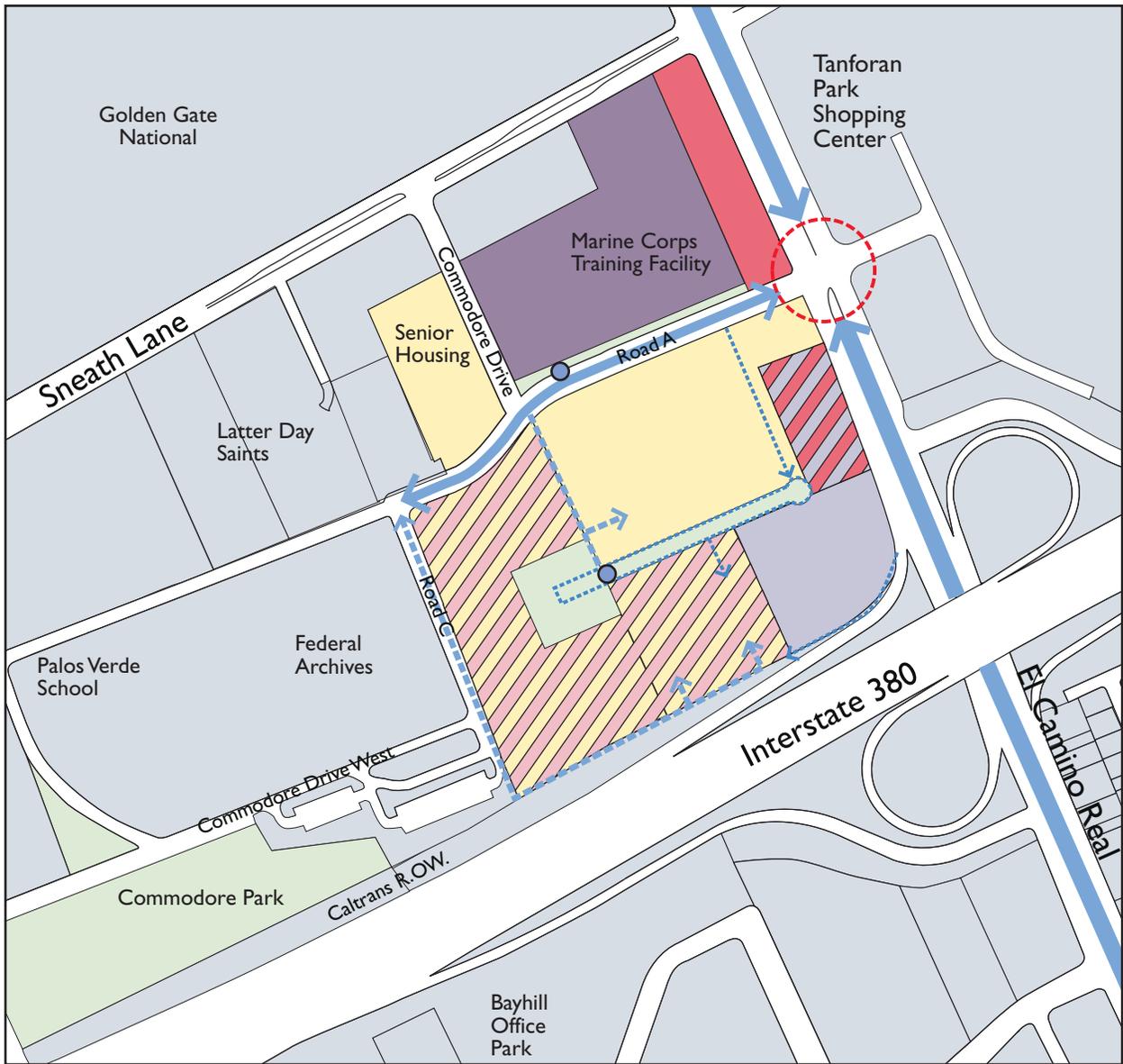
A landmark, transit-oriented community at the crossroads
of the San Francisco Peninsula



REGIS HOMES

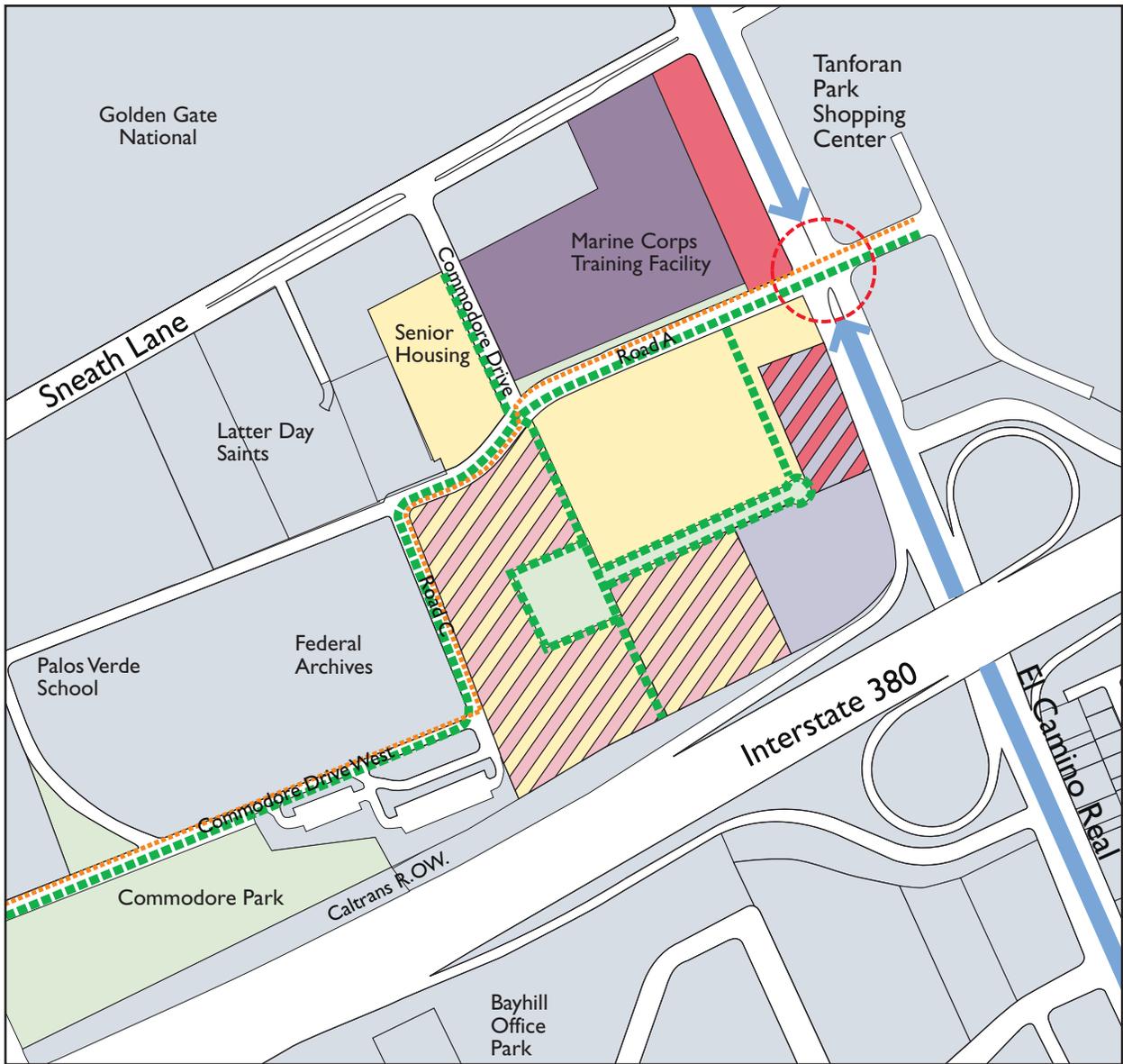


Figure 12D:
ILLUSTRATIVE MAP



- Primary Access
- Secondary Access
- Limited Access
- Fire Emergency Access
- Potential Transit Stop
- Key Site Access Intersection

Figure 13: Vehicular Circulation



- Primary Access
- Pedestrian Linkages
- Bike Routes
- Key Site Access Intersection

Figure 14: Pedestrian Circulation

U.S. Navy Site and Its Environs Specific Plan For City of San Bruno

Plan Amendment

Adopted 8/9/05

“ECR Commercial Overlay”

Line-By-Line Edits

1. **Page 3.** Amend Table 1 to add new land use category for “ECR Commercial Overlay” as follows:

Maximum Density:	N.A.
Maximum Height	50 feet (3 stories)
Proposed # of Rooms:	N.A.
Proposed # of Dwelling Units:	N.A.
Proposed Square Footage (gross leasable):	Up to 20,000 s.f. (gross leasable space)

2. **Page 38.**

-Insert the following sentence after “City Council.” in the first paragraph: “The ECR Commercial Project Overlay was added to assure development of significant nonresidential uses vital to achievement of the overall mixed use character and quality of the project.”

-Amend the first sentence after Policy LU-1.1 to add “restaurant and retail activities” after major hotel,...

3. **Page 40.** Insert the following text as a new third paragraph under Policy LU-2.1 (*Encourage a compatible mixture of land uses and service facilities which will assure long-term revenue generation, create jobs, and offer a wide range of housing types, densities and affordability*):

An appropriate mix of high quality retail and restaurant uses along the El Camino Real frontage, adjacent to the hotel site, will increase visibility of the site and create identity from El Camino Real, provide a “walkable community” destination for site residents, meet the community need for a casual fine dining restaurant, generate retail sales tax revenues, provide jobs and diversify activities on the site in the day and nighttime hours.

4. **Page 41.** Amend Land Use Plan (fifth paragraph) as follows:

Office development would consist of approximately 305,000 square feet of class “A” space or a FAR of 1.0 (which includes up to 20,000 square feet of ancillary uses, including a day care facility or other miscellaneous service and retail uses.) In order to provide the developer the necessary flexibility to address a changing

office market, the sites designated as Office on the Land Use Plan (Figure 11) are "flex" sites that may be developed as office or multi-family residential with a minimum of 3,500 square feet of non-residential uses, such as office space, childcare facilities, miscellaneous retail and service uses, galleries, and fitness centers, within the multi-family residential development on the site. The office properties along Sneath may also be developed in the future with the same floor area. A 400 to 500 room "flagship" hotel with meeting space and ancillary retail and restaurant uses is planned adjacent to the El Camino Real/I-380 Interchange. To the extent not included as a part of the "flagship" hotel development, the portion of the Land Use Plan designated as ECR Commercial Overlay shall be developed with an appropriate mix of high quality retail and restaurant uses totaling up to 20,000 square feet (including initially a Casual Fine Dining Restaurant if the ECR Commercial Project Agreement by and between Martin/Regis San Bruno Associates, L.P, dated March 1, 2005 is still in effect). As shown on the Land Use Plan, an additional 15,000 square feet of General Commercial uses is designated along El Camino Real.

5. Page 43. Amend Land Use Plan (Figure 11) as follows:

- Add an ECR Commercial Overlay land use designation to the legend.
- Stripe Parcel 9&10 ECR Commercial Overlay (over existing purple hotel designation to allow flex per Section 1.4(C) of the ECR Commercial Agreement).
- Add an "Office/Residential Flex" designation to the legend with the striped colors (to make the designation clear).

6. Page 48. Insert new Land Use Designation for "ECR Commercial Overlay" (between Office and Parking Garage) as follows:

This designation allows for the development of up to 20,000 square feet (gross leasable area) of an appropriate mix of high quality restaurant and retail uses adjacent to El Camino Real and the "flagship" hotel, including initially a Casual Fine Dining Restaurant if the ECR Commercial Project Agreement by and between Martin/Regis San Bruno Associates, L.P, dated March 1, 2005 is still in effect.

The following uses would be prohibited within the ECR Commercial Overlay:

- (i) massage businesses (except high-quality day spas that offer massage treatments); (ii) correctional or alcohol or drug rehabilitation centers; (iii) educational or training facilities; (iv) dry cleaner businesses with on-site plants;
- (v) auto and other motor vehicle sales; (vi) auto or motor vehicle repair, service, or installation of any auto and other vehicle related parts or accessories; (vii) adult entertainment; (viii) any store or business primarily offering, selling and/or renting sexually oriented or explicit books or other items or materials; (ix) check cashing businesses; (x) office uses such as accountants, attorneys, architects, engineers, consultants, insurance agents and real estate brokers; (xi) pawn shops;
- (xii) bail bonds; (xiii) credit bureaus and collection agencies; (xiv) institutions of a philanthropic or charitable nature; (xv) public postal services; (xvi) child care

centers; (xvii) governmental agency offices; (xviii) athletic clubs, gyms, sports facilities, or aerobics centers; (xix) tattoo parlors; (xx) appliance repair shops; (xxi) head shops; and (xxii) discount "dollar" stores. Notwithstanding the use prohibitions in clauses (iii) and (xviii) above, a child education center such as "Score" or a specialty fitness use such as a yoga studio (but not both) shall be permitted provided the use occupies less than 2,000 square feet gross leasable area.

If the ECR Commercial Project Agreement by and between Martin/Regis San Bruno Associates, L.P, dated March 1, 2005 is still in effect, the initial restaurant tenant within the ECR Commercial Overlay shall be a "Casual Fine Dining restaurant" occupying at least 4,000 square feet of the total gross leasable area. A "Casual Fine Dining restaurant" means a full service restaurant whose service, cuisine and prices are distinguished on the one hand (i) as being less than "fine dining" restaurants offering the very highest level of cuisine, service and price ("High-End Restaurants") and on the other hand, (ii) as being better than nationally recognized chain restaurants offering an average to less-than-average level of cuisine, service and price ("Average Restaurants"). Examples of High-End Restaurants may include 231 Ellsworth and Viognier. Examples of Average Restaurants may include Applebee's, Denny's, Outback Steakhouse and Marie Calendars. Examples of Casual Fine Dining may include, without limitation, PF Chang's, Romano's Macaroni Grill, Izzy's Steakhouse, Elephant Bar, A Tavola, Il Fornaio and Left Bank.

7. Page 49. Amend Table 2 to:

(1) Change "Proposed Square Footage" under High Density Residential from "10,000 s.f. minimum" to "3,500 s.f. minimum."

(2) Add a new row as follows:

Policy:	ECR Commercial Overlay
Gross Acres:	1.07 acres
Max Height:	3 stories/50 feet
Max Density:	80% lot coverage
Proposed Dwelling Units:	N.A.
Proposed Square Footage:	Up to 20,000 s.f. (gross leasable space)
Parking Required:	Per Zoning Ordinance (or as reduced by Planning Commission with PD Permit)

8. Page 50. Insert the following text as the second to last sentence of the paragraph under the heading "Illustrative Plan and Development Program":

"The illustrative plan shown in Figure 12d indicates how the site could potentially be built out if a portion of the Hotel designation were developed as ECR Commercial Overlay."

9. **Between Pages 56 and 57:** Insert new Illustrative Figure D depicting a conceptual illustration of the ECR Commercial Overlay.

10. **Page 59:** Revise Figure 13: Vehicular Circulation to match the revised Figure 11, Land Use Plan.

11. **Page 61:** Revise Figure 14: Pedestrian Circulation to match the revised Figure 11, Land Use Plan.

12. **Page 74:** Amend Landscaping, #17 and 18 as follows:

17. A minimum of fifteen percent (15%) for the entire development, as well as a minimum of fifteen percent (15%) for each of the major land use designated areas of the hotel, office, residential, and senior assisted living (Excludes landscaping percentage requirement for multi-level garage other than required screening). The minimum landscaping requirement for the ECR Commercial Overlay site may be reduced by the Planning Commission in conjunction with the approval of a Planned Development Permit.

18. A minimum of 5 % of the gross area of surface parking must be landscaped. For commercial uses fronting El Camino Real, a minimum of 5% of the gross area of surface parking must be landscaped, in addition to any landscaping which may be provided in any required setback area. The minimum surface parking and setback landscaping requirement for the ECR Commercial Overlay site may be reduced by the Planning Commission in conjunction with the approval of a Planned Development Permit.

13. **Page 81.** Amend the last paragraph under Multi-Family Residential Design Guidelines as follows:

In order to provide the developer with the necessary flexibility to address a changing office market, the sites designated as Office on the Land Use Plan (Figure 11) are "flex" sites that may be developed as either office or multi-family residential with a minimum of 3,500 square feet of non-residential uses, such as office space, child-care facilities, miscellaneous retail and service uses, galleries, and fitness centers.

14. **Page 84.** Revise final paragraph on the left column to replace "a minimum of 3,500 square feet of non-residential uses..."

15. **Page 85.** Insert new section for Design Guidelines and Development Standards for ECR Commercial Overlay after Office but before General Commercial, as follows:

Policy DS-1.5: Establish design guidelines for the ECR Commercial Overlay which promote a vibrant location for high quality restaurant and retail uses while encouraging transit use and maintaining a pedestrian friendly development.

ECR Commercial Overlay

(Fronting on El Camino Real Adjacent to Hotel)

The ECR Commercial Overlay allows for an appropriate mix of high quality restaurants and high quality retail and neighborhood serving commercial uses.

Design Guidelines

Building Orientation to Streets and Pedestrian Corridors

The retail and restaurant use within the ECR Commercial Overlay shall be designed to be compatible with the adjacent “flagship” hotel and high density multi-family residential. Building orientation and design shall emphasize pedestrian orientation and connections to the central esplanade and the plaza to help create a “town center” within the site. While the buildings should be visually oriented to front on El Camino Real to draw the public to the site, the area will be accessed primarily from Admiral Court. Admiral Court will be the “front door.” The site plan shall provide strong pedestrian and visual links from Admiral Court, as well provide an attractive arrival area for vehicles. Parking may be either surface parking or structured parking.

The height of the ECR Commercial Overlay would be significantly lower than the adjacent “flagship” hotel and residential buildings. This height difference provides an opportunity to step down building mass from the residential and “flagship” hotel buildings to the ECR Commercial Overlay and maintain and focus the view corridors between El Camino Real and the site. Views from the east, including the walk from the BART station as well as from the off ramp of highway 380 Westbound, will provide the primary opportunities for pedestrians and motor vehicle passengers to see the site. Site plan and building design shall be inviting for pedestrians, and should provide visual connection from these primary view opportunities. The building orientation and design should appear urban from the El Camino Real frontage to the extent possible, while providing appropriate screening of all loading areas and trash/recycling areas.

Building Design:

The buildings may be one, two or three stories and shall be articulated as distinct parts of building facades, with materials and treatment that offer visual interest and an urban design element attractive and visually interesting to pedestrians and people traveling in vehicles. Materials on the buildings, both fronting on El Camino Real and Admiral Court, should be carefully selected to be of a high quality and appropriate to the pedestrian, urban experience. Materials and colors should be pleasant to view and touch and offer color variation. Acceptable materials include: masonry, stucco, horizontal siding, metal, stone or pre-cast concrete. For retail uses, clear, tinted glass should be used to allow for maximum visual interaction between exterior and interior spaces. The use of awnings is encouraged to provide shade, shelter and visual interest along El Camino Real. Parapets and roofs should be designed to provide for articulation and interest.

U.S. Navy Site & Its Environs Specific Plan
Plan Amendment, August 9, 2005

Trash and recycling areas shall be screened from public view and architecturally integrated with the building. Loading areas and trash facilities shall be strategically placed to not be visible from El Camino Real. Parking shall be designed to provide adequate access and parking to ensure the success of the retail and restaurant uses, while protecting and promoting the pedestrian experience whenever possible. Pedestrian links to the rest of the site and the town center should be clear and inviting so that residents at the site and visitors to the nearby BART station and shopping mall shall be encouraged to visit the retail uses at the site.

Development Standards:

Land Use Classification:

High-Quality Retail and Restaurant Uses.

Minimum Site Area: 5,000 square feet

Maximum Height: 50 feet, excluding parapet walls, elevator penthouses and ancillary mechanical equipment and screening thereof.

Maximum # of Floors: Three (3) stories

Maximum Lot Coverage for Structures: 80%

Landscaping:

Minimum of 15% of total site area shall be devoted to landscaping. This minimum landscaping requirement may be reduced by the Planning Commission in conjunction with approval of a Planned Development Permit.

Building Setbacks:

Ten (10) feet along El Camino Real, Road "A" and Admiral Court.

Parking:

Per San Bruno Zoning Code. The minimum parking requirement may be reduced by the Planning Commission in conjunction with approval of a Planned Development Permit. To ensure the success of a Casual Fine Dining restaurant, the parking requirement may be satisfied on- and off-site, provided that the longterm availability of the off-site parking spaces can be demonstrated to the satisfaction of the City.



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APPENDIX B: C/CAG Guidelines for Implementation of the Land Use Component of the 1999 Congestion Management Plan
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EXECUTIVE SUMMARY

The "Specific Plan for the U.S. Navy Site and its Environs in San Bruno" addresses the status and future of the U.S. Navy's EFA West 20-acre site and its immediate environs, located in the City of San Bruno at the northwest corner of El Camino Real and Interstate 380. The Federally owned site is currently home to the U.S. Navy (Western Division Naval Facilities Engineering Command) and the U.S. Marines (Reserve Training Center) facilities. The Specific Plan also covers all properties within the immediate vicinity of the site, bounded by Sneath Lane, El Camino Real, I-380 and Cherry Avenue totaling 52 acres (*See Figure 1*).

Following the announcement in November 1997 by the Commanding Officer of the U.S. Navy Engineering Field Activity West (EFA West) in San Bruno that a significant portion of the Navy site would be disposed of as surplus property under a Relocation Asset Management Program (RAMP), the Chairman of the San Bruno Planning Commission appointed a Citizens Advisory Committee (CAC) to make recommendations on a Specific Plan for the U.S. Navy Site and its Environs.

The committee was comprised of two members of the Planning Commission, stakeholders in adjacent properties (including commercial, office, church, residential uses, and the public school district), as well as representatives from other residential neighborhoods in San Bruno, and a member of the former Senior assisted living Site Selection Committee. Staff from the City's Community Development Department served as advisors to the Committee and guided members through the planning process.

The result is this Specific Plan, which envisions the subject area as a vital mixed-use urban center in the heart of San Bruno's regional commercial/mass transit district. Capitalizing on the expansion of the adjacent San Francisco International Airport (SFO), the extension of the Bay Area Rapid Transit (BART)

system through San Bruno, and the strong regional economy, the Specific Plan incorporates the major use of a hotel with adjacent offices, restaurants and ancillary uses, as well as high-density multi-family and senior assisted living.

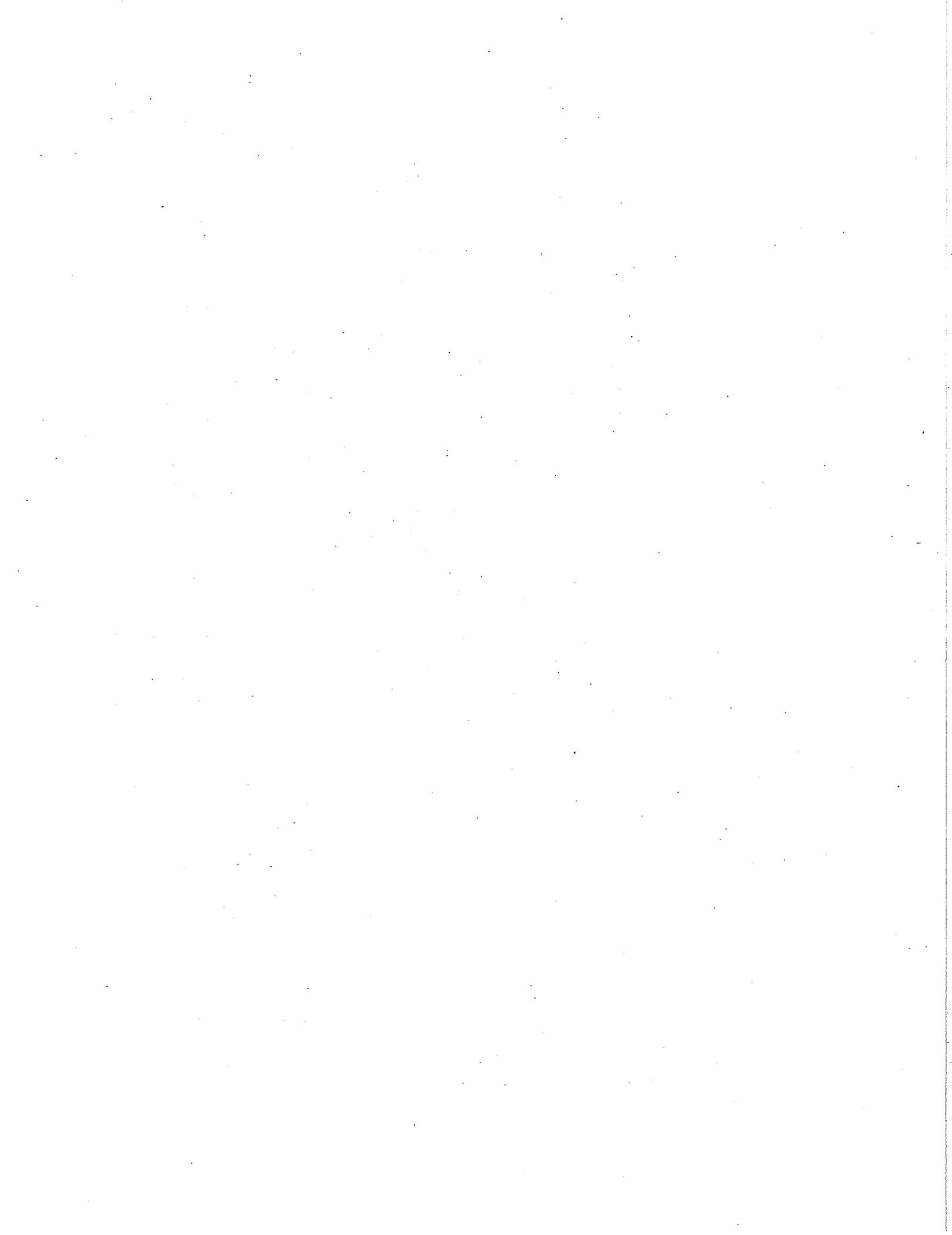
The Specific Plan takes advantage of the site's prime location for international and regional access by all modes of transportation, including airplane, car, and mass transit, while at the same time promoting "walkability" due to the site's close proximity to regional commercial and office uses, restaurants and entertainment, housing and open space. New development will be located so that the hotel use capitalizes on visibility from Interstate 380 and El Camino Real, while residential uses are located away from the freeway and El Camino Real for tranquility.

An emphasis has been placed on making all uses accessible by foot, bike, public transit, or auto. New streets and wide sidewalks provide natural physical and visual linkages to El Camino Real (with a major new access point at the entrance to Tanforan Park Shopping Center), Sneath Lane, Commodore Drive (and Commodore Park) and Cherry Avenue.

Incorporating the goals of economic and environmental sustainability, the Specific Plan stresses the principles of Transit-Oriented Development (TOD). These principles provide a cohesive development linking office and commercial destinations and high density residential uses with mass transit access, while providing a walkable environment integrated into adjacent commercial, institutional and residential areas.

Pedestrian linkages will be provided through sidewalks and open space corridors enhanced by landscaping and amenities that will encourage pedestrians to walk to transit, shopping, entertainment, churches, and local parks.

The Specific Plan retains a portion of the site to be used by the U.S. Marines for recruitment and



training purposes. It assumes that the U.S. Marine Corps Training Center will remain in use for an unspecified period of time, and that the Federal Archives Building will be retained or reused. The Specific Plan also envisions the retention of existing park, institutional and school uses within the Planning Area with an emphasis on improving their access to transit facilities.

Key new land uses and basic development standards envisioned in the plan are shown in Table 1. A complete breakdown of all land uses and development requirements are detailed within this document.

Due to the physical proximity of the Navy Specific Plan Area to the San Francisco International Airport (SFO), development is restricted under the Airport Land Use Plan and Federal Aviation Administration (FAA) height restrictions. Within the plan area, the height of objects cannot exceed 161 feet Above Mean

Sea Level (AMSL) which results in the maximum building heights shown below.

It is explicitly acknowledged that the height of all buildings and structures over three (3) stories or fifty (50) feet, as well as the construction of any above-ground parking structure, as envisioned in the "Specific Plan for the U.S. Navy Site and its Environs", require voter approval by a majority of the citizens of San Bruno in a general or special election. (Source: San Bruno Ordinance 1284, see Appendix F)

The site currently contains two 40 ft. wide City and County of San Francisco water easements that bisect the property in a north/south direction. Two water mains are located within one easement, the second provides for future expansion. The northern portion of the easement falls within the existing Commodore Drive right-of-way, while the southern portion is planned as a shared pedestrian/



Figure 1 - Aerial Photo of Navy Site and Environs - Looking East Toward San Francisco International Airport

vehicle corridor. No buildings or trees may be developed within these easements.

The actual buildings proposed in the Specific Plan can be developed within the Ordinance No. 1284 guidelines for height. However, they will likely not be built to the same scale or densities identified in the Specific Plan. The above-grade parking structure could not be constructed; below grade (underground) parking would not be affected. This lower density development alternative may result in reduced open space opportunities and large surface parking lots, and would be less cohesive as part of an interactive live/work environment.

In addition, the area of new development lies within the 65+ CNEL Noise Contour. Under agreements signed between the City of San Bruno and the San Francisco Airport Director, as well as provisions in the Airport Land Use Plan, the following standards and requirements apply to the Specific Plan:

- 1) All residential development is required to be noise insulated to meet acoustical standards established by the FAA (maximum interior noise level of 45 db CNEL for all habitable rooms);

- 2) An aviation easement shall be executed in favor of the San Francisco International Airport (SFO) for all residential units (including senior assisted living); and
- 3) The developer must disclose in all property sales or leases to potential buyers or lessees the fact that the property or premises is subject to adverse noise impacts from aircraft overflight noise.

The plan establishes the preferred location, intensity, and character of all land uses, capital improvements, and transportation systems that will effectively implement the San Bruno Strategic Plan for Economic Development. Detailed policies and standards that will directly guide and control public and private investment and development in the study area are provided to ensure that the ultimate character of new development is consistent with San Bruno's long-range objectives for economic sustainability. Specific implementation measures provide a strategy for development phasing and provision of capital improvements and ongoing public services.

TABLE 1: SUMMARY OF MAJOR NEW LAND USES AND DEVELOPMENT STANDARDS

Standard Land Use	Maximum Density	Maximum Height	Proposed # of Rooms	Proposed # of Dwelling Units	Proposed Square Footage
Hotels, plus Restaurant and Meeting Space	N.A.	90 feet (7 stories including ground floor lobby and service areas)	up to 500	N.A.	N.A.
Multi-Family Residential	up to 60 du/acre	70 feet (5 stories)	N.A.	210-850 units	10,000 s.f. of ancillary uses on "flex site"
Senior Housing, plus Services	up to 120 du/acre	75 feet (6 stories)	N.A.	190-228 units	N.A.
Professional Office Buildings	F.A.R. - 1.0	70 feet (5 stories)	N.A.	N.A.	up to 305,000 s.f.
Parking Garage	N.A.	35 feet (4 levels)	N.A.	N.A.	N.A.

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INTRODUCTION

At the City Council meeting held on November 24, 1997, Captain E. R. Hunter, Commanding Officer of the U.S. Navy Engineering Field Activity West (EFA West) in San Bruno, announced the potential disposal of a significant portion of the Navy site under the provisions of a Relocation Asset Management Program (RAMP).

Captain Hunter outlined the three (3) standing authorities for the disposal of surplus Federal property, as follows:

- The Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. § 471, *et seq.*), which governs the disposal of conventional surplus property. The implementing regulations, 41 C.F.R. § 101-47, prescribe a "screening" process where property "excess" to a Federal agency is made available to other agencies within the reporting Department and then offered to other Federal agencies. Such excess property must be "screened" for interest by homeless-assistance providers under the Stewart B. McKinney Homeless Assistance Act (42 U.S.C. § 11411, *et seq.*) before it is finally offered for public sale.
- Base closure properties are military installations recommended for closure by one of the Base Closure Commissions and approved for closure by the Congress. While there have been a number of base closure laws enacted in recent years, the most pertinent piece of legislation relative to the disposal of base closure property was the Base Closure Community Assistance Act (Title XXIX, Public Law 103-160). The EFA West in San Bruno has not been recommended for, or approved for, closure. Consequently, Title XXIX would not apply to the disposal of any part of the EFA West property.
- Property which qualifies for the RAMP initiative, under Public Law 101-136, is deemed to be "conditionally excess." The significant distinction between this statutory authority and the others is that under the RAMP program the property is not "screened" for interest by other governmental bodies, but is offered directly to the development community by way of a Request for Proposals (RFP). The Government Services Administration (GSA), as the lead agency under this legislation, would issue the RFP.

The GSA notified the City of San Bruno that it would be proceeding with disposal of the site through a public auction in October 2000. While under ownership by the Navy or any other federal agency, the site is legally exempt from local land use controls. However, once property is sold to a private party, the non-Federal portion of the site would fall under the local land use authority of the City of San Bruno.

On June 9, 1998 the Business and Economic Development Committee (BEDC) recommended that the City Council authorize the issuance of a RFP to obtain professional services for the preparation of a Specific Plan for the potential development of the San Bruno Navy Site. On June 22, 1998 the City Council approved the authorization (*See Figure 2 - The Navy Properties*).

Throughout 1999, the Community Development Department staff developed a preliminary land use plan based on an analysis of noise, economic considerations and transit oriented development principles.

On November 16, 1999, the Chairman of the San Bruno Planning Commission appointed a Citizens Advisory Committee (CAC) to make recommendations on a Specific Plan for the U.S.

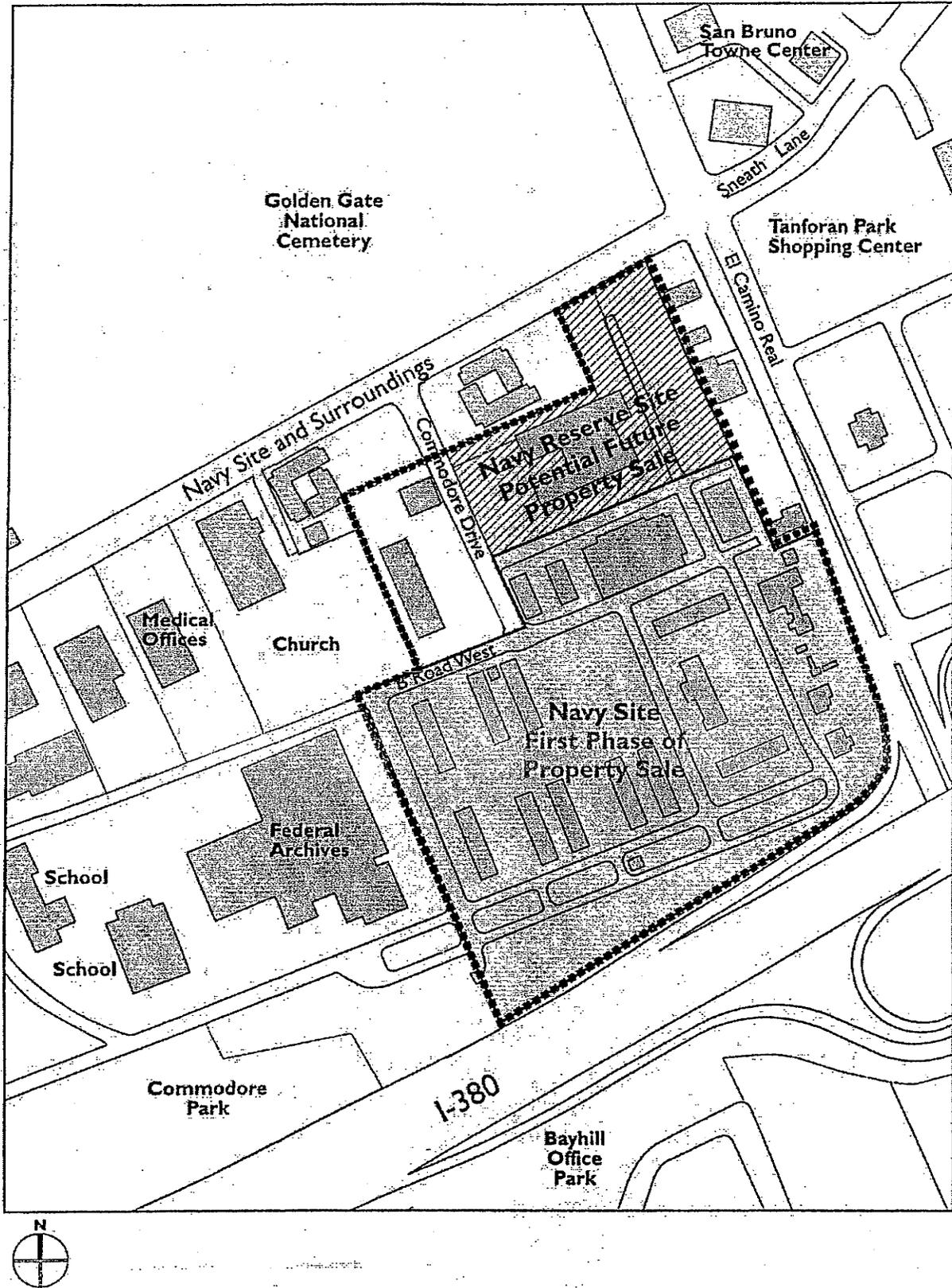


Figure 2 – The Navy Properties

Navy Site and its Environs. The committee consisted of two members of the Planning Commission, adjacent property owners and interested residents from throughout the City. The CAC interviewed several residential, senior assisted living facilities and commercial developers to gauge the development potential of the site. In addition, the committee reviewed potential policies and development standards for inclusion in the plan.

PURPOSE AND INTENT OF THE SPECIFIC PLAN

The "Specific Plan for the U.S. Navy Site and its Environs in San Bruno" looks at the status and condition of the area's existing residential, retail, office, industrial, and transportation uses and recommends a process and physical development plan for gradual transition to urban uses near major transportation corridors that support the area's intended transportation/transit role, as well as complement the character of the adjacent commercial and residential districts.

The intent of the Specific Plan is to encourage investment and new development within the area through clearly established public policies and through a land use plan that provides investors with a level of certainty regarding the future of the area. It is not the intent of the plan to eliminate the U.S. Marine Corps Training Center, the Federal Archives or any existing institutional uses. Rather, the plan provides policies and guidelines that encourage a comprehensive new development and reuse of the U.S. Navy site and its environs to complement and integrate these uses into a cohesive and more economically efficient land use pattern.

The plan establishes the preferred location, intensity, and character of all land uses, capital improvements, and transportation systems that will effectively implement the San Bruno Strategic Plan for Economic Development. Detailed policies and standards that will directly guide and control public and private investment and development in the

study area are provided to ensure that the ultimate character of new development is consistent with San Bruno's long-range goals and objectives for economic sustainability. Specific implementation measures provide a strategy for development phasing and provision of capital improvements and ongoing public services.

AUTHORITY FOR SPECIFIC PLANS

California Government Code permits cities and counties to prepare Specific Plans for the "systematic implementation of the general plan." According to Section 65451, a Specific Plan must include text and diagrams which specify the following:

- Distribution, location and extent of land uses and open space.
- Distribution, location, extent and intensity of major public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities.
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, as applicable.
- A program of implementation measures including regulations, programs, public works projects, and financing measures

The "Specific Plan for the U.S. Navy Site and Environs in San Bruno" meets these State law requirements by establishing the location, intensity, and character of land uses; the location and design standards for circulation, transit, open spaces, community facilities, and other infrastructure improvements; and a series of implementation policies necessary to realize the plan's recommendations.

GENERAL PLAN COMPATIBILITY

Specific Plans must be compatible with the goals and policies of the adopted General Plan of the local jurisdiction (California Government Code Section 65454). In this case, the General Plan adopted by the City of San Bruno is the governing document. The applicable goals of this document are the following:

- Ensure that the continued development of San Bruno as a predominantly residential community is balanced by a strong commercial and industrial economic base.
- Encourage public and private development which is aesthetically sensitive to the surrounding environment and is of the highest quality and design and construction.
- Upgrade, maintain and increase the supply of available housing.

Appendix "A" contains the complete "Findings of Consistency with the San Bruno General Plan". In summary, the Specific Plan conforms to the adopted goals and policies of the General Plan pertaining to the subject properties.

REDEVELOPMENT PLAN COMPATIBILITY

The City of San Bruno has adopted a Redevelopment Project Area Plan to direct planning and implementation of activities to revitalize the San Bruno Project Area, and to establish a financing method to fund these activities.

The Redevelopment Project Area encompasses two subareas: Subarea A includes 699 acres of commercial, residential, institutional and industrial lands in eastern San Bruno; Subarea B includes 18 acres of commercial lands at the intersection of Skyline Boulevard and West San Bruno Avenue. The U.S. Navy site (EFA West and U.S. Marine Reserve sites) and the National Archives site are included in Subarea A of the Redevelopment Plan. The Redevelopment Project Area Plan land use objectives and policies for the U.S. Navy site and adjacent parcels include provisions to develop a plan for reuse of the site that include a hotel,

office and commercial buildings, retail uses and housing. Other objectives include improvement of traffic and pedestrian linkages to other commercial areas and gateway improvements. The U.S. Navy and Environs Specific Plan is consistent with the land use policies and objectives of the Redevelopment Plan.

RELATIONSHIP TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

An Environmental Impact Report (EIR) has been prepared for the Specific Plan. This EIR analyzes the potential impacts of development proposed in the Specific Plan, as well as identifying appropriate mitigation measures and a monitoring program. Because these documents were prepared in a coordinated manner, mitigation measures have been incorporated into the Specific Plan.

The Specific Plan EIR assesses the implications of the maximum development potential of this plan. Development proposals that do not exceed these maximums, and which are consistent with the full range of policies, design guidelines, and implementation measures, will not be required to provide additional environmental analysis. In accordance with Section 21157.1 of the Public Resources Codes, it is intended that the EIR under which the Specific Plan is analyzed will allow limited review of subsequent plan area projects that were described in the EIR as being within the scope of the plan. Upon receipt of a development proposal in the project area, the City will conduct an Initial Study. If it is determined that a proposed subsequent project will have no additional effect on the environment as identified in the EIR, then the City shall make a Finding of Fact based on the Initial Study that the subsequent project is within the scope of the project covered by the EIR. There will be no new environmental documentation or findings required in this case. If it is determined through the subsequent Initial Study that a project will have additional effect(s) on environment, then additional environmental review will be required as defined in the CEQA guidelines.

RELATIONSHIP TO THE ALUC/FAA

In recognition of certain airport impacts on properties near airports, the State Legislature, in 1970, under the State Aeronautics Act, added Article 3.5, Section 21670 et seq. to the Public Utilities Code. This legislation requires the establishment of airport land use commissions in counties with one or more airports served by a scheduled airline or with one or more airports used by the general public. Those commissions are required to develop comprehensive airport land use plans for areas surrounding those airports.

In San Mateo County, which includes the City of San Bruno, the City/County Association of Governments (C/CAG) serves as the Airport Land Use Commission (ALUC). It makes all final decisions regarding airport/land use planning issues in the county, per the provisions in PUC Section 21670 et seq.

Chapter V of the San Mateo County Comprehensive Airport Land Use Plan, dated December 1995, contains the specific provisions for the San Francisco International Airport Land Use Plan. The Specific Plan for the U.S. Navy Site and its Environs in San Bruno complies with the provisions of that land use plan, specifically for the proposed land uses within the 65 to 70 CNEL Noise Contours (see Figure 8, Key Planning Factors section).

The residential land use designations of "multi-family" and "nursing homes" for properties within the 65 - 70 CNEL Noise Contours are each listed as conditionally compatible, with the caveat that new construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation features included in the design. Furthermore, the commercial land use designations of "retail", "restaurants", "office buildings", "hotels/motels", and "playgrounds" for properties in a CNEL Noise Contour range under 70 CNEL are all designated as compatible, with little noise impact and requiring no special noise insulation requirements for new construction.

The Airport Land Use Commission (administered through C/CAG) has adopted the Federal Aviation Regulation FAR Part 77, "Objects Affecting Navigable Airspace" imaginary surfaces to establish height restrictions for natural and man-made objects in the vicinity of San Francisco International Airport.

The height of all structures proposed in the Specific Plan comply with the FAR Part 77 imaginary surfaces for San Francisco International Airport as shown on Map SFO-4 on page V-22 of the San Mateo County Comprehensive Airport Land Use Plan.

RELATIONSHIP TO C/CAG

California Government Code Section 65089 (b)(1)(A) requires that the Congestion Management Agency, which in this case is C/CAG, specify a system of roadways for which level of service standards will be set and monitored. C/CAG has adopted the "Final Congestion Management Program for 1999."

At their meeting on May 11, 2000, the C/CAG Board adopted an amendment to the 1999 Congestion Management Program requiring local jurisdictions to ensure that the traffic impacts on the Congestion Management Program (CMP) roadway network are fully mitigated. The new policy and guidelines took effect on May 25, 2000 and include all projects that meet the following criteria:

- 1) The project will generate a net 100 or more peak period trips on the Congestion Management Program network; and
- 2) The project is subject to CEQA review; and
- 3) The project will not have completed the scoping and initial study process.

The land uses in this Specific Plan meet the threshold criteria stated above. It is the intent of the Specific Plan and its Environmental Impact Report (EIR) to comply with the provisions of the C/CAG Guidelines for Implementation of the Land Use Component of the 1999 Congestion Management Program. (Refer to Appendix B: C/CAG Guidelines for Implementation of Congestion Management Plan)

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BACKGROUND

LOCATION

The City of San Bruno is located in the northern portion of the San Francisco peninsula, 11 miles south of San Francisco and immediately west of San Francisco International Airport (SFO). San Bruno occupies approximately 5.7 square miles of northern San Mateo County, and is bordered by South San Francisco to the north, Millbrae to the south, Pacifica to the west, and San Francisco International Airport to the east. The Specific Plan area is situated immediately north of Interstate 380 and west of El Camino Real. The study area consists of approximately 52 acres, of which approximately 25.6 acres are currently occupied by the U.S. Navy and Navy Reserve (U.S. Marine Corps). The planning area is bounded by Sneath Lane to the north, El Camino Real to the east, I-380 to the south and Cherry Avenue to the west (*see Figure 3 - Area Context Map*).

San Bruno is a suburban residential community, with a population of approximately 42,000. The community is composed primarily of residential uses, with a modest amount of commercial uses and small amount of industrial uses. The residential neighborhoods are primarily single-family homes on the western slopes and a mixture of single-family and multi-family homes on the lower lands to the east. Although there are small pockets of neighborhood-serving commercial found throughout the western portion of the city, most of the commercial activity in San Bruno is focused along the El Camino Real, San Bruno Avenue and San Mateo Avenue corridors. San Bruno hosts a well developed older downtown retail district along San Mateo Avenue, regional shopping centers at Tanforan Park and San Bruno Towne Center in the northeast, and service-oriented commercial along the El Camino Real and San Bruno Avenue thoroughfares.

SITE HISTORY

The history of the EFA West site began in 1942, when the Wartime Civilian Control

Administration (WCCA) took over the Tanforan Racetrack in San Bruno and established the Tanforan Assembly Center as a temporary holding camp for the pre-evacuation of civilians of Japanese descent. The Center closed in September 1942 when the occupants were relocated to the Topaz Relocation Center in western Utah. The Tanforan facility remained in the Army's possession. The early wartime buildup of forces led to overcrowding in existing facilities, especially on the West Coast. To alleviate the crowded conditions at Moffett Field, the Navy took over the Tanforan site on May 1, 1943. In 1944 the Navy acquired a parcel of about 142 acres to the west of the existing facility, which when developed became known as the "West Portion" of the U.S. Naval Advance Base Personnel Depot, San Bruno. The West Portion comprises the present-day EFA West.

By the summer of 1945 the U.S. Naval Advance Base Personnel Depot, San Bruno, was built up to its fullest extent. About a year later, following the end of hostilities, the Navy officially disestablished the facility. Soon after, military-sourced construction in the East Portion was either demolished or removed and the Tanforan Racetrack resumed operations. The West Portion was then put into caretaker status. Family housing units that had been built in 1945 were still occupied, and some buildings were put to use as a Navy Records Storage Management Center, but the facility was all but abandoned for the next several years. The onset of the Korean War in 1950 brought about an upgrade in the facility's maintenance condition. It was during this time period that the buildings were upgraded to "semipermanent" status and were refinished with more durable stucco siding. Most of the buildings on the site stood vacant at this time, but from 1947 to 1956, 25 buildings were used by the Naval Records Management Center for the storage of naval records. In 1951, the Twelfth Naval District placed the District Public Works Officer (DPWO) in charge of the San Bruno facility. Over the next few

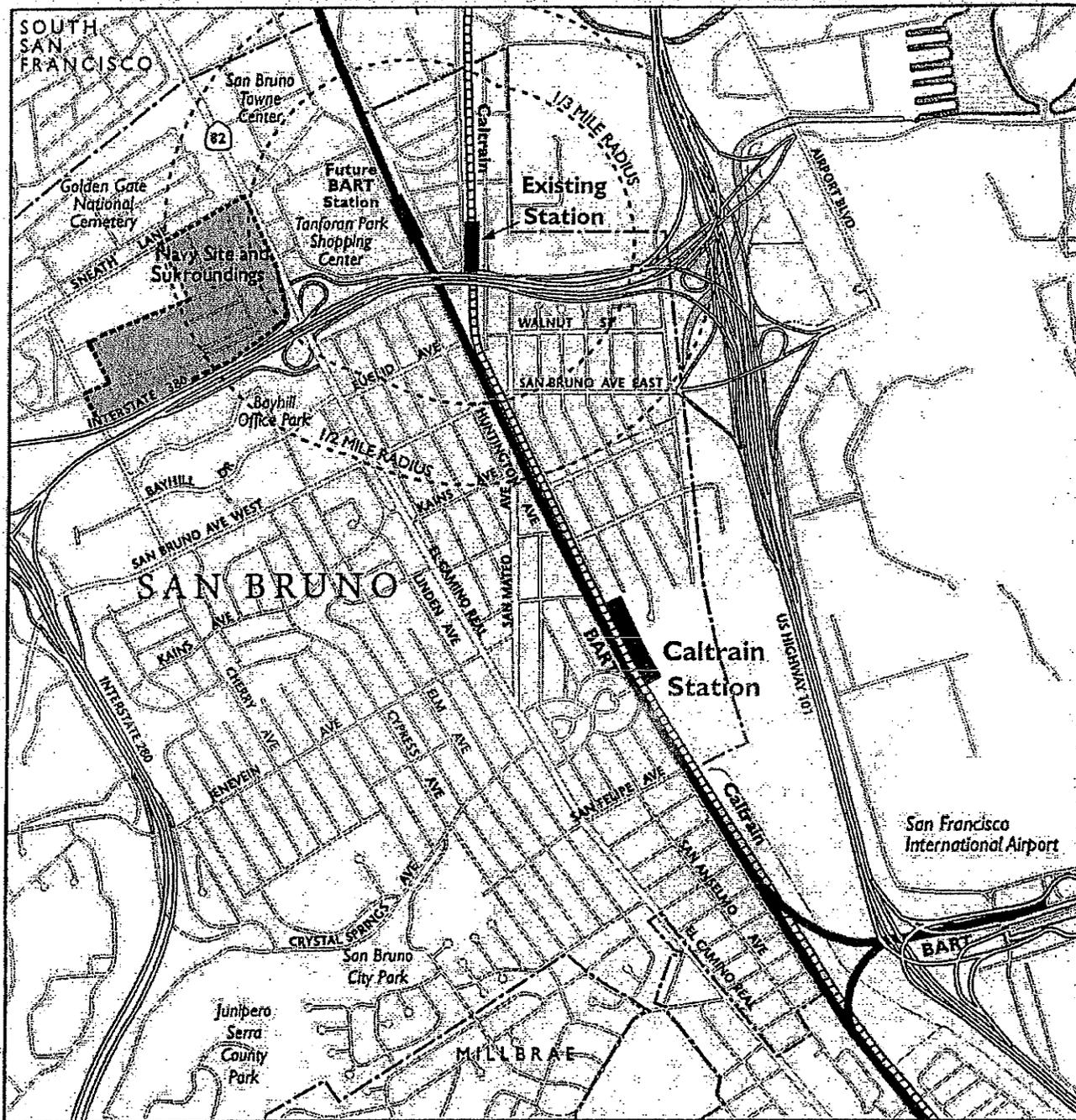


Figure 3 – Area Context Map

years the facility acquired new tenants from other activities within the Twelfth Naval District while consolidating into fewer buildings and shedding excess acreage. In 1955 the family housing on the site was demolished and the leased land where it had stood was returned to its owner.

In 1959 the Navy redesignated U.S. Naval Advance Base Personnel Depot, San Bruno (Disestablished) as U.S. Naval Facility, San Bruno. In 1961 the Navy declared just over 54 acres as excess, reducing the facility to 32 buildings occupying about 36 of approximately 90 acres. That same year the DPWO moved into buildings in the northern portion of the station, further consolidating the station. In the summer of 1963 the Marine Corps Reserve Training unit at San Bruno moved into a building on the northeast corner of the station, further consolidating the facility into the northernmost section of the old West Portion of the site. In 1966 a Navy Department reorganization resulted in another name change, and the facility was designated Western Division Naval Facilities Engineering Command (EFA West).

By late 1968 EFA West had moved entirely into buildings in the northern section of the facility. The station now occupied only about 29 of the original 91.5 acres of the West Portion of the Advance Base Personnel Depot. The Navy had transferred 11.5 acres to the Marine Corps for the Reserve Training Center, and the California Division of Highways had received approximately 43 acres as right of way for Highway 380. Another three acres were transferred to the San Mateo County School District for use as a school site. The last major alteration to the station occurred in 1970, when the main entrance was moved from its original location on El Camino to its current location on Commodore Drive, off of Sneath Lane. In 1975 the Navy and Marine Reserve opened a new Reserve Center building on the grounds of the San Bruno facility, on the northern portion of the station. Base closings and organizational realignments in the late '80s and early '90s saw EFA West reorganized and

downgraded to its current status as a field activity center designated EFA West.

Throughout the years, the structures have been adapted to fit current office uses on the site. While significant investment has been made to the structures to accommodate the changes in the use of buildings, today these facilities demonstrate evidence of deferred maintenance, space allocation inefficiencies, non compliance with provisions of the Americans with Disabilities Act (ADA), and inadequate ventilation within the 60 year old structures.

EFA West has an annual payroll of \$8 to \$10 million. Currently, total employment at this installation is approximately 157 persons, including 7 uniformed military personnel and 150 civilians (120 with EFA West and 30 with other government agencies).

The mission of EFA West is, "*to provide the best shore installation support*". EFA is the Navy and Marine Corps' shore installation experts for installation planning, facility design and construction, facility management support, environmental management, and base closure and realignment. Over the last 20 years, on-site staff levels have been as high as 1,700, but are currently in a downsizing phase which is expected to continue. Current staffing levels of approximately 150 personnel are expected to continue to experience downsizing.

EXISTING CONDITIONS

The Planning Area is comprised of approximately 52 acres of land at the northwestern edge of the city, bounded by Sneath Lane to the north, El Camino Real to the east, Interstate 380 to the south and Cherry Avenue to the west. The Planning Area is divided into two subareas: the Core Specific Plan Area and the Peripheral Specific Plan Area (*see Figure 4 - Core and Peripheral Area Planning Map*).

The Core Specific Plan Area is comprised of approximately 30.75 acres and includes the US Navy and Marine Reserve sites, commercial uses along El Camino Real, and office uses along Sneath Lane.

The Peripheral Specific Plan Area includes all existing uses located between the west boundary of the Core Specific Plan area and Cherry Avenue with the exception of the Peninsula Place Apartments, the Airport Trade Center, the medical building at 1001 Sneath Lane and the Church of Jesus Christ of Latter Day Saints properties. Listed below is a description of existing land uses within the Specific Plan Area.

CORE SPECIFIC PLAN PLANNING AREA

- *EFA West.* This site houses the EFA West Naval Facility. It is comprised of approximately thirty (30) one- and two-story structures housing administrative uses on approximately 20 acres of land. Buildings at EFA West are surrounded by parking lots and streets that provide an internal vehicular circulation system. The site includes approximately six hundred (600) parking stalls with landscaping beds and shade trees. Green lawns and concrete sidewalks allow pedestrian movement between the buildings. This area has been reported by the U.S. Navy as "economically excess" and the General Service Administration (GSA) is selling it through a competitive sale process. This offers significant opportunities for substantial redevelopment of the site.

- *The Marine Corps Training Center.* This site contains a large brick and concrete structure on 5.59 acres of land immediately to the north of EFA West. It is the largest single building on site and is functionally integrated with EFA West, sharing a common entrance and similar landscape characteristics. This site is not a part of the base closure process and will remain as a Marine Reserve Center. This site may become available for development or redevelopment at some point in the distant future.

- *Commercial Uses along El Camino Real.* Existing uses along El Camino are comprised of one- and two-story commercial buildings including a gas station, a pet hospital, and a dental center. Lots along El Camino are shallow with minimal to no front yard building setbacks. Parking lots are

generally located alongside the buildings, producing gaps in the street frontage. These commercial sites can potentially be redeveloped or physically renovated and landscaped to visually enhance the street frontage along El Camino Real. A new roadway from El Camino Real through one of these commercial sites is necessary to provide major vehicular access to the proposed development under the Specific Plan.

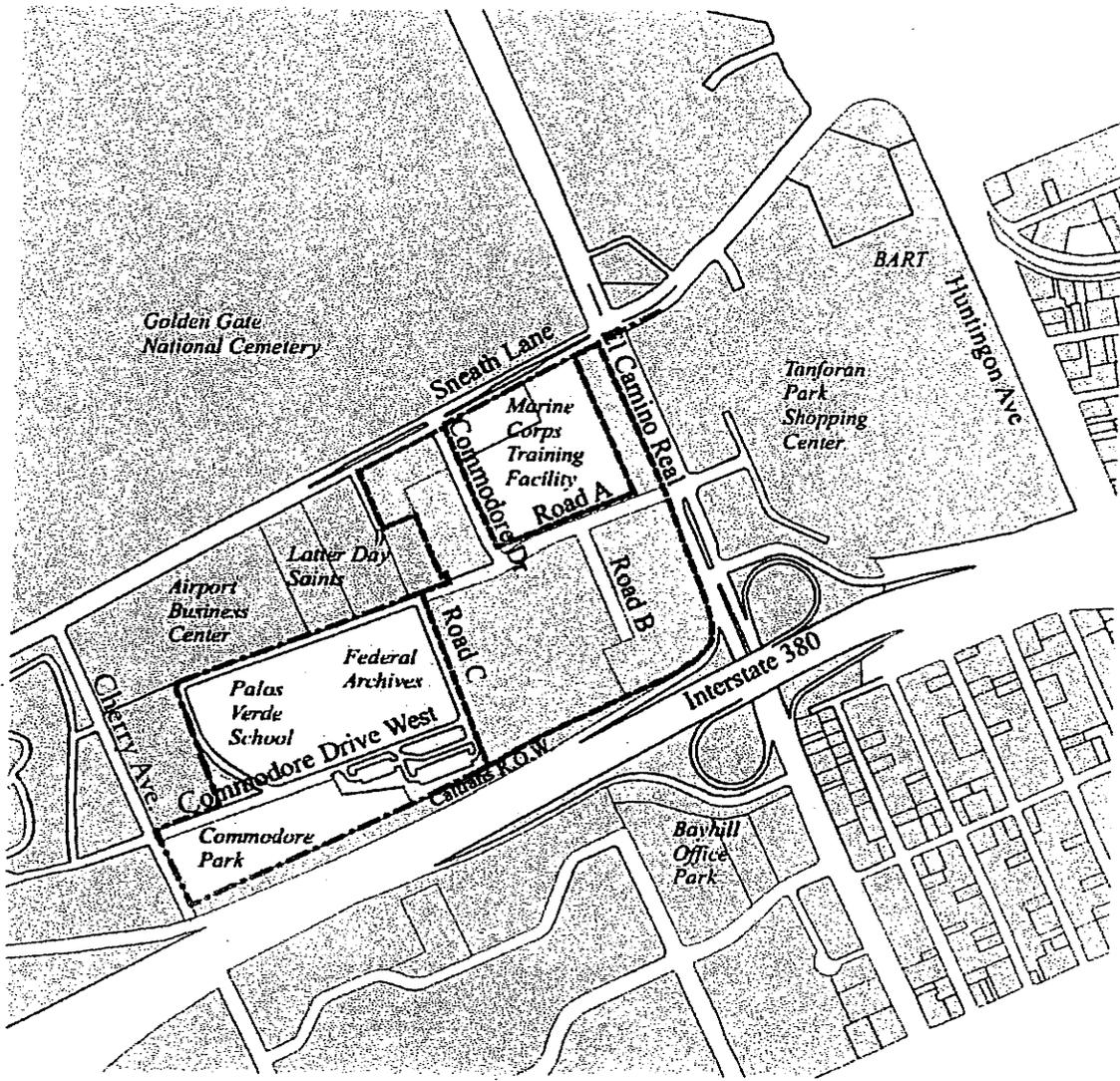
- *Existing Office Uses along Sneath Lane.* Two office buildings of similar scale are located to the east and west of Commodore Drive along Sneath Lane, with direct access to surface parking lots directly off Commodore. Sneath Lane is designated as a Scenic Corridor by the San Bruno General Plan and cannot be widened without voter approval under local Ordinance 1284.

PERIPHERAL SPECIFIC PLAN AREA

- *Uses to the West of the Navy Site.* Immediately to the west of the Navy Site is the National Archives building, Vocation Education Center, Palos Verde school and Commodore Park. A private access road is located along the north side of the National Archives building and the two schools.

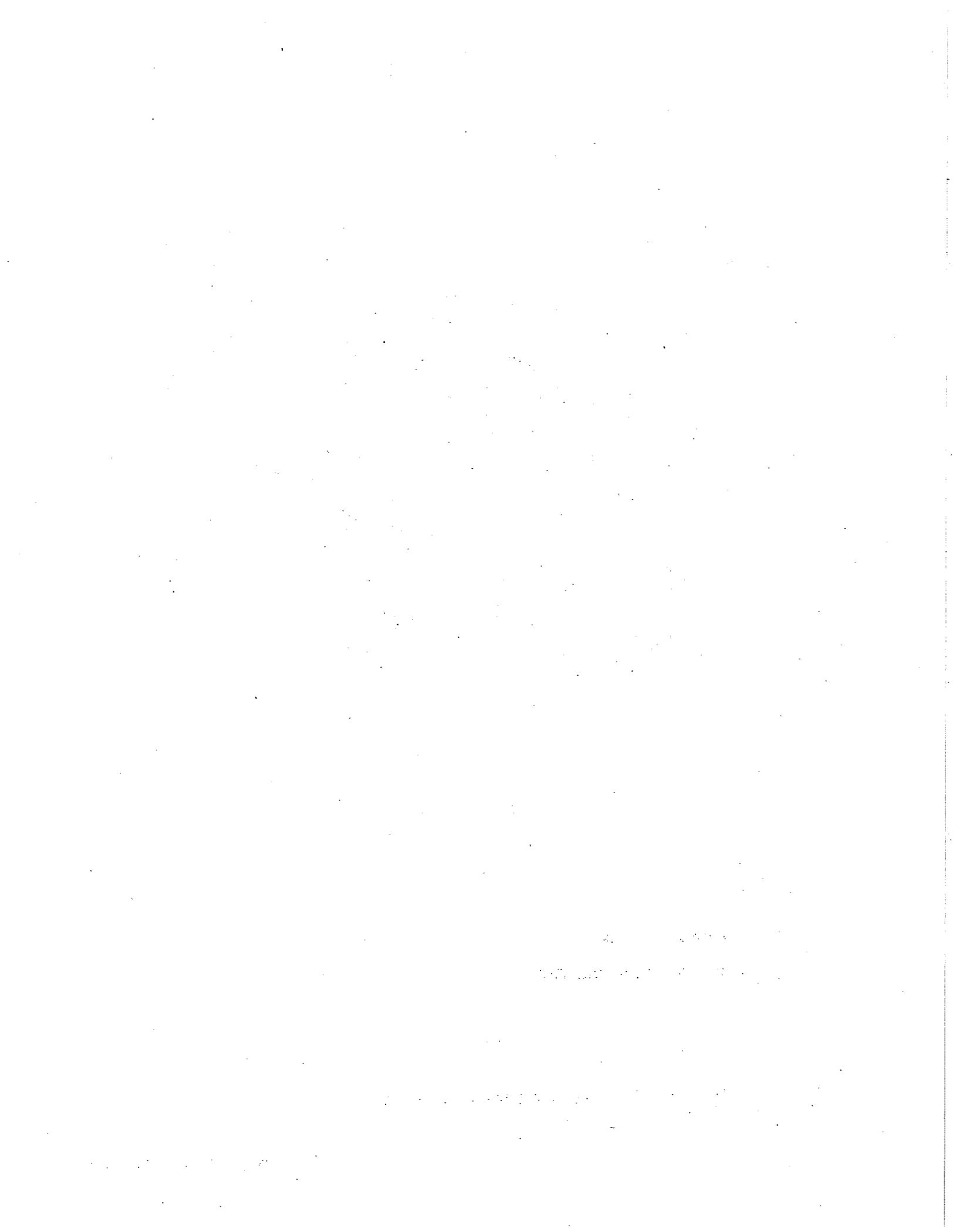
- *Uses along the East Side of Cherry Avenue.* A portion of Peninsula Place Condominiums, a three-story residential development with tuck-under parking, is located on the east side of Cherry Avenue. It is part of a larger condominium project located on the west side of Cherry Avenue. These residential properties are not included in the Specific Plan Area. The Airport Trade Center is a single-story, warehousing and office development located at the southeast corner of Cherry Avenue and Sneath Lane. Primary access to this property is provided from Cherry Avenue. Grade level is approximately fifteen (15) feet lower than Sneath Lane.

- *Uses along the South Side of Sneath Lane.* A three story medical office building is located adjacent to and immediately east of the Airport Trade Center. Directly adjacent to the medical



- CORE PLANNING AREA
- PERIPHERAL PLANNING AREA

Figure 4 – Core and Peripheral Planning Area Map



building are the properties owned by the Church of Jesus Christ Latter Day Saints which include a religious facility and a vacant 1.2 acre parcel which has been approved for development as a multipurpose community center.

ADJACENT USES

Immediately to the east of the Planning Area lie two regional retail commercial centers, Tanforan Park Shopping Center and the San Bruno Towne Center. Tanforan Park is an enclosed mall surrounded by a large parking lot. Anchor stores include Sears, JC Penney and Target. The height of the tallest building in the mall is approximately 83 feet. In addition, there are two one-story stand-alone auto repair facilities on the mall property: a Sears Tire, Battery, Auto Center at the northeast corner and a vacant Firestone tire center at the southeast corner.

The shopping center's parking garage is attached to the eastern end of the mall, adjacent to Target. The San Bruno/Tanforan Park BART Station is currently under construction immediately adjacent to the parking garage. Construction should begin shortly on a 27,000 square-foot joint San Bruno Police/BART Police facility immediately north of the BART station plaza and adjacent to a new SamTrans bus facility and BART's new 1,000-car parking garage.

Although a major upgrade and expansion of Tanforan Park Shopping Center has been discussed for the last several years, no plans have yet been submitted to the Community Development Department for review.

The San Bruno Towne Center is located directly across the street from the Tanforan Mall, northeast of the El Camino Real/Sneath Lane intersection. This is an open-air shopping center that is set back from the street and surrounded by large surface parking lots. Major stores include an Albertson's grocery store, Marshalls, CompUSA and Costco (approved by the City to be renovated as a Lowe's Home Improvement Center). Several smaller shops

and restaurants are located along El Camino and Sneath Lane (east of El Camino).

Golden Gate National Cemetery lies to the north of Sneath Lane, running the entire distance between El Camino Real on the east and I-280 on the west.

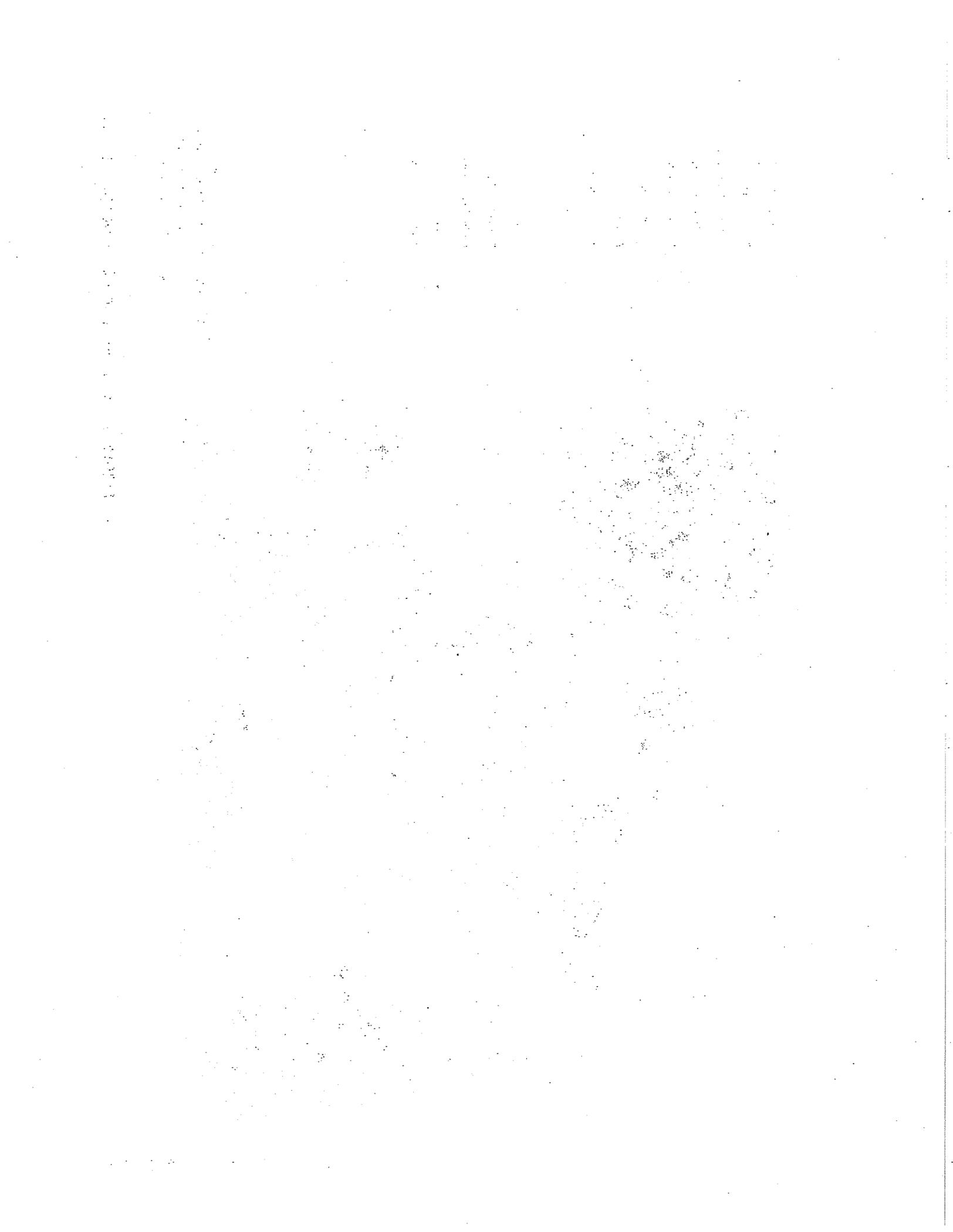
On the west side of Cherry Avenue is the major portion of the three-story residential complex of Peninsula Place Condominiums. Another condominium complex, Cherry Avenue Villas, is also located on the west side of Cherry Avenue, directly across from Commodore Park.

The Bayhill Office Park is an established office complex located south of I-380 and west of El Camino, within one quarter mile of the Navy Site. The Gap Corporation has a significant presence in the Bayhill Office Park and is currently completing a major office building at the southeast corner of Cherry Avenue and Bayhill Drive, which is directly across from the Bayhill Shopping Center. Bayhill Shopping Center is a one-story neighborhood center with Mollie Stone's Super Market, Long's Drug Store, Starbuck's Coffee, and other local and national shops.

PROPERTY OWNERSHIP

A total of fifteen (15) parcels are owned by eight (8) different individuals and entities in the Specific Plan boundaries (*See Appendix C - Property Ownership List*).

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KEY PLANNING FACTORS

There are several important planning factors that impact the Specific Plan Project Area and thereby influenced the selection of land uses. They are as follows:

- Traffic and Circulation
- Major Transportation Facilities
- Noise
- Height Restrictions
- Utilities
- Easements
- Aesthetics
- Real Estate Market Conditions

TRAFFIC AND CIRCULATION

Regional access to the site is provided via Interstate 280 and Highway 101 with direct access to the site from Interstate 380 and State Route 82 (El Camino Real). Interstate 280 and Highway 101 provide major north-south regional access between San Francisco and the entire Peninsula to the Silicon Valley.

The primary frontage of the U.S. Navy site lies on El Camino Real, a six-lane arterial, which includes an existing driveway onto El Camino Real. The Average Daily Traffic Volume (ADTV) on El Camino Real immediately adjacent to the site and north of I-380 is 47,000 vehicles. However, the only vehicular access to the Navy site is currently provided from Sneath Lane, a four-lane arterial, via Commodore Drive. The main development site does not have frontage on Sneath Lane, which is a designated scenic corridor by local ordinance (see *Figure 6 – Traffic Volume Map*).

Most of the approaching traffic arrives via the Sneath/El Camino Real intersection, which is currently operating at Level of Service (LOS) E in the PM peak hour.

Current traffic lane configurations at the I-380/El Camino Real interchange impose constraints on both vehicular and pedestrian access to the Core Planning Area. The entrance ramp from southbound El Camino Real to westbound I-380

begins approximately 680 feet north of the I-380 overpass and runs the length of EFA West lot line. Any driveway or walkway into the site from El Camino Real would have to be located north of the ramp entrance, or would require the ramp to be reconfigured.

The City of San Bruno in the North San Bruno Area wide Traffic Study (1986) and Update (1998) has identified a number of potential roadway improvements that would help improve traffic conditions in the future. Some of these improvements include widening El Camino Real between Sneath Lane and I-380 to accommodate new exclusive right turn lanes in the northbound direction, improvements to Sneath Lane to improve right turn lane movements (without widening Sneath Lane) and the installation of a new signal on El Camino Real, north of the I-380 interchange. This new signal would provide access to the Tanforan Park Shopping Center and new developments on the Navy Site. A portion of the median island along El Camino will be removed in order to facilitate the new signal.

Commodore Drive West, from Cherry Avenue east to the Federal Archives property, is a public street and provides direct access to Commodore Park, the two special schools, and the National Archives building and private parking lot. A street easement over other sections of Commodore Drive allows for public access through the Navy properties to Sneath Lane.

While major vehicular access to the Core Specific Plan Area would be provided from Sneath Lane via a section of Commodore Drive and from El Camino Real via a new major entrance roadway (subject to Caltrans approval), the Specific Plan envisions that the western portion of Commodore Drive could provide the area with a tertiary point of access to the new development at the Navy Site for pedestrian access or as another means of access for emergency vehicles. An easement over the Federally owned Archives property would be required to ensure complete access.

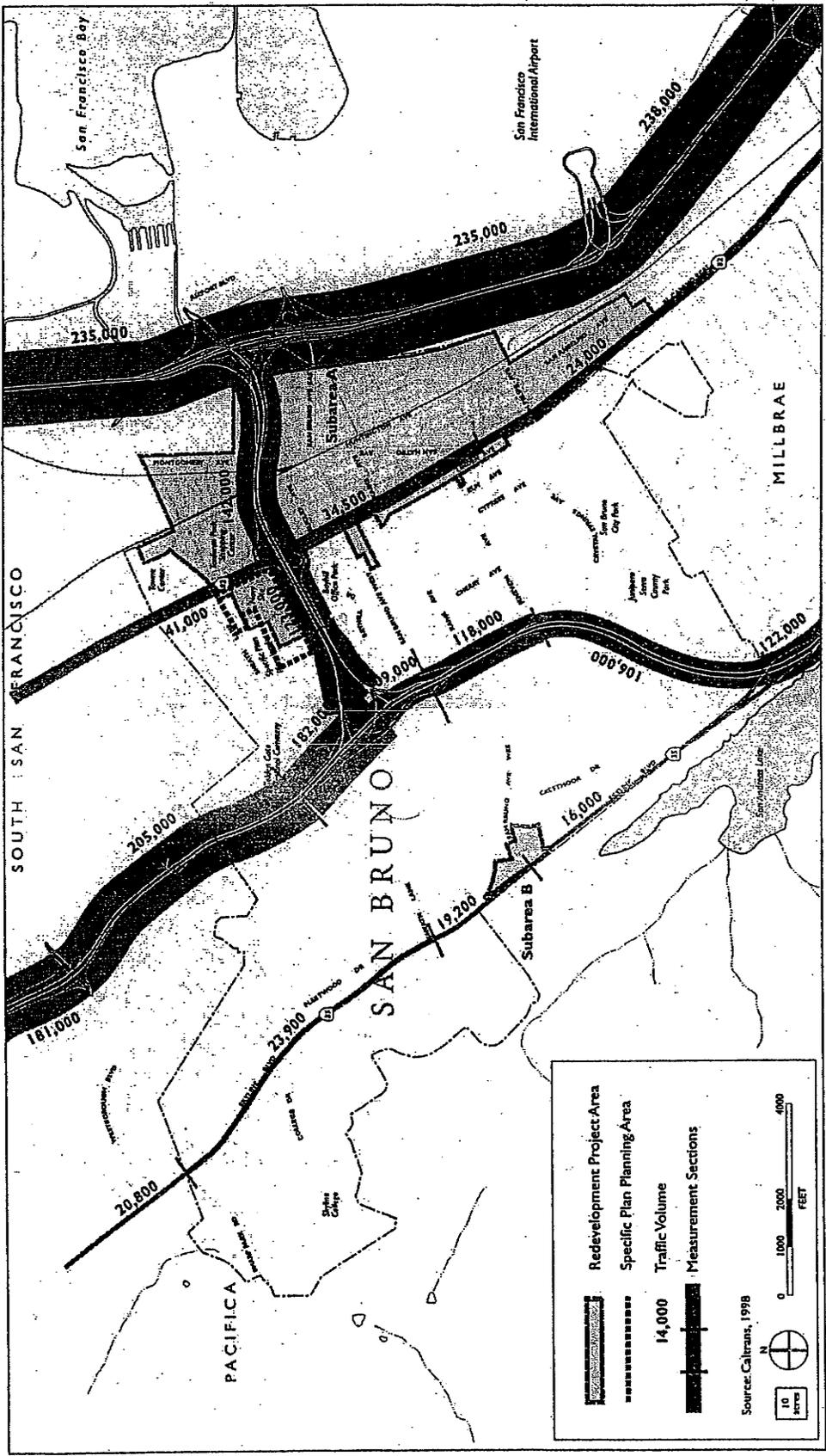


Figure 6 – Traffic Volume Map

MAJOR TRANSPORTATION FACILITIES

The U.S. Navy Site has excellent vehicular access from the existing roadway network. Indeed, in "The History of San Bruno", prepared in 1989 for the City's 75th anniversary, San Bruno is referred to as "The Crossroads Community."

Moreover, the Specific Plan site is also uniquely served by a variety of transit options other than the automobile, making the site a prime location for a Transit-Oriented Development. These options are detailed below (*see Figure 7 – Major Transportation Facilities*).

SAN FRANCISCO INTERNATIONAL AIRPORT (SFO)

In Fall 2000 San Francisco International Airport (SFO) will officially open its 2.5 million square-foot International Terminal as part of a \$2.4 billion improvement and expansion program. In addition to the new International Terminal, the master plan for SFO includes an airport light rail system (AirTrain), new elevated roadways, new garages, a consolidated Rental Car Center, and a BART station at the airport.

SFO is currently the fifth busiest airport in the United States and ninth busiest airport in the world, welcoming over 40 million passengers annually. By 2006 that number will reach 51 million, including a projected 70% increase in Pacific Rim travelers. The U.S. Navy Specific Plan site is located approximately two miles from SFO. The El Camino Real exit to the Specific Plan site is the first exit north from SFO on I-380.

BART

Trade and commerce in the San Francisco Bay Area has been greatly enhanced by the initial construction and continued expansion of the Bay Area Rapid Transit (BART) system. Since its opening in 1972, BART has become a key transportation link, providing commuters, both business and leisure travelers, access to major urban centers in the Bay Area, including downtown San Francisco, Oakland, and the East Bay.

Beginning with the original 71.5 mile high-speed transit system, consisting of 33 stations serving 17 communities in three counties, BART has been continuously expanding, with new stations recently opening in Pleasanton/Dublin and Castro Valley in the central East Bay, Pittsburg/Bay Point and North Concord/Martinez in the northern East Bay, and Colma on the Peninsula.

In 1996, BART received a full-funding commitment from the United States Congress for its Colma to SFO extension. This \$1.5 billion extension to the airport will consist of 8.1 miles of track and stations at South San Francisco, San Bruno, San Francisco International Airport, and Millbrae. This extension will also feature an at-grade, cross platform transfer with Caltrain at the Millbrae Station.

The extension of BART to SFO is very significant in that it will provide a direct rail line between San Bruno, the airport, downtown San Francisco, and all major urban centers of the Bay Area. BART officials project that by the year 2010, the new extension will account for an additional 66,800 trips per day, including 17,000 daily trips by air travelers to and from SFO.

The San Bruno station, currently under construction, is located adjacent to Huntington Avenue at the northeast corner of the Tanforan Park Shopping Center's parking garage. This subway station will feature an at-grade station shell, a new landscaped, boulevard (Huntington Avenue), a 1,000 space parking garage, bicycle lockers, a SamTrans bus station/paratransit center, and a joint San Bruno/BART police station.

The San Bruno/Tanforan Park BART Station is located just over one quarter mile from the U.S. Navy Specific Plan site, within convenient walking, bicycling or shuttle distance and is an important factor in the designation of this development as a transit-oriented development. When it opens in early 2002, BART patronage at the San Bruno station is expected to reach 9,800 riders daily.

CALTRAIN

Caltrain is a commuter rail service operating on the Peninsula between San Francisco and Gilroy. Although currently located near Huntington Avenue at I-380, the San Bruno Caltrain Station will be returned to its former location at Sylvan Avenue at Huntington, following the construction improvements related to the BART-to-SFO project.

The San Bruno Caltrain station provides service to local residents, with approximately 650 passengers accessing Caltrain from this station on a daily basis in 1998. The Sylvan Avenue site for Caltrain is just over one mile from the U.S. Navy Specific Plan site area.

SAMTRANS

SamTrans operates fixed-route and paratransit bus routes in San Mateo County. Offering approximately 80 routes each weekday, SamTrans carries about 65,000 to 70,000 riders per day. The Specific Plan planning area is well served by SamTrans, with bus services on Routes 193, 390 and 391.

- *Route 193 (formerly 3B)* - begins at the San Francisco International Airport and ends at the Stonestown Shopping Center in San Francisco while traversing the cities of San Bruno, South San Francisco, Colma and Daly City.
- *Route 390 (formerly 5L)* - travels from Palo Alto through Menlo Park, Atherton, San Carlos, Belmont, Hillsdale, San Mateo, Burlingame, Millbrae, San Bruno, South San Francisco, Colma, Daly City and Daly City BART.
- *Route 391 (formerly 5M)* - travels from Palo Alto through Menlo Park, Atherton, San Carlos, Belmont, San Mateo, Burlingame, Millbrae, San Bruno, South San Francisco, Colma, Daly City and San Francisco (with limited service to the Transbay Terminal).

Routes 390 and 391 provide access to BART, San Francisco MUNI and Caltrain via transfer centers at the Colma and Daly City BART stations. There are several transfer points to Caltrain along the southern part of the routes

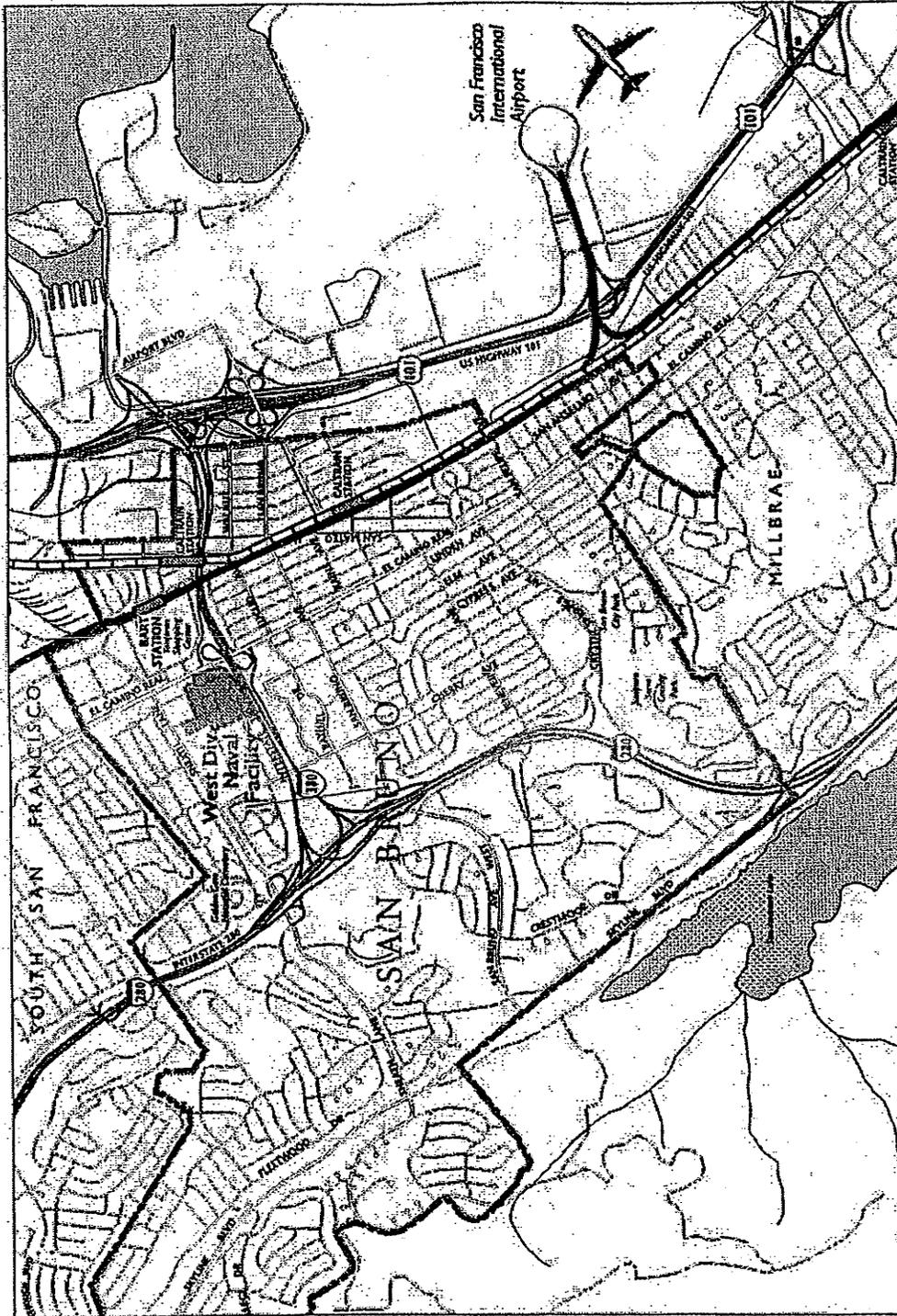
SamTrans is planning a number of improvements to their transit facilities over the next five years. The SamTrans Five-Year Plan is currently in its first stage, and over the next five years will provide effective access to the new BART stations. The changes will potentially impact and benefit current service to the study area. There is now increased service on Routes 390 and 391. These routes will be re-evaluated once the new BART stations are in operation.

PENINSULA CONGESTION RELIEF ALLIANCE ("ALLIANCE")

In 1999 the Multi-City Transportation Systems Management Agency (MTSMA) serving the northern cities on the Peninsula, including the City of San Bruno, joined forces with the Inter-City Transportation Systems Management Agency (ITSMA) to create the Peninsula Congestion Relief Alliance (the Alliance).

The mission of the new Alliance remains dedicated to traffic reduction through the promotion of commute alternatives at employment sites. The Alliance's work plan will concentrate its efforts in four primary areas: extensive employer and community outreach, vigorous vanpool and carpool formations, proactive outreach to developers to help mitigate traffic problems caused by new commercial development, and extensive BART-Caltrain shuttle management and formations.

The Alliance, with its traffic reduction programs, will be an active participant in promoting traffic reduction through commute alternatives at the U.S. Navy Specific Plan site.



Source: San Francisco Bay Area Rapid Transit District, San Francisco Airport Extension, 1998; Peninsula Corridors Joint Powers Board, San Francisco International Airport Light Rail System Connection Feasibility Study Program, 1996.

0 1000 2000 4000 FEET

Legend:
 BART (thick black line)
 CalTrain (double parallel line)

Figure 7 – Major Transportation Facilities

BIKEWAYS

Although the City's General Plan does not designate any bikeways within the Specific Plan site area, Sneath Lane west of El Camino Real is listed as a "proposed bike route". However, all major transit carriers serving the Specific Plan site, including BART, Caltrain, and SamTrans, provide facilities for bicycles on their transportation systems.

PEDESTRIAN PATHS

Sidewalks currently exist on all major streets and access points to the site, with the exception of the private portion of Commodore Drive through the Federal Archives property. As a Transit-Oriented Development, the Specific Plan for the U.S. Navy site includes wide sidewalks and pedestrian paths throughout the proposed development with physical and visual links to existing pedestrian paths and neighboring developments, as appropriate.

Heavy high-speed traffic characterize the major streets abutting the Specific Plan site, making pedestrian movements across them very difficult and uninviting. Currently, there is a chain link fence that runs down the middle of a median along El Camino Real which prevents mid-block pedestrian crossings.

Subject to the approval of CalTrans and adequate funding, the development plan for the U.S. Navy site could also accommodate a pedestrian "bridge" over El Camino Real to link the Specific Plan site with the Tanforan Park Shopping Center property, providing safer access to the BART station with fewer vehicular/pedestrian conflicts.

NOISE

The Specific Plan Area is primarily impacted by two significant sources of noise: aircraft and traffic.

AIRCRAFT NOISE

The Specific Plan Core Area lies within the San Francisco International Airport Noise Contour Map which indicates overhead aircraft noise impact areas. The most recent FAA-approved noise

contour maps are contained in the *1995 Noise Exposure Map Update* which includes 1995 baseline and projected 2000 noise contour lines (see *Figure 8 – Noise Contours Map*).

This map indicates that the 65 dB CNEL aircraft noise contour line bisects the Core Planning Area on a southeast to northwest line with the far northeastern corner subject to noise levels in excess of 70 dB CNEL. General Plan and ALUC noise/land use compatibility standards consider areas where noise levels range from 65 to 70 CNEL as "conditionally acceptable" for residential uses, and may require special noise insulation features.

In areas where the background noise level is above 70 CNEL, residential uses are considered "normally unacceptable", even with noise insulation. There are no residential uses proposed in the Specific Plan which would be located in the 70+ CNEL Noise Contour.

By local Ordinance No. 1610, the City of San Bruno amended its Building Code by adding Section 110, under Chapter 11.04.070, for "Protection from Airport Noise". As applicable to the Specific Plan, this section requires any new residential structure located within the 65 CNEL level to meet the noise insulation standards set by the Federal Aviation Administration. Those standards require an interior noise level for new residential construction to be no greater than 45 db CNEL for all habitable rooms.

By local Resolution No. 1992-54, the City of San Bruno approved a Memorandum of Understanding (MOU) between the City and the San Francisco Airport Director. Consistent with the intent of that MOU, an aviation easement must be executed in favor of the San Francisco International Airport (SFO) for all residential units (including senior assisted living), and the developer must disclose in all property sales to potential buyers or leases to potential lessees the fact that the property or premises is located within two miles of SFO and is subject to adverse noise impacts from aircraft overflight noise.

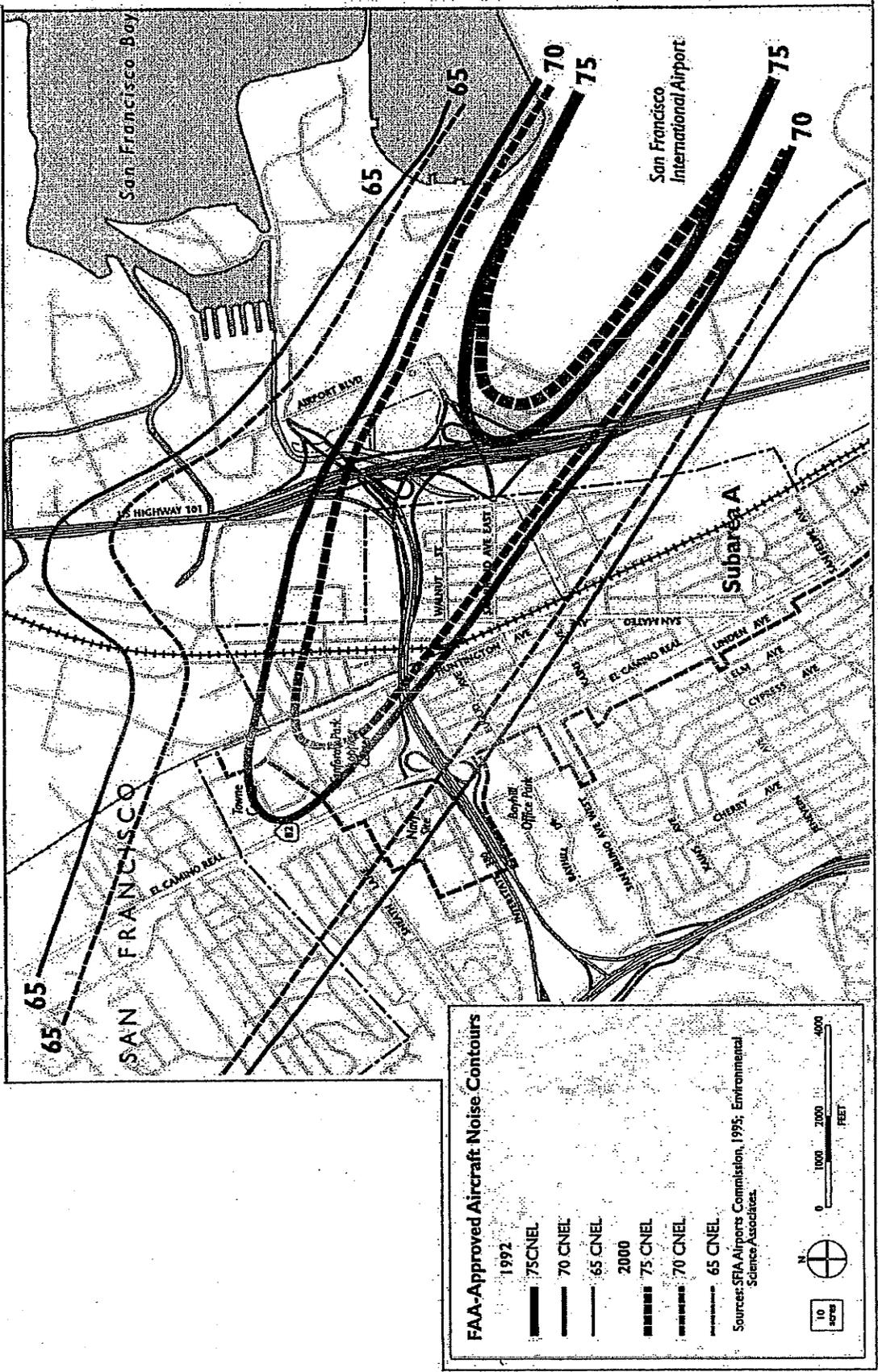


Figure 8 – Noise Contours Map

VEHICULAR NOISE

Traffic noise measurements taken in December 1990 suggest that traffic noise levels exceed 65 dB in some parts of the Specific Plan Core Planning Area with the highest noise impacts on El Camino Real. Lesser noise impacts occur in the interior of the site from traffic along El Camino but the site is still impacted by traffic noise from the elevated I-380 roadway, particularly to the northwest of the site.

HEIGHT RESTRICTIONS

The Navy Specific Plan Area has two unique height restrictions which limit the intensity of development on the site: ALUC/FAA Height Restrictions and Local Ordinance No. 1284.

FAA HEIGHT RESTRICTIONS

Due to the physical proximity of the Navy Specific Plan Area to the San Francisco International Airport (SFO), development is restricted under the Airport Land Use Plan and Federal Aviation Administration (FAA) height restrictions. The FAA has established runway protection zones, object free areas and Federal Aviation Regulation (FAR) Part 77 obstruction criteria. The FAR Part 77 obstruction criteria define the maximum heights of all structures and are intended to prevent buildings and other objects from encroaching into required takeoff and landing airspace.

The planning area falls within the innermost horizontal surface established by Part 77 for SFIA. Within this area, the height of objects cannot exceed 161 feet Above Mean Sea Level (AMSL). The maximum allowable building height is the difference between the height of the horizontal plane and the ground elevation AMSL. By subtracting the existing elevation of the Navy Site from the 161 feet, the maximum height of structures from ground level can be determined.

The ground elevations of the Navy and Marine reserve sites range between 50 and 75 feet AMSL.

Ground elevations are lowest on the El Camino Real frontage and slope up toward the northwest corner of the site. To be consistent with the Airport Land Use Plan, the maximum building heights on the Specific Plan site would range from approximately 111 feet along El Camino to about 86 feet along the western edge of the Planning Area.

Although the Special Plan Area lies in the flight path of two runways, it is outside the two adjacent areas subject to special slope restrictions.

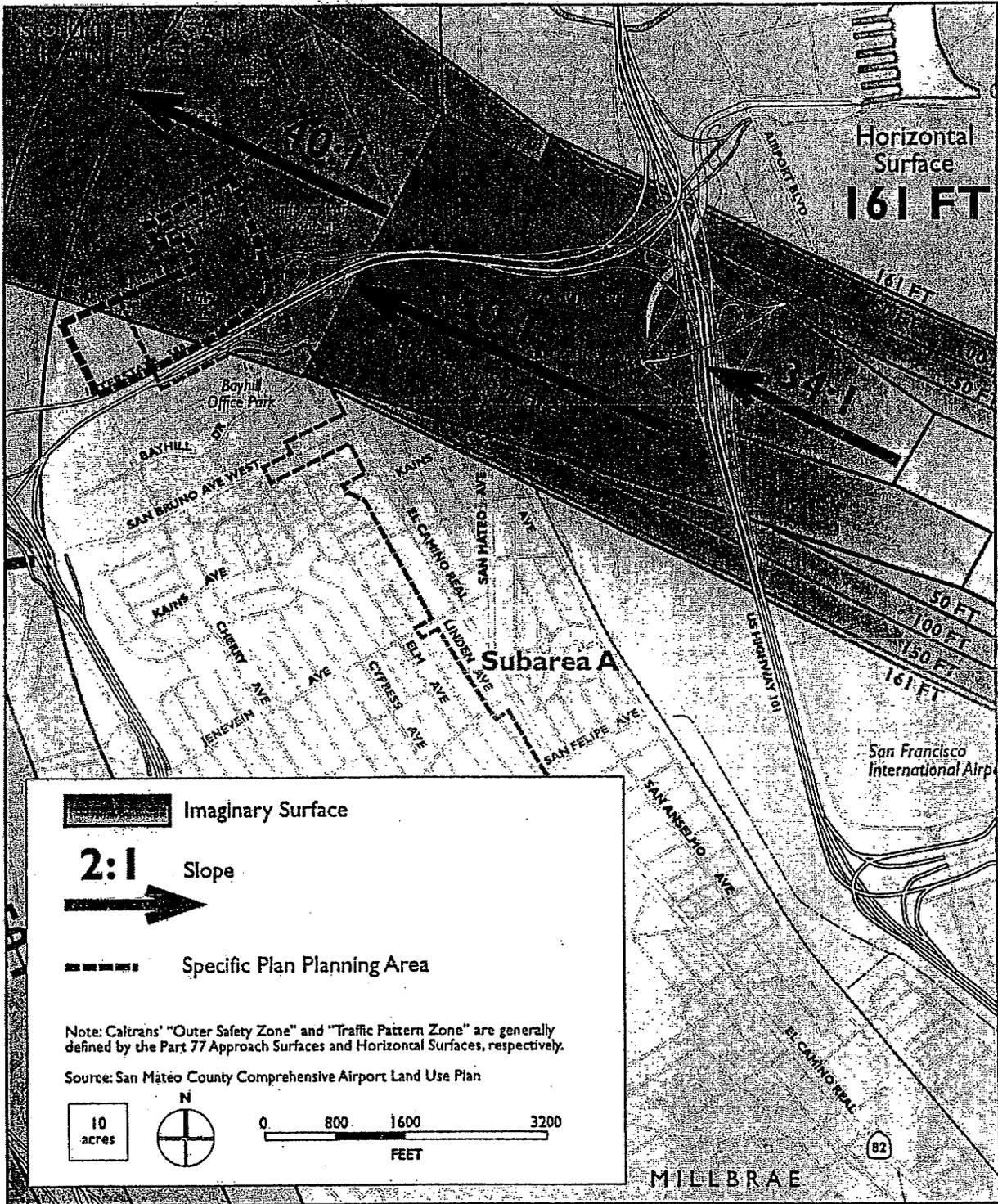
Any development of the Navy Site must be reviewed by appropriate regional agencies, including the City/County Association of Governments (CCAG) and its Airport Land Use Committee (ALUC) for consistency with the Airport Land Use Plan and the FAA restrictions cited above. Plans are also submitted to the Airport and to the FAA.

The Specific Plan, as presented herein, would not propose any buildings or structures which would conflict with the stated regulations of the Airport Land Use Plan and the FAR Part 77 obstruction criteria.

LOCAL ORDINANCE NO. 1284

In June 1977, the City of San Bruno adopted Ordinance No. 1284, restricting the height of all structures within the city limits (and consequently the Specific Plan Area) to three (3) stories or fifty (50) feet, whichever is less, as well as prohibiting multistory parking structures, and designating Sneath Lane west of El Camino Real as a "scenic corridor", prohibiting its widening unless approved by a majority vote of the people. The Plan does not propose any widening of Sneath Lane.

Ordinance No. 1284 does not prohibit structures greater than three (3) stories or fifty (50) feet or above-grade parking structures as envisioned in the Specific Plan; it merely requires voter approval, as was obtained for the Tanforan Park Shopping Center located directly across El Camino Real



DYETT & BHATIA
Urban and Regional Planners

Figure 9 – Airport Height Limits (FAR 77)

from the U.S. Navy Specific Plan site. Measure "C", which would have enacted an ordinance to allow greater building heights and parking garages, was put to a vote before the general electorate on May 11, 1999 and was defeated. Measure "C" did not, however, include specific development standards as provided for in the Navy Site Specific Plan.

The location of the Specific Plan site in San Bruno, combined with the surrounding land uses, the intensity of development, and the proximity of transit facilities, all make the U.S. Navy property an ideal location for a Transit-Oriented Development with increased heights and parking structures as allowed with voter approval under Ordinance 1284.

As part of the voter approval process under Ordinance 1284, the establishment of detailed development standards within the Specific Plan document serves the following purposes:

- **Fully informed electorate:** The written provisions inform and educate the general public and potential voters of development policies on which the Specific Plan were established, and the inherent benefits within the plan which provide a basis for voters to approve the additional height and parking structure(s), as well as any environmental impacts and mitigations created by the development.
- **Fully informed developer(s):** The written development standards and requirements contained in the Specific Plan, including those provisions which require voter approval, provide a detailed basis for the developer to construct the integrated development as proposed by the plan, thereby saving the developer significant time and construction costs.

The additional height and construction of an above-ground parking structure, which requires voter approval under Ordinance 1284, promotes the following land use planning and development principles:

- **Land use:** Optimum land use efficiencies can be achieved by establishing compatible and integrated land use classifications with Floor Area Ratios (FAR), densities (dwelling units per acre), lot coverage, and building heights that reduce costly building sprawl and minimize inefficient surface parking lots. The additional height and parking structure facilitates the design of a controlled, compact vertical development with offices of sufficient floor area to accommodate first class users, a major flagship hotel, and the promotion of ground level activities that are focused on the pedestrian with landscaping and open space rather than automotive oriented. In addition, it provides for a residential development of sufficient density to establish a residential "transit village" including senior assisted living.
- **Environmental:** Environmental protection and preservation objectives can be achieved by saving existing mature landscaping, encouraging pedestrian accessibility, and reducing dependency on private automobiles as part of a higher density, mixed-use Transit-Oriented Development. The additional height and especially the parking garage facilitate a development geared to pedestrians, landscaping and open space, with cars parked in a structure instead of in mass parking lots visible to the public.
- **Housing:** Housing needs, including low and moderate income housing and specialized housing (elderly), can be more readily achieved in compliance with the City's Housing Element of the General Plan and in accordance with State guidelines. Increased height means more residential dwelling units can be constructed to help meet the City's housing needs, including low and moderate income housing and specialized senior assisted living, with the upper levels of residential structures restricted

by design features to assure compatibility and reduce visual impacts.

- **Social:** A “sense of place” can be created as part of a comprehensively planned interactive development, where social interaction is encouraged through compatible land uses, pedestrian amenities, open space and outdoor activities, design features, and focal points of interest. The additional height and parking structure makes more ground level space available for pedestrian interaction and visual interest, free of traffic and views of masses of parked cars.
- **Fiscal:** Sustainable long-term economic return to the City can be optimized through requiring desirable land uses, such as a tax-generating hotel development. The added height and parking structure facilitate a mix of land uses, including hotel, office, and residential, at a density to support Transit-Oriented Development in order to meet the City’s diverse needs for economic stability, jobs, and housing.

It is acknowledged, however, that the uses proposed in the Specific Plan can be developed within the Ordinance No. 1284 guidelines for height. However, they will likely not be built to the same scale or densities identified in the Specific Plan and the above-grade parking structure could not be constructed. This lower density development alternative may result in reduced open space opportunities and large surface parking lots, and would be less cohesive as part of an interactive live/work environment.

UTILITIES

Currently, water for the site is provided directly from a SFWD transmission line running through the site. As the site is redeveloped, connections will need to be made to the existing San Bruno distribution system in adjacent streets.

The City of San Bruno Public Works Wastewater Division provides sanitary sewer services to the Specific Plan Planning Area. San Bruno shares a sewage treatment plant with the City of South San Francisco.

The San Bruno General Plan projected a declining population for the City and projected a volume of 2.94 million gallons of wastewater per day for a population of 32,700. However, this assumption was incorrect. By 1998, the City’s estimated population had increased to 41,450. The City’s wet-weather discharge currently exceeds its treatment plant capacity, which is currently being upgraded. In addition, the 2000 Sewer Master Plan/Infiltration & Inflow Study has identified numerous capacity deficiencies in the City’s collection system, some of which may be further impacted by this development. The City of San Bruno is preparing a Wastewater Sewage Treatment Master Plan to address these issues.

The primary provider of gas and electrical power to the City of San Bruno is the Pacific Gas & Electric Company. Electrical power is provided from eight different distribution feeders. Gas is provided from three gas lines stretching from Milpitas to San Francisco.

EASEMENTS

The City and County of San Francisco maintains a major underground water pipeline that traverses the Navy site in a north-south direction and continues under Commodore Drive. The pipeline is located within a 40-foot wide easement. There is also an additional 40-foot easement that runs parallel to the main pipeline which is reserved for a third pipeline. Currently, no structures are located within the easement right-of-way. The SFPUC is currently working on an environmental management plan for their right-of-way through San Mateo County that will establish policy for development within the right-of-way (see Figure 10 – Sales Parcel Map).

Several City sewer easements run through the Specific Plan Core Area. These easements are

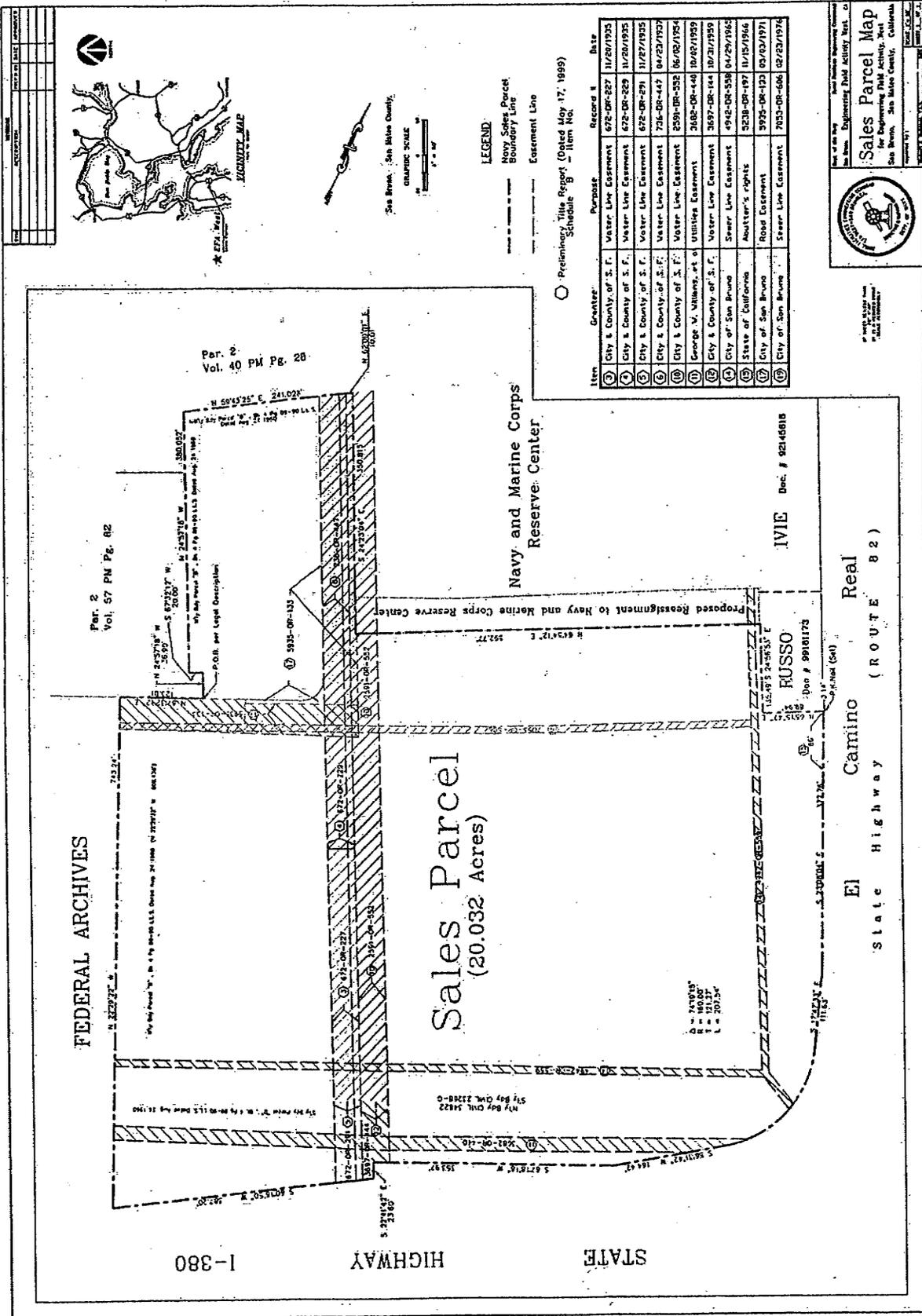


Figure 10 – Sales Parcel Map

approximately ten feet wide and are generally located within existing streets. Improvements within easements are limited to landscaping or surface parking lots. However, these types of easements can potentially be relocated should it become necessary for site planning purposes.

One privately-owned utility easement runs east-west along the southern edge of the Specific Plan Core Planning Area. This easement dates from 1959 and may still be in use. Depending on the status of the easement, the configuration of development in the southern part of the site may be constrained. Typically, structures would not be permitted within an utility easement.

AESTHETICS

The planning area is currently lacking in visual cohesiveness, with a predominance of low-rise buildings, surface parking lots and limited pedestrian access. These conditions do not enhance the area as a gateway to the community.

Landscaping is limited to a scattering of trees around the barracks of the Navy site, within surface parking lots, and in rows of mature eucalyptus trees along the southern portion of the site adjacent to I-380. A "Tree Survey" was conducted for the site on October 12/13, 1999 by Environmental Science Associates (ESA) and is included in the EIR.

The site has the potential to provide views of the San Francisco Bay and the Airport, particularly from the southeastern portion of the site where high-rise hotel development is envisioned. In addition, the redevelopment of this site offers the opportunity to enhance the overall image and identity of this important gateway to the City of San Bruno.

REAL ESTATE MARKET CONDITIONS

The current state of the economy as a whole, coupled with the location of this site in northern San Mateo County, should make this Specific Plan a viable and sustainable development for San Bruno.

The 1990's have been a prosperous time for new development in the region. San Bruno is situated adjacent to San Francisco International Airport (SFO), the nation's fifth busiest airport and one of the Bay Area's most important economic driving forces. Both passenger and air cargo traffic grew approximately 26% during the first half of the 1990's, and SFO is currently undergoing a large-scale expansion, doubling its square footage from 2 million to 4 million square feet of passenger area. By the year 2005, this expansion will result in a growth in total passengers from the current 39 million to between 50 and 60 million a year. Furthermore, the areas surrounding SFO are experiencing and will continue to experience demand in the hotel industry from tourist and business travelers.

MARKET TRENDS

The predominance of financial, technology, biotechnology, and multimedia firms in the region contribute significantly to its economic vitality. San Mateo County and various cities within the county host major players in many of the above mentioned fields, including:

- Genentech
- Oracle
- Franklin Templeton
- Cellular One
- Telecan Systems
- Enterprise Networking Systems

Multi-Family Residential

The apartment market in San Mateo County in the mid and late 1990's is one of the strongest in the Bay Area. There are a total of 21 planned or proposed new multi-family housing projects in various stages of the development process within the market area, which would add nearly 2,250 dwelling units to the existing stock. However, municipal planning agencies in the area have indicated that because much of San Mateo County is built out, the majority of new multi-family housing construction is in smaller projects with very low densities.

The Redevelopment Plan EIR indicates that Subarea A, which includes the Navy site and environs, has been in a built-out condition longer than the rest of the City of San Bruno. Although the number of units in this area has steadily increased, the rate of growth slowed between 1980 and 1990 to 3%, while population increased by 15%. Overcrowding is also more severe in this area than citywide and the percentage of owner-occupants is lower (20%). Thus, the construction of new multi-family housing and senior assisted living will serve to provide a range of affordable housing opportunities and to relieve overcrowding in the area.

Office

The market for office development in San Mateo County in the late 1990's has proven to be one of the strongest markets for office development in recent history. The relocations of major high-tech companies and professional service corporations to and within the County, coupled with the lack of construction, has created a major demand for Class A office space. The First Quarter 1998 vacancy rate in San Mateo County was 1.79% while in North San Mateo County it was 3.6% and in the San Bruno/Millbrae area, 4.06%. This is significant when compared to market conditions during the recession in the early to mid 1990's, when vacancy rates averaged 18% and landlords were forced to offer free rent and tenant improvement allowances as an inducement for rental of properties.

Due to aggressive market activity, construction of office space that was nonexistent in San Mateo County during the mid-1990's escalated to 281,000 square feet in 1997. Construction activity continued to significantly increase in 1998 and is expected to continue through the year 2002 as demand for office space is expected to far outweigh the supply. Market trends indicate that vacancies will continue to be absorbed as soon as they become available with very aggressive construction and office leasing activity through the year 2000 and beyond.

Retail

Overall retail market conditions have shown a significant rebound from the stagnant period during the recession in the early to mid 1990's. By 1996, San Mateo County posted gains of 10 percent county wide. San Bruno holds a strong position in the Northern San Mateo County retail market with its two regional shopping centers along the El Camino Real and a successful downtown business area. While retail is not envisioned as a significant component of the Specific Plan for the Navy site and its environs, it is anticipated that due to its prime location adjacent to a major commercial corridor such as El Camino Real some percentage of retail and service space demand for the area will be captured with the redevelopment of the site.

Hotel

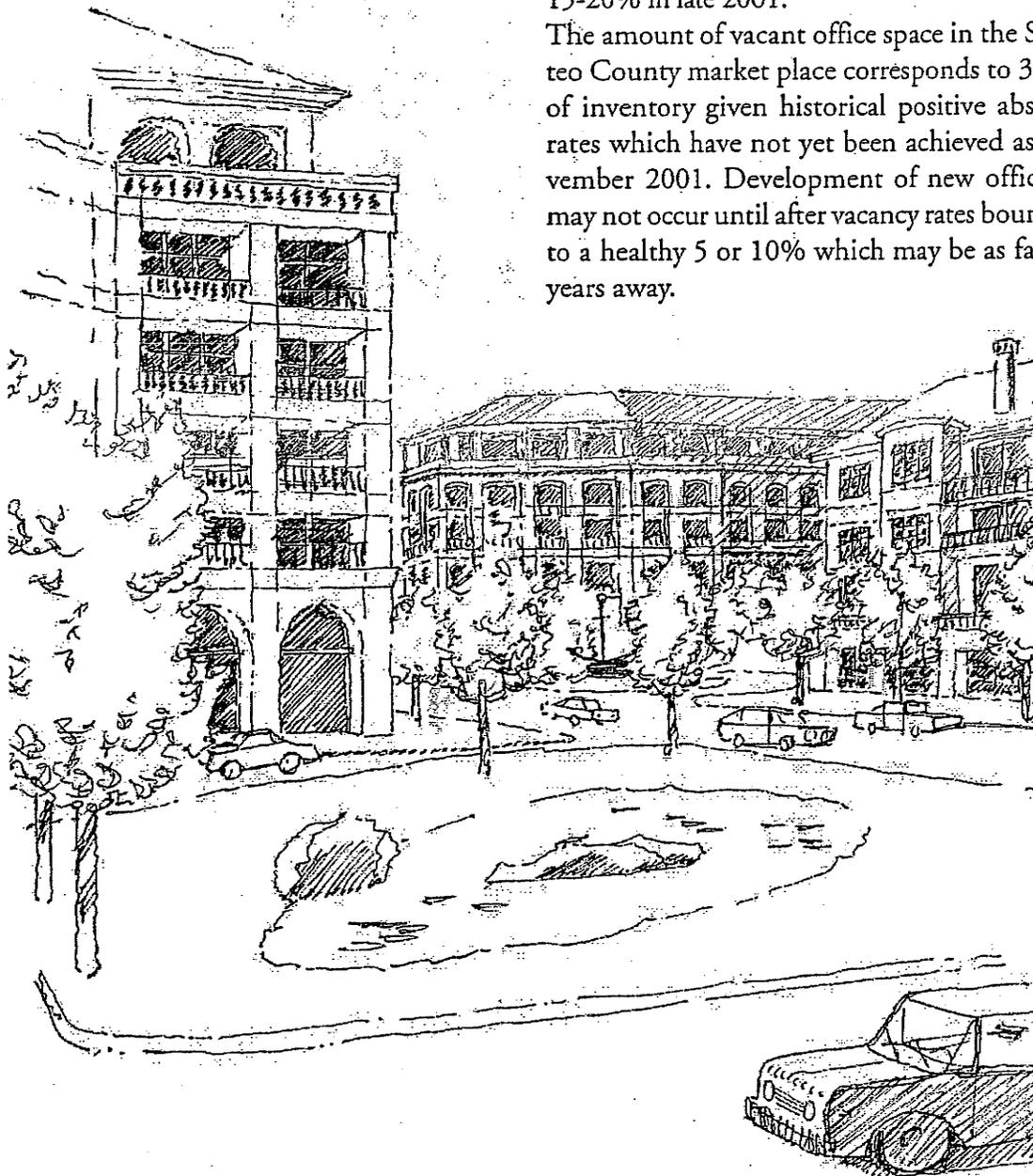
In August 1999, the City contracted with Keyser Marston Associates to conduct a hotel market evaluation for the Navy Site. (See Appendix D – Keyser Marston Hotel Market Study) According to this study, the market for hotels, while experiencing a slow down in the First Quarter 1999 in the Peninsula and South Bay, continues to be very strong for this area due to the airport. Even during the recent recession, the airport hotel market was among the strongest sub-markets in the Bay Area. This relatively strong performance continued through the end of 1998 with the airport and peninsula hotels enjoying occupancies above 80 percent. Average daily room rates have risen about 40 percent since 1994, averaging approximately \$140 per night.

The San Bruno area has a large number of hotels and motels, reflecting the need for hotel space associated with the San Francisco International Airport. There are 15 hotels with more than 200 rooms in four cities near San Bruno - Burlingame, San Mateo, South San Francisco, and Millbrae - yet none are located in San Bruno. Currently, there are approximately 1,600 hotel rooms under construction in the cities of Brisbane, Millbrae and South San Francisco with most development taking place in South San Francisco. However, of all such projects only one has more than 200 rooms.

The Bay Area is experiencing a shortage of land available for development as communities reach buildout conditions. The redevelopment of the Navy site will make available approximately 20 acres for redevelopment in the short term, with the potential for an additional acreage at some point in the future. This, coupled with its location near SFO and easy access to major transportation/transit corridors and regional commercial centers, make the Navy site an enviable and ideal location for the development of a 500 room, full-service hotel with associated retail and meeting facilities.

The market for office development in the San Mateo County has taken a dramatic downturn since the adoption of the original rezoning of the Navy Site in January 2001. Beginning with the slide of the Nasdaq in March of 2000, the burst of the "tech bubble" in 2001, and the tragic world events of September 11, 2001; the greater Bay Area has been affected by severe negative absorption. Projects which were previously under development are forced to move forward while many high tech companies are experiencing bankruptcies and or consolidations. The office market has seen vacancy rates increase from 2-3% in 1999 to 15-20% in late 2001.

The amount of vacant office space in the San Mateo County market place corresponds to 3-5 years of inventory given historical positive absorption rates which have not yet been achieved as of November 2001. Development of new office space may not occur until after vacancy rates bounce back to a healthy 5 or 10% which may be as far as 5-7 years away.



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PLAN OBJECTIVES AND POLICIES

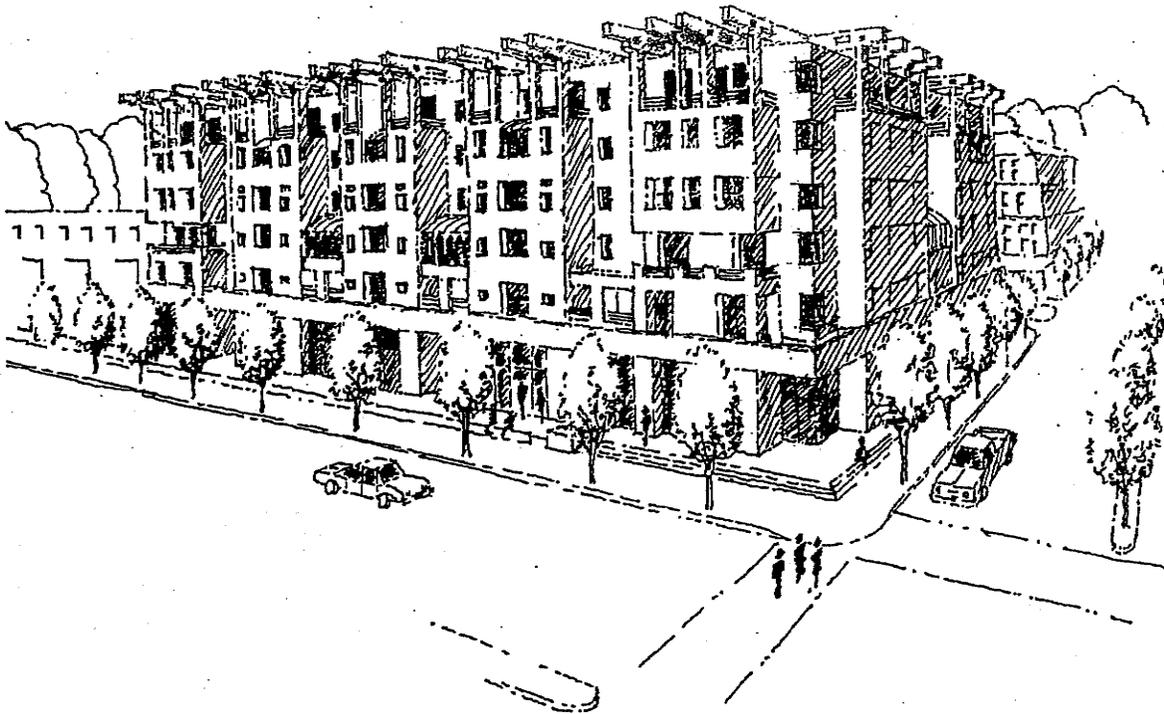
PLAN OVERVIEW AND VISION

The Specific Plan calls for the revitalization and reuse of the Navy Site with a mix of new uses compatible with the surrounding neighborhoods that would generate fiscal, social, environmental, and physical benefits to the City and enhance the area as a gateway to San Bruno.

Capitalizing on the expansion of the San Francisco International Airport (SFO), the extension of the Bay Area Rapid Transit (BART) system, and the strong regional economy, the Specific Plan for the U.S. Navy Site and its Environs presents the following vision:

A compact and interactive community based on the principles of Transit-Oriented Development, offering multi-family and senior assisted living, work place opportunities, child-care and recreational facilities, and a major hotel and ancillary services, with convenient pedestrian-friendly access to adjacent transit facilities, retail and entertainment services, and neighborhood amenities.

The purpose of the Specific Plan is to make this vision a reality through clearly established objectives, policies, development standards, and implementation strategies. The following sections outline the objectives, policies and design standards for Land Use, Transportation and Circulation, Community Design, Utilities and Public Services upon which the Specific Plan has been developed.



LAND USE

This section delineates the location, type and density of land uses to be developed within the Specific Plan Area. These uses have been determined through an analysis of market conditions, economic data and the comments and recommendations of the public, the Citizen's Advisory Committee, the Planning Commission and the City Council. The design and development standards that eventually determine the height, scale and architectural style of the developments within the Plan area are included in the Community Design Section.

OBJECTIVE LU-1: Create a pedestrian friendly, mixed-use Transit-Oriented Development that encourages use of transit and promotes walkability and livability as part of a cohesive interactive community.

The Specific Plan is designed to facilitate the redevelopment of the Navy Site and its environs by implementing specific land use strategies that incorporate the goals of the City of San Bruno for a mixed-use, Transit-Oriented Development (TOD) that takes advantage of its unique location near San Francisco International Airport, regional mass transit facilities, and excellent freeway access, while encouraging interactive land uses and walkability within the development and to surrounding areas.

The Plan links new uses into the surrounding community to create a compact cohesive development which supports and encourages walking and the use of mass transit. Development standards are established to create "a sense of place" with each use intending to interact with each other, and where pedestrians are favored over automobiles.

The center of the Specific Plan is an urban linear park with pedestrian and vehicular access that also serves as an outdoor gathering area for ground floor commercial uses, residential uses and a linear open space area lined by existing mature specimen trees reminiscent of the South Park area in San Francisco.

POLICY LU-1.1: Establish land uses which are conducive to Transit-Oriented Development.

The Plan creates a combination of land uses, including a major hotel, class "A" office space, high density multi-family residential, and specialized senior assisted living, while retaining and incorporating existing adjacent land uses. The result is a compact cohesive development which supports and encourages walking and the use of mass transit. By orienting most development along an east/west tree-lined corridor, the plan strives to create a pedestrian friendly environment with outdoor amenities and focal points, thereby creating an interactive "sense of place"

Residents, office workers, and hotel guests will be able to walk to the local BART Station, catch a bus or use a shuttle bus to SFO. They can also satisfy their shopping, service and entertainment needs by simply walking to nearby commercial centers or relax in outdoor plazas within the development or walk to Commodore Park to use the ballfields or playground.

Each of these land uses are characterized by having their key patrons as pedestrians: the hotel guest, the office worker, or the local resident. These are the same patrons to whom Transit-Oriented Development is aimed. On the other, land uses which encourage automobile use, such as "big box" retailers, drive-in uses, and other automobile-dependent activities, are not allowed.

POLICY LU-1.2: Establish land uses at an intensity that sustains an active pedestrian and public transit supportive environment.

Densities, floor area ratios, and other development standards have been established at sufficient intensity to assure that the development remains vibrant, sustainable, and supportive of transit options.

Residential densities for multi-family Transit-Oriented Development have been recommended by a variety of sources, including BART, SamTrans,

Caltrain, and the Center for Walkable Communities. The Specific Plan incorporates these recommendations at densities appropriate for suburban locations such as San Bruno.

The intensity of office development is measured by total floor area and by the floor area ratio (FAR). The total square footage and the resulting FAR of the office uses in the plan are consistent with recent office projects in the Bayhill Office Park. This intensity of office development is conducive to Transit-Oriented Development in a suburban location.

The intensity of development for the hotel development is a factor of the number of rooms and the ancillary services offered. The number of rooms proposed by the Specific Plan for a hotel is sufficiently large enough to attract a flagship hotel which would provide the desired ancillary services and provide sufficient long-term revenue to the City from Transit Occupancy Tax. Due to the proximity of the hotel to mass transit, including BART, as well as hotel bus shuttles, there is a high propensity for many of the guests to use these services and not use an automobile at all.

POLICY LU-1.3: Establish a land use distribution plan incorporating open space and pedestrian areas which encourage interaction among all users.

The central east-west pedestrian-friendly corridor of the site is planned as a wide esplanade, free of the sights and sounds of major traffic, shielded from adjacent freeway noise, and screened from El Camino Real and its heavy traffic use by the hotel.

Lined by various uses, including offices, ground floor cafes and multi-family residential, the tree-lined corridor serves as a natural meeting and gathering place during all hours of the day and evening, as well as a quiet oasis at night for residents. At the east end of the corridor is the major hotel, with many of the guests enjoying the view of the corridor, or being able to stroll down the path, sit and relax, or enjoy coffee or a snack at a café.

The pedestrian corridor also serves as a major physical and visual link between the neighborhood to the west along Cherry Avenue, including residential, office, and open space uses, and the commercial and mass transit uses located to the east of the Specific Plan site.

POLICY LU-1.4: Establish building heights and land use regulations to assure compliance with FAA standards and compatibility with the noise environment.

Height limits for the Specific Plan site have been developed to assure conformance with Federal Aviation Administration approach requirements to SFO.

The Specific Plan is also intended to comply with the noise standards of the adopted San Mateo County Comprehensive Airport Land Use Plan, dated December 1995. Any development of the site must comply with the following:

- 1) All development is required to be noise insulated to meet acoustical standards for building construction;
- 2) An aviation easement shall be executed in favor of San Francisco International Airport (SFO); and
- 3) The developer must disclose in all property sales or leases to potential buyers or lessees the fact that the property or premises is subject to adverse noise impacts from aircraft overflight noise.

The siting of the land uses was further influenced by existing noise generators such as aircraft overflight, the I-380 freeway, and El Camino Real.

OBJECTIVE LU-2: Create a land use development which helps assure long-term economic vitality and sustainability for the City.

The redevelopment of the Navy Site presents a unique opportunity to create a mixed-use district that can revitalize an under-utilized property and enhance the long term economic base of the City. Implementation of the Specific Plan is achievable

because it is based on strong regional market and economic conditions, an understanding of current fiscal constraints and opportunities, and traditional development practices sensitive to neighboring uses, local community values, and public input.

POLICY LU-2.1: Encourage a compatible mixture of land uses and service facilities which will assure long-term revenue generation, create jobs, and offer a range of housing types, densities and affordability.

The economic cornerstone of the Specific Plan is a large (up to 500 room) "flagship" hotel (full-service hotel with meeting rooms and services, operated by a quality hotel chain). A large full-service hotel helps fulfill the primary need of the City for a reliable revenue source through transient occupancy tax (TOT) revenues. With its meeting rooms and associated restaurant services, a major hotel also meets the community need for local meeting space for service clubs and local events. These uses will also help diversify activities in the area during daytime and nighttime hours.

In order to attract a flagship hotel in this area, the Specific Plan allows for greater development density, shared parking requirements, increased height and flexibility in design standards.

New office development will provide opportunities for small and large businesses to locate in the area, offering an array of job opportunities for local residents. The office development will complement and augment the existing high quality office development at the adjacent Bayhill Office Park. The square footage allowed within the proposed office development is sufficient to attract a single major user, or several smaller ones. The office development expands job opportunities for local residents, would be easily accessible to BART and SamTrans bus facilities, and would be required to accommodate child care services on the ground floor. In addition, offices provide a reliable source of property tax revenue with little impact on public services.

New multi-family housing will help the City meet the demand for a diversity of housing types, including specialized senior assisted living, and

varying levels of affordability through the inclusion of low and moderate income units.

POLICY LU-2.2: Provide strong visual and pedestrian linkages to Tanforan Park Shopping Center and BART, as well as Bayhill Office Park and other adjacent land uses.

Any development on the U.S. Navy site will have its own identity and character. However, to be successful it must also be integrally linked to the surrounding neighborhood, both physically and visually. Indeed, the inherent qualities of a successful Transit-Oriented Development lie in its ability to provide safe, walkable links to surrounding uses, including transit.

The Specific Plan for the Navy site provides key links to the Tanforan Park Shopping Center, with a new gateway entrance at El Camino Real, providing convenient access to retail, service, and entertainment opportunities, as well as direct access to the San Bruno/Tanforan Park BART Station.

Other links include pedestrian paths to the Latter Day Saints Stake and its new community center to the west, access to Commodore Park and its ballfields and playgrounds, as well as the Bayhill Office Park just south of I-380. Bayhill Shopping Center is also within easy walking distance, as is the Towne Center shopping area, adjacent medical and office buildings, and other residential uses.

LAND USE PLAN

The Land Use Plan for the Navy Site Specific Plan establishes the nature and distribution of uses within the planning area consistent with the land use and transit oriented objectives and policies outlined above (*see Figure 11 – Land Use Plan*). New uses within the Core Area of the site will include hotel and meeting facilities, high density residential, senior assisted housing, office/retail commercial uses, and ancillary recreational and open space.

It is anticipated that the development of the Core Area (the 20 acres being sold by GSA) will occur

in the short term within 5 to 10 years from adoption of the Specific Plan. The property occupied by the U.S. Marines may be developed in the future when (or if) the U.S. Marines ultimately vacate the site and it becomes available for redevelopment.

Privately owned lands fronting onto Sneath Lane may become available during the time frame of this Plan but redevelopment would occur through private efforts. It is envisioned that existing park and institutional uses within the greater Specific Plan Area will remain and be incorporated into the overall traffic and pedestrian circulation systems to create a cohesive environment.

Based on various transit-oriented guidelines, as used herein, "Transit-Oriented Development" means "a high density, mixed-use community within walking distance of a transit station." This represents between $\frac{1}{3}$ to $\frac{1}{2}$ miles or about a 10-minute walk for most people, with residential densities of approximately sixty (60) units per acre of multi-family housing and up to 120 units per acre of senior housing. These housing units will be clustered in the center of the Navy site to provide a community like environment while still providing a connection between the residential and other uses.

Office development would consist of approximately 305,000 square feet of class "A" space or a FAR of 1.0 (which includes up to 20,000 square feet of additional ancillary uses, including a day care facility and other miscellaneous service and retail uses.) In order to provide the developer the necessary flexibility to address a changing office market, the sites designated as Office on the Land Use Plan (Figure 11) are "flex" sites that may be developed either as office or as multi-family residential with a minimum of 10,000 square feet of non-residential uses, such as office space, child-care facilities, miscellaneous retail and service uses, galleries, and fitness centers, dispersed throughout the multi-family residential development on the site. The office properties along Sneath may also

be developed in the future to the same floor area ratio. A 400 to 500 room hotel with meeting space and ancillary retail and restaurant uses is planned adjacent to the El Camino Real/I-380 interchange and an additional 15,000 sq. ft. of commercial uses is designated along El Camino Real.

A new road (Road "A") will serve as the main entry to the site and will provide primary access to El Camino Real. This street will be aligned to serve as a new, signalized four-way intersection between the Navy Site and the Tanforan Park Shopping Center at El Camino Real.

The Specific Plan site is located within two (2) miles of the San Francisco International Airport (SFO). While the land use policies and development standards contained herein are designed to take advantage of the physical proximity of the Navy site to SFO, the site is also impacted by the airport, especially with regards to noise. As a result, all residential properties within the Specific Plan Area must grant aviation easements to SFO, and building construction standards must take into account noise impacts from aircraft.

In addition, all development on the site must conform to the standards, codes and procedures imposed by the City of San Bruno, as well as appropriate regional, state, and federal agencies (as applicable), including public review, environmental analysis, impact fees, and mitigation requirements. Additional restrictions and requirements, or dedications and exactions, may be placed on the development of the site provided an appropriate nexus is determined by the applicable reviewing agency. These may include, but are not necessarily limited to, undergrounding all utilities, requirements for recycling, local and regional traffic mitigation measures, school impact fees, park in-lieu fees, storm water and waste water requirements (including treatment facility charges), fire equipment specialized needs and impact fees, public library impact fees, and mitigation measures

- Residential
- Neighborhood Retail
- Regional Retail
- Regional Office
- Marines Reserve Facility (Future Mixed Use)
- Visitor Services
- Services
- Industrial
- Parks/Open Space
- Public/Quasi-Public
- El Camino Improvements

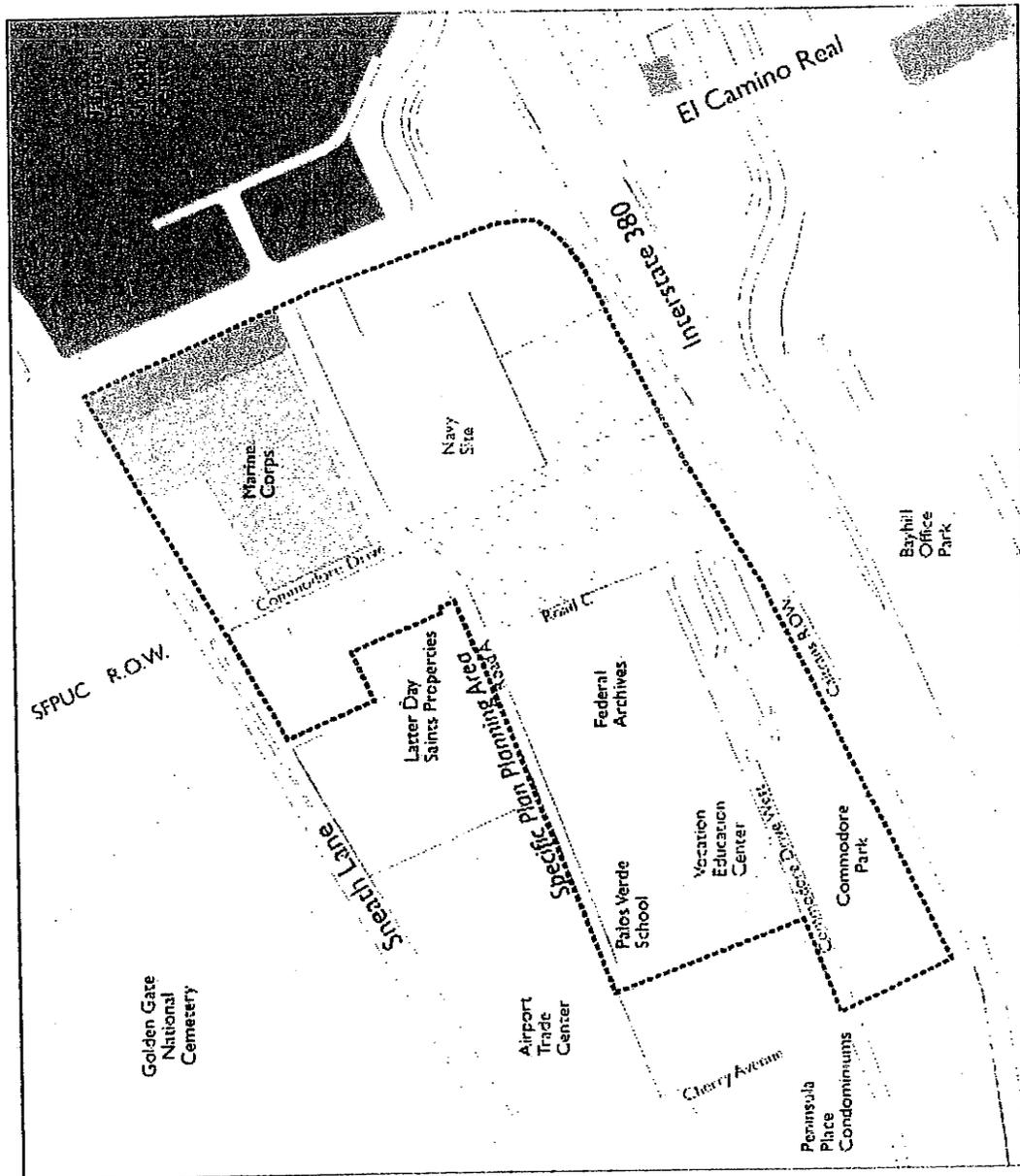
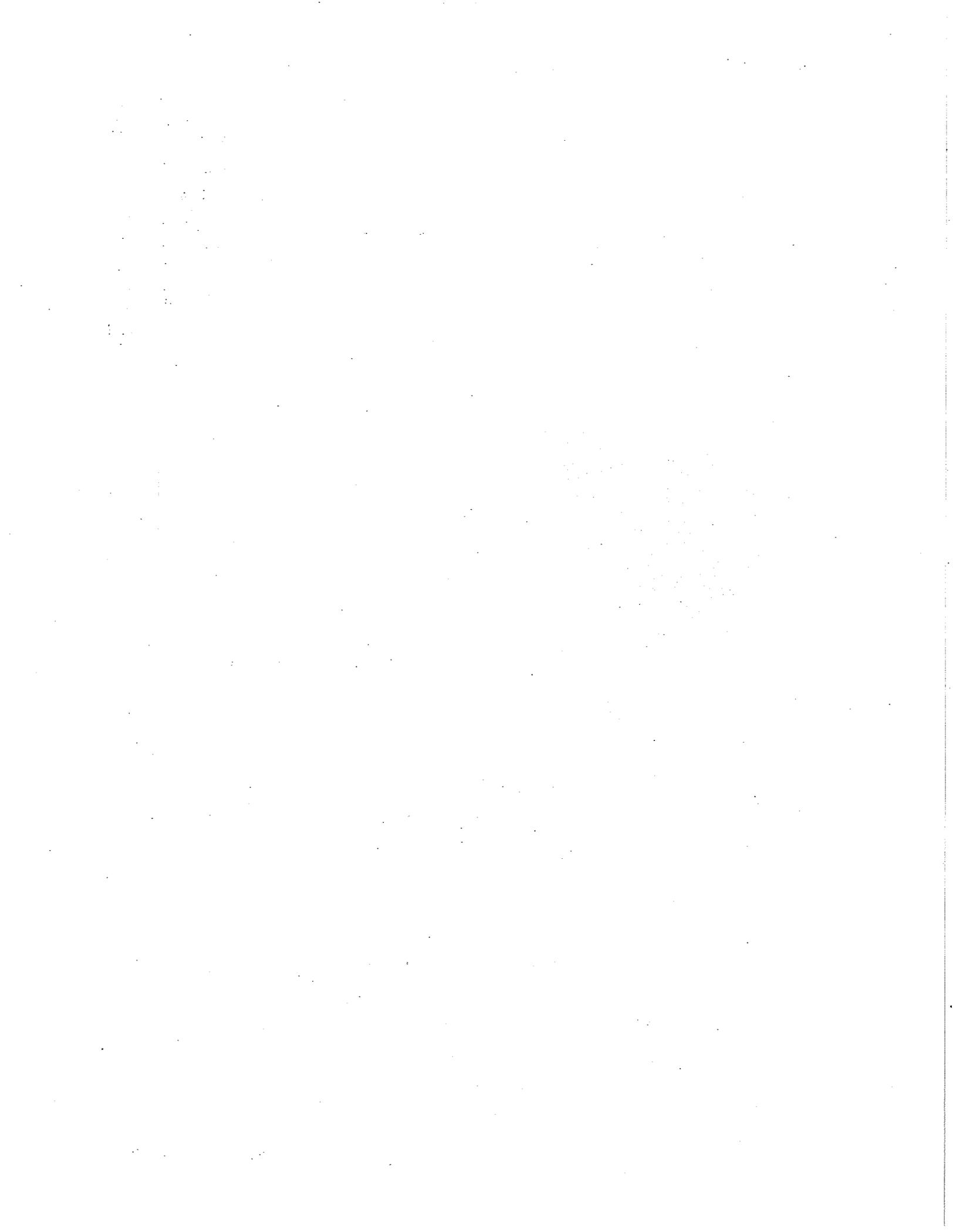
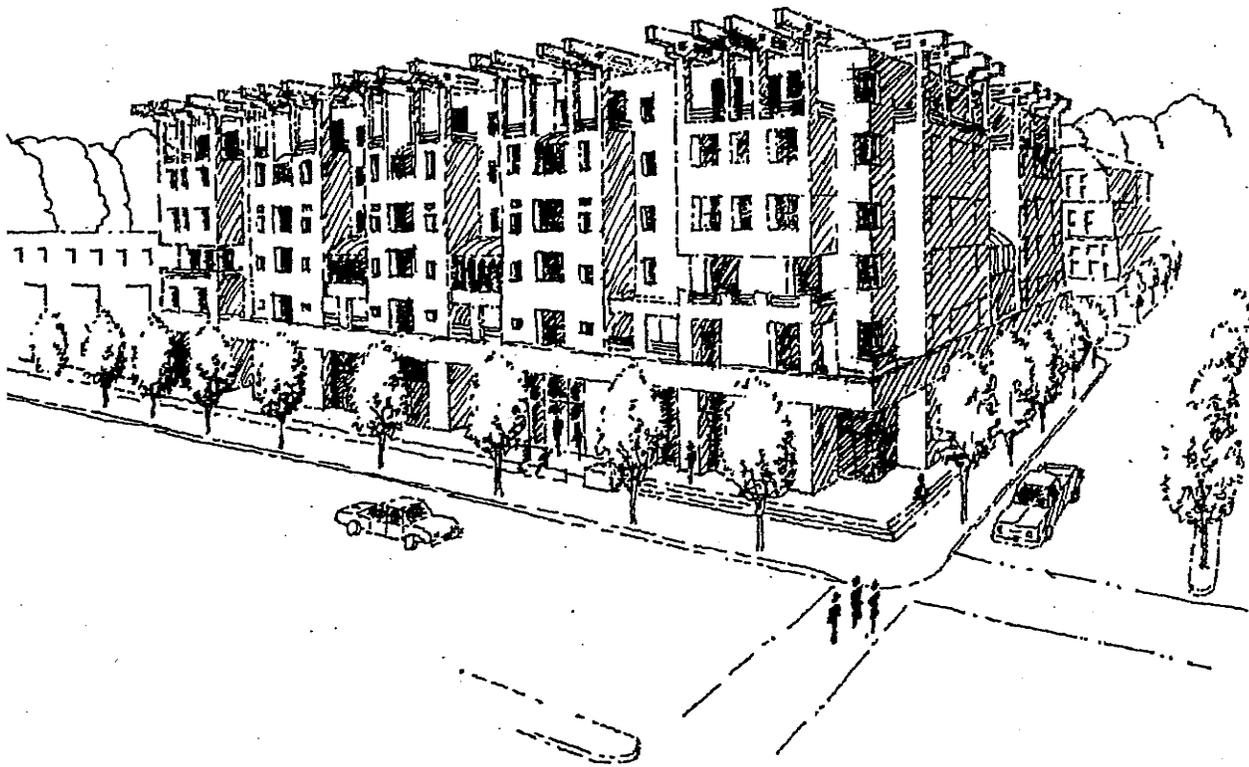


Figure II. 4
 U.S. Navy Site and Its Environs
 Specific Plan Area
 Proposed Land Use Diagram

Figure 11 -- Land Use Plan





View of Hotel

relating to parking reductions and Transit-Oriented Development standards.

The two existing forty (40) foot wide parallel City and County of San Francisco water easements bisect the site in a north/south direction, while a grove of mature specimen trees are aligned in an east/west pattern. These two elements will be incorporated into pedestrian-oriented corridors, a plaza, and fire lanes that will serve to visually interconnect residential and commercial uses while providing an attractive pedestrian linkage to the major transit corridor from the existing neighborhoods to the west of the site.

LAND USE PLAN DESIGNATIONS

The Land Use Plan for the U.S. Navy Site and its Environs Specific Plan (The Navy Site Specific Plan) sets forth land use designations aimed at establishing this mixed-use transit-oriented development. The proposed land use designations for the area are as follows:

Hotel and Ancillary Uses (up to 500 rooms)

This land use designation centers on a quality “flagship” hotel with a room count up to 500 units. A “flagship” hotel is a full service hotel offering guest rooms for overnight stay, meeting facilities, food services provided by a major operator or “flag” and a variety of personal services offered to hotel guests. As such, it is envisioned that a full service restaurant (approximately 5,000 square feet) will be developed within or adjacent to the hotel along with meeting rooms, banquet and special event facilities.

The plan provides for a maximum height of 90 feet, including elevator penthouse and other ancillary mechanical equipment, which will accommodate up to seven (7) stories of room floors with the lobby, services and public space on the ground floor as well as a potential half level of underground parking. The plan envisions that most of the hotel parking would be provided in a

shared parking garage with the adjacent office complex. Due to the height and number of stories, the hotel would be subject to voter approval, as would the parking garage. It is anticipated that the existing medical office building will remain until development of the site is initiated.

Multiple-Family Residential (60 du/ac)

This designation allows for multi-family residential development at a density of sixty (60) dwelling units per acre, either as apartments or condominiums, and based on a transit-oriented development with provision for low-and-moderate income housing.

In accordance with the San Bruno Redevelopment Plan, all new housing developments shall include 15% housing affordable to low and moderate income households, with 40% of those units available to very low income households (less than 60% of median income). State of California Housing laws further state that where affordable housing is included in developments, an equivalent density bonus be available up to a maximum 25% over the established density. This results in a maximum development density of sixty dwelling units per acre (60 du/ac).

This land use designation allows for a combination of high density residential with provisions for limited ancillary commercial uses (residential above commercial and/or parking). Recreational facilities serving the residential development may be incorporated into the buildings or be located in a free-standing building adjacent to the residential complex.

Sites within this high density residential designation would be characterized by apartments or condominiums of up to five (5) stories over below grade podium-style parking, with a maximum height of 70 feet. Locally serving retail and service uses may be provided on first floor levels of the residential complex to serve residents as well as office workers and transit patrons.

Allowable commercial uses are limited to general retail, restaurant and café uses, car rental offices, medical and health care providers, child care facilities, fitness centers, personal services and other, similar commercial uses. Drive-through uses are prohibited.

Voter approval under local Ordinance 1284 is not required for the increased density; however, it is required for the additional height and number of floors of living units.

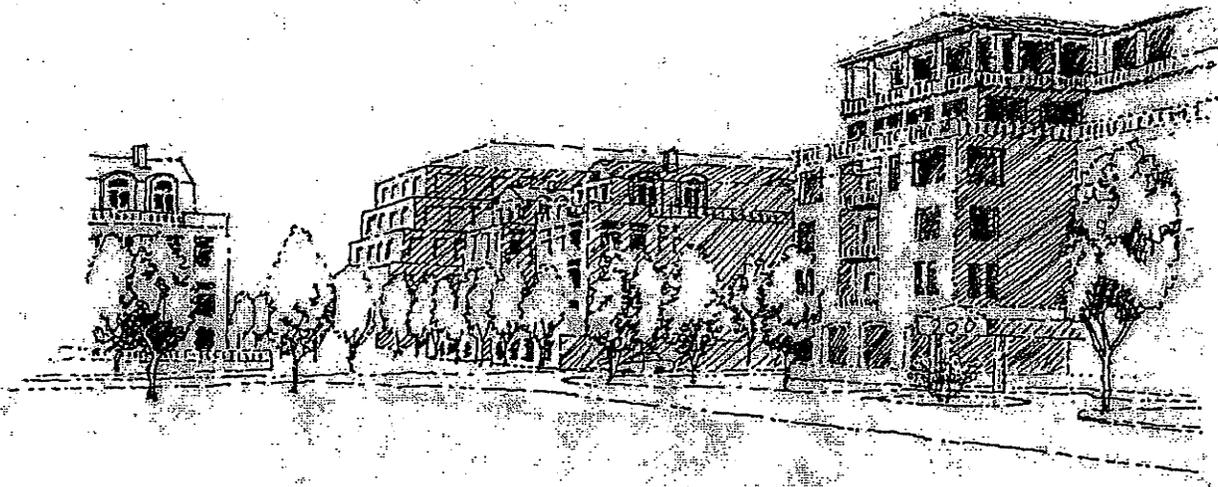
Senior Assisted Living (Maximum density: 120 du/ac)

This designation refers to specialized senior assisted living, also known as an assisted living facility with a diverse array of services geared to seniors. The density of development, as measured in dwelling units per acre, is a direct function of the amount of space devoted to ancillary or support services. The density of 120 du/ac is consistent with densities of similar developments in adjacent cities.

Due to the provision of support services, specialized senior assisted living is often considered a "commercial use" and is often not subject to a designated density. However, the Specific Plan proposes that an amendment to the General Plan be incorporated to properly acknowledge the density of development for specialized senior assisted living for informational purposes.

The subject site with this specialized land use designation would be characterized by a building up to six (6) stories, and may be constructed with below grade podium-type parking, all to a maximum of 75 feet in height. The senior assisted living should be similar in style and scale to the high-density residential development proposed elsewhere in the Specific Plan, but is intentionally given the most latitude in development standards due to the nature of its use and the wide range of potential services which could be provided.

Limited commercial uses and support services may be provided in the senior assisted living complex to serve on-site residents as well as visitors to the site.



View of Senior Housing

Allowed uses may include limited retail and a wide range of specialized support services such as beauty shop, gift shop, flower shop, book store, ATM machines, food services, business services, and health care and recreational/social services. Commercial and support uses would normally be located within the senior assisted living complex, but could be located in a free-standing (or connected) facility adjacent to the housing complex.

As with the multi-family development, voter approval would not be required for the increased density, but would be required for the additional height of the building and number of stories of development.

Office

(Maximum F.A.R.: 1.0)

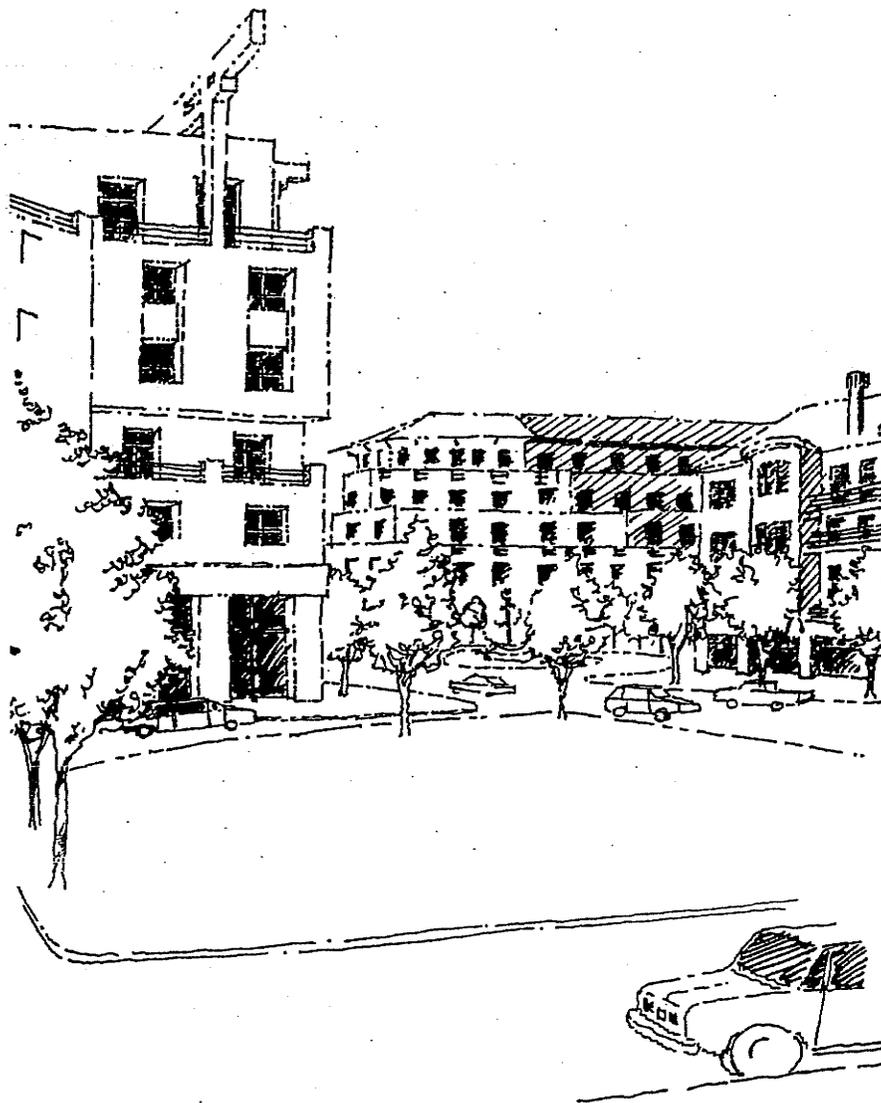
This use is intended to provide prime Class "A" office space in a campus-style setting, with ancillary retail, restaurant/café, and service commercial use, as well as child care facilities, allowed within the office buildings to serve residents, employees, and visitors.

At a floor area ratio of 1.0, the office buildings proposed on the Navy site would provide approximately 305,000 square feet of net office floor space. The properties along Sneath Lane are also

permitted to be redeveloped at a FAR of 1.0. Up to 20,000 square feet of ancillary commercial uses are permitted on the ground floor that provide a direct service to the resident and employee population of the area. These uses would include ATM machines or branch bank and postal/business services; food and beverage outlets, including cafes or delis; and specialty convenience stores such as flower shops and gift shops. As part of these ancillary uses, space for a day care facility of up to 15,000 square feet should be provided within one of the office buildings, plus required outdoor space.

The office classification is characterized by buildings of up to five (5) stories with a maximum height of seventy (70) feet, including an elevator penthouse. The top floor should be required to be set back or of a different building texture or design.

The plan proposes a shared parking concept between the office buildings and the hotel, with most of the parking provided within a parking structure. Some at-grade parking could also be provided, and may include delivery areas and short-term visitor parking. Due to the height of the buildings, the office development and associated parking garage will require voter approval.



Parking Garage (Four levels above grade to 35 feet)

This designation allows the construction of an above-ground parking garage for shared use between the hotel and office complex. Construction of a parking garage is contingent upon approval of a voter initiative to allow above-grade parking.

The garage maintains a relatively low profile, with a height of 35 feet, excluding appurtenances. These factors help to de-emphasize the use of the garage and its associated automobile traffic.

**General Commercial
(Fronting on El Camino Real)**

This designation provides for retail/commercial uses along El Camino Real to be developed with two to three story buildings fronting on El Camino Real. Design of buildings shall include a strong pedestrian orientation. Uses allowed shall include general retail and service commercial uses, including retail, office, medical and dental, veterinary facilities, gas stations (including ancillary car washes and convenience stores).

TABLE 2: SUMMARY OF LAND USE POLICIES AND GUIDELINES

Policy Land Use	Gross Acres (±)	Maximum Height (Voter Approval Required)	Maximum Density/Proposed # of Rooms/Max F.A.R.	Proposed Dwelling units	Proposed Square Footage	Parking Required
Hotels plus Meeting Space	5.5 Acres	7 stories including ground floor lobby and service areas 90 feet (per FAA)	up to 500 rooms	N.A.	Up to 15,000 s.f. of meeting/other space	1/room with 15% reduction for shared parking
High-Density Residential (also including Child Care, Retail and Service Uses)	5.5 to 15.0 Acres	5 stories + parking 70 feet	60 du/acre; 50du/acre with 25% low/mod	210-850 units	10,000 minimum of Ancillary Use/Space for "flex sites"	1.0/studio. 1 br 2.0/2 br 3.0/3 br 0.1/visitor
Senior Housing	2.0 Acres	6 stories + parking 75 feet	120 du/acre	190-228 units	N.A.	0.5/unit shuttle service req'd (reduction allowed with findings)
Offices (includes Child Care, Retail and Service Uses)	0 or up to 7.0 Acres	5 stories/70 feet (per FAA)	F.A.R. = 1	N.A.	2 - 4 Bldgs. totalling 305,000 s.f. and including 20,000 s.f. other uses	1/333 s.f. office uses; 15% reduction for shared parking/other uses TBD
Parking Structures (for Office and Hotel uses)	N.A.	4 levels above grade/to 35 feet excl. parapet & mech. equipment	N.A.	N.A.	N.A.	N.A.
Retail/Commercial (ECR Frontage)	1.2 Acres	3 stories/65 feet	80% lot coverage	N.A.	30,000 sq. ft.	Use per Z.O. with 15% reduction for shared parking

Institutional

(Existing Public Facilities)

This category is used to designate public land uses, such as the two schools and the National Archives property on Commodore Drive. This designation is applied only to lands owned by public agencies that do not hold short term (5-10 year) private development potential. These uses are to remain unchanged but have been included in order to identify circulation patterns and provide a link between the residential uses and Commodore Park to the west of the Navy site, as well as with the Tanforan Park Shopping Center and BART to the east of the Navy site.

Public Park/Open Spaces

This designation is applied to publicly owned land uses such as Commodore Park and other uses intended for open space and recreational uses. No major physical changes are proposed to Commodore Park except for improvements to the equipment and ball field apparatus which are currently planned and funded primarily by the Gap.

Marine Reserves Facility

(Future Mixed Use)

The Marine reserves will continue to occupy a 5.5-acre site at the northeast portion of the Specific Plan Area. The entrance to this facility shall be off of Commodore Drive.

Illustrative Plan and Development Program

The illustrative plan shown in Figure 12a indicates how the U.S. Navy Specific Plan and its environs could potentially be built out in conformity with the land use policies, standards and design guidelines of the plan. The illustrative plans shown in Figures 12b & 12c indicate how the site could potentially be built out if the office site were developed as multi-family residential under the "flex" provisions. It is important to emphasize that the illustrative plans indicate only one potential development concept, and that the actual buildout will likely vary in some details.

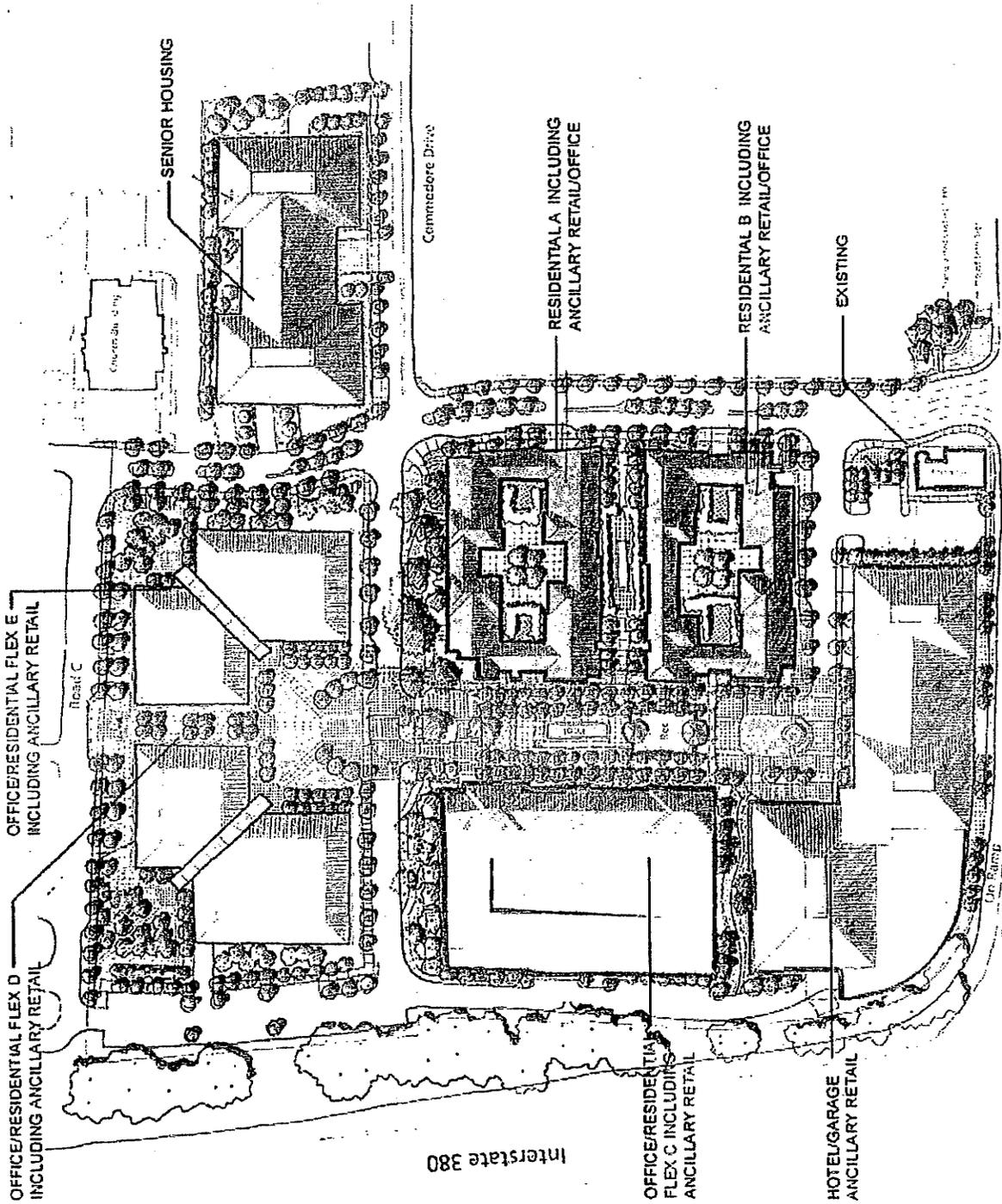


Figure 12A:
ILLUSTRATIVE MAP
 CITY OF SAN BRUNO NAVY SITE SPECIFIC PLAN

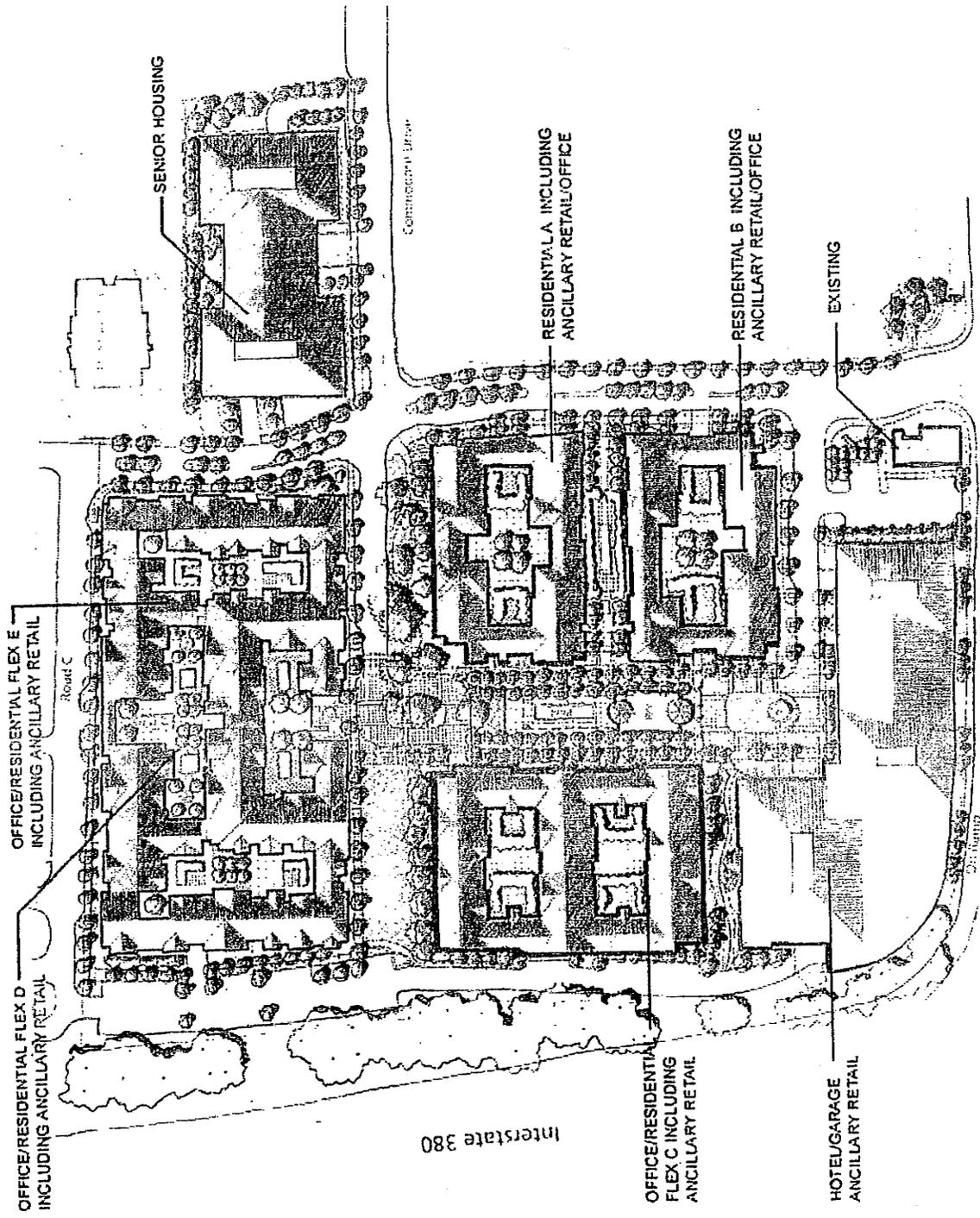


Figure 12B:
ILLUSTRATIVE MAP
 CITY OF SAN BRUNO NAVY SITE SPECIFIC PLAN



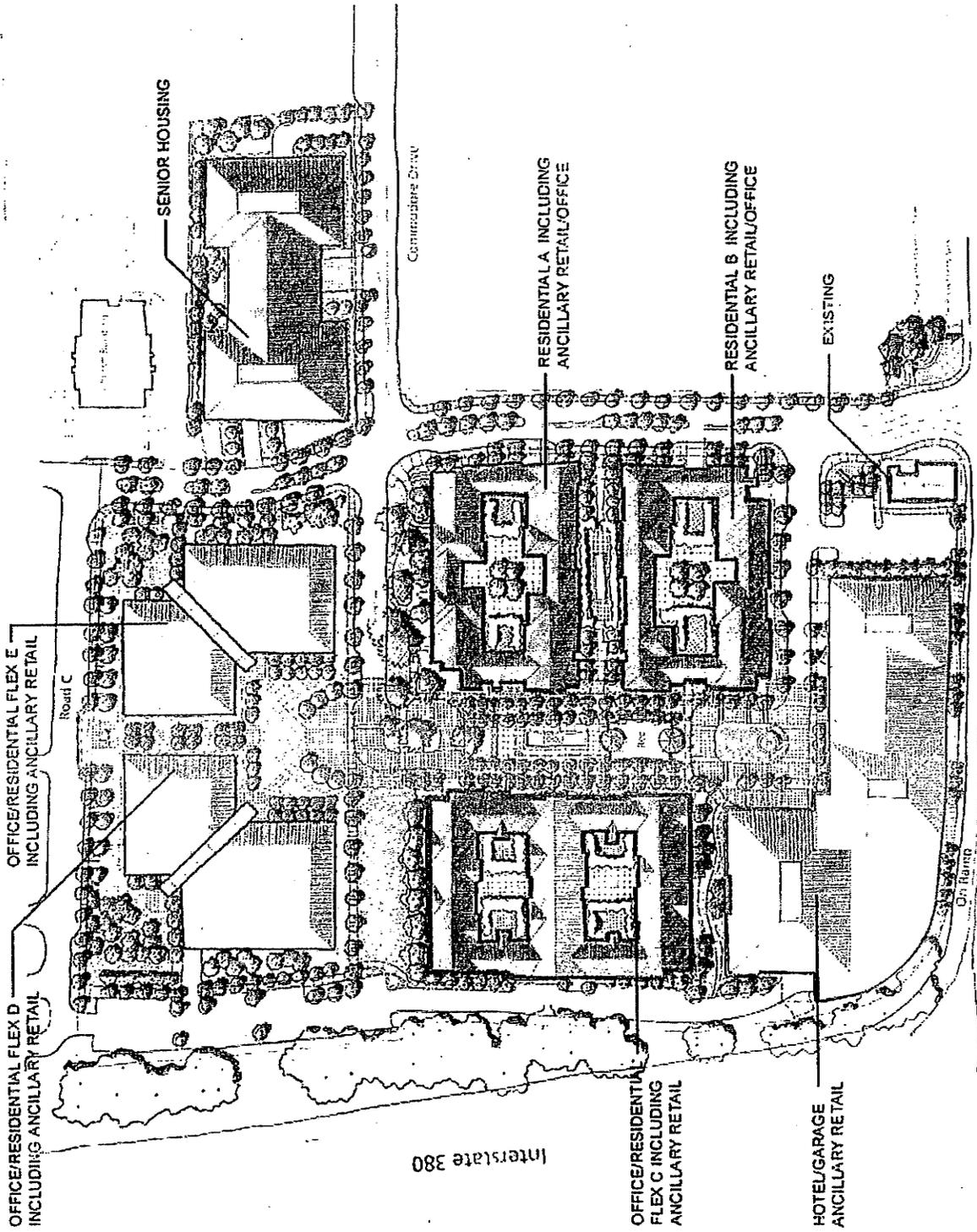
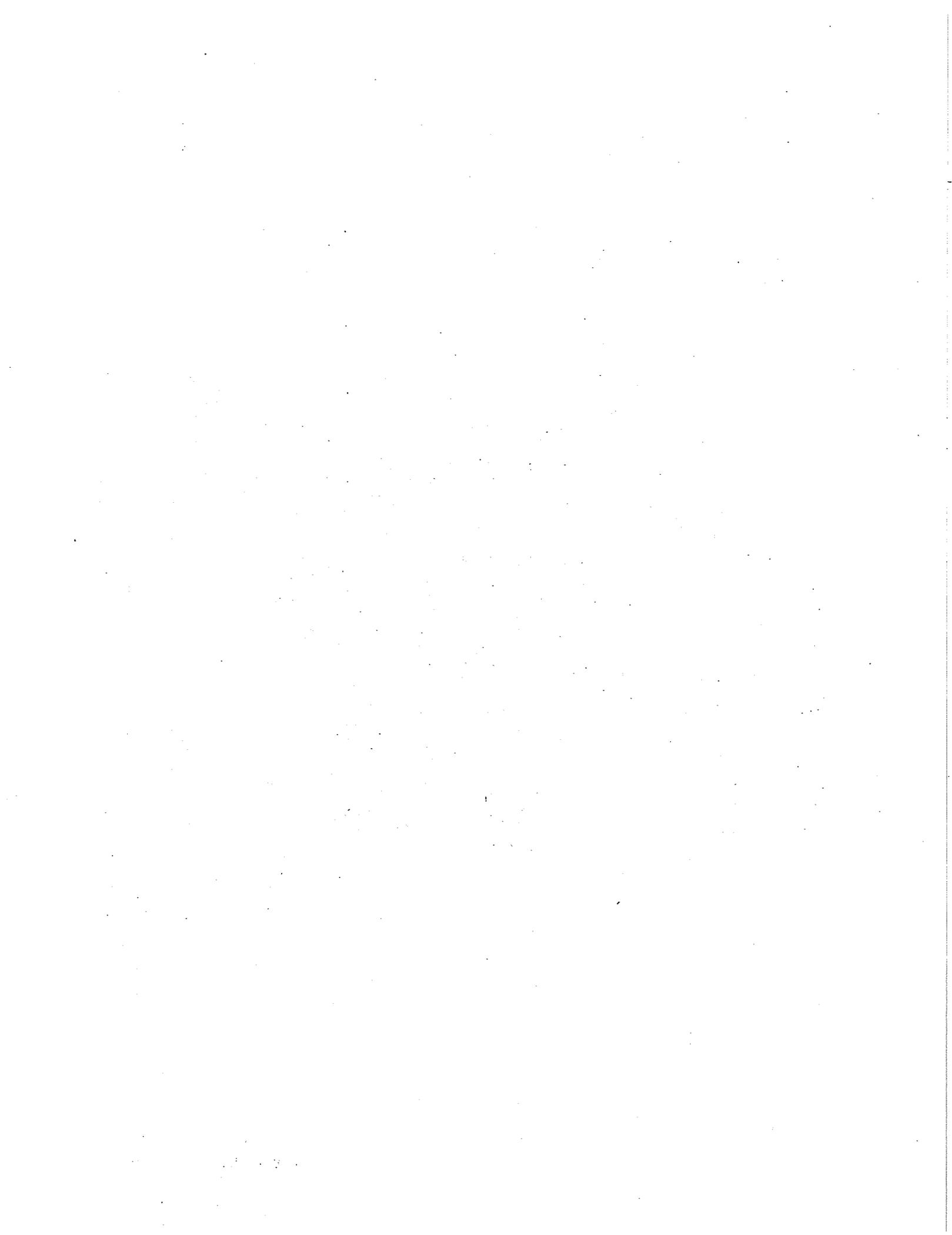


Figure 12C:

ILLUSTRATIVE MAP
CITY OF SAN BRUNO NAVY SITE SPECIFIC PLAN

El Camino Real



TRANSPORTATION AND CIRCULATION

The existing internal roadway system through the subject property consists of a restricted road segment along Commodore Drive and a series of internal private roadways that provide circulation and access to the numerous buildings within the Navy site. Primary access is provided via Commodore Drive from Sneath Lane and connects to "B" Road West. Commodore Drive is located over an existing San Francisco City and County Water Easement and terminates at "B" Road West, while the easement extends to the south boundary of the site (*see Figure 13 – Circulation Plan Diagram*).

"B" Road West travels in a east west direction generally paralleling and to the south of buildings B-103, B-201 and B-203. Commodore Drive West abuts the southern boundary of the site and connects the site to the Federal Archives Building, Commodore Park and several institutional facilities to the west. Commodore Drive and Commodore Drive West are connected by 1st Street West, 2nd Street West and 3rd Street West. There is currently no direct connection from the site to El Camino Real, although a currently unused driveway cut is located on El Camino Real. Commodore West ultimately connects to Cherry Avenue via a private section of the roadway through the archives property.

The exterior roadway network, on the other hand, is ideal. The Specific Plan area is accessed by a diverse transportation network of freeways, roadways, commuter rail lines, regional bus service and bicycle and pedestrians routes. With this many diverse transit modes, the circulation system of the Specific Plan seeks to balance the need for efficient auto access in the area with the opportunity to make use of nearby public transit facilities and to provide opportunities for walking and biking.

The site also benefits from the significant program of public and private transportation improvements that are planned in the vicinity of the area over

the next 5 to 10 years. The strategic location of the Navy Site, in close proximity of the new BART station and the considerable investment that is being made within the area, provides a key opportunity for more intensive, transit-oriented development which will help support transit patronage and achieve reductions in numbers of vehicle trips to help alleviate traffic congestion for the area.

NEW STREET NETWORK

OBJECTIVE TC-1: Develop a street system of interconnecting streets to create a safe and friendly circulation network that efficiently links the site to existing circulation network without negatively impacting existing conditions.

The layout of the new street system is predicated on the fact that the existing internal road system will essentially be retained. The names of the roads, as described below, are modified in the new Circulation Network Map to reflect the new circulation pattern with the exception of Commodore Drive which will remain in its existing location.

A key premise of the Specific Plan is that a new signalized four-way intersection needs to be created on El Camino Real mid-block between Sneath Lane and I-380 to provide primary access to the Navy Site and to Tanforan Park Shopping Center from El Camino Real. The intersection must be designed to accommodate future traffic from the shopping center and from the entire Specific Plan area, as well as through traffic.

It is important to note that Caltrans maintains jurisdiction over El Camino Real and must review and approve any traffic signal and intersection layout.

As part of the new four-way intersection to be created, the new main roadway into the Specific Plan site, Road "A", begins at the intersection with El Camino Real and proceeds in a westerly



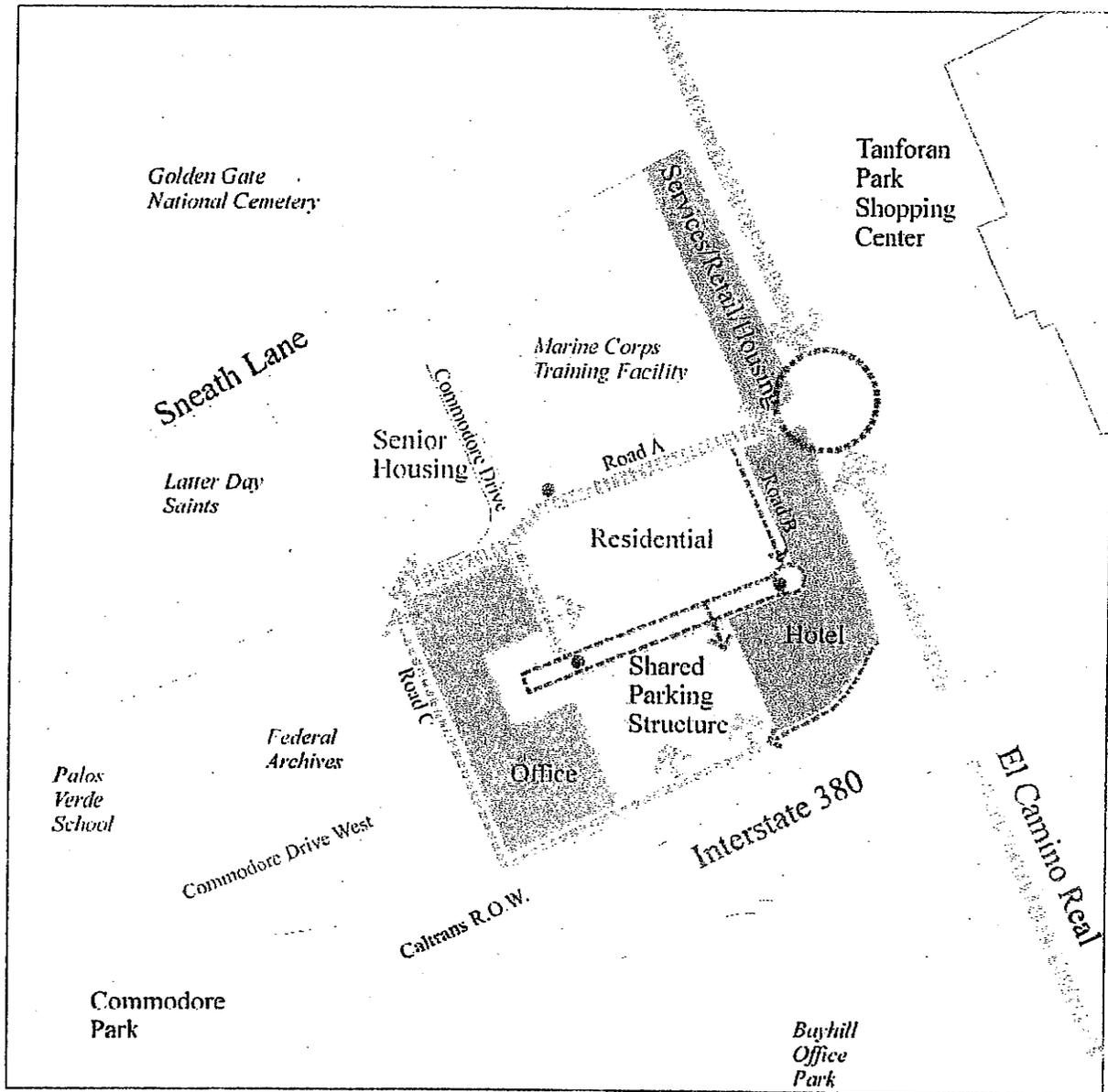
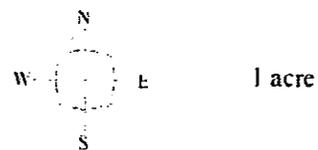
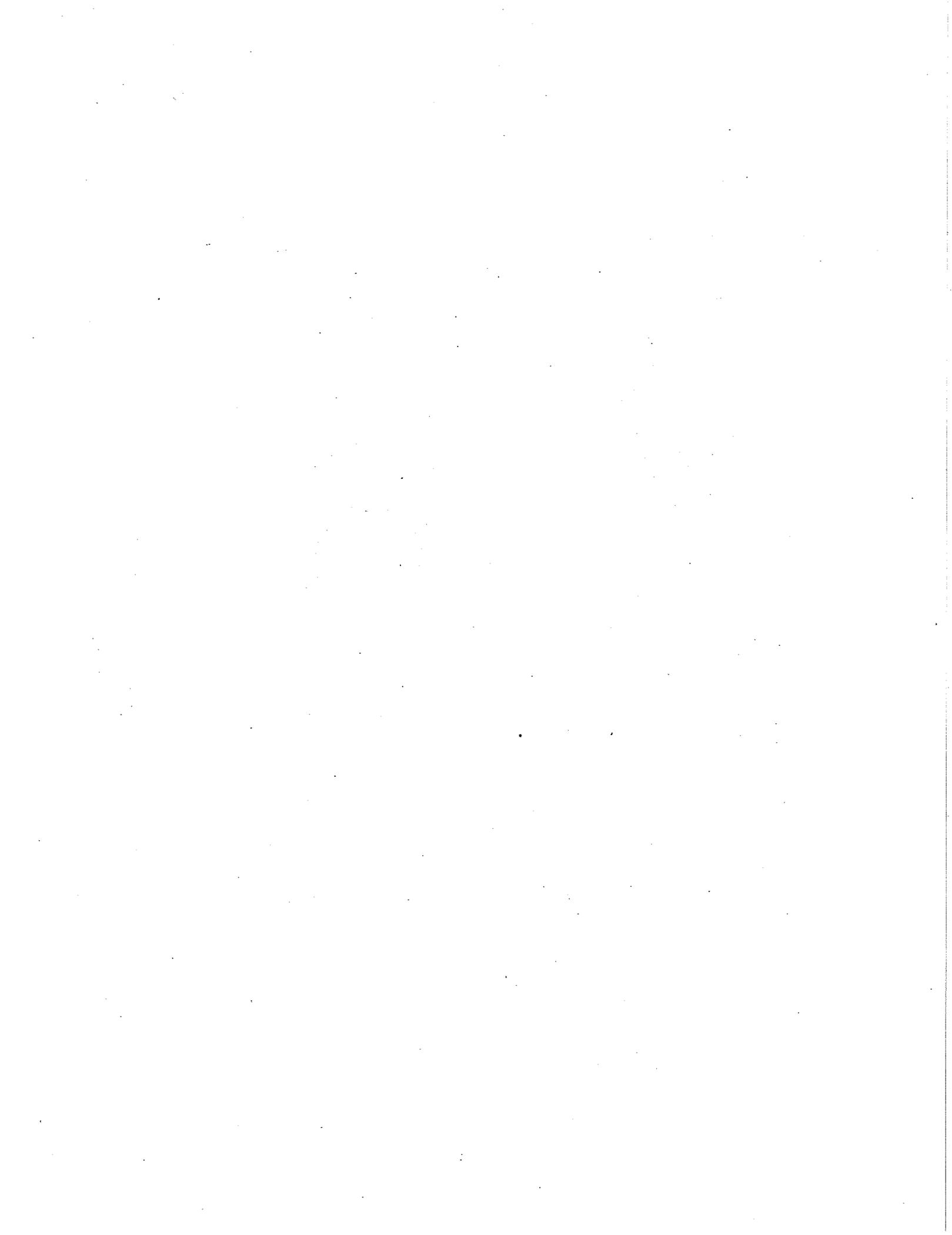


Figure 13:
VEHICULAR CIRCULATION
 CITY OF SAN BRUNO NAVY SITE SPECIFIC PLAN

-  Primary Access
-  Secondary Access
-  Limited Access
-  Fire Emergency Access
-  Potential Transit Stop
-  Key Site Access Intersection





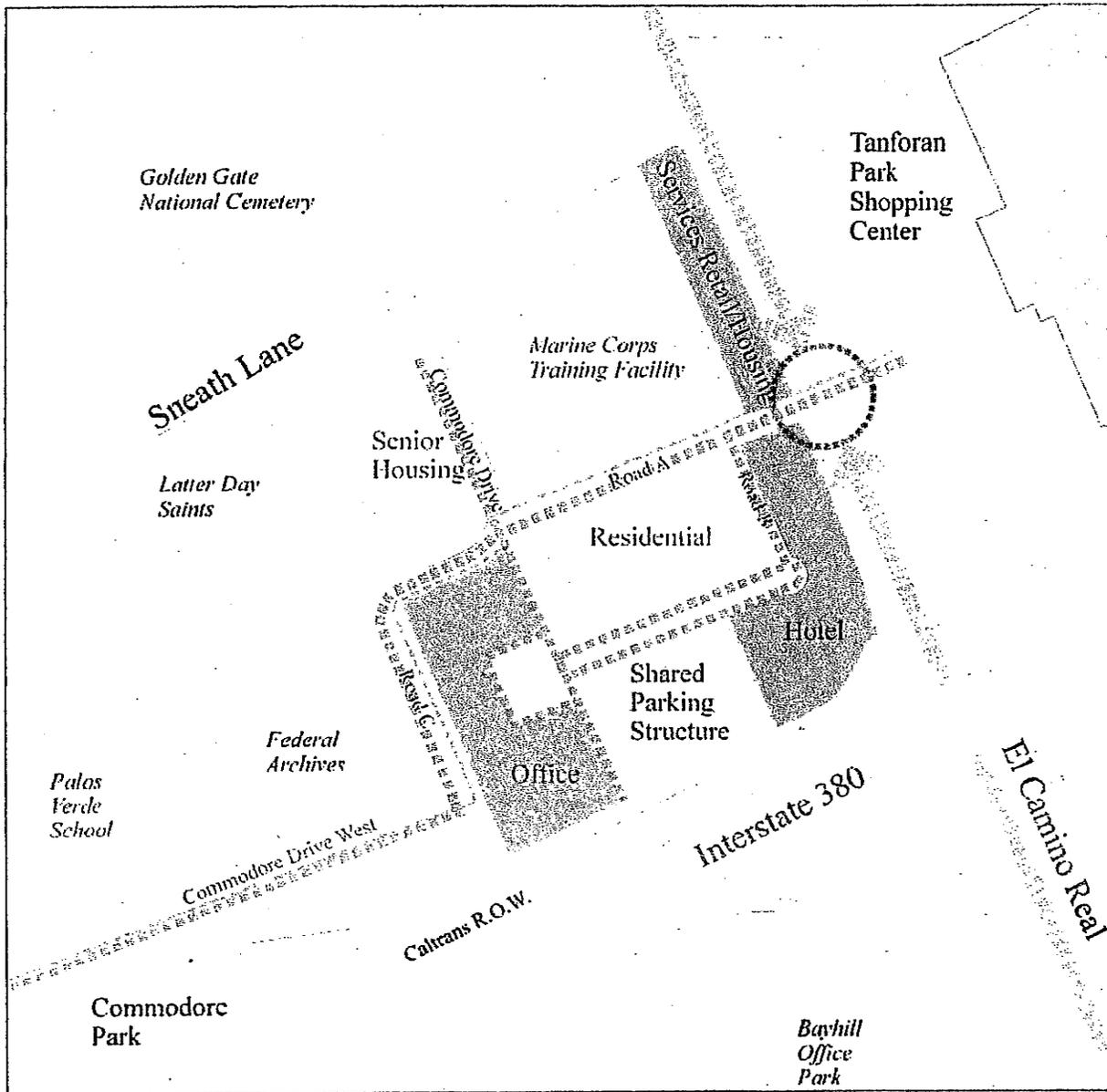
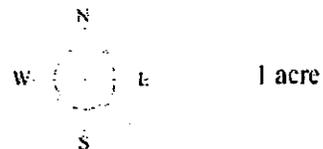


Figure 14:
PEDESTRIAN CIRCULATION
 CITY OF SAN BRUNO NAVY SITE SPECIFIC PLAN

- Pedestrian Linkages
- - - - - Bike Routes
- Key Site Access Intersection



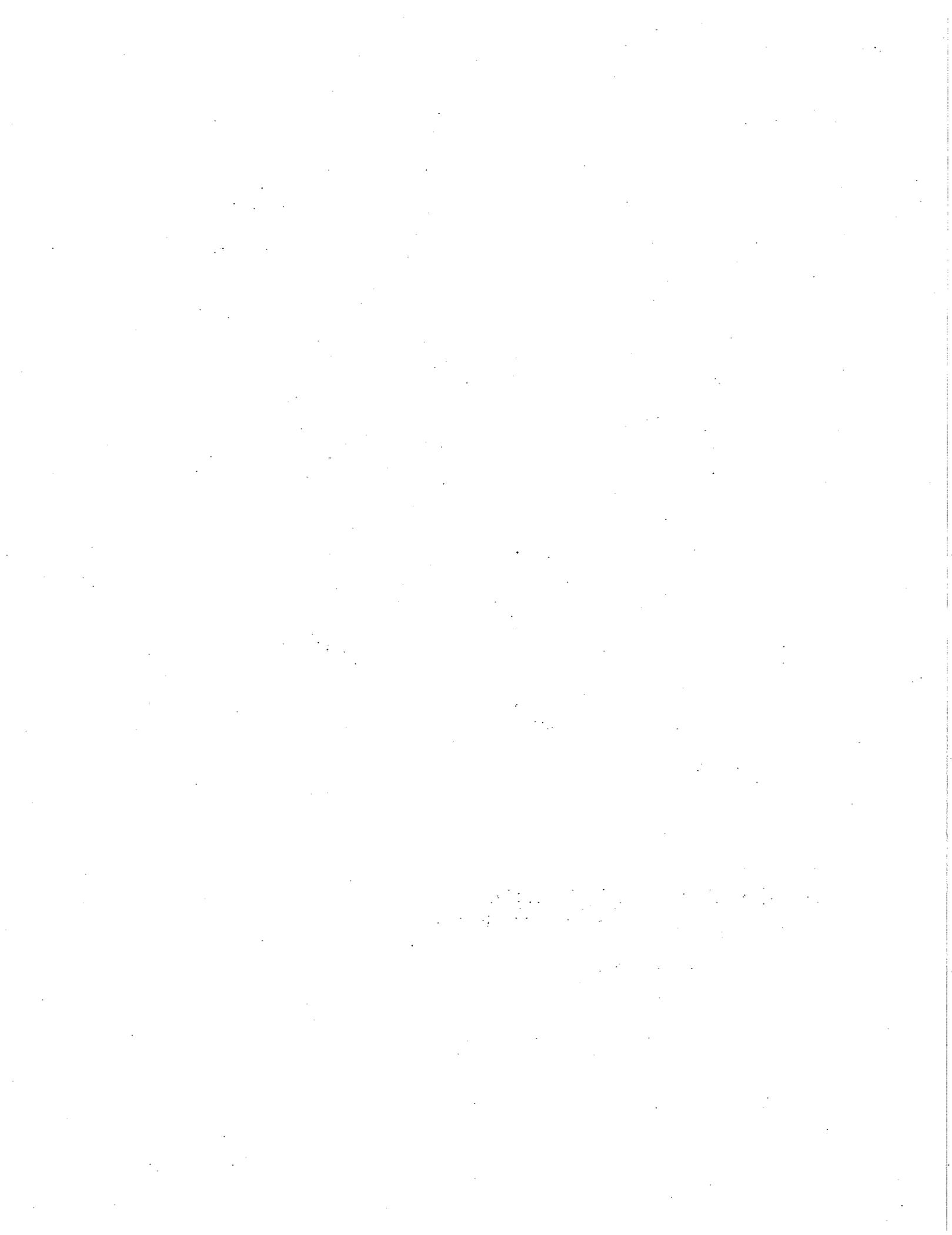


TABLE 3: ROADWAY DESIGN STANDARDS

MAJOR ENTRANCE ROADWAY "A"
(EL CAMINO REAL TO COMMODORE DRIVE)

Southern public sidewalk:	10 feet wide
Curb traffic/parking lane:	14 feet wide
Median traffic lane:	12 feet wide
Landscaped median:	13 feet wide
Median traffic lane:	12 feet wide
Curb traffic/parking lane:	14 feet wide
Northern public sidewalk:	10 to 20 feet wide
Right-of-Way:	85 to 95 feet wide
Landscape Buffer:	15 feet wide
(adjacent to Marine Reserve property)	

CONTINUING ROADWAY "A"
(COMMODORE DRIVE TO N/S ROAD "C")

Southern public sidewalk:	10 feet wide
Curb traffic/parking lane:	14 feet wide
Center turn lane:	12 feet wide
Curb traffic/parking lane:	14 feet wide
Northern public sidewalk:	5 feet wide
Minimum Right-of-Way:	55 feet wide

NORTH/SOUTH ROADWAY "B"
(ROADWAY "A" TO HOTEL AND OFFICES)

Public sidewalk:	8-12 feet wide
Curb traffic lane:	14 feet wide
Traffic lane:	12 feet wide
Eastern curb parking lane:	10-12 feet wide
Total Right-of-Way:	56-60 feet wide

NORTH/SOUTH COMMODORE DRIVE
(SNEATH LANE TO MAJOR ROADWAY "A")

Western public sidewalk:	5 feet wide
Western curb parking lane:	10 feet wide
Western traffic lane:	12 feet wide
Center turn lane:	12 feet wide
Eastern curb traffic lane:	14 feet wide
Eastern public sidewalk:	0 feet wide
(5 feet wide if possible, or after development of Marine Reserve site)	
Total Right-of-Way:	53 feet wide
(58 feet if sidewalk on Marines property)	

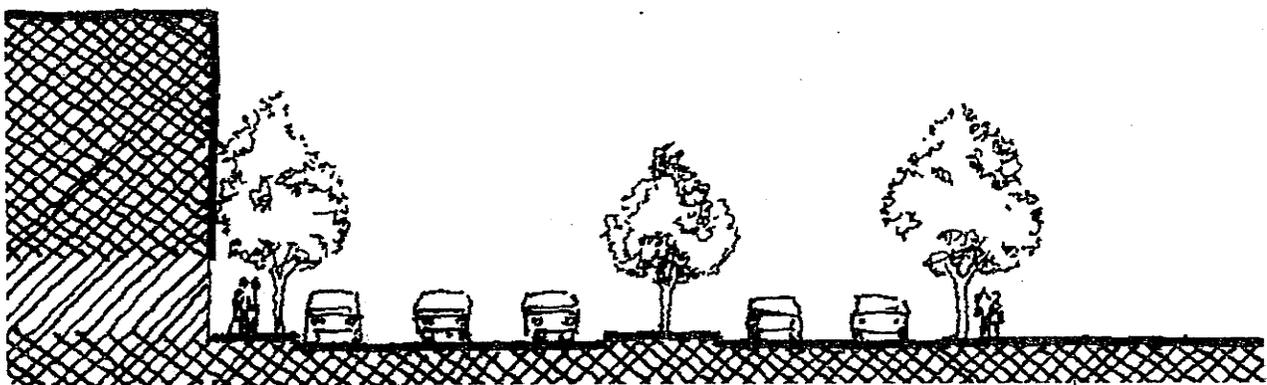
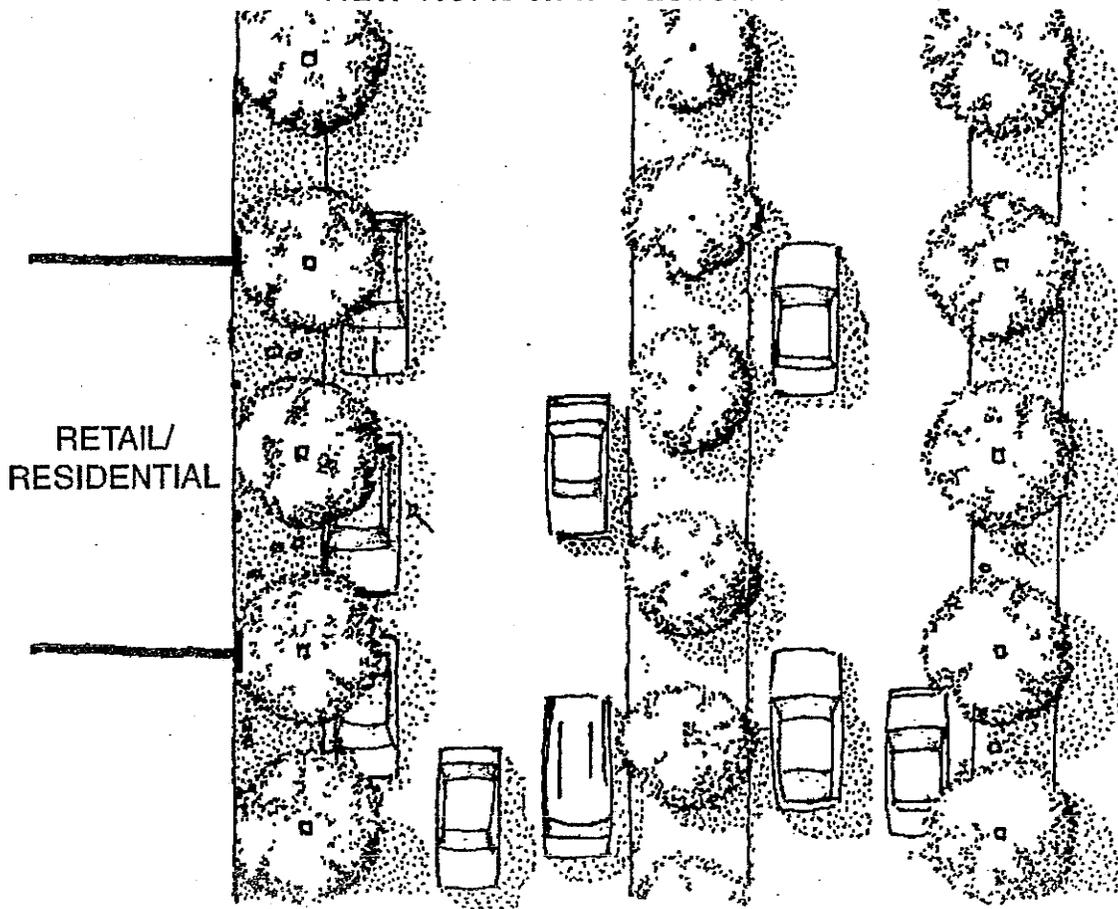
NORTH/SOUTH ARCHIVES ROADWAY
ROAD "C" (ROADWAY "A" TO ARCHIVES LOT)

Western public sidewalk:	10 feet wide
(5 feet wide if possible)	
Western curb traffic lane:	14 feet wide
Center turn lane:	12 feet wide
Eastern traffic lane:	12 feet wide
Eastern curb parking lane:	10 feet wide
Eastern public sidewalk:	10 feet wide
Total Right-of-Way:	58 feet wide
(63 feet if sidewalk on Archives property)	

ESPLANADE – PEDESTRIAN CORRIDOR

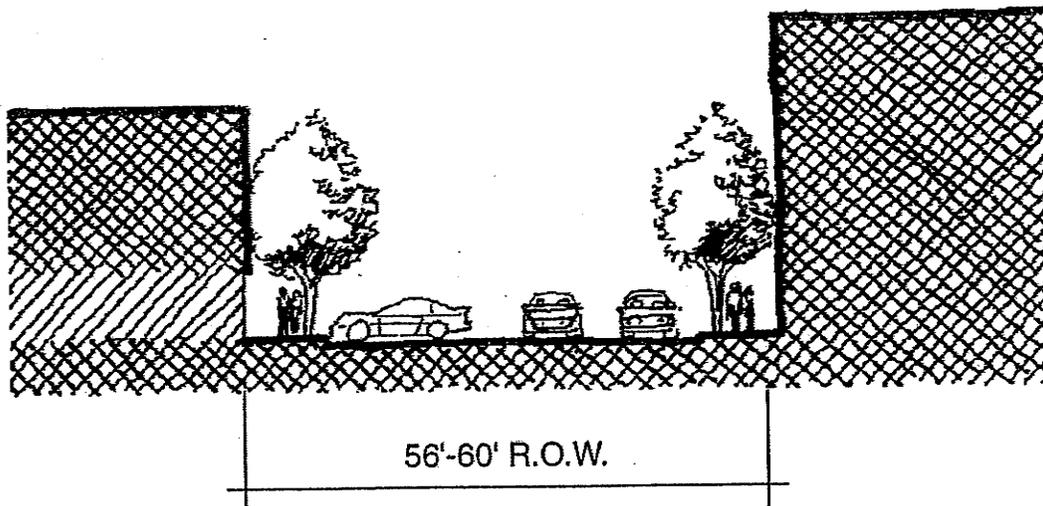
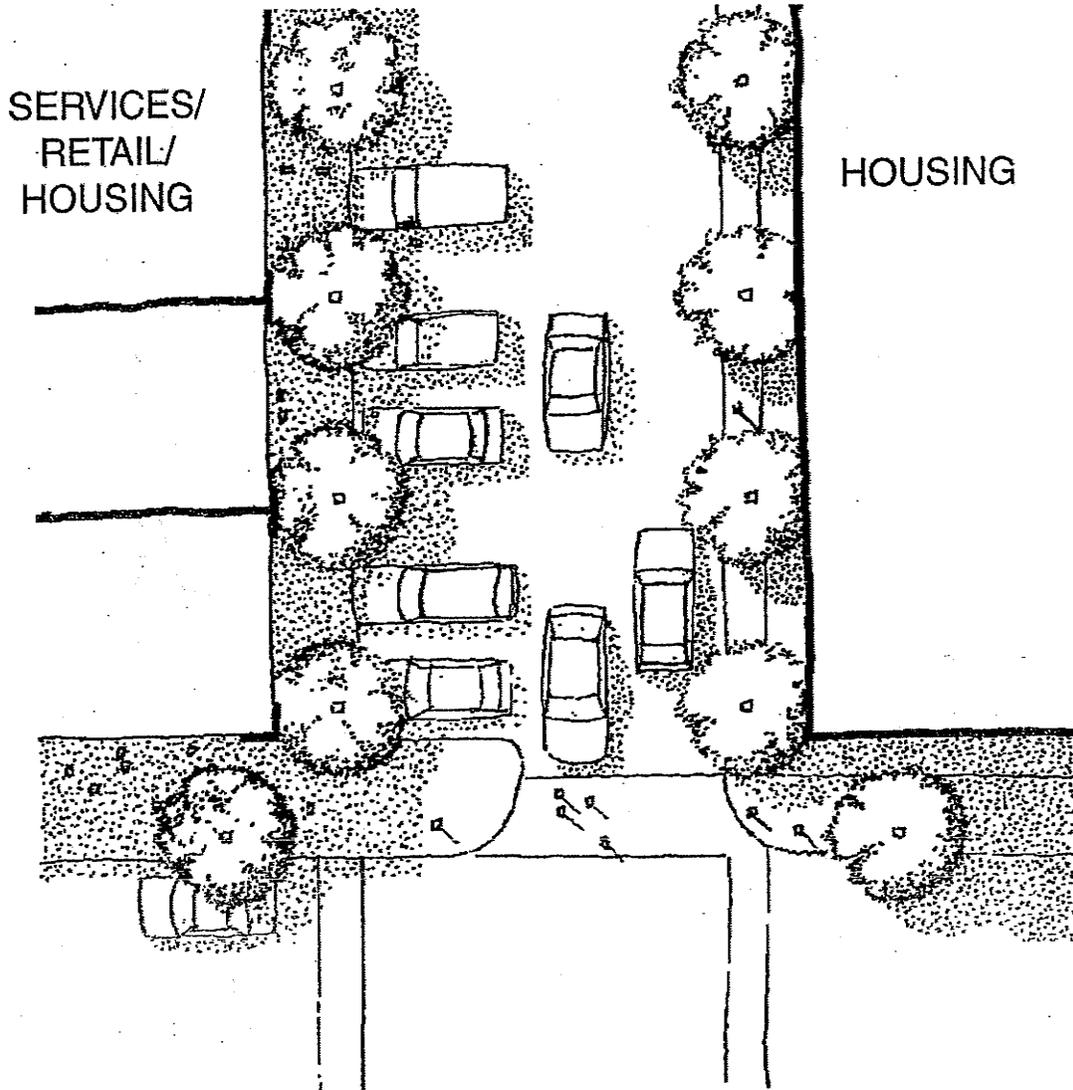
Southern public sidewalk:	10 feet wide
South parking lane:	8 feet wide
South traffic lane:	12 feet wide
Linear park:	30-50 feet wide
North traffic lane:	12 feet wide
North parking lane:	8 feet wide
North public sidewalk:	8 feet wide
Total Right-of-Way:	92-112 feet

NEW ROADWAY DESIGN STANDARDS



85'-95' R.O.W.

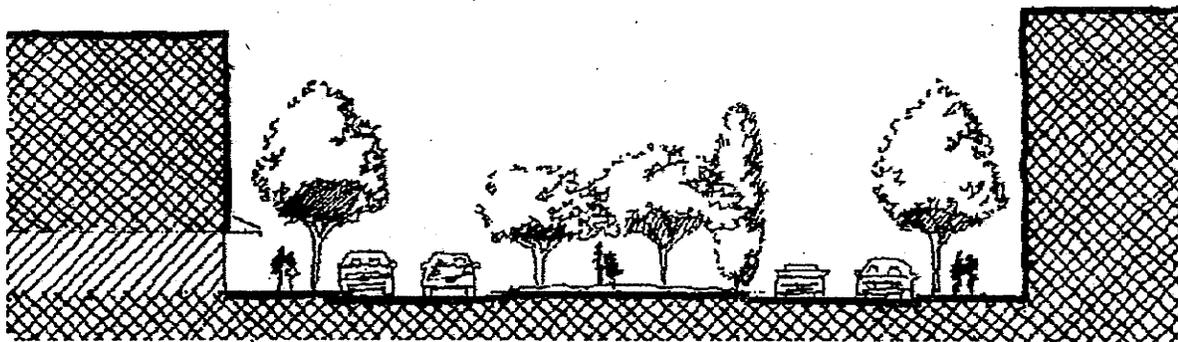
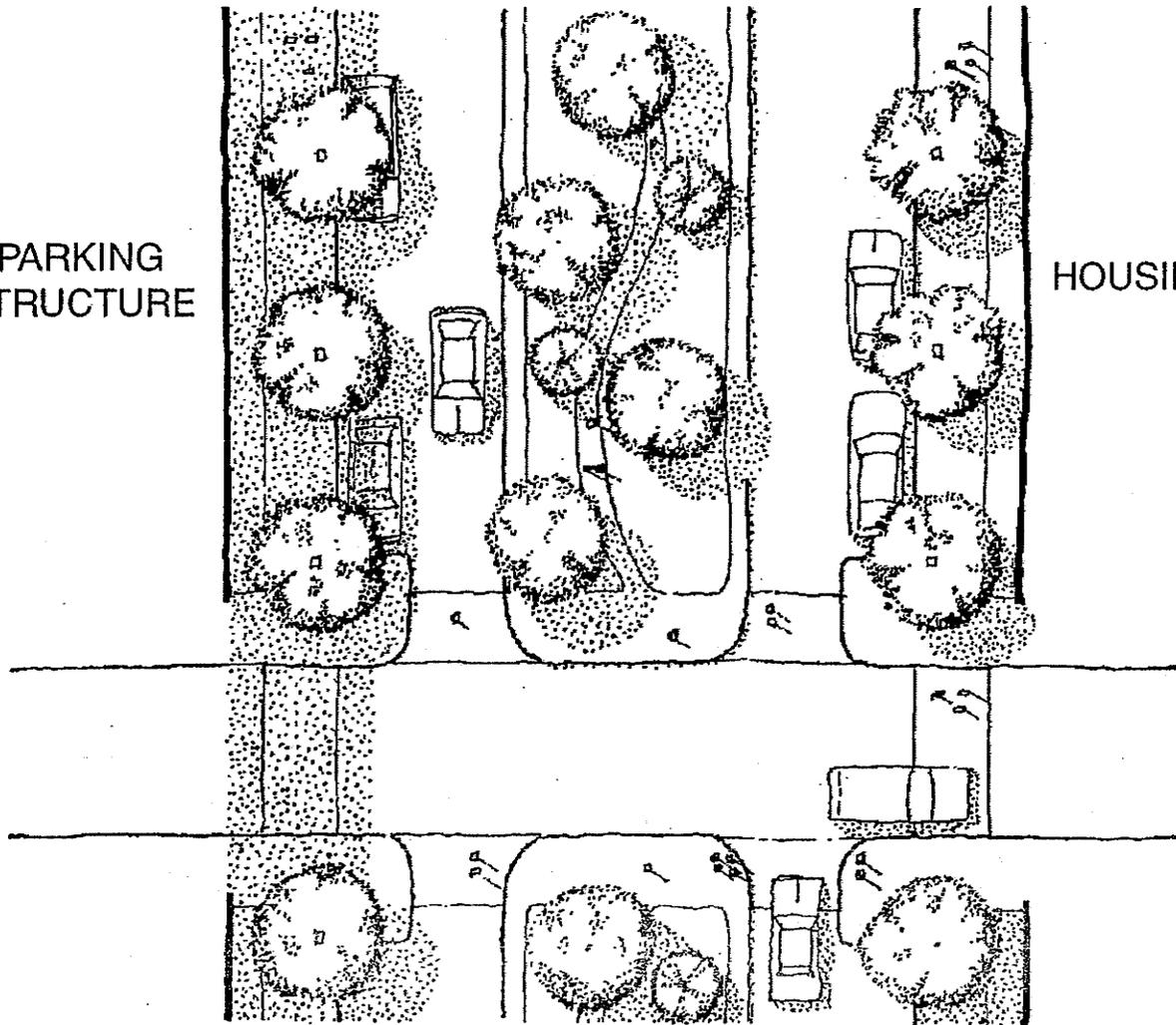
Major Entrance Roadway "A"
(El Camino Real to Commodore Drive)



North/South Roadway "B"
(Roadway "A" to Parking Garage)

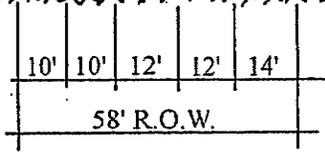
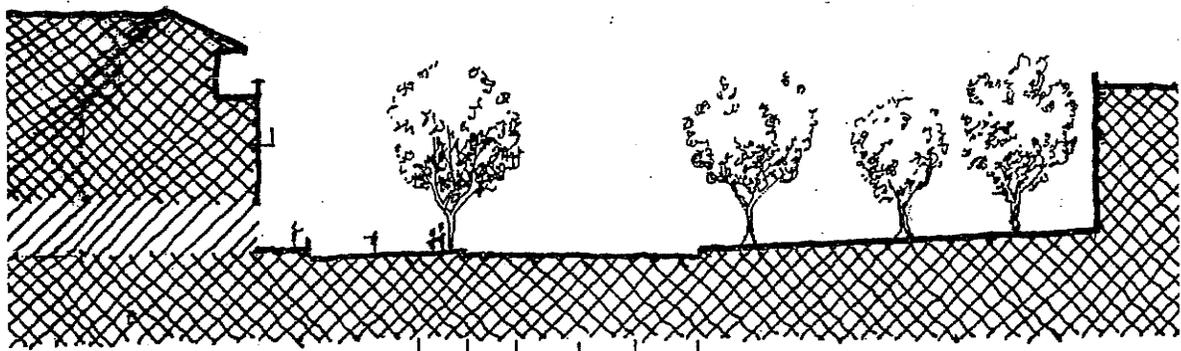
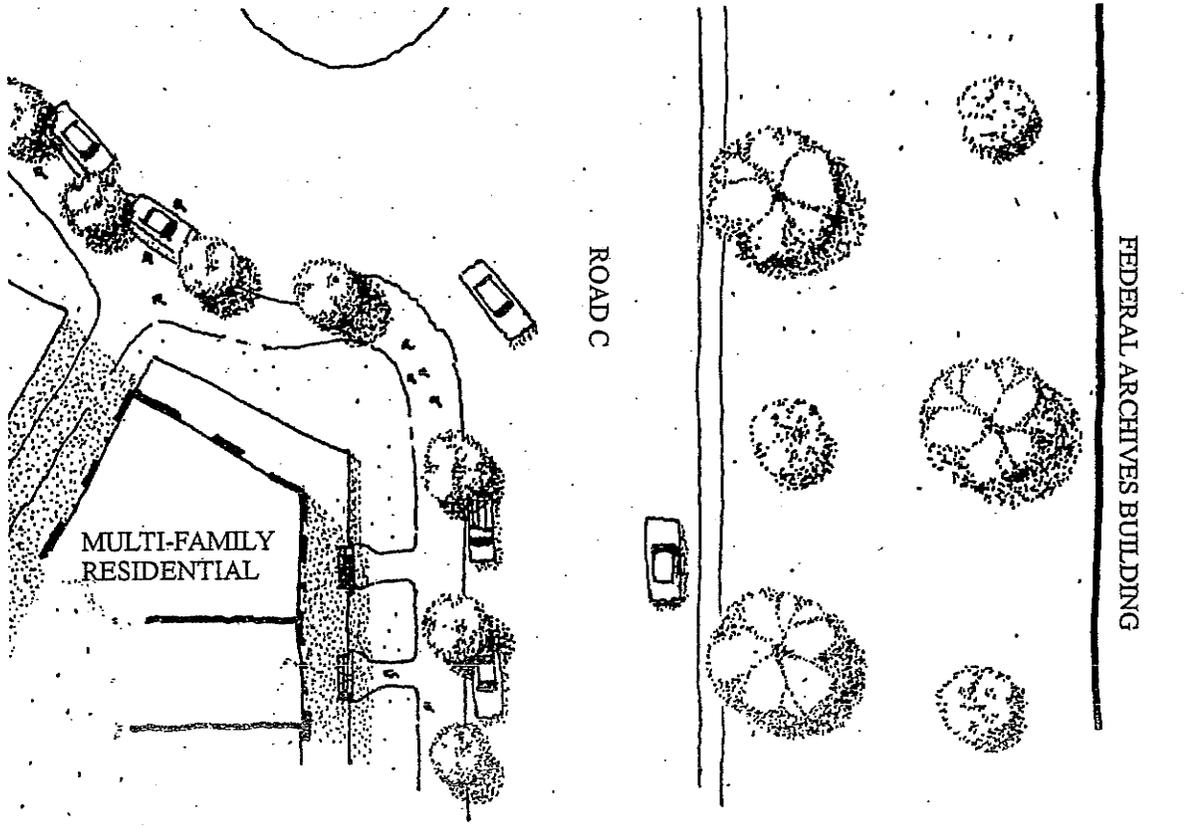
PARKING
STRUCTURE

HOUSING



92'-112' R.O.W.

Central Esplanade



Roadway "C"
 (Roadway "A" to Archives Lot)

of the Land Use Impact Analysis Component of the 1999 Congestion Management Program are included as Appendix "B".

POLICY TC-1.4: Require compliance with local Ordinance 1284 to prohibit widening of Sneath Lane without voter approval.

In addition to requiring voter approval for height of structures and parking garages, local Ordinance 1284 prohibits widening of local "scenic corridors" unless voter approval is secured. Sneath Lane west of El Camino Real is designated as a scenic corridor.

The Specific Plan does not propose any widening of Sneath Lane as a result of the build out of the site. The intersection of Sneath Lane and Commodore Drive currently provides left-turn movements into the Specific Plan site area. The buildout of the Navy Site will require a traffic signal at this intersection, with no additional right-of-way required on Sneath Lane.

PEDESTRIAN CIRCULATION

A key element of the US Navy Specific Plan is the creation of strong pedestrian linkages. These routes will provide travel options for residents within the project area and from adjacent areas in order to conveniently access shopping, BART, SamTrans busses and Commodore Park. They also facilitate the use of public transportation as an alternative to vehicles, and as a means of access to nearby local and regional shopping facilities.

The Plan requires that street trees and sidewalks be provided along streets throughout the project area. Streetscape amenities will enhance existing and new corridors to create a pleasant, safe environment for pedestrians. The overall pattern of pedestrian paths is intended to create both physical and visual links to key destinations within and adjacent to the Specific Plan site.

OBJECTIVE PC-1: Create a strong and friendly pedestrian circulation system.

The development of the Specific Plan is predicated upon a campus-style environment where pedestrians and pedestrian amenities are given top priority. Major

corridors are pedestrian oriented and have amenities that cater to foot traffic.

When adjacent to streets, sidewalks shall generally be a minimum of 10 feet in width to be conducive to high pedestrian usage, where two wheelchairs or strollers can comfortably pass each other if necessary. These sidewalks are similar to the widths used directly adjacent to the BART station.

POLICY PC-1.1: Implement a "Pedestrian-First" policy.

Pedestrian-oriented corridors criss-cross the Specific Plan site. The most significant physical and visual pedestrian corridor is the east/west central esplanade. With its campus-style setting, this corridor is the cornerstone of the "pedestrian-first" policy.

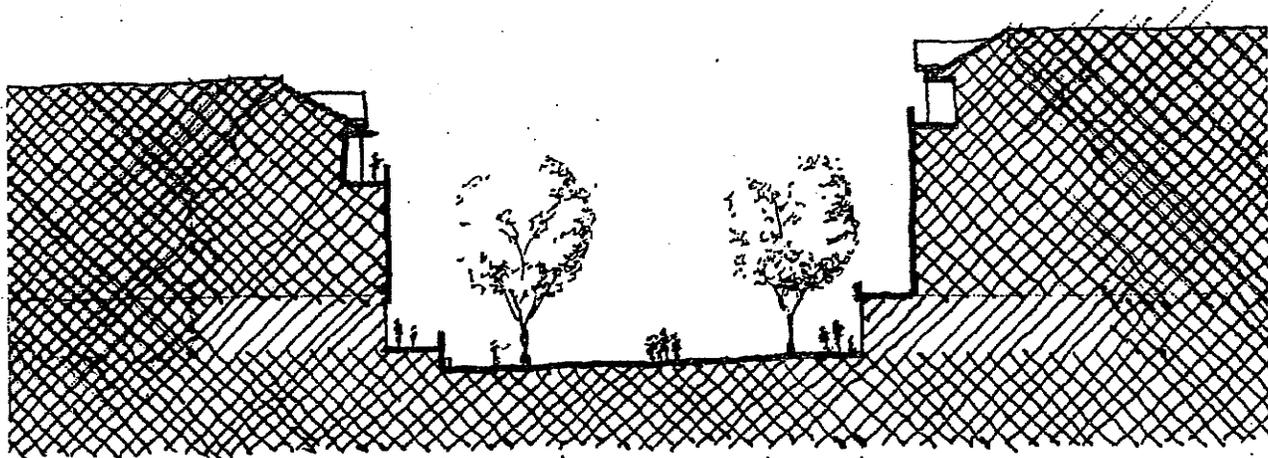
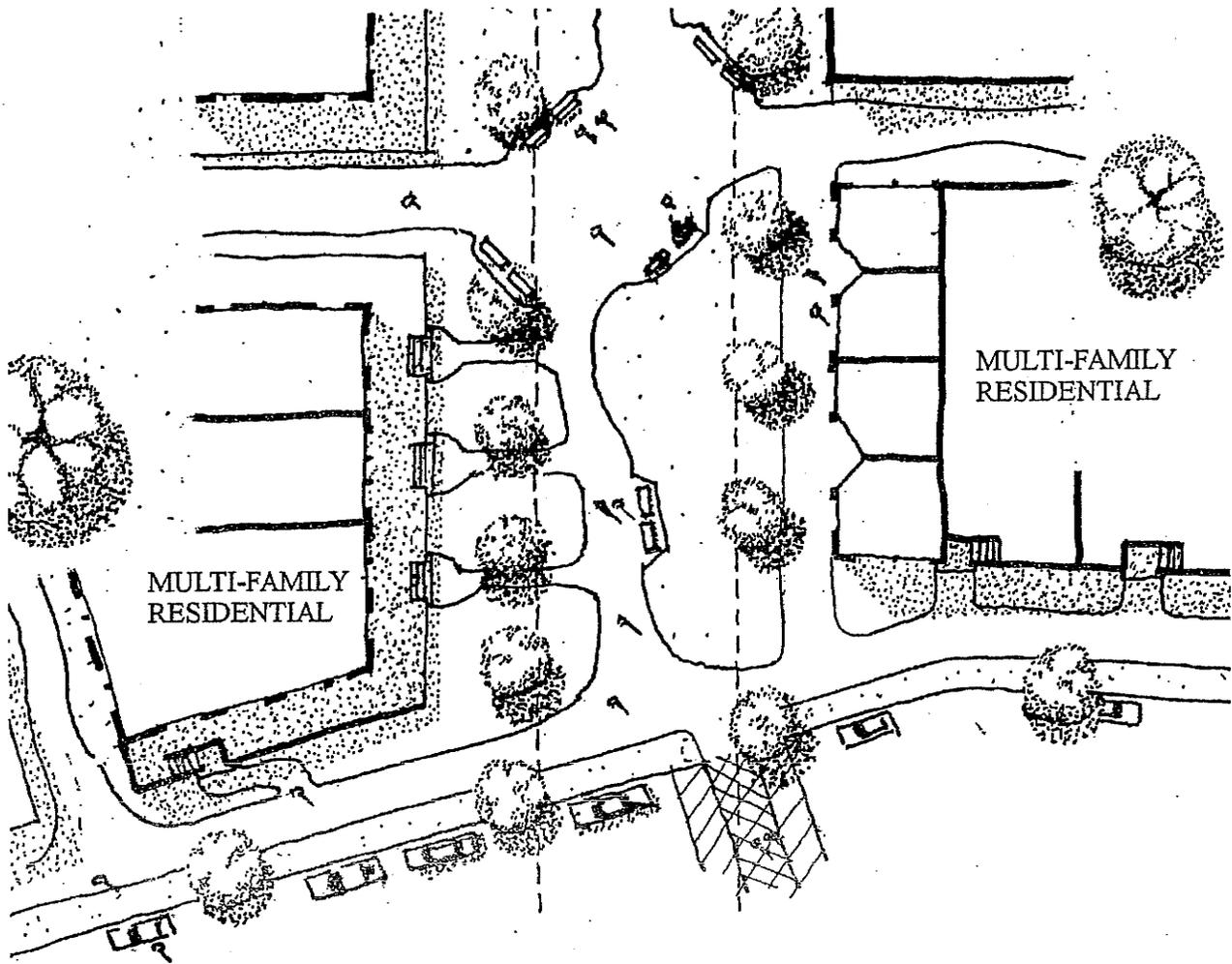
The San Francisco Water Department maintains two 40 foot wide parallel right-of-ways, which bisect the Core Area on a north/south axis. Since no structures can be built within this easement, its location at the south end of Commodore Drive presents the opportunity to provide open space feature for pedestrians and a view corridor for automobile traffic arriving at the site via Sneath Lane and Commodore Drive.

The easement area also offers the possibility of another key pedestrian walkway and can be utilized as pedestrian/open space to provide an attractive pedestrian linkage between the existing office uses along Sneath Lane and the new development within the Specific Plan area. It also serves as a convenient access for residents of the senior assisted living complex to use the east/west pedestrian-oriented esplanade.

It is important to note that this easement lies within the jurisdiction of the San Francisco Water Department. The plan calls for this corridor to be a minimum of 80 feet in width which accommodates the two existing 40 foot easements

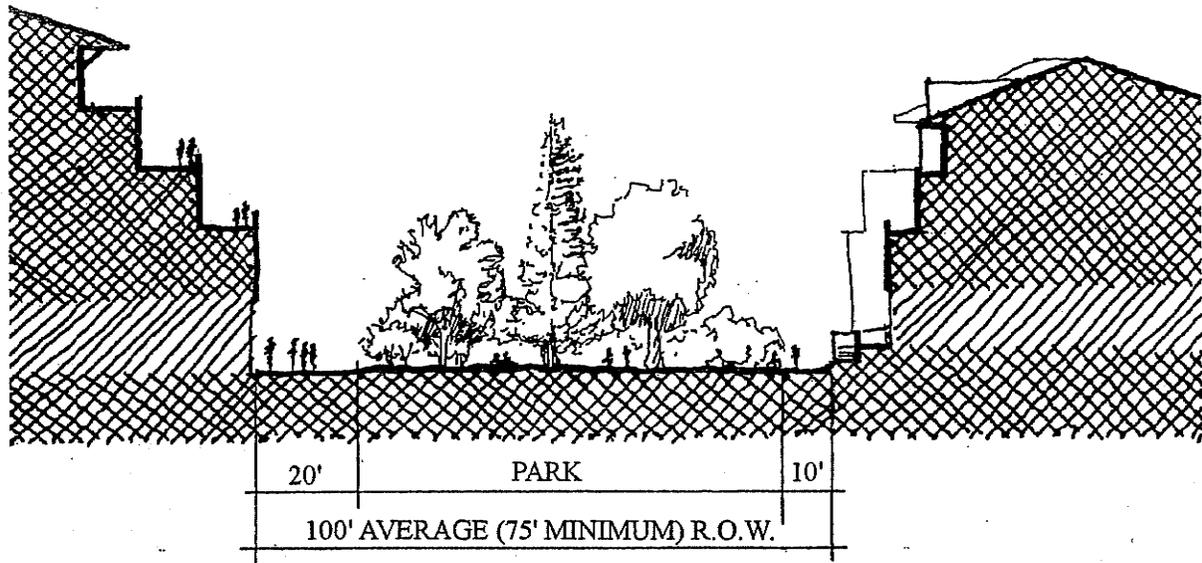
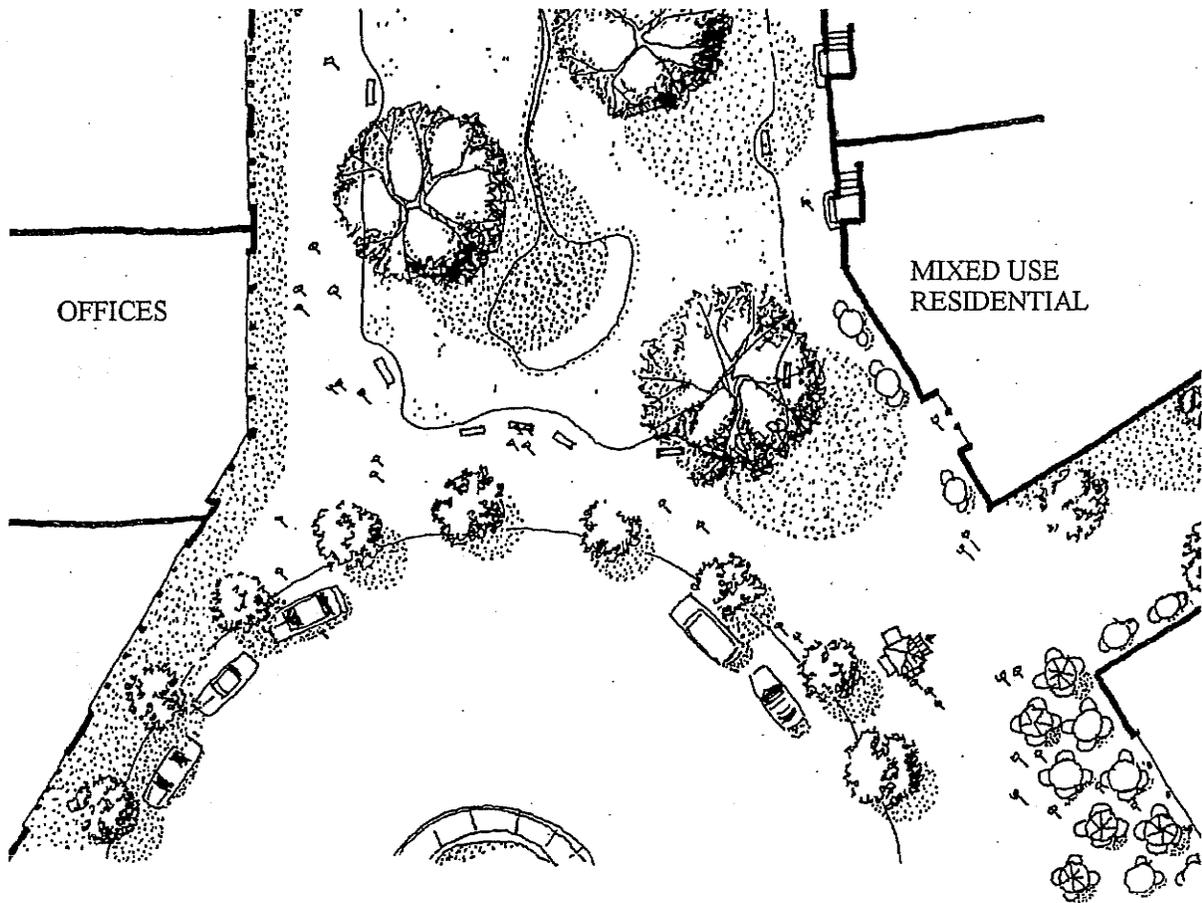
A third pedestrian opportunity for the Specific Plan development is an overpass across El Camino Real, directly linking the development (via the hotel) with Tanforan Park Shopping Center and the BART station. This overpass could be designed as an integral part of a development on either side of El Camino Real.

PEDESTRIAN CORRIDOR DESIGN STANDARDS



40' S.F.P.U.E.

East/West Pedestrian Corridor



North/South SF Row

COMMUNITY DESIGN

The Community Design element provides a framework for the development of the Navy Site and environs by setting forth general criteria for the improvement of streets and open spaces and providing guidelines and development standards for future private development. From these Community Design details the Specific Plan emerges as a pedestrian-friendly environment with an interactive sense of place.

OBJECTIVE CD-1: Implement Design and Development standards to create a visually attractive gateway development based upon the principles of a pedestrian-friendly transit-oriented development.

The redevelopment of the Navy Site offers a unique opportunity to the City of San Bruno for the creation of a new gateway to the community as an attractive and safe environment that supports transit and the principles related to compact, pedestrian friendly development. While intentionally more intense in development than most of the City, the Specific Plan remains compatible with its surroundings and maintains the overall "small-town" character of San Bruno.

For purposes of project design, compatibility does not require that the massing of new development should be the same as existing buildings in the surrounding area, but that massing of new buildings in coordination with streetscape improvements are designed on the basis of physical and psychological comfort, human scale, presence of other people watching the street, protection from wind and noise, and access to sunlight at street level.

POLICY CD-1.1: Implement Design Policies which maintain a human scale and pedestrian-friendly environment.

The following general design standards shall be imposed to assure that the pedestrian experience within any development of the site shall be friendly, interactive, and positive:

DESIGN POLICIES

1. Housing development shall provide and maintain continuous sidewalks to accommodate residents walking to recreational facilities and/or to encourage walking within the residential environment and throughout the plan area. Appropriate security measures, including gates, may be provided.
2. To reduce conflicts with pedestrians, vehicular access to residential garages and parking areas shall be kept to a minimum and located so as to reduce conflicts with pedestrian corridors, amenities and seating areas.
3. Pedestrian access or outdoor pedestrian activity (such as a seating area for a restaurant or café) shall be encouraged.
4. Pedestrian views shall be encouraged throughout the entire development, allowing pedestrians to observe the mix of uses, such as the hotel, offices, and housing as they walk about the site.
5. The area surrounding the parking structure shall be thoroughly landscaped and screened from view of the public right-of-way, wherever possible. Pedestrian friendly sidewalks leading to and from the parking structure shall be provided to the remainder of the site.
6. Loading docks, ancillary mechanical equipment and trash enclosures shall be screened from view and not be directly visible from any public right-of-way or pedestrian walkway.

POLICY CD-1.2: Implement Building Form Policies which assure that views from pedestrian level facilities are attractive, varied, and stimulating.

The following design standards for building forms shall be imposed to assure that building forms and facades complement the pedestrian experience:

BUILDING FORM POLICIES

1. Office buildings shall utilize windows, doors, and fenestration at grade level adjacent to pedestrian corridors.
2. The hotel shall utilize windows, doors, and fenestration at grade level adjacent to all public street frontages.
3. All buildings within the project area shall maintain quality materials and forms on the ground level so as to provide a cohesive look throughout the project area.
4. The multi-level parking garage shall be no higher than any adjacent buildings and shall utilize exterior materials compatible with adjacent buildings. The direct view of vehicles parked within shall be screened from pedestrian walkways and public right-of-way.
5. All communications devices and equipment shall be roof mounted, screened from pedestrian view and integrated into the design of the building with appropriate materials matching the building's architectural style.
6. Ancillary mechanical equipment shall be screened from pedestrian view and integrated into the design of the building with appropriate materials matching the building's architectural style.

POLICY CD-1.3: Implement Building Design Standards to create a sense of mass and scale compatible with a pedestrian-friendly transit-oriented development.

Common to all developments within the planning area, the following building design standards shall be implemented to assure a development with a human scale, where pedestrians are central to the environment.

BUILDING DESIGN STANDARDS

1. Massing of the development shall consider building designs which are stepped or sloped at upper floor levels to maximize sunlight reaching public walks, plazas, and parks, and to reduce the amount of building facade that can be seen from the street.
2. Building facades at street level shall be designed in such a way to reduce the perceived scale. This can be accomplished in the following ways: Windows may create shadow lines; horizontal articulation at 32-36" above pedestrian walk surface; and flexible space at commercial frontage which may include recessed entries, indentations for seating, display windows, awnings, and/or sidewalk café dining.
3. Commercial retail frontage shall provide articulation or other design elements to appear that strongly define retail entrances.
4. Facades of residential buildings shall be articulated at all floor levels
5. Where possible, multifamily buildings shall have stairways leading from the public way to the top of the podium levels. Where possible, these stairways should also serve as stoops or have seating next to them.
7. Parking structures and parking podiums shall not present blank facades to the street. Vehicles shall be screened from view of pedestrians. Facades of such structures shall strongly relate to the design of adjacent buildings in design and character, or have commercial retail space separating parking areas from the sidewalk.
8. Balconies and decks with views of the public way are encouraged. All buildings shall consider design elements that seem to afford an exterior place which a person may occupy and from which they may view the street.

POLICY CD-1.4: Implement Streetscape Design standards to promote pedestrian-friendly development.

The following Streetscape Design standards shall be implemented to assure that the pedestrian experience is safe and friendly, and free as possible from adverse physical and visual conflict:

Streetscape Design

1. Landscaping shall include uniform street trees planted at regular intervals, or alternating trees at regular intervals. California Sycamores, London Plane or similar trees along Road A shall be spaced a minimum of 35 feet on center.
2. The central pedestrian esplanade should retain as many of the existing specimen trees as possible, with additional trees used to augment the landscaping.

Fencing

3. Where necessary for security or privacy, fencing and gates shall be allowed. Such fencing or gates shall be a minimum 50% open surface area, with privacy screening, where desired, obtained with approved landscaping. Solid fences and gates shall be discouraged.

Sign Program

4. A Master Sign Program shall be created for the entire development and for each use within the development. The sign style, shapes, colors, etc. shall be coordinated to provide an overall complementary theme. Massing and location of buildings, as well as the use of tree-lined sidewalks shall help guide people throughout the development and reduce the need for massive signage within the development.

Lighting

5. General light standards throughout the development (except those on top of the parking garage) shall be between 10 and 25 feet in height. The light standards for the garage shall be reviewed as part of a

comprehensive development package. These lights shall not adversely impact adjacent properties or development.

Street Furniture

6. Benches, seat walls, bicycle racks/lockers, newspaper stands, and other pedestrian amenities shall be located at strategic locations throughout the project.

Pedestrian Corridors and Plazas

Pedestrian corridors shall be developed as attractive, safe linkages between existing uses to the west, uses within the specific plan area, shopping areas and transit uses to the east. All uses along the pedestrian corridors and plazas shall be integrated into this space to create comfortable areas for people to meet, interact and enjoy open space amenities as well as to make it a safe and relaxing experience. To the extent possible, existing vegetation shall be incorporated in the design of corridors and plazas with new and appropriate landscaping to further enhance the spaces.

7. Sidewalks shall be a minimum of five feet wide, with key sidewalks being ten feet in width to support pedestrian-friendly development.
8. Pedestrian routes shall be continuous
9. Seating shall be provided for rest or socializing at strategic locations along pedestrian routes and always within view of occupants of adjacent buildings
10. Pedestrian walkways should be separated from bicycle travel routes, where possible.

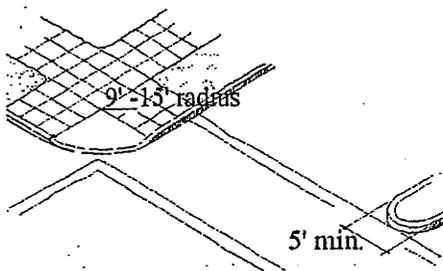
Pedestrian Crossing of El Camino Real

For the long term, the developer and the City should study feasible options for creating a pedestrian crossing of El Camino Real near its intersection with Road "A". This crossing would link development on the west side of El Camino Real as well as make it safer for new and existing residential development to walk to the BART and

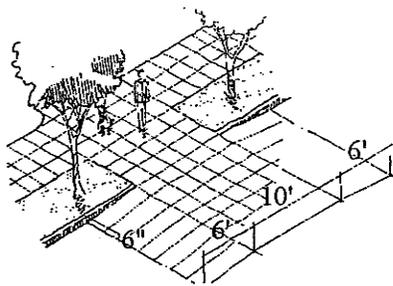
Caltrain stations. These options may include an elevated pedestrian crossing.

Traffic Calming

- 11. Whenever possible curb radii shall be between 9 feet minimum to 15 feet maximum to reduce turning speeds.
- 12. Raised crosswalks of a contrasting and textured paving surface shall serve as speed bumps where possible.



- 13. On street parking may be allowed in specific areas as a method of slowing traffic speeds.



- 14. Regular spacing of street trees on all streets shall be used as a method of slowing traffic speeds.
- 15. Stripe wide streets into 11 foot to 12 foot wide lanes to keep speeds down.

Art in Public Spaces

- 16. Integrate art into key focal points of the development, such as at the ends and/or center of the pedestrian esplanade, at entrances to the office buildings, at a major pedestrian area of the hotel, and/or at the

major entrance to the development at El Camino Real. All proposed art (eg: sculptures, fountains, reliefs, etc.), shall be reviewed for design and placement by a committee established by the City of San Bruno.

Landscaping

- 17. A minimum of fifteen percent (15%) for entire development, as well as minimum of fifteen percent (15%) for each of the major land use designated areas of hotel, office, residential, and senior assisted living (Excludes landscaping percentage requirement for multi-level garage other than required screening.)
- 18. A minimum of five percent (5%) of the gross area of surface parking must be landscaped. For commercial uses fronting El Camino Real, a minimum of five percent (5%) of the gross area of surface parking must be landscaped, in addition to any landscaping which may be provided in any required setback area.

POLICY CD-1.5: Implement Urban Form and Site Design guidelines to promote a safe and pedestrian friendly development.

The following design policies and guidelines shall be imposed to assure that the development is a manner that promotes pedestrian safety and a comfortable and friendly pedestrian environment.

URBAN FORM AND SITE DESIGN POLICIES

- 1. Provide a high level of pedestrian safety and comfort to encourage walking and bicycling.
- 2. Design a human-scaled environment .
- 3. Design the streetscape and landscaping in the specific plan area for attractiveness, safety, to soften the urban setting, and to give outdoor comfort both day and evening.
- 4. Provide outdoor activity spaces for social interaction and passive recreation.

DESIGN GUIDELINES

Pedestrian Safety and Comfort

In addition to physical factors such as temperature and wind speed, seating availability, and presence of water, several key elements determine a person's sense of safety and comfort on the street: traffic speed; physical separation between pedestrians and motor vehicles, distance to points of refuge from car traffic, and the sense that there are other people present and watching the activities on the street.

1. Reduce Traffic Speed

- Lower traffic speeds are associated with increased pedestrian comfort (and safety). In addition, reducing traffic speeds from 40 mph to 25 mph reduce traffic noise by a factor of ten.
- Traffic calming measures—methods of encouraging lower traffic speeds by manipulating driver's perceptual cues—are a proven and cost effective way of maintaining low speeds. The measures include using narrow traffic lanes and streets, reducing intersection corner radii, allowing parallel parking, avoiding one-way routes, minimizing the number of traffic stops (drivers try to make up lost time after stops), and regularly-spaced street tree plantings along the street or specific kinds of roadway edge striping.

Recommendations

- Where possible, reduce turning radii at intersections (9 feet min. to 15 feet maximum) to reduce turning speeds.
- Allow on street parking
- Minimize stop signs, avoid using speed bumps
- Special striping to narrow lanes, increase perceived speed
- Plant large street trees at regular intervals along both sides of streets.

2. Separate Vehicle and Pedestrian Circulation

- Pedestrian comfort is increased by separating walkways from traffic lanes. Typical separation methods include parallel parking and landscaped buffers.

Recommendations

- Provide a pedestrian walkway over El Camino
- Separate traffic lanes from sidewalks with landscaping and parallel parking
- Elevate crosswalks to sidewalk level and texture their surface to identify them as pedestrian space.

3. Minimize Distance to Points of Refuge

- Crossing wide streets (six lanes and more at the crosswalk) is generally uncomfortable for pedestrians and more so for those who cannot walk fast: children; senior citizens, disabled persons, and those walking dogs. The crossing distance can be reduced with curb extensions and median strips can serve as points of refuge for those who cannot cross in one cycle of the signal.

Recommendations

- Use median strips on wide streets with enough room for pedestrians to stand out of traffic.
- Use curb extensions to reduce crosswalk length.
- Raise crosswalks to sidewalk level

4. Provide for the Presence of Others

People feel safer in the streets when others are present, particularly at night. A mixture of land uses, some of which occur at night, can draw people to the neighborhood. Additionally, the physical design of the area can encourage the presence of people. Design features such as balconies, and overlooks, a variety of places to sit outdoors, and open fences contribute to or support the presence of people who can see the public

space. Features that suggest places where people might appear and see the street (balconies, false balconies at windows, doorways) contribute to a sense of personal security.

Recommendations

- Encourage activities that draw people throughout the day and evening.
- Design buildings with balconies, false balconies, window boxes, or other place where someone might appear within view of all public spaces.
- Provide opportunities for people watching.
- Use open fencing and balcony railings; use landscape screening where privacy is required
- Locate adequate seating along pedestrian routes, at waiting areas, and outdoor activity spaces.
- Provide water features.
- Give adequate sunlight access to outdoor spaces.
- Ensure building configurations and landscaping combinations that eliminate wind gusts.
- Design buildings to have operable windows.
- Include vending kiosks for newspapers, coffee, etc that are open day and evening in the plan.

5. Create a Walkable Neighborhood

The design of a neighborhood can encourage use by pedestrians and relieve some of the tendency to make short trips by car. Wide sidewalks that allow walking in groups, landscaping, numerous places to sit and rest for seniors, points of interest such as fountains, kiosks, or cafes, and soft, warm-colored lighting at night can make a neighborhood a desirable place to stroll.

Recommendations

- Encourage low on-site traffic speeds (25 mph or less).

- Separate walkways adjacent to streets with planted parkways.
- Make pedestrian routes continuous, vehicle routes transition to pedestrian space at crossings.
- Raise crosswalks to sidewalk level
- Make sidewalks at least six feet wide to allow two persons to walk comfortably side by side and one to pass.
- Separate pedestrian walkways from bicycle travel routes.
- Locate benches and seat walls for rest or socializing at strategic locations along routes.
- Provide secure bicycle parking near building entrances and bus stops.
- Use light standards that are between 10 and 15 feet in height with a color temperature between 3500 and 5000 degrees Kelvin.
- Night lighting levels should be the minimum necessary for circulation and should not shine onto nearby buildings or create glare conditions.

DESIGN A HUMAN-SCALE ENVIRONMENT

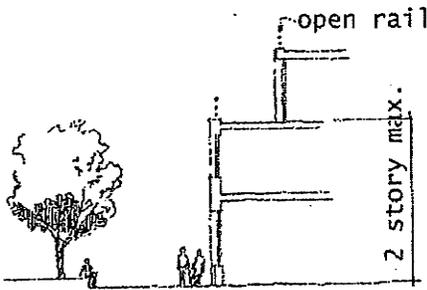
Human-scale design can be achieved even with large buildings. People's perception of scale is influenced by building massing, design of facades and fenestration, and degree of enclosure (ratio of width to height of space between buildings). Large buildings can appear to be a series of smaller buildings. Multi-story buildings can be stepped back so that only two story facades are visible to a person walking near them. Other important perceptual cues to scale include the distance between choices in route and points of interest.

1. Building massing

Building massing can reduce perceived scale by reducing the visible façade area, façade height, and mass that appears to be built as a single structure. The latter can be reduced with building articulation, changes in color and texture, and changes in design character.

Recommendations

- Step or slope office building envelopes above the second story to reduce the amount of building façade that can be seen from the street.



• Articulate residential building facades at all floor levels.

• Treat the first two levels of office buildings with articulation or design elements that give the appearance the

buildings are a series of different but strongly related smaller structures.

- For multi-family housing, build stairways or stoops from walkways to top of podium height at frequent intervals.
- Step the upper level of the hotel back on all sides.

2. Building facades and fenestration

Building facades can reduce building scale by several means. Scale of individual elements such



as windows and doors give direct cues about human scale. Further cues are given by intricacy of design, shadow lines, and variety in fenestration.

Recommendations

- Recess windows and doors deeply to create shadow lines, where appropriate.
- Create articulation in facades.
- Vary facade depth at commercial frontage to provide some recessed entries, indentations for seating, display windows, awnings, and sidewalk café dining.
- Vary fenestration.

- Articulate the hotel façade with varied form
- Design parking structures to have commercial retail space separating parking areas from the sidewalk.
- Parking structures and parking podiums should not present blank facades to the street. Screen parked cars from pedestrian's view.
- Design parking structure facades to relate to the design and character of adjacent buildings.

3. Streetscape Scale

In addition to the factors discussed above, human scale can be achieved by maximizing route choices in a given distance, presence of points of interest or rest spots, landscaping, and scale of lighting fixtures and street furniture.

Recommendations

- Use light standards that are between 10 and 25 feet in height with a color temperature between 3500 and 5000 degrees Kelvin.

CREATE ATTRACTIVE SOCIAL ACTIVITY SPACES

Providing outdoor spaces for social interaction enrich the quality of life for those in the neighborhood and can provide a sense of place along with people watching opportunities. Passive recreational space is needed to offset the effects of density in urban settings. An active social environment will draw the attention of people viewing from windows or balconies and give a measure of security to the place.

Recommendations

- Provide opportunities for filtered sun in summer, full sun in winter
- Provide frequent seating opportunities for resting and relaxing
- Include water features, public art, and vegetation ↴

- Designbuilding envelopes to maximize sunlight reaching public walks, plazas, and parks, and to reduce the amount of building façade that can be seen from the street.
- Include vending kiosks for newspapers, coffee, etc.
- Use soft, warm colored street lighting at night.
- Night lighting levels should be the minimum necessary for circulation and safety, and should not shine onto nearby buildings or create glare conditions.

DEVELOPMENT STANDARDS

The following development standards serve to implement the Land Use Policies contained within the Core Area of the Specific Plan and are intended to create a pedestrian-friendly Transit-Oriented Development environment which draw residents, employees, and patrons to the nearby San Bruno/Tanforan Park BART Station and SamTrans bus facility.

Under the requirements of local Ordinance No. 1284, a developer may submit a request for additional height and/or parking structures for voter approval, as provided for in the Specific Plan. Upon voter approval, the developer may choose to build at the maximum allowable height as provided for in each land use category, subject to the limitations and land use policies described herein.

OBJECTIVE DS-1: Create a cohesive and interactive mixed-use development based on the principles of transit-oriented development and the land use policies established herein.

Although development standards are listed individually for each type of land use envisioned in the Specific Plan, the uses are intended to be interactive and not merely "stand alone" developments. Furthermore, the entire development is geared to its surrounding neighborhoods, whether through walkways and open space, or shopping and entertainment, or transit alternatives. The development welcomes the resident, the worker, and the out-of-town visitor into an open environment where people live, work, visit, stroll or gather for company and conversation.

POLICY DS-1.1: Establish design guidelines for hotels which promote high quality private development that contributes to the visual identity and surrounding area.

Hotel (up to 500 rooms)

Design Guidelines

Building Orientation to Streets and Pedestrian Corridors: Any hotel building in the study area shall be designed to give the appearance of fronting on El Camino Real and the main access street.

Ancillary commercial and restaurant uses should be focused towards the pedestrian, whether located at the corner of Road "A" and El Camino Real, toward the central esplanade, or on an upper level near a potential pedestrian overpass across El Camino Real. Any such ancillary components shall be designed to physically connect and relate to the main building but shall also be designed as a distinct part of the building facade, with materials and treatments that offer visual interest to the pedestrian. Display windows, awnings, outdoor dining areas and/or landscaped plazas may be used to create attractive entryways.

The hotel building shall be designed to minimize shadows and encourage light and air exposure. It is envisioned that a connection to a future pedestrian overpass across El Camino Real could be incorporated into the design at the second or third level of the hotel.

Parking shall not dominate the experience along any pedestrian route, but should be located to the rear of the main building near I-380 and should be shared with office uses. Below grade parking is a preferable design option.

Any above grade parking structures (with voter approval) shall be designed as an integral part of the main building or blend with the commercial building adjacent to it. All parking structures shall be heavily landscaped and screened from pedestrian view. Passenger loading areas when feasible shall be designed as an integral part of the main building entry feature. Delivery, loading docks, and trash facilities shall be screened from

public view and designated as loading zones only. Design elements shall be incorporated into the building(s) to facilitate recycling. Fire access and fire lanes shall be designed according to standards of the San Bruno Fire Department and incorporated as an integral part of the site plan.

Building Design: Hotels shall be oriented to maximize views of San Bruno Mountain, the coast range, San Francisco International Airport and the San Francisco Bay. All sides of the buildings should be fully articulated, particularly areas facing El Camino Real, pedestrian plazas and streets within the Specific Plan area. Multi-story buildings should be designed to clearly express a strong building base, middle and cornice/roof treatment.

The ground floor should provide a strong architectural base for the building within which varied storefront and commercial treatments could occur. The primary building entrance shall be at ground level, accessible from, and oriented toward a street or plaza. The middle floors should be fully articulated with variations provided in both vertical and horizontal dimensions. The uppermost part of the building should be designed as part of the roof/cornice treatment for the building and may include loggias or terraces.

Building materials must convey a sense of durability and permanence. Heating, ventilation, air-conditioning and generator units on the hotel may be roof mounted and shall be screened from pedestrian view with materials matching the exterior of the building. Utility connections and transformers shall be screened from pedestrian view. All utilities shall be underground.

A landmark tower element is encouraged near El Camino Real.

Development Standards

Land Use Classification:

Major "Flagship" Hotel & Ancillary Uses

Number of Rooms: up to 500

Minimum Site Area: 1/2 acre

Maximum Height

(with voter approval): Ninety (90) feet (including elevator penthouse and ancillary mechanical equipment - measured from existing grade)

Maximum # of floors

(with voter approval): Seven (7) floors of hotel rooms plus a lobby level for services and a potential half level of parking below grade.

Building Setbacks

New buildings should be brought to the sidewalk's edge, except that along El Camino Real a minimum ten (10) foot wide landscaping area is required. Larger setbacks of up to twenty (20) feet are allowed for small plazas, entryways, and outdoor eating areas.

Landscaping

A minimum of 15% of the total site area shall be devoted to landscaping.

Parking

One (1) space per room with fifteen percent (15%) reduction for transit-oriented development and shared parking.

Signage

A Master Sign Program, as regulated by the City of San Bruno Sign Ordinance, shall be developed for the entire development. Individual coordinated sign plans shall be provided for each building, consistent with the Master Sign Program, and must show sign placement, size, lettering style, and materials. Wall signs must be integrated in the design of the building with appropriate and compatible colors and materials.

POLICY DS-1.2: Establish design guidelines for multiple-family residential which create a vibrant residential setting and facilitates interaction with other uses within and adjacent to the entire site.

Multiple Family Residential
(60 du/ac -)and Ancillary Use/Space (10,000 square feet minimum on “flex” sites)

Design Guidelines

Building Orientation to Streets and Pedestrian Corridors. Residential buildings shall have a strong street presence and orientation towards the major streets and pedestrian corridors within the Specific Plan Area. Buildings should have front entries oriented towards the street and the pedestrian plaza. Ground floor living units should be no more than six (6) feet above grade.

Parking for multi-family residential units shall be provided in below grade podium parking areas that are designed to appear as an integral part of the main residential structure. Primary entrances to parking for high density development shall be oriented away from El Camino Real and at no greater frequencies than 100 foot intervals.

Limited amounts of surface parking or parking adjacent to a minor street may be necessary to provide visitor parking.

Building Design: In order to increase housing opportunities within walking distance to transit, the preferred housing type for a transit-oriented multi-family residential development is a three (3) to five (5) story building over podium-style parking. Buildings should be designed to maintain a human scale typical of smaller buildings along street frontages and to create pedestrian interest. Buildings shall be designed so that buildings that face any public street or pedestrian corridor are treated in a similar fashion as the front building facades and relate to the pedestrian environment they face.

In order to provide a break in the horizontal plane of a project, the architecture shall incorporate building facades and roofs with sufficient articulation and variation to create an impression of individual units or clusters of units. The use of sloping roofs, decorated parapets, varying floor plans, different but related ornamental elements, balconies, porches, bay windows and other

architectural elements are encouraged to achieve variety and articulation. All mechanical equipment should be screened from pedestrian view. Design elements shall be incorporated into the building(s) to facilitate recycling.

In order to provide the developer the necessary flexibility to address a changing office market, the sites designated as Office on the Land Use Plan (Figure 11) are “flex” sites that may be developed either as office or as multi-family residential with a minimum of 10,000 square feet of non-residential uses, such as office space, child-care facilities, miscellaneous retail and service uses, galleries, and fitness centers, dispersed throughout the multi-family residential development on the site.

Development Standards

Land Use Classification

Multiple-Family Dwelling Units (Rental or Condominium), including stacked townhouses, plus recreational amenities and limited commercial space.

Maximum Density 60 d.u./acre

Minimum Site Area: 1 acre

Maximum Height
(with voter approval) Five (5) levels of living units over podium parking and a maximum building height of 70 feet, including elevator and ancillary mechanical equipment.

Maximum # of Floors: 5 stories over podium parking

Mix of Units

Studio Units: Not more than 10% of total units.

1-Bedroom Units: Not more than 60% of total units

2-Bedroom Units: Not more than 60% of total units

2+Bedroom Units: Not more than 20% of total units

Building Setbacks

A minimum of five (5) feet and maximum of fifteen (15) feet from the street. Porches, decks and stairways may encroach into this setback up to a maximum of 60% of the total setback area. A minimum of ten (10) feet shall be maintained between buildings with a minimum setback of fifteen (15) feet for corridors. Setbacks and corridors shall be well landscaped with low hedges, trees and flowering shrubs that create diversity and interest along the street while providing for security.

Recreational Space

Recreational amenities shall be provided on-site for residents or with in-lieu fees paid by developer, with credit for on-site amenities.

Landscaping

A minimum of 15% of the total site area shall devoted to landscaping.

Parking

Studio unit:	1.0 space/unit
1 bedroom:	1 space/unit
2 bedroom :	2.0 spaces/unit
2+ bedroom:	2.0 spaces/unit

Additional parking must be provided at a ratio of 0.1 spaces per unit and can be shared with other uses on site by written agreement.

POLICY DS-1.3: Establish design guidelines for specialized senior assisted living, allowing the most flexibility in design and development, but which assures that such housing will be an integral part of the entire development while serving the specialized needs of the residents.

Senior Assisted Living (120 du/acre)

Design Guidelines

Building Orientation to Streets and Pedestrian Corridors: The senior assisted living use shall be designed to be compatible with adjacent high-density multi-family residential uses. It shall have a strong street presence and orientation towards the major

streets and pedestrian corridors within the Specific Plan Area. The senior development shall be designed to enhance the opportunities for senior residents to be an active part of the community, with full access to public and private transit, community uses, and retail and personal service uses.

Senior assisted living shall also have a greater amount of flexibility in design to accommodate special needs for seniors and the handicapped, including parking and drop-off facilities. While parking for residents and staff is encouraged to be located in a below-grade podium parking structure designed to appear as an integral part of the main residential structure, it is acknowledged that the number of parking spaces required for residents can be significantly reduced for senior assisted living. However, the specific parking requirements will be based on the type of senior assisted living being provided, the type and amount of ancillary and support services proposed, and the degree to which any ancillary and support services are open to outside users.

Building Design: The preferred housing type for specialized senior housing is up to six (6) stories over podium-style parking to maximize units, provide necessary support services, and increase landscaping. Residential buildings, as well as any separate or adjacent support facilities, should be designed to maintain a human scale typical of smaller buildings.

Buildings shall consider architectural treatment of building facades and roofs that include sufficient articulation and variation to create an impression of individual units or clusters of units. The use of sloping roofs, decorated parapets, varying floor plans, different but related ornamental elements, balconies, porches, bay windows and other architectural elements are encouraged to achieve variety and articulation. All mechanical equipment shall be screened from pedestrian view and additional care shall be taken as part of the construction standards to acoustically insulate the buildings for seniors as sensitive receptors. Design elements shall be incorporated into the building(s) to facilitate recycling

Development Standards

Land Use Classification

Senior-assisted living, plus health and service amenities.

Maximum Density: 120 d.u./acre

Minimum Site Area: 1/2 acre

Maximum Height
(with voter approval)

Six (6) stories or 75 feet, including elevator pent-house and ancillary mechanical equipment, with potential fourth or fifth floors and above required to be setback or different building texture or design.

Maximum # of floors: Six (6) over podium parking

Mix of Units

Studio Units: Not more than 60% of total units

1-Bedroom Units: Not more than 70% of total units

2-Bedroom Units: Not more than 70% of total units

2+Bedroom Units: Not more than 10% of total units

Building Setbacks

A minimum of five (5) feet and no more than fifteen (15) feet from the public right-of-way, exclusive of any necessary drop-off facility. Porches, decks and stairways may encroach into this setback up to a maximum of 60% of the total setback area. A minimum of ten (10) feet shall be maintained between buildings with a minimum setback of fifteen (15) feet for corridors. Setbacks and corridors shall be well landscaped with low hedges, trees and flowering shrubs that create diversity and interest along the street while providing security.

Landscaping

A minimum of 10% of the total site area shall be devoted to landscaping.

Parking

One half (0.5) space per unit. This parking requirement may be reduced during the Planned Development process if the parking provided otherwise meets the goals of the City's parking requirements. Parking may also be shared with other uses on the site by written agreement.

The senior assisted living facility shall maintain a shuttle bus service as an integral part of the services offered to its residents.

POLICY DS-1.4: Establish design guidelines for office uses which promote transit use and emphasize pedestrian friendly development.

Office

(FAR: 1.0 max)

Design Guidelines

Building Orientation to Streets and Pedestrian Corridors: Office buildings shall be oriented to maximize views of San Bruno Mountain, the Coast Range, San Francisco International Airport and the San Francisco Bay. Office buildings and any associated parking structures can be oriented to buffer noise impacts from I-380.

Building entrances shall be located to enhance pedestrian opportunities and integration into the remainder of the development on the Navy site. Individual ground floor uses may have separate entrances for access, especially for the child care facility to accommodate safe drop-off areas for children and to accommodate required outdoor play space.

Building Design: All building facades facing pedestrian plazas and streets within the Specific Plan shall be articulated.

Buildings should be designed to clearly express a strong building base, middle and cornice/roof treatment. The ground floor should provide a strong

architectural setting for the building within which varied storefront and commercial treatments could occur. Outdoor sitting areas and plazas shall be incorporated within the ground floor level of buildings facing pedestrian walkways. The uppermost part of the building should be designed as part of the roof/cornice treatment for the building and may include loggias or terraces. Primary entrances shall be accessible from ground level, oriented toward and visible from streets, plazas or parks. Building materials must convey a sense of durability and permanence.

Any adjacent parking structure(s) (with voter approval) shall be designed to visually relate to the main building(s), or appear as an integral element of the office buildings. Any parking structure shall not dominate the frontage adjacent to a street or to a pedestrian corridor.

Below grade podium-style parking may be possible, but shall not interfere with at-grade building entrances. Surface parking may be provided adjacent to I-380, between the freeway and the buildings. Sharing of surface parking is highly encouraged, especially for child-care facilities and guest parking for residential uses.

All heating, ventilation, air-conditioning and generator units may be roof mounted and shall be screened from pedestrian view. Utility connections and transformers shall be screened from public view. Delivery, loading docks, and trash facilities shall be screened from public view and designated as loading zones only. Design elements shall be incorporated into the building(s) to facilitate recycling. The ability to accommodate a day care facility shall be considered within the office buildings or adjacent structures farthest away from noise sources, if possible.

In order to provide the developer the necessary flexibility to address a changing office market, the sites designated as Office on the Land Use Plan (Figure 11) are "flex" sites that may be developed either as office or as multi-family residential with a minimum of 10,000 square feet of non-residential

uses, such as office space, child-care facilities, miscellaneous retail and service uses, galleries, and fitness centers, dispersed throughout the multi-family residential development on the site.

Development Standards

Land Use Classification

Office Buildings and Ancillary Uses/Space.

Minimum Site Area: 0 or 1.5 acres

Maximum Height

(with voter approval):

Core Area - seventy (70) feet, including elevator penthouses and ancillary mechanical equipment.
Along Sneath Lane - fifty (50) feet

Maximum # of floors

(with voter approval):

Core Area - Five (5) stories. At least the top floor must be set back or of different, yet compatible, design or building texture.
Along Sneath Lane - 3 Stories

Floor Area Ratio:

1.0 for office uses, plus separate ancillary space.

Landscaping

A minimum of 15% of the total site area shall be devoted to landscaping.

Building Setback

A minimum ten (10) foot setback shall be maintained from any street right-of-way. Setbacks shall be fully landscaped with trees, shrubs and groundcover. No structures are permitted on the San Francisco City and County water easement right-of-way; this area will be used for permanent open space through the development of a pedestrian corridor.

Parking

A minimum of one (1) space per 333 sq. ft. with fifteen percent (15%) reduction for transit-oriented development and shared parking, plus additional parking for other uses, as appropriate.

Signage

A Master Sign Program, as regulated by the City of San Bruno Sign Ordinance, shall be developed for the entire development. Individual coordinated sign plans shall be provided for each building, consistent with the Master Sign Program, and must show sign placement, size, lettering style and materials. Wall signs must be integrated in the design of the building with appropriate and compatible colors and materials.

Ancillary Commercial

Land Use Classification

All ancillary service and commercial land uses provided shall require public review and approval and be limited to the following uses: general retail, restaurants and cafes (including outdoor seating/dining), car rental facilities, medical and health care, child care, personal services, fitness centers, public and quasi-public uses and other similar uses.

Development Standards

Not applicable; located within or adjacent to hotel or office buildings, or on ground floor level of multiple family development, or as free-standing one-story building (or building wing) within office, hotel or multi-family residential designated land use area, or as a support service to the senior assisted living complex.

Parking

Per Zoning Ordinance requirements for uses not integrated into a primary use or building; no additional parking shall be required for ancillary service and commercial uses contained fully within other buildings (such as hotel, office building, multiple-family housing, or senior assisted living),

with the exception of car rental facilities which provide on-site storage, in which case additional parking must be required, as appropriate.

General Commercial

(fronting on El Camino Real)

Design Guidelines

Building Orientation to Streets and Pedestrian Corridors: Retail commercial uses may be developed along the El Camino Real frontage of the project. Building design shall emphasize pedestrian orientation. All commercial uses should have their primary entrances oriented to the street and entrances should not vary more than two (2) feet from side elevation.

Building Design: Ground floor commercial spaces should be designed as integral parts of the entire building, but should be articulated as distinct parts of building facades, with materials and treatment that offer visual interest to pedestrians and people traveling in vehicles (including buses) along roadways. Materials along storefronts should be carefully selected to be of a high quality and appropriate to the pedestrian realm. Materials and colors should be pleasant to view and touch and offer color variation such as masonry, stucco or pre-cast concrete. For retail uses, clear, untinted glass should be used to allow for maximum visual interaction between exterior public areas and activities within. The ground level should avoid areas of blank walls. The use of awnings is encouraged to provide shelter and shade along storefronts and make them more inviting. The fenestration above ground level should be varied and recessed to offer shade and complexity in building design. Parapets and roofs should be designed with decorative elements to provide for additional articulation and interest.

All mechanical equipment shall be screened from public view and architecturally integrated within the roof treatment of the building. Loading areas and trash facilities should be strategically placed

behind buildings and not visible from the street. Design elements shall be incorporated into the building(s) to facilitate recycling.

Development Standards

Land Use Classification

General retail and service commercial uses, including, but not limited to, retail, office, medical and dental, veterinary facilities, gas stations (including ancillary car washes and convenience stores).

Minimum Site Area: 5000 sq. ft.

Maximum Height
(with voter approval): 65 feet, including elevator penthouses and ancillary mechanical equipment.

Maximum # of Floors: 3 stories

Maximum Lot

Coverage for Structures: 80%

Landscaping

A minimum of 15% of the total site area shall be devoted to landscaping.

Building Setbacks

Ten (10) feet along El Camino Real and Road "A".

Parking

As stated in the San Bruno Zoning Ordinance, with a fifteen percent (15%) reduction for shared parking and Transit-Oriented Development.

Parking Garage

(requires voter approval)

Maximum Height

Thirty-five (35) feet, excluding parapet and mechanical equipment such as elevator and stairway penthouses, as well as lighting fixtures and standards.

ADDITIONAL GUIDELINES AND DEVELOPMENT STANDARDS

TRANSIT-ORIENTED GUIDELINES

Developer shall pay proportionate share of traffic impacts to North Areawide Traffic Improvements, as well as on-site and off-site specific impacts.

Developer shall participate in the program of "Recommended Guidelines for the Implementation of the Land Use Impact Analysis Component of the 1999 Congestion Management Program" prepared by the City/County Association of Governments (CCAG), including but not limited to the activities listed below.

1. Developer shall help fund and actively participate in the Alliance's Transportation Demand-Management Program, including Shuttle Bus Service to BART/SamTrans and to CalTrain facilities, Guaranteed Ride Home Program, car/van pooling, ride-share programs, transit information kiosks, etc.
2. Hotel operator shall provide bus service to BART and to Airport.
3. Developer shall provide and maintain bike racks near office space.
4. Developer shall provide showers and changing room in each office building.
5. Hotel operator shall provide showers and changing room for hotel workers.

UTILITIES AND PUBLIC SERVICES

The Navy Site is located within the City of San Bruno's Urban Service Area and is currently served by all major utilities, including sanitary sewers, storm sewers, water, electricity, gas, and telecommunications. The new and more intensive hotel, office and residential development replaces the less intensive uses of the Core Area and, therefore, new distribution lines may need to be installed and some of the existing facilities may require upgrading, replacement and/or excavation. In addition, the level of development proposed will have impacts on the public services provided by the City and appropriate infrastructure improvements and impact fees will be assessed.

UTILITIES

OBJECTIVE UPS-1: Provide for the construction and implementation of utility improvements necessary to support new development. Developer to pay cost of upsizing adjacent water main if required for the development.

The Specific Plan establishes policies for the orderly upgrading and construction of utilities, in accordance with the long term goals and objectives for the planning area. In this way, the Specific Plan provides the developer and property owners with the framework of improvements that will be necessary for the overall improvement and buildout of the planning area. The Implementation Section establishes the policies related to the phasing and financing alternatives for the construction and maintenance of these facilities.

POLICY UPS-1.1.: Establish a water supply distribution system that is adequate to serve the potable and fire protection needs of new development.

The City has hired the consulting firm of Brown and Caldwell to conduct a "Master Water Plan" for supply and distribution. That study should be completed by the end of 2000.

Water distribution lines shall be constructed and/or upgraded beneath new and existing streets in the plan area. Developer to pay cost for upsizing

adjacent water main if required for the development. Water consumption shall be reduced through a program of water conservation measures on the site to reduce overall demand. Drought tolerant and native landscaping shall be utilized where feasible.

POLICY UPS-1.2.: Establish a wastewater collection, treatment, and disposal system to serve the needs of new development. Developer to pay proportionate share of the City's cost for collection system improvements.

The City completed a Sewer (Wastewater) Master Plan in April 2000, which identified the deficiencies for wastewater facilities within the Specific Plan area. All recommendations in that plan relating to the Specific Plan area will be implemented when the affected properties are developed. Wastewater collection lines shall be constructed and/or upgraded beneath new and existing streets in the plan area consistent with the findings of the Sewer Master Plan.

POLICY UPS-1.3: Establish a stormwater collection and disposal system to serve the needs of new development. Developer to pay proportionate share of the City's cost collection system.

Storm drainage facilities within the plan area must be designed and installed to adequately meet new development and comply with current City standards and Best Management Practices. Discharge points shall be used to reduce the risk of localized and downstream flooding. High infiltration measures shall be used at the Navy site to reduce storm water discharge to the greatest extent feasible. Dispersed stormwater from the Navy Site developments shall be directed into landscaped areas or natural vegetation where feasible.

POLICY UPS-1.4 Provide adequate electrical, gas, telephone and telecommunication systems (including CATV) to support future development and encourage a program of energy conservation.

All utility lines serving the Specific Plan site shall be undergrounded at the owner's expense and be designed to support future development. To the extent possible, programs should be established to reduce demand or conserve the use of public utilities.

PUBLIC FACILITIES

Parks, Open Space and Recreational Services

The City of San Bruno maintains 21 developed park and recreational areas encompassing 97.25 acres that are managed by the San Bruno Public Works Department. The San Bruno 1984 General Plan established a citywide goal of 2.5 acres of parkland per 1,000 residents based on a population of 35,417 and a projected population of 32,700 in 2000 when the total parklands averaged an estimated 2.7 per 1,000 persons. Based on a current population estimate by the Association of Bay Area Governments of 42,000 for the year 2,000, the City of San Bruno would be providing a citywide average of 2.3 acres per 1,000 residents.

OBJECTIVE UPS-2: Provide adequate public and private recreational space and services to all residents and users of the Specific Plan site.

The Navy Site and environs is most directly served by Commodore Park, a four (4) acre park located within easy walking distance at Commodore Drive and Cherry Avenue. In addition, the Land Use Plan for the Navy site calls for additional passive open space, private recreational facilities for the multi-family development, child care facilities within the office complex, and recreational and social support services for the specialized senior assisted living.

POLICY UPS-2.1: Implement established policies for private recreational space and in-lieu park fees.

The increase in population resulting from the new residential development in the Specific Plan area could result in approximately 650 additional residents, based on the 1990 Census estimate of 1.63 persons per dwelling unit (same census tract as Peninsula Place). However, it is anticipated that the actual number of residents in the senior assisted living facility may be less, since the average household size for this type of unit may be less.

Additional demand for park and open space could occur from office workers. Many employees from the Bayhill Office Park use Commodore Park as passive open space during lunchtime.

Demand for off-site open space by residents of the senior assisted living facility would be negligible, as would demand by hotel guests. It is anticipated that the senior assisted living facility will provide on-site open space and recreational activities for its residents.

With the primary impact coming from residents of the multi-family development on the Specific plan site, there would be a demand for less than one acre of parkland. The Specific Plan requires that developers of multi-family uses provide recreational amenities on-site for residents; or pay in-lieu fees for public facilities, with credit for on-site amenities. This is consistent with existing policies and requirements contained within the San Bruno City Code. In addition, the open space within the pedestrian corridors will provide office workers, residents and hotel guests with a valuable passive recreational area.

POLICY UPS-2.2: Require developer to consider providing space for child care services as part of a development agreement for the office projects.

Demand continues to be strong for child care services near large offices. The Specific Plan requires the developer to consider providing space for child care services; it does not require that the developer himself provide the service. The Specific Plan provides an incentive to the developer to provide the space for child care services, since this space would be excluded from the allowable office space. If the space is not devoted to child care services, the developer would be entitled to that space as additional ancillary uses or office space.

POLICY UPS-2.3: Retain existing specimen trees within the plan area and consider retaining the key groves of existing Eucalyptus trees to preserve and enhance the environment.

On October 12 and 13, 1999, Environmental Science Associates (ESA) conducted a tree survey at the U.S. Navy site. The existing specimen trees which run east/west through the site should become the nucleus of the tree-lined pedestrian esplanade and open space area of the Specific Plan. To the extent that the existing specimen trees

cannot be retained, the developer should consider moving and replanting the trees on-site or shall replace each tree at a ratio of two to one

Key groves of Eucalyptus trees could also be saved to reduce visual impacts and screen parking garages or provide mature trees in limited surface parking lots.

Fire and Health and Rescue Services

The San Bruno Fire Department provides fire protection and emergency medical services in the City of San Bruno. The Fire Department operates two fire stations and employs 24 full-time firefighters, one chief, three battalion chiefs, and six captains. In addition it maintains approximately 25 "Paid Called Reserves" who are trained on-call firefighters that are paid on an hourly basis.

In 1998, the Department had an average response time of two to three minutes, which was considered by the Public Protection Classifications (PPC) of the Insurers Services Office as an overall rating of three, a top rating. The Department addresses its staffing needs by emphasizing compliance with the Uniform Building Code and Uniform Building requirements for sprinklers and smoke detectors. Additionally, the Department has recently joined the County of San Mateo's county wide system which provides it with access to extensive mutual aid.

OBJECTIVE UPS-3: Assure that all new development at the Navy Site will be adequately served by fire and emergency services and will not cause an additional burden to existing facilities.

The Navy Site and environs are served by Station #51 located on the south side of City Hall Complex on El Camino Real. Station #51 is staffed by the chief, one battalion chief, one captain, and four firefighters and is equipped with one first-line engine and one reserve engine, one first line truck, the battalion chief's vehicle and the chief's vehicle.

The San Bruno Redevelopment Project Area Plan EIR determined that the buildout of Project Area "A" where the Navy Site is located may increase the population in this area by 935

to 1410 persons and that there would be the possible addition of 2,000 to 2,400 hotel rooms. These factors could increase the need for police, fire and emergency service. The Navy Site would result in an added population of approximately 650 persons and up to 500 hotel rooms.

POLICY UPS-3.1: Require that all construction within the plan area meet Uniform Building and Uniform Fire codes to reduce potential fire hazards and overcrowding.

All construction within the Specific Plan area will meet current building codes, including sprinklering and adequate fire access.

POLICY UPS-3.2: Require developer to pay proportionate share of space needed for adequate fire and rescue facilities.

Build out of the Navy site will place an additional burden on the Fire Department to provide persons and equipment for fire and rescue services. The developer would be required to pay their proportionate share of the additional facilities necessary to provide adequate services to the entire community.

Police and Security

The San Bruno Police Department provides police services in the City of San Bruno. The Department station is currently located in the San Bruno Civic Center at 567 El Camino Real. A new 27,000 square foot joint San Bruno and BART police facility will be constructed adjacent to the BART station at Tanforan Park Shopping Center.

The Department deploys officers in a beat management system which divides the city into three beats. From 6:30 AM to 4:30 PM, at least one patrol car (one officer) is assigned to each beat. The two evening shifts overlap so that from 9 PM to 2 AM and briefly each morning, each beat has two patrol cars. Reserve officers (volunteers who have graduated from the Police Academy) often provide a second officer for patrol cars. Traffic officers on motorcycles and bicycles provide assistance where needed.

OBJECTIVE UPS-4: Assure that the new development will maintain a safe environment consistent with the Mission Statement of the San Bruno Police Department.

The Police Department's mission statement emphasizes its dedication "to maintaining public peace and providing a quality of life whereby people within the City have a sense of safety, security and freedom in their daily activities..." In addition, it stresses its commitment to prevention of criminal activities through a highly visible police force and vigorous enforcement of laws and regulations throughout the City.

The Navy Site and environs is located in Beat One. Patrolling for the Tanforan Park and Towne Center constitutes a separate beat during the hours of 11:00 AM and 9:00 PM. In 1998, Tanforan Park and Towne Center constituted 75% of the calls to the Police Department, 55% of all crime reports, 80% of all incident reports, and 75% of all accident reports in Beat One.

POLICY UPS-4.1: Review the Police Department's beat system and implement appropriate measures to assure a safe environment.

The intensification of uses in the Navy Site may result in a need to reconfigure the beat system. Any changes in the beat system must assure a safe environment for all parts of the City consistent with the Department's Mission Statement, not merely the developments in Beat One.

POLICY UPS-4.2: Require the developer, or specific uses within the development, to provide private security measures to augment local Police services.

The Police Department has required the use of private security at large developments within the City, such as Towne Center and Tanforan Park Shopping Center. This policy should be extended to require on-site private security for the hotel and office uses and shall be coordinated with the San Bruno Police Department.

Public Library Services

The San Bruno Public Library was constructed in 1955, with the Children's wing and Community Room added in 1960. The building contains approximately 15,600 square feet, which includes a 2,100 square foot Community Room in the basement and a 2,750 square foot mezzanine.

The existing square footage is insufficient to provide proper services to the existing community or to new development. The building lacks adequate parking for the public and access for persons with disabilities is not consistent with current codes. A Public Library and Community Meeting Facility of approximately 42,500 square feet, plus parking, would be required to meet current and foreseeable Library needs.

OBJECTIVE UPS-5: Provide adequate Public Library and Community Meeting Facilities to all segments and age groups of the community, including residential and non-residential users.

The proposed development of the U.S. Navy site will add additional demand for Library services, as well as for community meeting space. The residential component of the Land Use Plan could add approximately 650 residents.

In addition, the San Bruno Public Library offers numerous services to commercial uses in the City, including research facilities, public internet access, reading rooms, and meeting space, in addition to other Library services offered as part of the Peninsula Library System.

The development of the Navy site will add several hundred office workers who could potentially use the San Bruno Public Library.

POLICY UPS-5.1: Assure that any development of the U.S. Navy site is adequately served by the San Bruno Public Library and that development of the Specific Plan Area will provide its proportionate share of funds for adequate Library and Community Meeting Facilities through implementation of impact fees.

Implementing a policy of impact fees for the Library and Community Meeting Facility will help assure that any resident, worker, or guest of the Specific Plan development will have adequate Library and related services and will not be subsidized by existing local residents. Likewise, fees that are proportionate to the use of the Library services will assure that the Specific Plan development does not pay for Library services which are rightfully the responsibility of other users.

IMPLEMENTATION

The implementation of the Navy Site Specific Plan will occur over several years and will require ongoing cooperation between property owners and the City of San Bruno. It is anticipated that development will occur incrementally as market demand grows for each planned use. In order to ensure that development occurs in a cohesive manner, it is necessary to develop a framework for the phasing and financing so that the community and the city of San Bruno can be assured that key infrastructure components are in place and that facilities are well integrated with the larger community.

Overall, the Specific Plan has been developed to represent a clarification of intended goals and policies of the General Plan and Zoning requirements for this area. In addition, it includes more specific and restrictive land use categories and design standards than are typically found in the General Plan and Zoning Ordinance while providing flexibility to help achieve the desired character for this new planning area.

The implementation chapter provides a framework related to the regulatory process, phasing and financing of the Navy Site Specific Plan. This framework contains three (3) major components:

- Planning Actions and Project Approvals
- Phasing of Improvements
- Required Improvement and Financing Options

PLANNING ACTIONS AND PROJECT APPROVALS

GENERAL PLAN AMENDMENTS

In accordance with State Law, the Specific Plan must be consistent with the locally adopted General Plan. This requires that the text and maps for the Land Use and Circulation elements of the San

Bruno General Plan be amended to ensure internal consistency with the Navy Site Specific Plan.

ZONING ORDINANCE AMENDMENTS

The San Bruno Zoning Map shall be amended to create a Specific Plan Zone Designation for the Plan area. The Specific Plan shall supercede the Zoning Ordinance requirements for these properties and the design standards and guidelines included in the plan shall be utilized in the review of projects. Additionally, the City has established a minimum parcel size area of one acre for all new parcels to discourage subdividing the larger parcels into smaller, less developable lots. Consolidation of the existing commercial parcels along El Camino Real is encouraged but not required.

DEVELOPMENT APPROVAL PROCESS

All plans for proposals shall be submitted by the applicant to the City of San Bruno Community Development Department for site development and design review approval as a Planned Development Permit. Plans shall include all information required by the Community Development Department necessary to determine that the project is in conformance with the standards and design guidelines included in the Specific Plan. Any submittal must demonstrate how it fits within the build-out projections evaluated in the Environmental Impact Report. The Community Development Director may require additional environmental studies or information if issues arise that were not fully addressed by the EIR or if the proposal differs substantially from the uses evaluated in the EIR.

A special design review board may be established for the purpose of reviewing the projects within the Specific Plan to ensure greater level of review to determine consistency with the goals, objectives and design policies of the Specific Plan.

NON-CONFORMING USES

It is anticipated that several uses, particularly along El Camino Real, will remain until such time as

the Specific Plan Core area transitions to the full build out as envisioned in the Specific Plan. The San Bruno Zoning Ordinance regulates the development of nonconforming uses. However, it is important that these uses be carefully monitored to ensure that long term opportunities are not lost to fully implement the policies for development along El Camino Real.

REDEVELOPMENT POLICIES

The Plan is located within the San Bruno Redevelopment Project Area and is therefore required to conform to the Redevelopment Plan. It can, however, be implemented with or without the powers associated with a Redevelopment District as the land use and design policies stand on their own. It is anticipated that most parcel acquisition and development will take place through private means, however, the Redevelopment Agency may be needed to acquire and consolidate parcels (i.e. El Camino Real) for purposes of larger development projects or to gain required vehicular access to El Camino Real.

AMENDMENTS TO SPECIFIC PLAN

Projects that are determined to be inconsistent with the Specific Plan's land uses, design standards and guidelines may request an amendment to the Specific Plan through the amendment process included in the San Bruno Zoning Ordinance. Specific Plan Amendments require approval by the Planning Commission and City Council.

In the event that the applicant or subsequent property owner decides to make any minor change or alteration in the approved development plan, a written request and revised development plan shall be submitted to the Community Development Director. If the Community Development Director makes a finding that the changes are minor and do not affect the intent of the development standards or the interests of the owners of property within or adjoining the development area, the Community Development Director may certify the change on the revised plan

and the applicant may submit revised building permit applications consistent with the revisions and subject to all applicable building codes and ordinances.

In the event that the Community Development Director withholds or denies approval of the changes, the applicant may appeal to the Planning Commission as an "Appeal of Administrative Decision". If the Community Development Director makes a finding that the proposed changes are material, and not minor in nature, the Community Development Director shall submit the changes to the Planning Commission for review and approval (with potential modifications by the Planning Commission), or denial. If the changes are denied by the Planning Commission, or any modifications made by the Planning Commission are unacceptable to the applicant, or the Appeal of Administrative Decision is denied, the applicant may appeal to the City Council. Likewise, any approval by the Planning Commission may be appealed to the City Council by an interested party. Any such appeals may be made in accordance with the procedures outlined in the City's Zoning Ordinance.

VOTER INITIATIVE (ORDINANCE 1284)

A voter initiative must be approved by a majority of the electorate in order to develop a building greater than three (3) stories/fifty (50) feet and/or construct above-grade parking structures as established by Ordinance 1284. The cost of any such voter initiative shall be incurred by the developer.

PHASING OF IMPROVEMENTS

Given the existing and projected strong market conditions in the Bay Area, it is anticipated that the development of the Navy Site will take place over the next 10 years. In addition, because of the mixed-uses planned for the area, it is reasonable to expect that the development will occur in a phased manner to accommodate market condi-

tions and the ability of developers to secure funding for development of infrastructure to support new development.

In order to ensure that development occurs in a cohesive manner, a phasing plan and a parcelization map will be required with the first development project that is submitted for approval by the City. The phasing plan will include a plan for the staged construction of streets and utilities. Infrastructure necessary to support each development will need to be constructed prior to the occupancy of any buildings.

FINANCING OPTIONS

The costs of design and construction of public improvements will be borne by the developer of the project. The following financing principles are recommended to guide the City in future decisions regarding financing of plan area infrastructure:

1. The developer of the Navy Site shall enter into a development agreement with the City of San Bruno.
2. The developer of the Navy Site shall bear the cost of constructing the infrastructure and public improvements required by the new development.
3. The cost of infrastructure and public facility improvements shall be distributed among properties within the Specific Plan area in a manner that is fair and equitable based on the benefits received and/or impacts created by each new development.
4. Existing developments shall not be charged for the cost of new infrastructure, unless they expand or otherwise impose additional impacts onto the City's infrastructure.
5. All new development within the Specific Plan area shall pay development and impact fees levied by the City of San Bruno based on the level of impact.

REQUIRED INFRASTRUCTURE IMPROVEMENTS

The following discussion describes each major category of infrastructure or public facility necessary to implement the Specific Plan and a range of options for the financing of construction for each item.

REQUIRED TRAFFIC IMPROVEMENTS

Traffic improvements required to mitigate the impacts of new construction in the Specific Plan area include:

1. Construction of streets within the project area;
2. One half ($1/2$) the total cost of the new intersection at El Camino Real and Road "A", including the traffic signal, modifications to the roadway of El Camino Real, and any special requirements imposed by CalTrans;
3. Installation of traffic signal at Commodore Ave. and Sneath Lane;
4. Proportionate share of traffic impact fees, based on increased share of traffic for improvements listed in the North Areawide Traffic Study and its updates;
5. Any specific requirements from C/CAG as a result of determination of traffic impacts on the regional roadway system; and
6. Fire lanes, including the combined central fire lane and pedestrian esplanade.

The construction of street improvements within the Specific Plan area will be the financial responsibility of the developer. Properties fronting on each street will be required to construct the street and utilities at the time of development. The Redevelopment Agency, through a variety of structures, can utilize the tax increment from the project area to fund a range of projects, including

the acquisition of property to construct the major access road to El Camino Real.

The construction of the new intersection and installation of the traffic signal at El Camino Real and Road "A" will be the responsibility of the City of San Bruno or the developer. The developer of each property within the project area will be responsible for payment of a prorated share of the cost of the improvements, and any associated mitigations, up to one half of the total cost. The Tanforan Park Shopping Center will be responsible for the remaining half.

Likewise, the developer of each property within the project area will also be responsible for payment of prorated shares of the cost of improvements appropriate for the North Areawide Traffic Study and its updates, and for any regional improvements required by C/CAG.

The cost of construction of a signal at Commodore and Sneath Lane will be the sole responsibility of the developer of the project and installation will be required as warrants are met. Fire lanes, including the central pedestrian esplanade, will be the sole responsibility of the developer.

On-Going Maintenance

Through a Development Agreement, the developer will agree to specific exactions for funding and maintenance of street improvements in exchange for protection against zoning or land use changes that might potentially impact the viability of a project.

No additional funds will be required of the developer to fund the ongoing maintenance of the traffic signals. Caltrans will be responsible for maintenance of the signal on El Camino Real and the City of San Bruno will be responsible for maintenance of a signal on Sneath Lane at Commodore Drive.

PEDESTRIAN CONNECTIONS

The Specific Plan considers the potential construction of a pedestrian overpass that connects

the specific plan area to Tanforan Park Shopping Center and the public transit corridor (BART and SamTrans bus facility) across El Camino Real.

It is anticipated that this feature would be constructed by the city. This pedestrian connection would enhance the safety for pedestrians across El Camino Real and would provide a benefit to the residents of the planned area and neighboring uses to the west as it would improve access to the public transit corridor. Therefore, some funding sources may be available to the City that are oriented toward regional transit facilities.

One potential source of funds would be the Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA funds are generally available for the construction of a wide variety of transportation facilities including bike trails and pedestrian walkways. In order to qualify for ISTEA monies, the City would have to demonstrate that the project would result in a strong regional benefit.

This walkway could result in opening a safe pedestrian access across El Camino Real to help connect the new high density residential development within the project and the existing high density residential development to the new BART station and SamTrans bus facility. This could make the proposed pedestrian walkway a good candidate for use of ISTEA monies, or similar transit-oriented development grants.

Ongoing Maintenance

The pedestrian overpass could become part of an assessment district for purposes of maintenance. However, any assessment should include all user categories, including the Tanforan Park Shopping Center and the general public.

STREETSCAPE IMPROVEMENTS

The Specific Plan requires that streetscape improvements be made along streets and sidewalks throughout the planning area, such as landscaping, paving and lighting, as well as street furniture such as benches, drinking fountains, and waste paper containers.

It will be the responsibility of the developer to install all streetscape improvements in accordance with design plans approved by the City of San Bruno.

On-Going Maintenance

Maintenance of the streetscape improvements shall be provided through annual fees assessed to the development as provided for in the Development Agreement for the project. The City may consider the creation of an assessment through the adoption of area benefit fees. As with development impact fees, the City may adopt benefit fees without voter approval, but they must clearly relate to the defined benefit.

UTILITIES

It is anticipated that most of the existing infrastructure (water, storm water, wastewater, telecommunication (CATV), gas & electric) will need to be upgraded and/or relocated to accommodate the new development.

It will be the responsibility of the developer to finance the installation of infrastructure improvements as required for development of each property. The Redevelopment Agency may consider the use of tax increment financing, if available, for critical infrastructure improvements that will help enhance the image and potential development of the planning area. In addition, the developer shall be required to pay sewer and water impact fees for offsite improvements based on anticipated volumes.

Ongoing Maintenance

No additional fees shall be charged to the developer for maintenance, except for those utilities which are located on private property and serve only that development.

COMMUNITY FACILITIES

(Parks, Fire, Police, Library and Schools)

Parks

Residential developments will be required to provide on-site recreational facilities for each project. In addition, the developer will pay in-lieu

park fees as required by the City to off set the impacts associated with the new development. Credit shall be given to the developer for any on-site recreational facilities.

Fire

The developer will be responsible for the installation of improvements as required by the Fire Department and for payment of development fees, as appropriate. Additional fees may be required in accordance with mitigation measures identified in the Environmental Impact Report for the project.

Police

The developer may be required as part of the Development Agreement to participate in area-wide requirements to address deficiencies in policing for Beat One, as determined by the Environmental Impact Report. In addition, the hotel and office uses may be required to provide private security for their buildings.

Public Library

The individual developers of the uses in the Specific Plan will pay impact fees for the Public Library services and facilities, including residential and non-residential uses.

Schools

The developer is responsible for payment of School Impact Fees as determined by the School District to offset the impacts associated with the new development.

Ongoing Maintenance

No additional funds will be required except as provided for in the Development Agreement for the project, or which are customary and usual fees and taxes imposed by the City.

ACKNOWLEDGEMENTS

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San Bruno City Council

Larry Franzella - Mayor
 Irene O'Connell - Vice-Mayor
 Ken Ibarra - Council Member
 Chris Pallas - Council Member
 Jim Ruane - Council Member

San Bruno City Clerk

Terri Rasmussen - City Clerk

San Bruno City Treasurer

Karen Hornung - City Treasurer

San Bruno Planning Commission

Terry Birt - Chair
 Mary Johnson - Vice-Chair
 Bob Marshall, Jr. - Commissioner
 Perry Petersen - Commissioner
 Joe Sammut - Commissioner
 Bob Schindler - Commissioner
 Mark Tobin - Commissioner

Citizens Advisory Group

Terry Birt - Planning Commission
 Representative
 Bob Marshall, Jr. - Planning Commission
 Representative
 Dr. Donna Elder - Superintendent, San
 Bruno Park School District
 Dr. Constantine Glafkides - Property
 Owner, 1001 Sneath Lane (represented
 by Sia Glafkides)
 Mike Halper - Owner, 881-901 Sneath
 Lane
 Scott Pritchett - Property Manager,
 Airport Trade Center, Sneath at Cherry
 Dr. John Russo - Property Owner, 1101 El
 Camino Real
 Ann Shea - Property Manager, Peninsula
 Place Condominiums
 Mark Vranes - Bishop, Church of Latter
 Day Saints
 Alice Barnes - Interested Resident
 Gary Fleming - Interested Resident
 Teresa McIntosh - Interested Resident

Eve Schindler - Interested Resident
 (former Member - Senior assisted living
 Site Selection Committee)

City Administrative Staff

Frank E. Hedley - City Manager
 Steven R. Rogers - Assistant City Manager
 Jonathan P. Lowell - City Attorney

City Department Heads

Bill Frisbie - Acting Parks Services Director
 George D. Foscardo - Community
 Development Director
 William Graham - Fire Chief
 Terry Jackson - Library Services Director
 Scott T. Munns - Public Works Director
 James H. O'Leary - Finance Director
 Dave Thomas - CATV Director
 Lee G. Violett - Police Chief

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Specific Plan Consultant

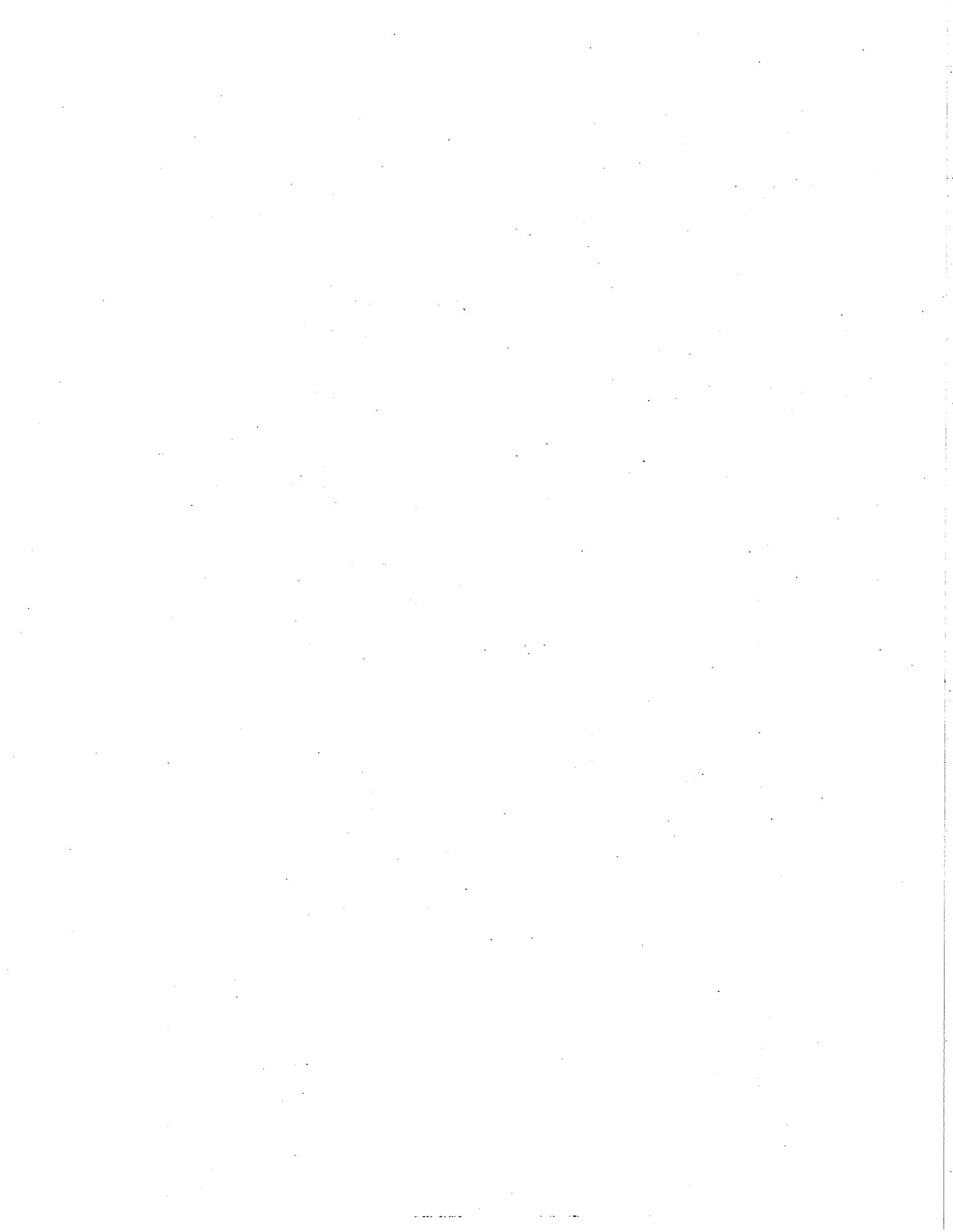
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 Deborah Ungo-M^cCormick, AICP - Principal

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Maxey Associates
 Carl Martin Maxey, AICP/AIA - Principal
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 DKS Associates (Traffic)
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APPENDICES

APPENDIX "A"

Findings of Consistency with General Plan Objectives and Policies

FINDINGS OF CONSISTENCY WITH GENERAL PLAN POLICIES

The land use designations of the Navy Specific Plan are based on policies found in the City's General Plan, with development standards tailored to the Specific Plan area. While the proposed upper range of high density residential and senior housing land uses will require an amendment to the General Plan land use policies, it meets the intent of current affordable housing policies in achieving an increase in the availability of housing opportunities for the City of San Bruno.

The Navy Specific Plan (S.P.) Is guided by the following General Plan policies:

Housing Policies:

Policy 7: Ensure the continued availability of affordable housing for low and moderate income persons, the elderly, handicapped, minorities, and families with children, and without discrimination as to marital status.

Target: Development of potentially vacant or reusable areas suitable for possible residential use to address projected regional housing need and to increase the availability of new affordable housing in San Bruno.

Target: The City's short-term target (by 1989) for providing its fair share of affordable housing needs is 51 very low units, 46 low income housing units, 63 moderate income units, and 71 below moderate income units.

S.P. Action: The US Navy site provides the City with one of its last opportunities for development of high density housing, particularly for the northern portion of the City given the ALUC height restrictions. The Specific Plan provides for the development of new multi-family units and additional senior units and requires that all housing development include 25% of units for low and moderate income families provides a density bonus of up to 25% over the designated limit in accordance with State Law. This will contribute significantly to the City's ability to meet its regional fair share of affordable housing needs and to meet the above listed Targets.

Policy 8: Encourage affordable housing specifically designed for the elderly and the handicapped.

S.P. Action: The Navy Specific Plan provides for and encourages the development of housing for seniors. A significant amount of flexibility as well as reduced development regulations such as parking, recreational facilities and open space requirements are built into the Specific Plan as an incentive to development of housing for seniors and handicapped. The reuse of the Navy Site will provide housing opportunities in close proximity to public transit facilities, as well as retail and service establishments, that are available to a wide range of persons with special needs.

Policy 9: Encourage clustered residential development, smaller units and fewer amenities with flexible development standards (parking, open space, densities, etc.) To reduce construction costs while protecting the neighborhood integrity.

S.P. Action: The Navy Site Specific Plan provides for the development of a cohesive mixed-use neighborhood that offers flexibility in standards (densities, height, setbacks, parking, etc.) and provide for the enhancement of a critical entry into the City through the reuse of the Navy Site while complementing existing adjacent residential and institutional uses.

Policy 11: Maintain a balanced residential environment with access to employment opportunities, community facilities, and adequate services.

S.P. Action: The development of the Navy Site will provide a wide range of housing and employment opportunities as part of a Transit Oriented Development (TOD) in close proximity to the new San Bruno/Tanforan Park BART Station and SamTrans bus facility. Its location offers the opportunity to create a neighborhood that is uniquely located with immediate access to public transit, commercial and service business, institutional uses, and recreation opportunities. The development itself will offer a mix of uses that will contribute to the diversity of uses within the new neighborhood and offer opportunities to existing surrounding neighborhoods. The Specific Plan includes an implementation strategy that will ensure that development occurs in a planned and efficient manner with adequate services.

Policy 12: Disperse new affordable housing throughout the community on available vacant or reusable land.

S.P. Action: The U.S. Navy site is one of the last large parcels of reusable land that is potentially available for the development of housing at densities that will support construction of affordable housing.

Community Development Policies:

Policy 1: Encourage income generating development that is economically beneficial to the City and fulfills community as well as regional needs.

Policy 2: Encourage innovative design and site planning in new development and renovation projects which enhance the community's appearance. Assure compatibility with the surrounding scale, character, and intensity of land uses.

S.P. Action: The Navy Site is defined by El Camino Real to the east and I-380 to the south. This offers a unique opportunity for the development of a high quality TOD that takes advantage of high visibility along major corridors and access to public transit facilities nearby. A key objective of the plan is to avoid piecemeal development of this area and encourage the creation of a mixed-use district that complements existing uses yet is able to generate development that is economically beneficial to the City.

Policy 4: Assure that new development mitigates impacts on existing services including traffic circulation, water, sewer, and storm drainage systems, parks and recreational facilities, transit service, etc.

S.P. Action: The Specific Plan contains specific provisions that ensure that private development, to the greatest extent possible, will pay for incremental public costs generated by this development.

Commercial Policies:

Policy 1: Encourage ancillary uses in office complexes primarily to serve employee needs (i.e. café, health club, cleaners, sundries, etc.)

S.P. Action: The Specific Plan provides for the inclusion of ancillary uses within office commercial development to serve the resident and employee population.

Policy 2: Encourage clustered commercial development with cohesive design and combined parking.

S.P. Action: The Specific Plan encourages the development of combined parking facilities for office, hotel and commercial uses and provides for reduction in parking requirements when sharing or combining facilities. This provides for a more efficient use of land and serves to reduce the percentage of impervious surfaces over the entire site.

Policy 4: Support upgrading of commercial and office structures city wide, particularly along El Camino Real and San Bruno Avenue, with setbacks, sign controls and attractive facade and landscaping.

S.P. Action: Landscaping will be required with the development of the hotel site to enhance the frontage along El Camino. Design criteria are also included that provides for the enhancement of building facades and landscaping for new retail/commercial land uses along El Camino Real and reduces visibility of parking lots.

GENERAL PLAN TRANSPORTATION AND CIRCULATION POLICIES AND ACTIONS

The following describes how the program of transportation improvements proposed for the redevelopment of the U.S. Navy Site will contribute to its emergence as a vital mixed-use, transit-oriented community of the City while meeting General Plan circulation and transportation policies:

Policy 1. Provide for public safety and efficient operation in the planning, construction and maintenance of circulation facilities. Improve existing facilities before building new ones.

S.P. Action: The circulation plan for the U.S. Navy Site builds upon and reinforces the existing pattern of streets within the area and Navy Site. The planned configuration of streets is designed to allow for the safe and efficient internal distribution of traffic with minimal additional traffic loaded onto streets that provide access to the existing residential and institutional uses to the west of the Navy Site. To this end, the plan

calls for Road A to be extended to intersect with El Camino Real to provide primary east-west circulation; Commodore Drive will provide north south access from Sneath Lane in its existing configuration and will connect with Road A to provide a secondary access road for the Navy Site and to continue to service the existing uses along Sneath Lane; and, Road C (formerly 3rd Street West) will provide access to the western portion of the site and will connect with Commodore Drive West, the existing roadway that provides access to the institutional uses to the west of the site. Road C is designed to provide a connection with the neighborhoods to the west and secondary access to the office uses in the western section of the site. However, project circulation will rely primarily on Road A and Commodore Drive. Only one new street is proposed, Road B, that will provide access to the hotel and office uses proposed for the south east section of the site.

Policy 2. Anticipate specific circulation needs and make improvements

SP Action: The planned improvements to the roadway system accommodated projected traffic volumes associated with the project and address key circulation issues in the surrounding area. However, improvements have been carefully balanced to ensure that vehicular through movement is not provided at the expense of livability and a pedestrian friendly-environments and that the transit-oriented emphasis of the development is maintained. Pedestrian features such as enhanced sidewalks and a major pedestrian corridor through the site will enhance the roadway system.

Policy 3. Through the environmental review process, identify and analyze traffic impacts and circulation needs associated with new development. Mitigate identified impacts.

SP Action: Traffic impacts and circulation needs resulting from the redevelopment of the Navy Site have been identified in the Specific Plan Environmental Impact Report. The following mitigations have been incorporated into the project:

Policy 4. Design transportation programs and parking facilities to be compatible with adjacent land uses to minimize social and economic disruptions to residential and commercial neighborhoods, and to traffic circulation.

SP Action: Even though planned transit improvements in the proximity of the site should reduce reliance on automobile use, parking is needed in sufficient amounts to satisfy the demands of future residents and employees. The plan calls for parking in conformance with City on-street parking standards but also provides opportunities for shared parking. Many individual projects that occur within the Navy Site will include a range of uses that may have differing peak-load demand for parking and/or that will promote pedestrian rather than auto access from one activity to another. Within specific commercial development proposals a 25% reduction may be permitted based on TOD development and shared parking with adjacent office uses in Specific Plan Area. However, this will be done on a case-by-case basis and after a demonstrated parking analysis is completed to ensure that the development contains sufficient accessible parking and TSM/TDM programs in order to avoid impacts on existing neighborhoods and uses. Within residential uses, parking requirements vary

from those requirements contained within the San Bruno Zoning Ordinance to reflect standards and requirements for Transit-Oriented Development.

Policy 5. Attempt to reduce reliance on private automobile, and encourage alternative transportation modes including pedestrian, bicycle, ride-sharing and transit.

SP Action: The introduction of more intensive uses within the Navy Site will be important in promoting greater transit ridership because of its proximity to BART and primary bus transit facilities. In addition to the vehicular circulation network, the plan proposes that sidewalks be wide enough to accommodate pedestrians, trees and distinctive light fixtures to add amenities and identity to the area.

The plan includes the creation of an active and secure pedestrian corridor that will help link the existing neighborhoods to the west of the Navy Site and the new office and residential developments in the southern portion of the site to the Tanforan Park Shopping Center and the BART Station. In addition, the plan calls for a grade-separated (overpass) pedestrian connection between the Navy Site and the Tanforan Park Shopping Center that is designed to tie into the new development proposals on each site. It is anticipated that the connection would be located in the vicinity of the intersection of El Camino Real and Road A. This will connection will help enhance safety for pedestrian. The linkage should also meet design standards stipulated in the Americans Disability Act.

APPENDIX "B"

C/CAG Recommended Guidelines for Implementation of the Land Use Component of the 1999 Congestion Management Plan

GUIDELINES FOR IMPLEMENTING THE LAND USE COMPONENT OF THE CONGESTION MANAGEMENT PROGRAM

All land use changes or new developments that require a negative declaration or an Environmental Impact Report (EIR) and that are projected to generate a net (subtracting existing uses that are currently active) 100 or more trips per hour at any time during the a.m. or p.m. peak period, must be reported to C/CAG within ten days of completion of the initial study prepared under the California Environmental Quality Act (CEQA). Peak period includes 6:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Although projects that generate less than 100 peak hour trips are not subject to these guidelines, local jurisdictions are strongly encouraged to apply them to all projects, particularly where the jurisdiction has determined that the impacts of the project will have an adverse effect on traffic in that jurisdiction.

These guidelines are not intended to establish a Countywide level of significance of 100 peak hour trips for CEQA purposes. The determination of what level of traffic results in a significant impact is left in the first instance to the local jurisdiction. These guidelines do contemplate, however, that all trips resulting from projects that are reviewed by C/CAG and fall under these guidelines will be mitigated, whether or not it rises to a level of significance under CEQA.

Local jurisdictions must ensure that the developer and/or tenants will reduce the demand for all new peak hour trips (including the first 100 trips) projected to be generated by the development. The local jurisdiction can select one or more of the options that follow or may propose other methods for mitigating the trips. It is up to the local jurisdiction working together with the project sponsor to choose the method(s) that will be compatible with the intended purpose of the project and the community that it will serve. The options identified in these guidelines are not intended to limit choices. Local jurisdictions are encouraged to be creative in developing options that meet local needs while accomplishing the goal of mitigating new peak hour trips. The additional measures that are not specifically included in these guidelines should be offered for review by C/CAG staff in advance of approving the project. Appeals to the decisions by C/CAG staff will be taken to the full C/CAG Board for consideration.

When considering land use projects, local jurisdictions may either require that mitigation for impacts to the Congestion Management Program roadway network be finally determined and imposed as a condition of approval of the project, or may conditionally approve such project, conditioned on compliance with the requirements to mitigate the impacts to the Congestion Management Program roadway network. In those instances where conditional approval is given, a building permit may not be issued for the project until the required mitigation is determined and subsequently imposed on the project.

Some of the choices for local jurisdictions include:

1. Reduce the scope of the project so that it will generate less than 100 net peak hour trips.

<u>Transportation Demand Management Measure</u>	<u>Number of Trips Credited</u>	<u>Rationale</u>
Bicycle lockers and racks.	One peak hour trip will be credited for every 3 new bike lockers/racks installed and maintained.	Experience has shown that bicycle commuters will average using this mode one-third of the time, especially during warmer summer months.
Showers and changing rooms.	Two peak hour trips will be credited for each new combination shower and changing room installed.	Two bicyclists can sequentially use one shower/changing room during the peak commute time.
Operation of a dedicated shuttle service during the peak period to a rail station or an urban residential area.	One peak hour trip will be credited for each peak-hour round trip seat on the shuttle. Increases to two trips if a Guaranteed Ride Home Program is also in place. FIVE ADDITIONAL TRIPS WILL BE CREDITED IF THE SHUTTLE STOPS AT A CHILD CARE FACILITY ENROUTE TO/FROM THE WORKSITE.	Yields a one-to-one ratio (one seat in a shuttle equals one auto trip reduced); utilization increases when a guaranteed ride home program is also made available.
Charging employees for parking.	One peak hour trip will be credited for each parking spot charged out at \$20 per month for one year.	Yields a one-to-one ratio (one parking spot charged out equals one auto trip reduced).
Subsidizing transit tickets for employees.	One peak hour trip will be credited for each transit pass that is subsidized at least \$20 per month for one year. ONE ADDITIONAL TRIP WILL BE CREDITED IF THE SUBSIDY IS INCREASED TO \$75 FOR PARENTS USING TRANSIT TO TAKE A CHILD TO CHILDCARE ENROUTE	Yields a one-to-one ratio (one transit pass equals one auto trip reduced).

transit or vanpool).

Implementation of a parking cash out program.

One peak hour trip will be credited for each parking spot where the employee is offered a cash payment in return for not using parking at the employment site.

Yields a one-to-one ratio (one cashed out parking spot equals one auto trip reduced).

Implementation of ramp metering.

Three hundred peak hour trips will be credited if the local jurisdiction in cooperation with CalTrans, installs and turns on ramp metering lights during the peak hours at the highway entrance ramp closest to the development.

This is a very difficult and costly measure to implement and the reward must be significant.

Installation of highband width connections in employees' homes to the Internet to facilitate home telecommuting.

One peak hour trip will be credited for each connection installed.

Yields a one-to-one ratio.

Installation of video conferencing centers that are available for use by the tenants of the facility.

Twenty peak hour trips will be credited for a center installed at the facility.

Assumes that there will be one teleconference per day that includes twenty people.

Implementation of a compressed workweek program.

One peak hour trip will be credited for every 5 employees that are offered the opportunity to work four compressed days per week.

The workweek will be compressed into 4 days; therefore the individual will not be commuting on the 5th day.

Provision of assistance to employees so they can live close to work.

If an employer develops and offers a program to help employees find acceptable residences within five miles of the employment site, a credit of one trip will be given for each slot in the program.

This assumes that a five-mile trip will generally not involve travel on the freeways.

OR MAY PROVIDE THIS SERVICE INDEPENDENTLY

DEVELOPED WITH THE DEVELOPER/PROPERTY OWNER THAT MAKES THE CHILD CARE ACCESSIBLE TO THE WORKERS AT THE DEVELOPMENT.

Join the Alliance's guaranteed ride home program.

One peak hour trip will be credited for every 2 slots purchased in the program.

Experience has shown that when a Guaranteed Ride Home Program is added to an over-all TDM program, the average ridership increases by about 50%.

Combine any ten of these elements and receive an additional credit for five peak hour trips.

Five peak hour trips will be credited.

Experience has shown that offering multiple and complementary TDM components can magnify the impact of the overall program.

Work with the Alliance to develop/implement a Transportation Action Plan.

Five peak hour trips will be credited.

This is based on staff's best estimate.

The developer can provide a cash legacy after the development is complete and designate an entity to implement any (or more than one) of the previous measures before day one of occupancy.

Peak hour trip reduction credits will accrue as if the developer was directly implementing the items.

Credits accrue depending on what the funds are used for.

Encourage infill development.

Two percent of all peak hour trips will be credited for each infill development.

Generally acceptable TDM practices (based on research of TDM practices around the nation and reported on the Internet).

Encourage shared parking.

Five peak hour trips will be credited for an agreement with an existing development to share

Generally acceptable TDM practices (based on research of TDM practices around the

APPENDIX "C"

List of Properties within the Specific Plan Area

**LIST OF PROPERTIES WITHIN
THE SPECIFIC PLAN AREA**

Commodore Park

Assessor #'s: 020-013-030 and 020-013-040
Address: Commodore Drive
Owner: City of San Bruno
Acreage: .553 acres and 3.32 acres respectively
Land Use: Existing -Neighborhood Park
Proposed - Same (No Change)

Palos Verde Special School

Assessor #: 020-010-660
Address: 1290 Commodore Drive
Owner: San Mateo County Board of Education
Acreage: 3.091 acres
Land Use: Existing -Special Education Facility
Proposed - Same (No Change)

El Portal Vocational Center

Assessor #: 020-010-670
Address: 1280 Commodore Drive
Owner: San Bruno Elementary School District
Acreage: 3.087 acres
Land Use: Existing -Special Education Facility
Proposed - Same (No Change)

Federal Archives

Assessor #: 020-010-590
Address: 1000 Commodore Drive
Owner: United States of America
Acreage: 6.69 acres
Land Use: Existing -Federal Archives
Proposed - Same (No Change)

Federal Archives Parking Area and Portion of Navy Property

Assessor #: 020-013-050
Address: 1000 Commodore Drive
Owner: United States of America
Acreage: 2.51 acres
Land Use: Existing -Federal Archives Parking Lot, Vacant
Proposed - Archives Parking, Offices on Navy Portion

Navy and Navy Reserves Site

Assessor #: 020-013-060
Address: 900 Commodore Drive
Owner: United States of America
Acreage: 22.376 acres
Land Use: Existing - Military Facility
Proposed - Offices, Hotels, Residential, Retail

Portion of Navy Property Adjacent to Latter Day Saints

Assessor #: 020-010-580
Address: 900 Commodore Drive
Owner: United States of America
Acreage: 1.92 acres
Land Use: Existing - Military Facility
Proposed - Residential

Sneath Office Building

Assessor #: 020-010-720
Address: 901-903 Sneath Lane
Owner: San Bruno Office Associates LLC
Acreage: 1.537 acres
Land Use: Existing - Offices
Proposed - Offices

Sneath Office Building

Assessor #: 020-013-120
Address: 881-883 Sneath Lane
Owner: San Bruno Office Associates LLC
Acreage: 1.435 acres
Land Use: Existing - Offices
Proposed - Offices

Shell Gasoline Service Station

Assessor #: 020-013-110
Address: 1199 El Camino Real
Owner: Equilon Enterprises LLC
Acreage: .534 acres
Land Use: Existing - Gasoline Service Station
Proposed - General Retail

White-Ivie Small Animal Hospital

Assessor #: 020-013-100
Address: 1151 El Camino Real
Owner: Harold Ivie
Acreage: .558 acres
Land Use: Existing - Veterinary Hospital
Proposed - General Retail

South Bay Health Center Building

Assessor #'s: 020-013-070, 020-013-080, 020-013-090
Address: 1101 El Camino Real
Owner: Richard Gold Trust
Acreage: .219, .105 and .064 acres respectively
Land Use: Existing - Medical Building
Proposed - Hotel/General Retail

APPENDIX "D"

Keyser Marsten Hotel Market Study - July 1999

**Hotel Market Evaluation
Navy Site Specific Plan
San Bruno, California**

Prepared for:

City of San Bruno

August 1999

Keyser Marston Associates, Inc.

**55 Pacific Avenue
San Francisco, California 94111**

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INTRODUCTION

The following report is an evaluation of hotel development potential on sites located in a proposed Specific Plan area in San Bruno. The City of San Bruno is drafting a Specific Plan to guide the redevelopment of an area that includes parcels that the U. S. Navy and other federal governmental agencies will be selling in the near and longer term future. Before adopting a plan that designates two parcels for hotel development, the City has asked Keyser Marston Associates, Inc. to confirm that market potential exists for the two sites consistent with the development program called for in the Specific Plan. This report summarizes a limited scope evaluation that addresses the market feasibility of hotel development and related issues.

The designated projects in the Specific Plan are hotels 300 to 500 rooms in size plus a large scale convention space. By definition hotels of this size with meeting spaces must be full service hotels. As a result, this evaluation examines the site conditions and room night demand for hotel "products" of this type. The report provides conclusions on the likelihood of the City achieving the desired type of development and on other options the City might wish to consider.

The report is presented in four sections:

- Section I – discusses the sites, access and projects affecting the marketability of the sites.
- Section II – summarizes room rates, occupancy and market demand over the past seven years and projected demand.
- Section III – addresses where the projected demand will likely result in the development of new hotels given the relative strengths of alternative locations in the northern Peninsula.
- Section IV – summarizes the options for the San Bruno Specific Plan sites, and development program recommendations.

The report has been compiled from sources deemed to be correct and reliable; however, such information cannot be guaranteed. As a result, Keyser Marston Associates, Inc. assumes no liability from conclusions drawn from information provided by other sources. Further, due to the rapid change and complex factors that influence the real estate industry, conclusions and recommendations contained in this report should be viewed as best judgment as of the report date and should not be relied upon as the sole input for final decisions.

SECTION I SITE ACCESS AND ENVIRONS

Sites

Two adjacent sites in the Specific Plan area have been designated for hotel development in the near term future. Other sites may be available in the longer term. The two near term development sites are:

- The South Site – approximately 15 acres of which 4 to 5 acres are being designated for a 500 room hotel plus an 85,000 sq. ft. exhibit hall/convention facility. The Navy, through the GSA, expects to sell this site within the next six months in a competitive bid type sale.
- The North Site – approximately 5 acres for a 300 room hotel. This site will be sold by the Navy at a later date. It is currently occupied by an old brick structure and mature trees.

The South Site fronts directly on the El Camino across from Tanforan Shopping Center and is bounded by Interstate 380 on the south side. The North Site is set back from the El Camino by a narrow strip of privately owned parcels. The North Site is bounded by Sneath Lane on the north. Both Sneath Lane and I-380 are large scale traffic carriers that separate the site from the uses on either side.

At the current time the important advantages of the sites for hotel use are:

- Proximity to the San Francisco International Airport (SFO), one of the largest and most active airports in the world.
- Excellent access to I-380 which connects the sites to Highway 101, SFO, San Francisco to the north, and the San Francisco Peninsula/Silicon Valley to the south. I-380 also links into I-280 just west of the site, I-280 also serves as a north-south transportation spine for the Peninsula.
- Proximity to Bayhill Office Park on the south side of I-380. This is a high profile office park that will contain 1.7 million square feet of Class A office space once the Gap, Inc. project is built out. Bayhill also has a Marriott Courtyard Hotel which has performed very well.
- Proximity to the northern Peninsula business and industrial base.

At the current time, the following site factors are neutral to negative insofar as development potential for large scale first class hotels is concerned:

- The image of the City of San Bruno as viewed from the freeway heading west on I-380. Since the length of 380 from Highway 101 over to I-280 is so short, the visual image is very fleeting. Most drivers are so focused on the on and off ramp maneuvers, they have little opportunity to see the City below beyond a quick impression that is predominantly of large scale industrial uses.
- Tanforan Shopping Center also visible from I-380 now reads as a tired, older style suburban mall. It has little landscaping and the large parking areas appear vacant much of the time. Tanforan does not signal vitality or retailing one would want to explore from a nearby hotel.

At this time there are four large scale projects under construction and in planning that will increase the advantages of the proposed sites for hotel use.

1. SFO Expansion – The Master Plan expansion program is now midway through construction. This program will enable international passenger traffic to increase from 7 million passengers in 1997 to 12 million passengers by 2006, or nearly double. Pacific Rim travelers will increase by more than 70%, inducing overnight hotel stays from passengers originating from other parts of the U.S. and beyond. Total passenger traffic will increase from 40 million to 51 million. Completion is expected in the year 2000.
2. Bay Area Rapid Transit (BART) Extension to the Airport. San Bruno will be a major benefactor of the long awaited BART extension from downtown San Francisco to SFO. The San Bruno stop will be on Huntington Ave., adjacent to the east side of Tanforan Shopping Center, or approximately one-third of a mile from the hotel sites. The San Bruno Station will be only one stop from the SFO Station less than a mile away. There will be one stop south of SFO at Millbrae, the last stop of the extension as currently planned and funded. Completion is projected for year 2001.
3. The Expansion and Renovation of Tanforan Shopping Center. An aggressive expansion and renovation program for Tanforan Shopping Center could turn this center which is something of a liability to the hotel sites (for a first class convention type facility) into an asset. A new mid to upper-end department store, Dillards, is currently proposed and long-term plans include more mall shops, a multi-plex cinema, 400,000 square feet of office space, and a 400 room hotel. In addition to the new space and uses, the renovation will include visual upgrading, modernization, and a pedestrian walkway through the center from the El Camino to the BART station. This project is still in the planning stages.

4. Airport Rail Transit System (Air Train) Construction. To link the SFO BART station to the airport terminals, a new Air Train system is currently under construction. The phase currently funded will include 10 stations throughout the airport at the various airline terminals and at the new car rental facility north of the terminal area and near I-380. This modern high capacity system will efficiently move people around the airport area with minimum waiting times. Later phases, currently in planning could include a stop in San Bruno linked to either the Caltrain or BART station, and possibly up to the El Camino near the hotel sites. The portion of the project under construction is expected to be fully operational by 2001.

The BART extension is probably the single most important project for San Bruno. Staying at a hotel near the BART station will mean rapid transit access to both SFO and downtown San Francisco. The distance from the hotel sites to the BART stations in San Bruno is close enough to be considered a walk for hotel guests without baggage but too far for those with baggage. As a result the hotels will need to operate a shuttle for the short distance from the hotel to the BART station and the airport. Without the upgrading of Tanforan Shopping Center, the walk will be viewed as long, uninviting and generally unacceptable. As a result, the BART line benefits to the Specific Plan sites will be highly contingent upon the renovation project at Tanforan and the creation on an attractive, easy and inviting passageway through the shopping center to the BART station. A pedestrian bridge over the El Camino would be an enhancement of the linkage to BART, assuming the bridge is well designed and integrated into the Tanforan Center at one end and/or the hotel at the other end. With an attractive pedestrian route the hotel can market its walking distance to BART and downtown San Francisco as well as to SFO.

The Air Train extension to stops in San Bruno will probably be viewed as too long term and uncertain to be a major benefit in marketing the sites for hotel use in the near term.

Section III provides more discussion of the relative desirability of the San Bruno sites vis-à-vis other market area options.

SECTION II - HOTEL MARKET CONDITIONS

The market area for hotel uses in San Bruno is the northern San Francisco Peninsula, alternatively called the SFO Airport submarket of the greater San Francisco Bay Area market. People seeking lodging near SFO or the northern Peninsula business and industrial activities generally look at the communities from Burlingame on the south through the north end of the county - currently South San Francisco because there are no hotels in Brisbane. For the purposes of this evaluation we have examined the area from Burlingame through Brisbane.

Existing Inventory

Lodging facilities that could be considered competitive with hotels on the proposed Specific Plan sites in San Bruno are summarized in Table 1. The inventory counts over 7,000 hotel rooms in hotels that are either full service (with food and beverage), suites, or limited service. In the economy group, we have noted only the larger or newer establishments.

The hotels are classified by type of operation with the First Class hotels being the top tier in terms of quality level and room rate. Some of the Suites Hotels have similar room rates to the First Class but do not provide the same level of food service. The group of hotels designated Other Full Service in Table 1 are generally older and have lower room rates.

A significant portion of the inventory of rooms in the SFO market area was built during the 1980's through 1991 until the overbuilding and recession cycle. At the current time another building cycle is underway with several projects recently completed, several under construction, and many in active planning. Table 2 provides a summary of announced projects. In addition, it is known that there are sites and potential projects in other cities, such as Burlingame. The majority of the proposed projects are in South San Francisco in projects of 100 to 150 rooms of a more limited service type. See Section III for more discussion of future competition.

Market Area Performance Overall

The historic performance of occupancy level and room rate is of critical importance in evaluating the potential for new development. Two sources were utilized for this evaluation.

First, data published in industry newsletters by PKF Consulting provides information on the San Francisco Airport submarket. PKF defines this area as all of San Mateo County. Historic occupancy and room rate from 1992 through 1998 are presented in Exhibit 1. The occupancy level for this market has been 70% or more even through the early 1990's recession. In recent years it has risen to nearly 85%, an extremely high level for the hotel industry which views 70% as viable. The Airport Area occupancy level has consistently outperformed the other Northern California submarkets, including San Francisco proper, often exceeding the averages by 6 to 7 percentage points. It is viewed as a very strong submarket.

Room rates are also strong, with impressive gains registered over the period since 1992. At the beginning of the period the average was slightly under \$70 per night. By the end of the period in 1998 the average room rate had increased to \$121 per night, or a hefty 70% rise. Again, the increase was considerably stronger than the Northern California average, which was slightly over a 50% gain. However, the Airport area ranks 5th in room rate achieved, behind San Francisco city, San Jose, Monterey, and Marin County. California in general is considered a high room rate area by the hotel industry and the Airport Area is a strong participant.

Market Performance by Market Tier

The second data source used in the evaluation was Smith Travel Service, a firm that tracks monthly performance from participating properties and sells the data in aggregated formats. For this San Bruno evaluation, we purchased the performance of what we called the First Tier and Second Tier hotels in the market area. The First Tier group consists of the First Class and Suites hotels on Table 1. The Second Tier group is the Other Full Service cluster of older properties in our trade area. This segregation allows us to understand how the different sectors of the market are performing.

When the occupancy levels of the two Tiers are compared (Exhibit 2), the first important finding is that two groups have been performing at a very similar level over the period since 1992. Until 1996 the First Tier operated at about two percentage points higher; in 1996 they were identical and since then the Second Tier group has out performed the First Tier. When examined with room rate differences in Exhibit 3, it is interesting to find that the spread between the room rates has grown from \$20 per night in 1992 to about \$40 per night in 1998. One interpretation is that as the savings offered by Second Tier hotels over the First Tier Hotels induced a higher occupancy level as the savings grew larger. By 1998 the First Tier was commanding nearly \$140 per night on average while the Second Tier a little under \$100 per night.

If hotels in the Specific Plan area are to have large scale meeting or exhibit spaces, they must have banquet service capacity. By definition, these hotels must be full service. Because they must support the cost of new construction, they must also compete with the newer or higher price establishments in the market area. For these reasons the performance of the First Tier hotels is most directly relevant to the market potential for hotels designated in the Specific Plan.

Seasonality of Performance

One very attractive feature of the San Bruno/SFO market area for hotels is the absence of typical seasonal fluctuations in performance. Like the industry at large, December is the weakest month and the summer months are the peaks, but the differences are less than for the industry overall. Room rate variations follow occupancy. In the First Tier, there appears to be minimal adjustment by the season. In the Second Tier there is more room rate variation by

month, as may be expected because the Second Tier caters more to the leisure traveler who is generally more rate sensitive than the commercial traveler.

Existing Room Night Demand

Room night demand is the measure of demand for room nights per year. Unlike the occupancy measure which can be heavily affected by changes in supply of rooms, room night demand reflects the overall demand irrespective of new rooms added. Demand levels in existing facilities can, however, be suppressed by lack of capacity for higher occupancies which we believe to be the case in this market. Table 3 presents a summary of the demand for the First Tier and Second Tier properties in the San Bruno/SFO Market Area.

Table 3
Historical Room Night Demand
SFO / San Bruno Market Area
Hotel Market Evaluation
Navy Site Specific Plan, San Bruno
(In Thousands)

Year	Tier I	Tier II	Total	% Change
1992	937.9	532.4	1470.3	
1993	973.5	524.5	1498.0	+1.9%
1994	1018.2	553.9	1572.1	+4.9%
1995	1026.7	520.6	1547.3	-1.6%
1996	1056.0	547.8	1603.8	+3.7%
1997	1068.6	566.4	1635.0	+1.9%
1998	1041.7	546.6	1588.3	-2.9%
			Approx. Ave.	+1.3%

Source: Smith Travel Service and Keyser Marston Associates Inc.

Since occupancy levels at the start of the period were already a healthy 71% to 72%; opportunities to rise beyond the mid-80% were constrained because hotels were booked to capacity several days of the week most months of the year. As a result the annual average increase in demand only registered 1.3%.

The measurement of "pent-up" existing demand is always imprecise and ultimately judgmental, based on several inputs. One approach is to look at the same level of room night demand distributed among hotels averaging 70% or 75% occupancy. In the case of this market, we would find that instead of the 5,580 rooms in the First and Second Tier inventories combined, the room night demand would support 6,220 rooms at 70% or 5,810 rooms at 75%, or 230 to 630 additional rooms. Pent-up demand is also influenced by room rates and occupancy levels

in neighboring market areas. Specifically, room rates in San Francisco city have risen so substantially that many travelers consider other options such as the East Bay and near SFO. In addition, there are other dynamics within the local market place in the preference of travelers for newer hotels, new types of products and new locations, although these forces usually result in shifts away from existing properties to newer ones. In our judgment, given the age and location of the existing inventory, there is pent-up demand for at least 500 to 1,000 new rooms before taking into account growth in demand.

Projected Demand

In hotel analysis, room night demand is typically projected ahead using rates of growth for each component sector of demand. The sectors of demand are commercial, group and leisure; the commercial and group sectors, in combination represent 60% to 75% of the total demand in this market. The commercial and group sectors are expected to grow by about 2.5% per year and the leisure sector by about 1.5% per year, not taking into account the SFO expansion program. As a blended growth rate, we utilize a 2% annual growth in demand.

In addition to the annual growth in demand from the expanding regional economy and other national demographic trends (more older people free to travel, etc.), the expansion program at SFO will result in additional increases. With the completion of the current master plan, total passengers serviced by SFO will increase by 2006 (from 40 million passengers to 51 million) and international travel will grow by 70% over the period. Therefore additional growth will be experienced in the 2001 to 2003 period with the rate of increase tapering after then. To reflect these increases we have projected an additional 5% per year during this period. Altogether these growth rates produce a 38% increase over the eight year period to 2006.

Room night demand for higher service level hotels is projected as follows in Table 4, with the number of rooms supported at 75% occupancy level also indicated.

Table 4
Projected Room Night Demand and Rooms Supported
Higher Service Level Hotels
San Bruno / SFO Market Area
Hotel Market Evaluation
Navy Site Specific Plan, San Bruno

Year	Room Night Demand (000)	Projected Growth Rate	Rooms Supported at 75% Occ.	Incremental Rooms (Cumulative)
1998	1,590		5,808	
1999	1,622	2%	5,924	116
2000	1,654	2%	6,043	235
2001	1,737	7%	6,466	658
2002	1,823	7%	6,918	1,110
2003	1,915	7%	7,402	1,594
2004	1,972	3%	7,625	1,817
2005	2,031	3%	7,853	2,045
2006	2,072	2%	8,010	2,202

Source: Keyser Marston Associates Inc.

The projection time frame to 2006 is an approximate planning horizon for the Navy Site Specific Plan hotel sites. Assuming the property is sold by GSA in fall 1999, the earliest a hotel would likely be planned, financed and constructed would be for a January 2002 opening. With the BART operation date projected at spring 2002, year 2002 is clearly the earliest potential hotel opening. Hotels generally look to three to four years for stabilization, meaning 2004 or 2005. A buyer of the Navy site that is confined to hotel use would be interested in near term development as opposed to longer term speculation.

The projection indicates that over 2,200 additional rooms in higher quality or higher service level hotels will be supported by 2006. The 2,200 are additional rooms over and above the 500 to 1,000 rooms of existing pent-up demand, which places the total incremental rooms supported at 2,700 to 3,200 rooms in the First and Second Tier type operations. On balance, we believe the 2,700 to 3,200 rooms of incremental demand to be a sound projection for these planning purposes.

To satisfy this incremental demand, many new lodging projects are in some phase of the planning process, and some under construction. From the projects listed on Table 2, there appear to be 751 rooms under construction at this time, all of them limited service, suites, or extended stay types of operation, technically not directly competitive with full service hotels. In

various stages of planning there appear to be approximately 1,200 rooms that will be full service or higher quality suites (Hampshire in Millbrae, the two in Brisbane and the Hilton Hotel in South San Francisco). In addition, it is known that there are additional sites available in Burlingame and other cities that may not have announced projects but could be added to the picture at any time. Typically projects that are not under construction or fully financed and ready to proceed are heavily discounted in projections; however, given the strength of the local market and the availability of financing, a large proportion of those proposed probably will proceed to development. The residual demand would therefore calculate to 1,500 to 2,000 additional full service hotel rooms by 2006.

The role of the limited service sector in the overall demand picture is highly significant in assessing the potential for full service hotels. Limited service hotels encompass several subsets such as the extended stay suites products, as well as operations which offer breakfast but no real restaurants and regular food service. This sector of the market has been exceedingly strong in the current hotel building cycle and has represented the majority of new construction to date. By comparison, construction of new first class full service hotels has been largely limited to resorts and premier destination markets such as downtown San Francisco. In markets where there is excess capacity, the limited service sector has been successful in drawing business away from the full service hotels by virtue of the new facilities at attractive room rates.

In the San Bruno/SFO Market Area many limited service hotels are under construction and in planning, as has been noted. The current inventory (Table 1) by contrast is notably thin in limited service options in the Airport area. It is quite possible that some of the planned hotels designated as full service, such as those in Brisbane, could ultimately be built as limited service. If the market is heavily built with new limited service hotel rooms, there will likely be a transfer of demand from the full service sector as has occurred elsewhere. The net result will be that residual demand level for 1,500 to 2,000 full service hotel rooms will be reduced by perhaps a third or a half, to under 1,000 rooms or two to three full service hotels of 300 to 500 rooms each.

Table 1
Existing Lodging Facility Inventory
San Bruno/SFO Market Area
Hotel Market Evaluation
Navy City Specific Plan, San Bruno

	Location	Number of Rooms	Year Built	Number of Stories	Quoted Room Rates
First Class					
SF Airport Marriott	Burlingame	684	1985	11	\$109-199
Hyatt Regency SFO	Burlingame	793	1959	11	\$225-300
Sheraton Gateway (formerly Crowne Plaza)	Burlingame	405	1983	15	\$139-219
Doubletree SFO	Burlingame	291	1985	8	\$109-229
Park Plaza	Burlingame	303	1975	10	\$170-250
Westin Hotel SFO	Millbrae	393	1987	7	\$199-234
Hilton SFO	SFO	527	1960	3	\$159-199
Total		<u>3,386</u>			
Other					
Ramada Inn	Burlingame	145	1987	3	\$120-150
Red Roof Inn	Burlingame	212	1994	5	\$89-119
Best Western El Rancho Inn	Millbrae	307	1940	2	\$120-145
Clarion	Millbrae	435	1959	6	\$85-169
Ramada Inn	S San Francisco	175	1960s	2	\$149-159
Airport Executive Inn	S San Francisco	224	1970s	5	\$130-159
Best Western Grosvenor	S San Francisco	206	1969	8	\$99-169
Total		<u>1,704</u>			
Suite Hotels					
Embassy Suites SFO	Burlingame	340	1986	9	\$209-249
Summerfield Suites	San Bruno	92	1991	3	\$230-270
Comfort Suites	S San Francisco	166	1990	3	\$109-179
Embassy Suites South SF	S San Francisco	312	1998	10	\$159-219
Oyster Point Marina Inn	S San Francisco	30	1991	3	\$159-209
Total		<u>840</u>			
Limited Service Hotels/Motels					
Comfort Inn	Millbrae	100	1989	3	\$98-105
Courtyard by Marriott	San Bruno	147	1986	3	\$159-179
Total		<u>247</u>			
Economy Motels (1)					
Airport Inn	S San Francisco	34	1999 (Feb.)	2	\$85-95
La Quinta Inn	S San Francisco	174	1984	4	\$109-119
Quality Inn	S San Francisco	45	1999 (Mar.)	3	\$89-139
Super 8 Lodge	S San Francisco	117	1979	3	\$79-85
Thriftlodge	S San Francisco	103	1974	2	\$55-80
Travelodge SFO	S San Francisco	200	1960s	2	\$89-99
Ramada Limited	San Bruno	54	1999 (Jul.)	3	N/A
Days Inn	San Bruno	48	1999 (Oct.)	3	N/A
Total		<u>775</u>			
Grand Total		<u>7,062</u>			

(1) Economy motels only include motels built since 1994 or with more than 100 rooms.

Sources:

1998 AAA California/Nevada TourBook; 1997 Mobil Travel Guide - California and the West

1997 Hotel and Motel Companies -American Hotel & Motel Association

Phone Survey, June 9, 1999.

Table 2
Planned Lodging Facility
San Bruno / SFO Market Area
Hotel Market Evaluation
Navy Site Specific Plan, San Bruno

<u>Project Name</u>	<u>Location</u>	<u>Street/Cross Street</u>	<u>Number of Rooms</u>	<u>Current Status</u>
W Suites	Brisbane	2000 Shoreline Court	179	Approved
Radisson	Brisbane	5000 Sierra Point/ South Railroad	210	Approved
Quality Suites	Millbrae	250 El Camino	89	Completion (April 2000)
Hampshire Hotel	Millbrae	25 South El Camino	500	Approved
Airport Plaza Inn	S San Francisco	721 Airport Blvd./ Hillside Blvd.	45	Approved
Clarion	S San Francisco	264 South Airport Blvd./ Utah Ave.	101	Under Review
Courtyard	S San Francisco	Bay West Cove Blvd./ Oyster Point Blvd.	198	Construction
Hampton Inn	S San Francisco	450 Gateway Blvd./ East Grand Ave.	100	Completion-Summer '99
Hilton Hotel	S San Francisco	Lots 3&9 Oyster Point, Marina Park	325	Under Review
Homestead Village	S San Francisco	550 Gateway Blvd./ East Grand Ave.	111	Approved
Howard Johnson Express	S San Francisco	Sylvester Road	72	Under Review
Larkspur Landing/ Hilton Garden Inn	S San Francisco	750 Gateway Blvd./ East Grand Ave.	111	Construction
			169	
Opus/ Sierra Point	S San Francisco	Sierra Point	152	Approved
Oyster Point Marina Resort	S San Francisco	Marina Way & Oyster Point Blvd.	102	Approved
Residence Inn	S San Francisco	Bay West Cove Blvd./ Oyster Point Blvd.	152	Construction
Sheraton	S San Francisco	264 South Airport Blvd./ Utah Ave.	101	Construction
Terrabay Specific Plan	S San Francisco	West side of 101, North of Hillside Blvd.	150	Under Review
Total			2,867	

Sources:
City of South San Francisco Planning Division, Summary Sheet, April 1999.
City of Millbrae, Planning Division, June 9, 1999.
City of San Bruno, Planning Division

Exhibit 1
 San Francisco Airport Area / San Mateo County
 Hotel Market Evaluation
 Navy Site Specific Plan San Bruno

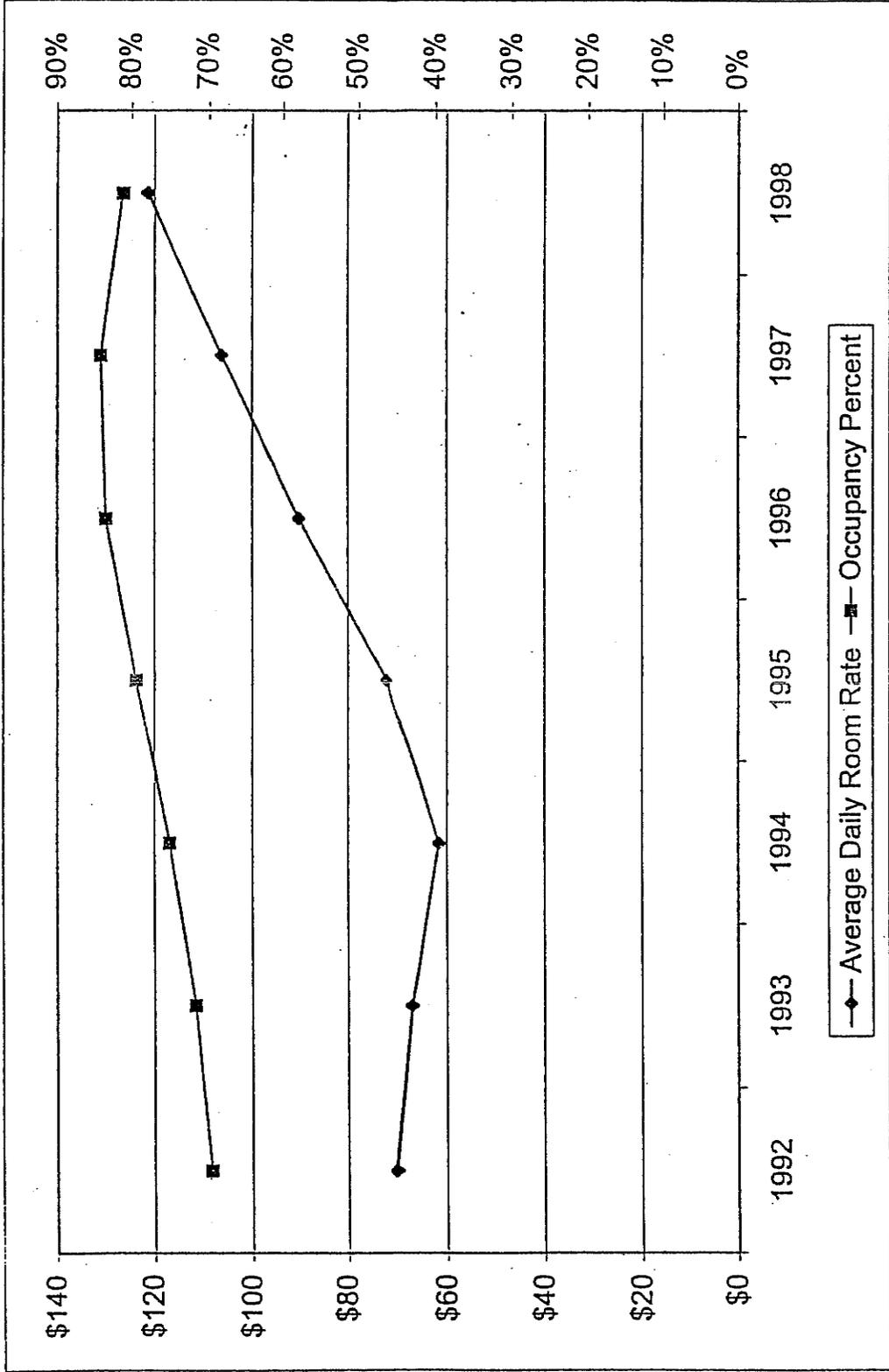


Exhibit 2
Occupancy Performance Comparison
San Bruno / SFO Hotel Market Area
Navy Site Specific Plan San Bruno

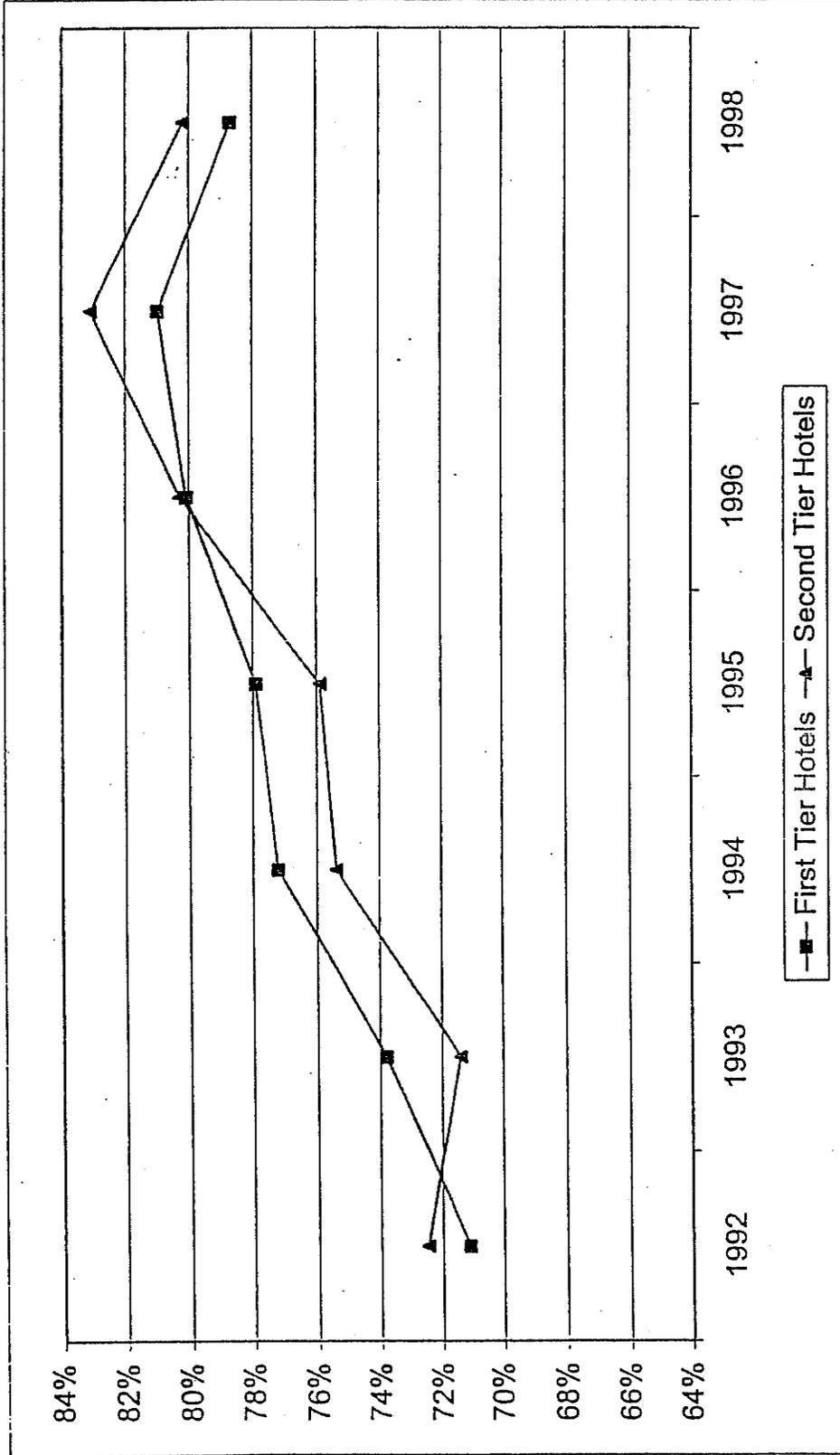
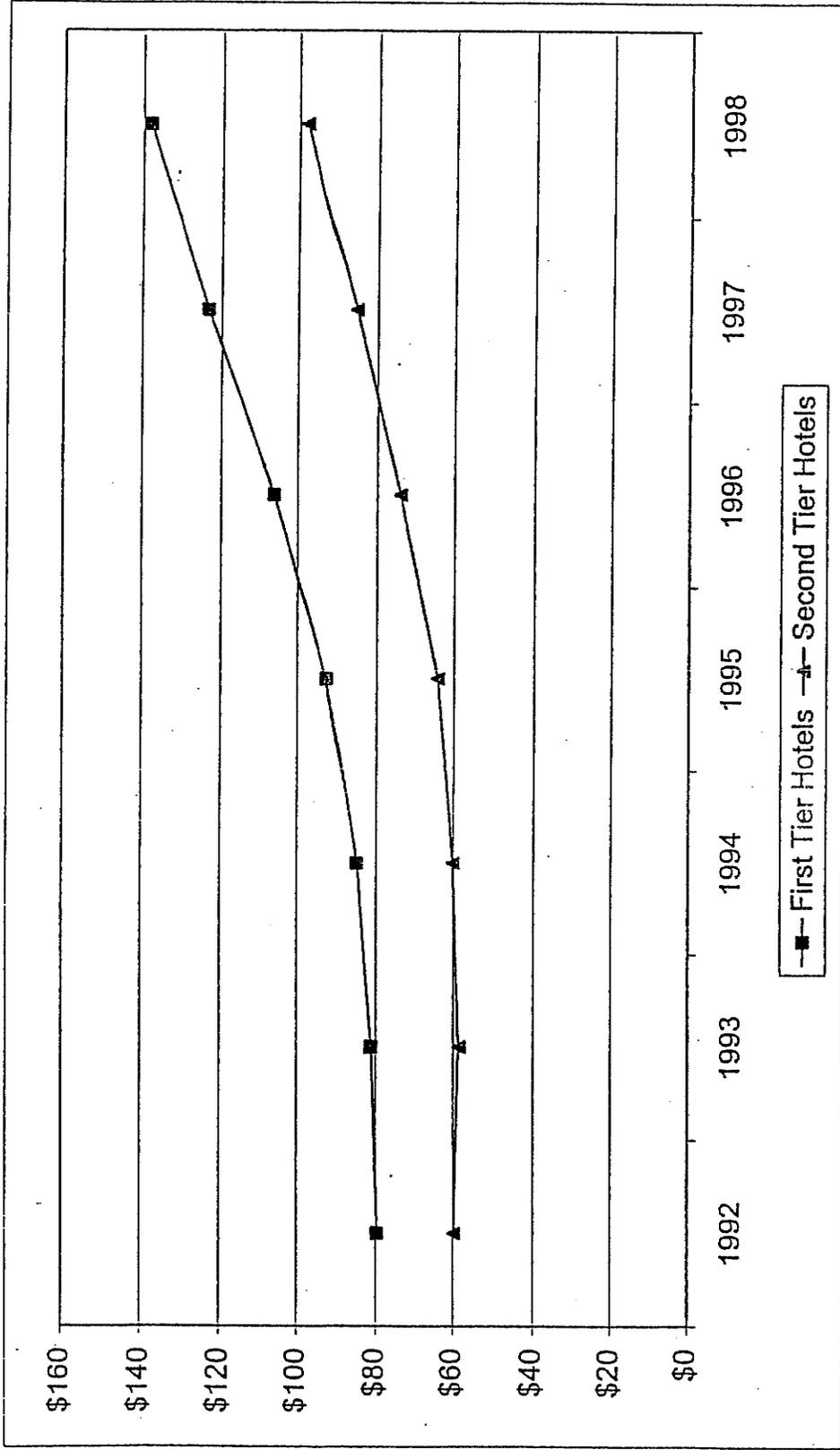
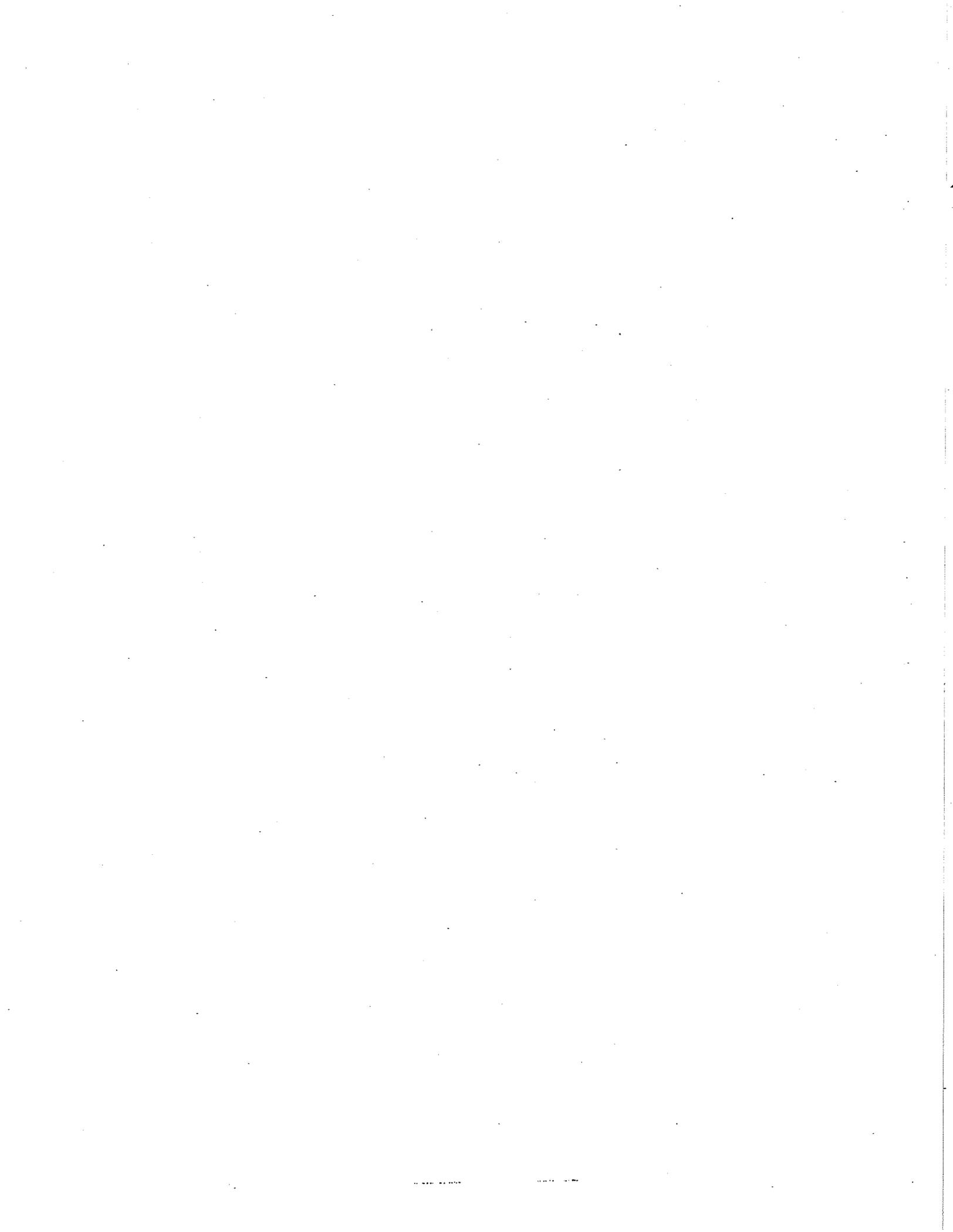


Exhibit 3
Room Rate Performance Comparison
San Bruno / SFO Hotel Market Area
Navy Site Specific Plan San Bruno





SECTION III - COMPETITIVE LOCATIONS WITHIN THE MARKET AREA

San Bruno has not historically been a significant player in the SFO Hotel Market Area, as noted previously, but large scale transportation projects will change the competitive environment. As described in Section I, the new BART extension in combination with the Air Train link-up within SFO to the individual terminals and rental car complex has the potential to alter preferred locations for hotels.

The Burlingame shore area, with the northern tip in the Millbrae jurisdiction, has been the location of a large number of hotels. During the 1980's, most of the First Class hotels in Table 1 were built in this area. The advantages of this area have been not only proximity to SFO and available large sites, but also absence of industrial, storage and manufacturing type activity that so characterizes much of the Northern Peninsula. An added advantage politically has been that all the traffic and other impacts are separated from the rest of the City, allowing the City to reap the tax benefits without typical opposition.

In the future, the Burlingame shore area will have the disadvantage of not being directly served by the new BART/Air Train transit linkage. Hotels on the shoreline will continue to offer shuttle service to SFO and the BART/Air Train station and will probably be able to market the links effectively. But the Burlingame shoreline will become less desirable than other locations for travelers seeking lodging where they can get into San Francisco easily. For travelers with southern Peninsula or Silicon Valley destinations, the Burlingame shore will continue to be a convenient, uncongested option. As a suitable physical environment for first class, high room rate hotels, the Burlingame shoreline will continue to be superior.

South San Francisco has long been the location of smaller economy type operations around Highway 101. The Gateway Project with its high-rise office buildings and corporate image has paved the way for more substantial hotels such as the new Embassy Suites. Looking ahead at all the planned projects, South San Francisco will become a major player with mid-size limited and mid-service hotels as that City continues to establish itself as a center of biotech R&D and other higher end uses. South San Francisco will not however be well served by the new BART extension, particularly in the vicinity of Highway 101.

In the past San Bruno and Millbrae (except for the shoreline site next to SFO) have not been able to offer competitive sites for hotels despite being the two cities closest to SFO. They have been handicapped by not having direct frontage on Highway 101 and lacking vacant parcels in suitable environments. Industrial and lower quality commercial uses are not generally considered desirable neighboring uses for hotels unless access advantages are truly superior. As a result the El Camino in the northern and mid-Peninsula cities has not attracted hotel development in the past. At this time there appear to be a number of smaller and mid-size motels planned and under construction along the El Camino.

The key question for San Bruno (and Millbrae) is whether the combined strength of the market and new access provided by BART will make the El Camino an acceptable location for larger and higher quality lodging development. To date the character of the existing development along the El Camino has not been viewed by the industry as suitable for such lodging, and other options have been available. The El Camino does possess numerous "soft sites," or sites where the improvements are of low value relative to the land, and thus candidates for redevelopment. The recent proposal for a full service Hampshire Hotel, although not yet a definite project, is at least an indicator of new market interest. Once the El Camino has proven workable with the successful development and operation of a large (over 200 rooms) or full service hotel, many others will likely follow.

The most desirable sites on the El Camino will be those with the new BART access and with vehicular access. In this regard the San Bruno Specific Plan area should be one of the best opportunities along the El Camino in the SFO Market area. The two Specific Plan sites have exceptional access to I-380 with its linkages to the freeway system serving the Peninsula, Silicon Valley, and San Francisco. An additional advantage of the Specific Plan site is the proximity to the Bayhill office park and its high image.

The major disadvantage of the Specific Plan sites is the Tanforan condition and uncertainty surrounding the extent of remodeling and upgrading. In its current condition, Tanforan is an uninviting separator of the hotel site from the BART station.

In summary, the new BART/Air Train transportation system and SFO expansion will create far stronger opportunities for San Bruno and for the Northern Peninsula along El Camino than have existed before. Of the locations along the El Camino, the two Specific Plan sites will be among the best. But the El Camino will still be considered pioneering and Tanforan is a major factor. All in all, the opportunities for achieving development of a full service hotel are very good.

SECTION IV: NAVY SITE SPECIFIC PLAN HOTEL RECOMMENDATIONS

Number of Hotel Rooms

The market evaluation has concluded that market support does appear to exist for the 800 proposed hotel rooms, of which 500 are designated for near term development on the South Site. Market support will be available for the full service sector, but the key variable is whether the El Camino site will be acceptable. Should a first class hotel successfully pioneer the El Camino location in Millbrae, opportunities should be enhanced, although there could be some uncertainty until that hotel has been operating for a while. The other major variable for achieving the development of a full service hotel on the Specific Plan site is Tanforan – the extent and quality of the upgrading and the certainty that it will be implemented in a timely manner that assures completion by the time the hotel is open. It should be noted that financial feasibility testing of first class (or any type) hotels is beyond the scope of this evaluation.

A fallback option for San Bruno is to permit the site to be built with lodging of the more limited service category. Instead of a 500 room hotel, two to three operations in the size of 125 to 250 rooms each could be an alternative that would be compatible with market forces. In some markets single developers are building 2 or 3 hotels simultaneously, each hotel representing a differentiated hotel product, on a single parcel of land.

The development of the North Site, now designated for a 300 room hotel, will be affected by the precedent and image set by the development of the South Site. If the South Site is successfully developed with a single large full service hotel, then a single 300 room facility on the North Site will be a possibility. If the South Site is built with limited service types of operations, the North Site will likely draw more of same. Since the North Site lacks direct frontage on the El Camino, it is weaker and probably will be viewed as more suitable for a mid to limited service hotel product in any case. Of course, assembly of one or more frontage parcels to at least create a front door on the El Camino would improve the site.

The Conference Center

The Specific Plan currently designates an 85,000 square foot convention/exhibit space. This is an extraordinarily large space for private sector construction. Most convention facilities and exhibit halls of this size are financed by the public sector because they are not economically justifiable projects unless viewed in the context of their favorable economic impacts. Net revenues from operations do not begin to cover the costs of construction. A more viable size to compliment a hotel of 500 rooms would be a conference facility in the size range of 20,000 to 30,000 square feet. This size range would allow for a ballroom in the 10,000 to 12,000 square foot range, plus a range of smaller meeting rooms. With conferencing near airports an increasingly attractive option, given the savings in ground transportation time, the site plan including a conference facility should be maintained. As indicated at the outset, the conference

business requires a full service hotel; conversely a full service hotel would likely want the conference capacity.

Building Height

Mid-rise construction of six to eight stories would be appropriate for the market and type of operation likely to locate at the Specific Plan site. Restriction to low-rise would not preclude development, but would depress land values and require larger sites.

Parking

With the BART/Air Train linkages to SFO and downtown San Francisco, a hotel at this location will require less parking than elsewhere in the market area. As an initial judgement, 0.75 spaces per room is recommended.

Other Sites in the Specific Plan

We recommend that other commercial sites in the Specific Plan allow hotel as an alternative use (assuming traffic and other issues permit). This recommendation is made with the observation that hotels work well in clusters. If the El Camino sites become established hotel locations, there could be an opportunity to add more operations of a complementary character in the Specific Plan Area. By the same logic, a hotel on the Tanforan property should be regarded as a welcome reinforcement of a hotel "node" near the San Bruno BART station, assuming the hotel rooms do not all come on line at the same time.

Public Sector Costs and Revenues

Development of first class hotels, except in premier market locations, is still difficult in terms of financial feasibility, even in this strong current economic cycle. To facilitate the development of a first class full service hotel, or of a conference center larger than the private market would build on its own, many cities assist the development in some manner. They provide financial assistance because of the desirable economic impacts on the local economy and attractive fiscal impacts to the local jurisdiction. For example, a 500-room hotel in San Bruno, doing the average room rate of \$125 per night at 78% occupancy and the 10% Transient Occupancy Tax (T.O.T.) would yield the City nearly \$1.8 million in annual T.O.T. revenue alone. In addition, there would be substantial sales tax revenues, plus business license tax and other revenues to the City. (As indicated previously, a financial feasibility analysis of hotels on the Specific Plan sites has not been part of this evaluation. The revenue projection is therefore provided as an illustration rather than an indication of feasibility.)

APPENDIX "E"

Definitions

DEFINITIONS

Floor Area Ratio (FAR) – The gross floor area of all building on a lot divided by the lot area.

Level Of Service (LOS) – The operational conditions within a traffic stream as perceived by users of the traffic facility. There are six (6) levels of service: A, B, C, D, E and F with an LOS A meaning that there is little or no delay of vehicles to LOS F which means delays of more than 60 seconds, traffic not clearing the intersection in one signal cycle, high volume to capacity ratio.

- A - Delay 0-5 seconds per vehicle. Most vehicles do not stop at all.
- B - Delay more than 5, up to 15 seconds per vehicle. Generally good progression.
- C - Delays more than 15, up to 25 seconds. Fair progression. Individual cycle failures may begin at this level, but many vehicles may still pass through the intersection without stopping.
- D - Delays >25, up to 40 seconds. The influence of congestion becomes more noticeable. Long cycle lengths; many vehicles stop. Individual cycles failures are noticeable.
- E - Delays >40, up to 60 seconds per vehicle. Limit of acceptable delay. Poor progression; long cycle length; high V/C ratio. Individual cycle failures are frequent and recovery does not occur quickly.
- F - Delays more than 60 seconds. Arrival rates greater than capacity.

Setbacks – The minimum distance required by zoning to be maintained between two structures or between a structure and a property line.

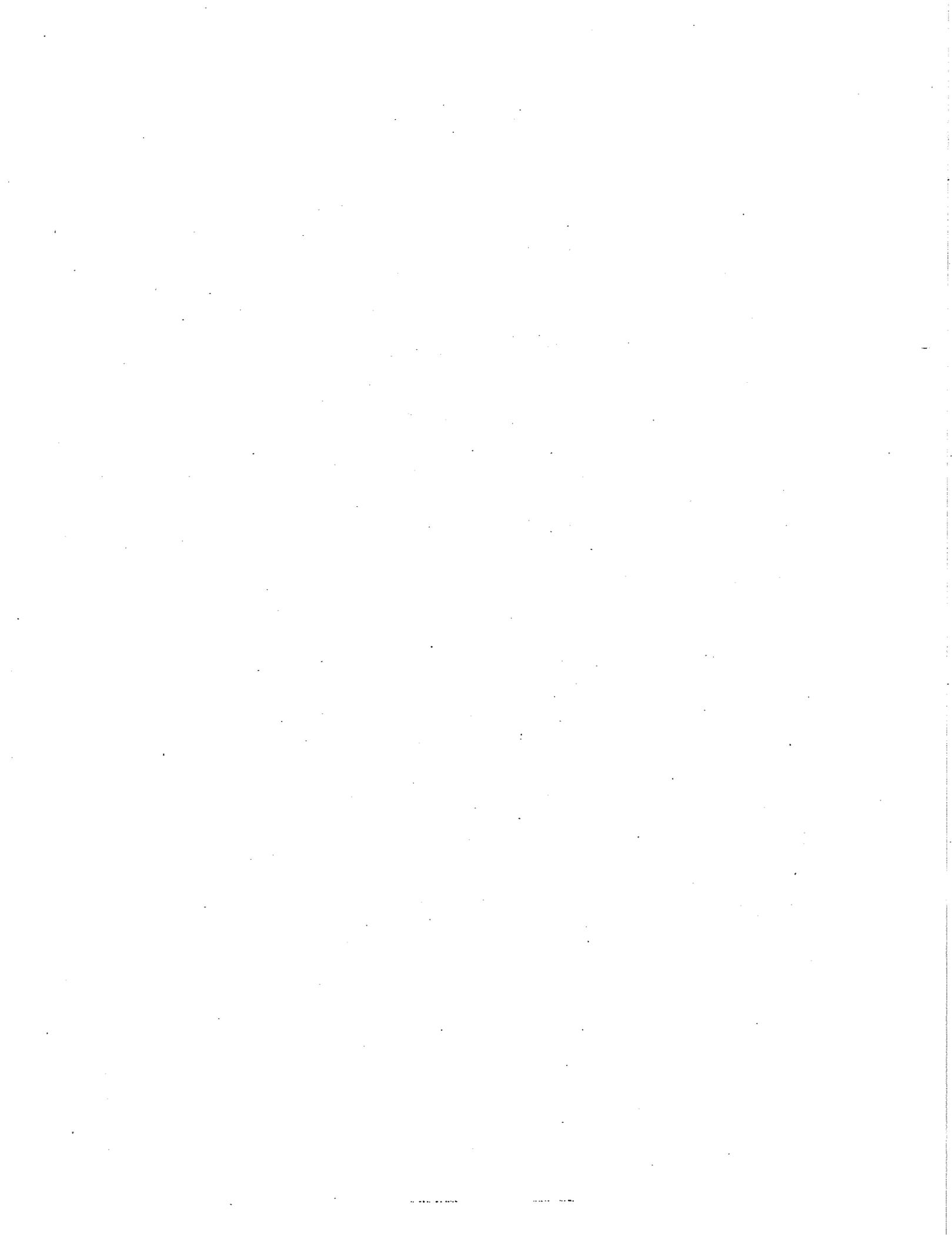
Trip Generation – The total number of one-way vehicle trips produced by a specific land use or activity.

Building Height – Defined in the San Bruno Zoning Ordinance as the vertical distance from the average level of the highest and lowest point of that portion of the lot covered by the building to the topmost point of the roof.

Senior Assisted Living – A residential style development that provides seniors (age 55 and older) with any combination of meals, living quarters, transportation services, and other daily support services in a community type setting.

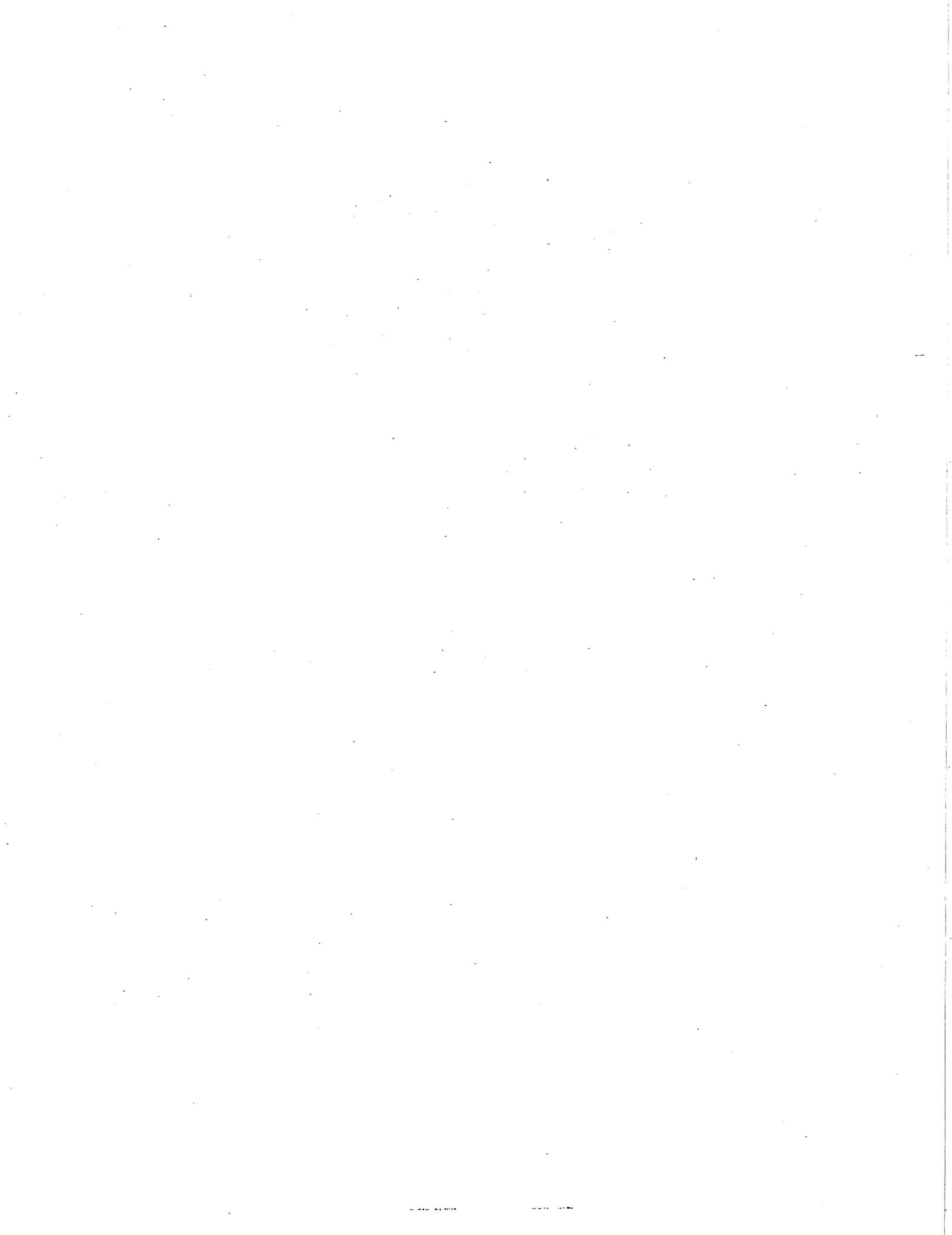
Flagship Hotel – A full-service hotel that offers up to 500 guest rooms for overnight stay; meeting, banquet and special events facilities, food services and a variety of other personal services offered to hotel guests, and incorporates, either within or directly adjacent, a full-service restaurant.

Avigation Easement – An easement upon a property to permit imposition upon such property of vibration, discomfort, inconvenience, interference with the use and enjoyment, and any consequent reduction in market value all due to the operation of aircraft to and from San Francisco International Airport.



APPENDIX "F"

Ordinance 1284 and Voter Initiative Process



AN INITIATIVE ORDINANCE TO REQUIRE AN AFFIRMATIVE VOTE OF THE VOTERS OF THE CITY OF SAN BRUNO PRIOR TO THE ISSUANCE OF ANY PERMITS OR OTHER APPROVALS FOR HIGH-RISE OR HIGH-DENSITY DEVELOPMENTS AND PROJECTS ENCRDACHING UPON SCENIC CORRIDORS AND OPEN SPACES

WHEREAS, on May 23, 1977 the City Clerk of the City of San Bruno presented a Certificate of Sufficiency to the City Council of said City entitled an "Initiative Measure to Require an Affirmative Vote of the Voters of the City of San Bruno Prior to the Issuance of Any Permits or Other Approvals for High-Rise or High-Density Developments and Projects Encroaching Upon Scenic Corridors and Open Spaces";

NOW, THEREFORE, pursuant to Sections 4010 and 4011 (Chapter 248) of the California Elections Code, the City Council of the City of San Bruno does ordain as follows:

"Section 1. Unless and until approved by a majority of the voters of the City of San Bruno voting at a general or special election, no building permits, grading permits or other approvals shall be issued to allow or authorize the initiation or construction of buildings, other structures, land development projects or land uses described below:

(a) Buildings or other structures exceeding 50 feet in height.

(b) Buildings or other structures exceeding three stories in height.

(c) Buildings or other structures, modifications or redevelopment thereof in residential districts which increase the number of dwelling units per acre or occupancy, within each acre or portion thereof, in excess of limits permitted on October 10, 1974, under the then existing Zoning Chapter of the City of San Bruno.

(d) Multi-story parking structures or buildings.

(e) Buildings or other structures, modifications or redevelopment thereof which encroach upon, modify, widen or realign the following streets hereby designated as scenic corridors: Crystal Springs Road between Oak Avenue and Junipero Serra Freeway; and Sneath Lane from El Camino Real to existing westerly City limits.

Section 2. In voting upon this initiative ordinance and subsequent referrals thereunder, the People hereby find and declare that this ordinance and subsequent referrals are crucial legislative policy-making decisions by the voters of San Bruno necessary to adequately protect the health, safety and welfare of its citizens under present and future conditions.

To provide a knowledgeable basis for voter decisions and adequate opportunity to property owners who may be adversely affected to present their viewpoints to the Planning Commission, City Council and voters, it is essential that the City Council should provide for the following prior to election on this initiative ordinance and subsequent referrals thereunder:

(a) Compliance with Section 4017 of the Elections Code providing for proponent and opponent arguments in the Voters Pamphlet and Sections 65854, et seq., of the Government Code providing for public hearings before the Planning Commission and City Council.

(b) Town-hall type of hearing whereby experts, proponents and opponents may be heard and questioned by voters in attendance; and availability to voters for loan or review at City Hall of summaries of hearings and EIR proceedings before the Planning Commission and City Council and all other relevant materials.

Section 3. Any owner-applicant may appeal denial of his application to the voters by accompanying such request with a sufficient deposit to cover entire expense of such election.

Section 4. In the event this initiative ordinance is enacted by the voters, the Notice of Intent to Circulate Petition shall become an introductory part of said ordinance and be included in the publication thereof in the Code of the City of San Bruno for the purpose of reflecting the intent of the voters in adopting same.

Section 5. If any section, subsection, sentence, clause, phrase or portion of this initiative ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The People hereby declare that they would have adopted this ordinance and each section, subsection, sentence, clause, phrase or portion thereof, irrespective of the fact that any section, subsection, sentence, clause, phrase or portion be declared invalid or unconstitutional. If any portions hereof are ruled invalid as being conflicting or incompatible, the latter portions are to be invalidated in preference to former portions hereof.

Section 6. This initiative ordinance shall be published and take effect upon enactment by the voters. Insofar as permitted by law it shall be retroactive to October 10, 1974."

The City Clerk shall cause this Initiative Ordinance to be published in the San Bruno Herald, a newspaper of general circulation, printed, established and circulated in the City of San Bruno and hereby designated for the purpose.


Gary J. Mondfrans Mayor

ATTEST:


Terri Rasmussen, City Clerk

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I hereby certify that the foregoing Ordinance No. 1284 was duly and regularly introduced and adopted by the City Council of the City of San Bruno at an adjourned regular meeting thereof held on the 1st day of June, 1977, by the following vote:

AYES: Councilmen Governale, Kozkowski, Mondfrans
NOES: Councilmen Barnard, Griffith
ABSENT: Councilmen None


CITY CLERK