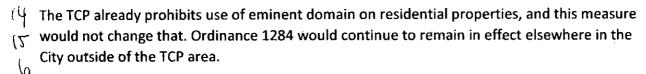
City Attorney's Impartial Analysis of Measure N

- 11 This measure, named the Downtown and Transit Corridors Economic Enhancement Initiative,
- was placed on the ballot by vote of the San Bruno City Council, and would amend a 1977 City
- 13 law commonly referred to as Ordinance 1284. The measure would allow the City to fully
- 15 implement the Transit Corridors Plan (TCP), which was approved by the City Council in 2013.
- 13 The TCP envisions mixed-use transit oriented development along commercial streets in the
- 7 downtown core, including San Mateo Avenue, El Camino Real, San Bruno Avenue, Huntington
- Avenue, and around the new Caltrain Station area.
- U Ordinance 1284, codified as Chapter 12.26 of the San Bruno Municipal Code, was adopted by
- the City Council in 1977 after receiving a voter initiative petition. That law prohibits building
- heights in excess of fifty feet or three stories, and multi-story parking structures. It caps density
- on residentially-zoned properties at 1974 levels.
- 13 San Bruno voters previously amended this law to allow the Tanforan Shopping Center (1984),
- χ_3 the Bayhill commercial development (1987), an Artichoke Joe's parking garage (1998), and The
- 2 Crossing development (2001).
- 14 If adopted, the measure would make three changes to Ordinance 1284. Those changes would
- apply only in the TCP area, and not elsewhere in the City. First, the measure would allow
- buildings to exceed the maximum height of fifty feet or three stories by the following additional amounts:

 - San Bruno Avenue and Huntington Avenue: fifteen feet or two stories;
 - San Mateo Avenue (Downtown): five feet or one story;
 - Caltrain Station Area: forty feet or four stories.
- 12 Certain architectural features such as roof-top cupolas or mechanical enclosures could extend
- 14 ten feet above these allowed heights. Second, the measure would allow increased density on
- 15 42 residentially-zoned parcels, for a maximum of 1,610 new units. Third, the measure would
- allow above-ground multi-story parking garages.
- All proposed projects would undergo environmental, architectural, and planning review at fully-
- $\,\,$ $\,$ noticed public meetings of the City, such as the Architectural Review Committee, Planning
- 14 Commission and City Council. The City Council must also implement a new, formal pre-
- $\sqrt{3}$ application process for development on parcels equal to or larger than 20,000 square feet,
- 12 including those near existing residential neighborhoods. Property owners within 300 feet would
- be notified. Applicants would have to submit initial plans for analysis, review, and comment at a public meeting before proceeding with the remainder of the application process.



- \bigcap A "yes" vote would allow the City to approve development in the TCP area consistent with the \bigcap new height limits, density, and parking structures described above.



