

Attachment 2 – Findings For Approval

The required findings are in bold followed by staff's analysis of the merits of the project and how the findings can be made. With respect to the required environmental analysis pursuant to the provisions of the California Environmental Quality Act (CEQA), the Planning Commission finds:

Based upon the analysis, a Mitigated Negative Declaration for the project has been prepared for the project. A transportation impact analysis was completed for the project. The analysis finds that all potential significant environmental impacts that have been identified can be reduced to a less than significant level with implementation of the mitigation measures that are proposed in the draft Mitigation Monitoring and Reporting Program. Therefore, the proposed IS/MND and MMP prepared for the project adequately addresses all environmental impacts associated with the proposed automotive dealership and service center and no further analysis is required.

With Respect to the General Plan Amendment and Specific Plan Amendment, the City Council finds:

1. The proposed amendments to the General Plan and Specific Plan are consistent with the goals and policies of the San Bruno General Plan and the US Navy and its Environs Specific Plan.

The project will redesignate the General Plan and Specific Plan designations to Crossing Commercial to allow the proposed auto sales and service center on the subject parcels. The amendments will also update language within each plan to remove outdated language associated with the previously approved hotel project and add new references and a definition for the new Crossing Commercial designation. The proposed designation is intended to foster uses that will serve a regional market area including auto sales and related uses (excluding auto body repair and fueling stations). The proposed development complies with the proposed development standards for Crossing Commercial designated areas such as height, floor-area-ratio, maximum building floor area, building orientation, setbacks, building articulation, lighting, and screening. The proposed development will support the vitality of the Crossing mixed-use village by completing the build-out of the Crossing with a regional commercial use that will serve a regional market and bring customers into the City that will utilize other commercial services within the area and will support the use of public transportation in the vicinity of the project site such as BART and Caltrain.

2. Adoption of the proposed amendments is in furtherance of the public interest and necessity, convenience, and welfare.

The proposal will benefit the City and its residents with respect to public interest, convenience, and welfare. The project will generate sales tax revenue for the City that will be used to provide pertinent services to residents and businesses within the City. The site is located in a convenient and appropriate location along the I-380/ El Camino Real transit corridor and is compatible with the surrounding land uses and will not

negatively impact residential areas with the operation of commercial uses at the project site.

With respect to the Planned Development Permit, the City Council finds:

Per Chapter 12.96.190 of the San Bruno Zoning Ordinance, a Planned Development Permit is required for any development within the Planned Development zoning district. In addition, Chapter 12.108 of the San Bruno Zoning Ordinance requires an Architectural Review Permit for a new building.

3. The proposed planned development permit is consistent with the previously approved development plan.

The subject site is included within the US Navy and Its Environs Site Specific Plan and is zoned P-D Planned Development District. According to Chapter 12.96.200 of the Zoning Code, the Zoning Regulations and Development Standards are as set for in the Specific Plan. The Specific Plan amendment proposes to designate the site as Crossing Commercial that will allow the proposed auto sales and service use. Development standards have been developed as part of the proposed amendment to ensure orderly development of an auto sales use. The building complies with the 50-foot height limit (FAA limit), 10-foot minimum setbacks from property lines, 3.0 Floor-Area-Ratio (FAR). The Specific Plan also includes design related standards for building orientation, façade articulation, decorative elements, window treatments, screening, and lighting. The Crossing Design Guidelines state “Building design features are intended to create a sense of mass and scale compatible with a pedestrian friendly transit-oriented development.” The building will be oriented facing the existing development within the Crossing facing pedestrian circulation areas. The building includes a well-developed, exterior design utilizing a mix of composite panel designs and colors, and a transparent glass system that provides a human scale to the building facing the pedestrian-oriented area on Admiral Court. The building is set back exceeding the 10-foot minimum to allow for adequate buffer space between the project and the adjacent multi-family buildings. Parking for the project has been provided consistent with the required City parking ratios established for auto sales, service, and office uses. The project also includes an off-site loading area that will result in the improvement and widening of Commodore Drive approximately 800 feet to the west of the project site consistent with the amended language contained in the Specific Plan.

Site landscaping is provided around the building and within the parking lot area and proposes a mix of plant and tree species consistent with The Crossing Design Guidelines.

In addition, the proposed development is consistent with the previously approved development plan, as outlined in Section 12.96.190 of the Municipal Code:

- The proposed P-D district can substantially be completed within the time schedule submitted by the applicant, because the applicant has submitted building permit plans and intends to proceed with construction as soon as permit plans are issued

- Each portion of the development, as well as the total development, can exist as an independent development capable of creating an environment of sustained desirability and stability or adequate assurance that such objective will be attained, because the proposed car dealership will be an independent development that will contribute to the sustained desirability of the crossing planned development and neighborhood.
- The land uses proposed will not be detrimental to the present or potential surrounding uses but will have a beneficial effect which would not be achieved through other districts because the project would support the existing mixed-use character of the surrounding neighborhood and bring regional customers to the area and provide tax revenue to the city.
- The streets and thoroughfares proposed are suitable and adequate to carry anticipated traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the P-D district because the use will operate at off-peak traffic periods and will not overload the street network as verified through the project traffic analysis.
- Any proposed commercial development can be justified economically at the location proposed and will provide adequate commercial facilities for the area because the use represents a substantial investment in the community and will contribute both property tax and sales tax revenue to the city.
- Any exceptions from the standard district requirements are warranted by the design of the project and amenities incorporated in the development plan.
- The area surrounding the development can be planned and zoned in coordination and substantial compatibility with the proposed development and the P-D district uses proposed are in conformance with the General Plan of the city because this is the last remaining undeveloped property within the crossing development and will complete the commercial component anticipated by the General Plan and Specific Plan.

With respect to the Architecture Review Permit, the City Council finds:

4. The proposed buildings, site plan and landscaping are in substantial conformance with the goals, policies, and objective development standards of the zoning code, General Plan, and applicable specific plans.

The property is located within the US Navy Site and Its Environs Specific Plan area and is zoned Planned Development. The proposed development is consistent with the Specific Plan, as proposed to be amended, and the Development Standards of that plan according to Chapter 12.96.200 of the Zoning Code. The project is consistent with the Crossing Regional Commercial land use designation as retail sales of new and used

vehicles and associated vehicle maintenance center is consistent with the land use designation and its intended uses within the Specific Plan.

Land use POLICY LU-1-1: Establish land uses which are conducive to Transit Oriented Development.

The development of an automotive dealership for sales of new and used vehicles is a regional commercial use that will support transit and encourage walking to other businesses nearby. Customers may utilize alternative transportation patronize nearby businesses when having their vehicle serviced or when coming to the site to purchase a vehicle. The use will support the vitality of the surrounding mixed-use corridor and the existing transit infrastructure.

Land Use POLICY LU 1-2: Establish land uses at an intensity that sustains an active Pedestrian and public transit supportive environment.

The project is in close proximity to Interstates 380, 280 and State Highway 101 and the San Francisco International Airport. It is also close to BART (approximately 0.5 miles), SamTrans and Caltrain, restaurants, shopping, Bayhill Office Park and many services are within walking distance. The use will bring employees and customers into San Bruno that will utilize other commercial businesses and public transit.

Land Use POLICY LU 1-4 Establish building heights and land use regulations to assure compliance with FAA standards and compatibility with the noise environment.

The project was referred to the City/County Association of Governments (C/CAG) Airport Land Use Commission (ALUC) for a consistency determination with the land use, safety, and height regulations of the Comprehensive Airport Land Use Compatibility Plan for Environs of San Francisco International Airport (SFO ALUCP). On December 7, 2022 the ALUC Commission determined that the project would be consistent with the applicable airport land use, safety, and height policies and criteria contained in the SFO ALUCP.

Land Use POLICY LU-2.1 Encourage a compatible mixtures 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 proposed retail sales is compatible with the existing commercial uses and multi-family development surrounding the project. The proposed use will create tax revenue for the City and serve as a regional commercial draw for customers that will patronize other businesses within San Bruno. The project would complete the build-out of the Crossing development to create a mixed-use use village near transit infrastructure and other commercial uses along El Camino Real.

Therefore the project is consistent with the US Navy Site and Its Environs Specific Plan and the San Bruno General Plan, as proposed to be amended.

Community Design Policy CD-1.2 Implement Building form Policies which assure that views from pedestrian land facilities are attractive, varied and stimulating.

And

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

The proposed contemporary design includes readily distinguishable entrances on the north facing elevation oriented towards The Crossing fountain and pedestrian oriented area on Admiral Court. The building proposes a mix of glass and composite panels including perforated metal screening around the building, creating unique façade designs at each elevation. Discernable articulation using color and material variation integrated with plane breaks are proposed to break up the mass of the multi-story building and provide visual interest for pedestrian/street level as viewed from the roadways consistent with Specific Plan Policy CD-1.2 and CD-1.3.

5. The site for the proposed development is adequate in size and shape to accommodate proposed building site plan and landscaping.

The project site is of adequate size and shape to accommodate the proposed development and landscaping consisting of a multi-story building product that will provide the majority of parking and inventory storage within the building while complying with the applicable development standards. An access easement will also provide additional access into the rear of the building, making efficient use of compact nature of the infill site, and the accommodation of off-site loading collectively demonstrate that the site can accommodate the proposed project.

6. The design of the building site plan, landscaping, and streetscape, including street trees, lighting, and street furnishings, is consistent with the character of the surrounding area, and would not create an adverse visual impact on the surrounding area.

The proposed building is similar in scale to the surrounding multi-family and commercial buildings located within the Crossing development that range from one-story to five stories in height. Further, the building height is limited to 50 feet per height limitations established by City Ordinance No. 1284, the Specific Plan and the FAA. The Crossing is envisioned as a mixed-use urban village and the proposed use add to the vitality of the area by drawing regional customers to the area.

7. The development will not be detrimental to public health, safety, or welfare.

The project would support the existing mixed-use character of the surrounding neighborhood and bring regional customers to the area and provide tax revenue to the City. Traffic generation to the site is anticipated to be less than significant and will not cause undue burden on surrounding streets serving the project. The project will provide improvements to Commodore Drive that will allow for a new off-site loading zone for vehicle deliveries that will not impede traffic along the corridor and sufficient parking for vehicle inventory is being provided within the building that will feature two basement floor and above grade storage contained within the building. All maintenance of vehicles will be conducted within the building and will not create significant noise impacts to the surrounding residences. The proposed building and use will not be a significant source of traffic, odors, noise, or other potential nuisance issues that would degrade the character of the surrounding area or result in detrimental impacts to public health, safety, or welfare.

8. The proposed development contributes to the creation of an attractive and visually interesting built environment that includes a variety of building styles and designs with well-articulated structures within a unifying context that encourages increased pedestrian activity and promotes compatibility among neighboring land uses within the same or different districts.

The proposed building features a modern architectural design that employs a mix of glass and composite panels with effective plan breaks and varied color tones. Enhanced facades are oriented toward the Crossing development to support an enhanced pedestrian visual corridor. Architectural elements such as the transparent storefront, defined building entries, and decorative landscaping provide a human scale to the development. As the last site to be developed within the crossing, the proposed building will promote compatibility among neighboring land uses. The proposed new building will create a built environment that includes a variety of building styles and designs.

Vehicle drive aisles, parking, and pedestrian pathways have been designed to integrate within the existing circulation network surrounding the site including Admiral Court and Commodore Drive. The project will provide an accessible pathway connection to the existing sidewalk on the east side of Admiral Court. Driveways constructed to service the building will not conflict with existing driveways or impede traffic flow. Employees maneuvering vehicles around the site including transport for loading will utilize the entries at the rear of the building away from the village center. The project will not result in significant vehicle trip generations that would be incompatible with the existing road network or that would cause negative impacts to surrounding properties.

This development fits in well with the general character and intensity of The Crossing

Specific Plan development considered a Transit-Oriented Development, by providing a regional commercial use along El Camino Real in close proximity to major transportation hubs including SFO, two Interstates (I-380 and I-280) and State Highway 82 and public transit (BART, Caltrain, and SamTrans).

The U.S. Navy Site and Its Environs Specific Plan Design Guidelines state that parking shall not dominate the experience along any pedestrian route and should be located to the rear of the main building near I-380 and should be shared with other uses to the extent possible. Below grade parking is a preferable design option. The proposed dealership includes a total of 446 parking spaces (201 spaces in a basement with two levels) including 231 above grade within the building and 16 surface spaces. A new bicycle rack will be located near the front of the building. The proposed project meets the parking requirements of the Specific Plan.