



City Council Agenda Item Staff Report

CITY OF SAN BRUNO

DATE: March 14, 2023

TO: Honorable Mayor and Members of the City Council

FROM: Jovan D. Grogan, City Manager

PREPARED BY: Peter Gilli, Community and Economic Development Director

SUBJECT: Hold Public Hearing and Take the Following Actions to Approve the Proposed Genesis and Hyundai Dealership Project Located at 1010 Admiral Court (Admiral Court and Commodore Drive): 1) Adopt Resolution Adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program Related to the Genesis and Hyundai Dealership Project; and 2) Adopt Resolution Approving a General Plan Amendment and Specific Plan Amendment Related to Development of the Genesis and Hyundai Dealership Project; and 3) Adopt Resolution Approving a Planned Development Permit and Architectural Review Permit Related to Development of the Genesis and Hyundai Dealership Project; and 4) Adopt Resolution Finding That the Disposition of the Properties (Assessor's Parcel Nos. 020-013-250 & 020-013-260) Located at Admiral Court and Commodore Drive (The Crossing) by the City of San Bruno for the Purpose of Development of the Genesis and Hyundai Dealership Project is in Conformance With the General Plan; and 5) Adopt Resolution Authorizing the Installation of a Loading Zone on Commodore Drive; and 6) Adopt Resolution Approving a Second Amendment to Declaration of Covenants, Conditions and Restrictions for the Crossing San Bruno; and 7) Adopt Resolution Accepting an Easement From ASN Tanforan Crossing II LLC Relating to Property Known as the Crossing and Authorizing the Execution and Recordation of a Certificate of Acceptance in Connection Therewith

BACKGROUND:

In 2001, the City Council approved the original U.S. Navy Site and its Environs Specific Plan and certified a companion environmental impact report, which allowed for the development of a 20-acre mixed use project referred to as "The Crossing" on the site of the former U.S. Navy administrative facility. The Specific Plan also covers all properties within the immediate vicinity of the Crossing site, bounded by Sneath Lane, El Camino Real, I-380, and Cherry Avenue totaling 52 acres. The Specific Plan provides the overall planning framework for the site, with goals, policies, and standards promoting a high-density mixed-use transit-oriented development. The Crossing site is now largely built out, with a total of 1,063 multi-family housing units, as well as approximately 12,500 square feet of supportive commercial space.

Since its adoption, the city has amended the Specific Plan three times to adjust to fluctuating economic cycles during construction of The Crossing in order to implement the vision of the Specific Plan. An amendment in 2001 created "flex" office/residential sites, which allowed more

multi-family housing to be built if the office market remained weak. Accordingly, residential uses replaced the office and a parking garage use component. An amendment in 2005 allowed development of the El Camino Real commercial project, which increased the retail frontage on El Camino Real and specifically allowed for a full-service sit-down restaurant as originally envisioned at this location as part of a hotel use. Finally, an Amendment approved in 2015 reduced the scale of the hotel approved in the Specific Plan.

In 2012, the City acquired a 1.5-acre vacant site (“property”) near the intersection of Interstate 380 and El Camino Real from the original master developer, Martin/Regis. After completing the rest of The Crossing development, Martin/Regis was not interested in continuing to hold the property for a hotel project. The City bought the property to ensure that it would be developed as a revenue generating use consistent with the Specific Plan. After issuing a Request for Qualifications/Proposals in 2012 and selecting a hotel developer, the City entered into an Exclusive Negotiating Rights Agreement and subsequently the City Council approved the Purchase and Sale Agreement. In 2016, the City Council approved entitlements to construct a 152-room, 5-story hotel with 3,000 square feet of meeting/banquet space and below grade parking, in addition to surface parking on the subject site. The hotel project did not proceed. Subsequent efforts in 2019 to re-engage a hotel developer were not successful as that developer withdrew from consideration and never executed an agreement.

In 2020, the City was approached by Cardinale Auto Group with a proposal to develop and construct a new Genesis and Hyundai dealership on the property. In 2021, the City complied with the amended Surplus Land Act by offering the site to specified agencies and affordable housing developers. Later that year in 2021, the California Department of Housing and Community Development reviewed the City process and determined that the City met all requirements under the Surplus Land Act, that the City engaged in good faith negotiations with affordable housing developers which did not result in a sale to such developer, and that the City is authorized to dispose of the property. On April 27, 2021, the City Council adopted Resolution No. 2021-25 authorizing the City Manager to execute a Purchase and Sale Agreement for sale of the Crossing Property and authorizing the City Manager and City Attorney to execute all documents necessary to close escrow. The Purchase and Sale Agreement was executed on May 10, 2021, and includes provisions for extensions.

Cardinale Auto Group is currently operating a Genesis and Hyundai automobile dealership and service center on a limited lease duration basis at the former Sears building at The Shops at Tanforan until the permanent location (“proposed project”) is constructed and operational. The Shops at Tanforan is currently operating, however, there is a current proposal to redevelop the site with a new mixed-use village that would eliminate the existing dealership location.

In 2022, Cardinale Automotive Group submitted a development proposal to construct a multi-story Genesis and Hyundai automotive dealership facility on the property. Taking steps to have the new dealership in operation before the redevelopment of the Shops at Tanforan is beneficial to the dealership, its employees, and the City’s fiscal sustainability.

DISCUSSION:

Project Description

The applicant, Cardinale Automotive Group, proposes to construct a 171,610 square-foot multi-story automotive dealership and service center for Genesis and Hyundai. The primary use of the building would consist of retail sales of new and pre-owned vehicles and vehicle and

maintenance center. The building is three stories above grade (approximately 50 feet in height), and two stories below grade (extending to a depth of 44 feet). The building consists of 43,254 square feet for showrooms, administrative offices, parts and inventory, vehicle service and detailing bays, and 128,356 square feet of enclosed parking garage. Exterior site improvements including onsite parking, landscaping, lighting, and vehicle drive aisles will be constructed in conjunction with the proposed building along with an off-site loading area. Once operational, the project is anticipated to employ up to 70 people. Project plans are included in Attachment 13.

Building Summary

Building Square Footage	171,610 square feet
Building Height	50 Feet / 3 Stories (plus 2 stories below grade)
Automobile Inventory Storage/Showroom	338 spaces (includes use of mechanical parking devices)
Customer Parking	26 spaces (16 outside showroom entrances & 10 at Basement Level #1)
Employee Parking	53 spaces
Automobile Servicing/Washing, etc.	33 spaces

Sixteen surface level customer parking spaces will be located along the northern portion of the building, directly in front of the main entrances to both dealer showrooms. The showrooms and service centers are proposed on the ground floor where the majority of customer activity will occur. The second floor includes administrative offices, vehicle inventory storage (with mechanical parking devices), and vehicle display area. The roof level will be used for parking beneath solar panel canopies which will remain below the overall 50-foot height limit. The two below-grade levels will be used for employee parking, detail and wash service bays, parts and vehicle inventory storage. An easement must be obtained on a portion of a parcel located south of the City-owned parcels (project site), to provide access to the rear of the building.

The project will require off-site improvements to Commodore Drive located approximately 800 feet west of the project site, including widening of the paved portion of Commodore Drive to 35 feet to accommodate a 15-foot vehicle loading zone that will provide a designated loading area for car haulers receiving and delivering vehicles for the dealership. The loading zone will be placed within the existing street right-of-way. Stormwater improvements include treatment swales and installation of new stormwater drainpipes will be constructed in addition to the street widening. Per the San Bruno Municipal Code, any new public loading zones require review and recommendation from the Traffic Safety and Parking Committee (TSPC) prior to City Council action. The TSCP reviewed this proposal at their meeting on January 11, 2023. An illustration of the loading area can be seen in Attachment 14.

The project will require the removal of six trees from the adjacent parcel to the south, which is providing an access easement to the project. Additional discussion regarding this matter can be found later in the staff report under the "Landscaping" subheading.

A Lot Merger will also be required to accommodate the proposed building on the site, which is currently two parcels and a portion of a third. The existing parcel boundaries between the parcels is directly under the proposed building footprint, therefore the parcels must be merged. This process will be completed as an administrative review separate from the entitlement review for the proposed project.

Existing Conditions

The subject property is approximately 1.66 acres and is located on Admiral Court within The Crossing development in the northern portion of the City. The site grade is slightly elevated above El Camino Real. The project site is zoned Planned Development (P-D). The property consists of two vacant lots and a portion of a third lot with multi-family housing that were all once part of a U.S. Naval administrative facility that was demolished in 2002. The project is on three parcels: parcel 7, Assessor's Parcel Number (APN) 020-013-250; parcel 8, APN 020-013-260; and a portion of the adjacent parcel 2, Assessor's Parcel Number 020-013-220, (owned by ASN Tanforan Crossing II LLC), where access and improvements are proposed as part of the project site plan and circulation. The two lots are the last remaining undeveloped sites within The Crossing planning area. A portion of the site is being used on an interim basis by Jack's Restaurant as an overflow parking lot, and the remainder is secured by a perimeter fence.

Surrounding Land Uses

North: Commodore Drive – Residential (Multi-Family Residential) and ECR Commercial Overlay (Restaurant and Retail/Office uses)

South: Interstate 380

East: El Camino Real – Regional Retail (The Shops at Tanforan)

West: Commodore Drive – Residential Office/Residential Flex (Multi-Family Residential)

Entitlement Review

The proposed project requires the following entitlements:

General Plan Amendment (GPA22-001): A General Plan Amendment is required for the proposed use to change the land use designation from Visitor Services to Crossing Commercial. This amendment would allow the intended land uses of the site. Additionally, minor text in the General Plan is proposed to be to reflect the proposed project. The associated Resolution is included as Attachment 7.

Specific Plan Amendment (SPA22-001): An Amendment to the U.S. Navy and its Environs Specific Plan is required to change the land use designation from Visitor Services to Crossing Commercial, consistent with the intended use of the site. Additionally, the amendments include minor modifications with new development standards for the automotive dealership and service center. The associated Specific Plan amendments are also included in Attachment 7.

Architectural Review Permit (AR22-012): An Architectural Review Permit is required for the proposed new automotive dealership and service center, as the project includes the construction of a new building. The associated Resolution is included as Attachment 8.

Planned Development Permit (PDP22-002): A Planned Development Permit (PDP) is required to allow the development of the proposed automotive dealership and service center. The site is currently designated P-D (Planned Development) with a Visitor Services land use classification. A PDP is required for any project proposed in a P-D district. The PDP includes operational conditions to assure that the use will not be detrimental to surrounding land uses, including that all parking generated by the use will provided on-site so as not to impact surrounding land uses. The associated Resolution is included as Attachment 8.

Additional Action Items Requiring City Council Review

The City Council is also required to act on the following action items:

Loading Zone: City Council action is required to establish the proposed off-site loading zone, which would provide a designated yellow striped loading area for general public commercial use. This zone would be used by car haulers receiving and delivering vehicles for the dealership. The proposed loading zone would be located approximately 800 feet west of the project site on Commodore Drive. The associated Resolution is included as Attachment 10.

Covenants, Conditions and Restrictions (CC&Rs) Amendment: In 2002, Martin/Regis entered into a Declaration of Covenants, Conditions and Restrictions for The Crossing / San Bruno, dated December 17, 2002, recorded as Instrument No. 2002-267962, amended by a First Amendment to Declaration of Covenants, Conditions and Restrictions for The Crossing / San Bruno dated March 13, 2005, recorded as Instrument No. 2005-043348, (collectively, the "Declaration"). The Declaration, as amended, currently does not allow for the development and operation of a new automobile dealership on the City Property.

The property in The Crossing, which is subject to the Declaration, is owned by a number of entities, including the City as owner of the City Property. The owners are seeking to amend the Declaration to allow the Proposed Project with a "Second Amendment to the Declaration." The proposed resolution approves the Second Amendment to the Declaration and authorizes the City Manager to sign and record the document. The associated Resolution is included as Attachment 11.

Access Easement: The Proposed Project is on the City Property and a portion of an adjacent parcel, owned by ASN Tanforan Crossing II LLC (the "Grantor"), where access and improvements are proposed as part of the project site plan and circulation. The Grantor will grant the City a new easement over the Grantor's property to use, access, install, operate, maintain, repair and replace the improvements pursuant to an easement agreement between the Grantor and the City, as Grantee. The proposed resolution approves the easement agreement and authorizes the City Manager to sign and record the document. The associated Resolution is included as Attachment 12.

Architectural Review Committee

The Architectural Review Committee reviewed this project at its December 15, 2022 meeting. The Architectural Review Committee forwarded the project to the Planning Commission with a recommendation of approval, and requesting additional plans and renderings which were provided to the Planning Commission.

Planning Commission

The Planning Commission reviewed this project at its February 7, 2023 meeting and adopted the following Resolutions:

- Resolution No. 2023-03 (Attachment 3): A Resolution of the Planning Commission of the City of San Bruno recommending the City Council adopt a CEQA Initial Study/Mitigate Negative Declaration and Mitigation Monitoring and Reporting Program.
- Resolution No. 2023-04 (Attachment 4): A Resolution of the Planning Commission of the City of San Bruno recommending the City Council approve a General Plan Amendment, Specific Plan Amendment, Architectural Review Permit, and Planned Development Permit,

subject to conditions of approval.

- Resolution No. 2023-05 (Attachment 5): A Resolution of the Planning Commission of the City of San Bruno recommending the City Council find the disposition of the properties (Assessor's Parcel nos. 020-013-250 and 020-013-260) for the purpose of development of the Genesis and Hyundai Dealership project is in conformance with the adopted San Bruno General Plan and related U.S. Navy Site and Its Environs Specific Plan.

Since the Planning Commission meeting, the conditions of approval have been reformatted into six different categories (general conditions, prior to building permit issuance, improvement plans, construction process, prior to final certificate of occupancy, and on-going conditions), which follow the various stages of development. Additionally, staff further modified the conditions of approval to address the following:

- The CEQA Mitigation Measures were included as project conditions of approval.
- Four specific comments received from OneShoreline have been incorporated as project conditions of the project. Additional discussion regarding this matter can be found in the Environmental Review portion of this staff report.
- The permitted construction hours were reduced due to the project's close proximity to existing residential land uses. Construction hours will be from 7:00 am – 6:00 pm, Monday through Friday. Community and Economic Development Director approval is required for all proposed weekend work. Any proposal for weekend work is required to be made in writing in advance of requested weekend work.
- A condition was added requiring the applicant to provide two weeks' notice to all surrounding property owners prior to construction commencing.
- Conditions of approval were added addressing the Airport Land Use Commission requirements.
- The Public Works Department added and modified conditions relating to the lot merger process, encroachment permit process, Commodore Drive loading zone, construction haul route, and stormwater related matters.

PROJECT ANALYSIS:

General Plan Amendment

The proposed amendment to the General Plan to change the land use designation to Crossing Commercial would permit commercial uses intended to serve a regional market area, including hotels, automobile sales, automobile repair services, ancillary automobile-related activities at the project site and ancillary sales activities. Automobile body shops and gasoline sales/service stations are prohibited. Development on-site would be restricted to a floor area ratio (FAR) of up to 3.0.

The proposed amendment also includes minor clean up items including replacing references to the previous hotel project which is no longer being sought with the currently proposed auto sales. Redlined excerpts of the modified General Plan sections are attached to the City Council resolution and can be found in Attachment 7.

Specific Plan Amendment

The project proposes to amend the US Navy and its Environs Specific Plan to establish a new Crossing Commercial land uses at the project site. The site is currently designated as Visitor Services which currently restricts permitted development to a hotel use with a maximum room count of 152 rooms. The proposed Crossing Commercial designation would allow for hotels;

automobile sales; automobile repair services; ancillary automobile-related activities; and ancillary sales. Automobile body shops and gasoline sales/service stations are prohibited. The proposed amendments to the Specific Plan would permit the project site to be developed with the proposed automobile retail space (including showrooms, auto parts sales, administration space, automobile service bays), and automobile inventory storage. Development on-site would be restricted to heights of 50 feet and a maximum building area of 172,000 square feet (FAR of up to 3.0).

The proposed amendments consist of adding a new definition for the Crossing Commercial designation and the addition of new development standards for regional commercial uses.

Property Disposition

Government Code Section 65402(a) provides that the City cannot dispose of (i.e. sell) property until a determination by the jurisdiction is made that the location, purpose and extent of such disposition conforms with the City's General Plan. With the adoption of the General Plan Amendment and Specific Plan Amendment, the proposed sale for the intended use will conform with the General Plan and the US Navy Site and Its Environs Specific Plan. A Resolution is attached confirming review of and finding the disposition of the properties by the City of San Bruno for the purpose of development of an automobile dealership project is in conformance with the General Plan. Detailed Plan objectives and policies that the land use conforms to are included in the Resolution. The associated Resolution is included as Attachment 9.

Land Use/Operations

The amended US Navy and Its Environs Specific Pan will designate this site for commercial land uses given the proximity of the site to the El Camino Real/I-380 corridor and high visibility. The new designation will permit the proposed auto sales use and service center. Business operations will take place within the new building with the exception of customer test drives, and loading and moving vehicles to and from the designated off-site loading area on Commodore Drive. Vehicle inventory will be stored within the two basement levels and portions of the second and third floors. The proposal will provide a regional market draw, that will further support adjacent and nearby commercial retail and service uses within the city. The site is appropriately sited for a regional commercial use due to the proximity and visibility to the I-380/ El Camino Real transportation corridor and adjacent mix of commercial and multi-family uses. The proposed hours of operation of the business are summarized below.

Proposed Hours of Operation:

- Showroom and sales: Seven (7) days a week
 - o Anticipated hours of operation from 9:00 AM to 7:00 PM
 - o Concierge service: offering online sales, with some of the vehicles sold to be delivered by staff directly to the buyer's home
 - o Technology enhanced sales and service communications systems, no loudspeaker or PA systems
- Office Administration: Monday – Friday between 7:30 AM and 6:00 PM
 - o Operations management, finance, accounting, billings
- Service Center: Monday – Saturday from 7:30 AM to 6:00PM
 - o Fully enclosed, sound attenuated service, repairs and maintenance area
 - o Some of the vehicles serviced will be delivered by staff directly to the customer's home

or business

- Auto Parts and small truck deliveries directly to site
 - o Monday – Saturday from 7:30 AM to 6:00 PM
- Auto Deliveries at off-site loading zone
 - o Monday – Saturday from 9:00 AM to 6:00 PM

Building Height

The proposed building is three (3) levels above grade with the height point at 50 feet to the top of the solar canopies that will be affixed to the roof. The proposed building complies with the maximum height limit of 50 feet as codified by City Ordinance 1284 and affirmed within the Specific Plan and Federal Aviation Administration (FAA) standards. The project is within the allowed maximum height according to the Airport Land Use Compatibility Plan for the Environs of the San Francisco International Airport (SFO ALUCP) regulations.

The proposed project is located within Airport Influence Area B identified within the SFO ALUCP. All projects located within Airport Influence Area B must be referred to the Airport Land Use Commission. The Airport Land Use Commission must then determine whether the proposed project is consistent SFO ALUCP. On December 8, 2022, the Board of Directors of the City/County Association of Governments of San Mateo County, acting as the San Mateo County Airport Land Use Commission, determined that the proposed development is conditionally consistent with the SFO ALUCP, subject to the following conditions:

- Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Bruno an FAA “Determination of No Hazard.”
- The City of San Bruno shall require that the project sponsor comply with the real estate disclosure requirement outlined in Policy IP-1 of the SFO ALUCP.

The conditions noted above have been incorporated as project conditions of approval. The City Council does not need to take any action related to the Airport Land Use Committee review.

Transportation and Parking

Access improvements for the project are minimal as existing circulation improvements including private roadways have already been constructed to serve the site and surrounding buildings. Access for customers will take place from Admiral Court and Commodore Drive and no direct access onto El Camino Real is proposed or permitted. The majority of traffic generated from the site will utilize Admiral Court to access the site. These roadways are improved to their ultimate configurations and no further improvements are proposed to these street sections as part of the project with exception to the improvements discussed below.

The city has worked with the applicant to identify an off-site location suitable for vehicle deliveries by trucks with car hauler trailers as there is insufficient room to accommodate deliveries on-site. The city has identified a site on Commodore Drive approximately 800 feet west of the project site for vehicle deliveries where loading and off-loading of vehicles will occur. Car carriers and other delivery vehicles will approach the project from the west by turning onto Commodore Drive from Cherry Avenue. Creation of a public loading zone is suitable in this location as there is sufficient excess City right-of-way on both sides of Commodore Drive to

allow the proposed street widening and is not immediately adjacent to residential buildings. Further, this is a low traffic volume street compared to other potential loading areas such as Sneath Lane or Cherry Avenue. Due to the increase in impervious surfaces as a result of the widening, new drainage swales and a new stormwater pipe connection will be required to the City's stormwater conveyance system. Conceptual drawings of these improvements are included as part of the project plans attached to this report. Car carrier activity will be infrequent after initial stocking of inventory to the building, likely about two deliveries per week. The loading zone will not be limited to use by just the dealership and will be open for public use by moving vans and delivery vehicles serving other uses in the vicinity. However, the delivery hours for car carriers is proposed to be limited to 9:00 am to 6:00 pm Monday through Saturday.

Customers entering the site for vehicle service would enter the site from one of the two driveways on the northern portion of the site and pull directly into the vehicle service drop-off area in the middle of the building in between the two showroom areas. Employees would then move customer vehicles to the first basement level for service queuing before moving to a designated service bay. Once serviced, vehicles would be stored within the building and brought back to the main floor for customer pick-up once ready.

The site plan includes 16 parking spaces located directly in front of the building near the main entrance. These spaces will be used for customers coming to the site to look at vehicles. The site and building will have a total of 450 spaces which includes all inventory parking spaces inside the building. Based on the City Code parking ratio standards for the proposed auto sales, office, and service center uses of the building, a minimum of 74 spaces are required and 79 have been provided for customers and employees. The additional 371 spaces proposed are for inventory parking, showroom parking, and service center parking. One bicycle rack is shown near the northeast corner of the building in accordance with City Code standard. The following table provides a breakdown of the parking data by floor level:

Parking Summary

Location	Total Stalls	Use Type
Exterior Parking Lot	16	Customer
First Floor	17	Service
	7	Showroom
Second Floor	106 (53 x 2 stacked)	Inventory
	8	Showroom
Roof Level	63	Inventory
	33	Employee
Basement-2	105	Inventory
	20	Employee
Basement-1	49	Inventory
	16	Service
	10	Customer
Total Parking:	450	

Trash Enclosure

The trash enclosure is proposed along the south side of the building and will utilize matching siding material and earth tone colors. The enclosure will have a protective roof and metal gate to secure the waste, green waste and recycle bins. The design is consistent with the design of the building.

Architectural Analysis

The project architect has worked with staff to ensure the project incorporated a quality design that would enhance the El Camino Real/I-380 corridor while integrating and relating to the other buildings within The Crossing. The design was also reviewed for consistency with the development standards and design guidelines contained within the U.S Navy Specific Plan including the proposed regional commercial development standards included as part of the proposed amendments. The following discussion provides an overall summary of the project attributes and staff's analysis of the design components.

Site Plan and Building Orientation

The Crossing Design Guidelines describe the intersection of Admiral Court and the esplanade as the point of convergence between the residential and commercial uses and the visual entry into the urban village. Architecture should be enhanced to support the pedestrian experience within this area. The primary building façade with enhanced window system design and mixture of aluminum composite panel designs will support the pedestrian visual experience at this pedestrian gateway. The proposed driveway locations do not appear to conflict with pedestrian routes throughout the village and there will be a pathway leading from the end of the sidewalk along Admiral Court. Due to the compact nature of the infill site with surrounding development and existing roadways, the building footprint encompasses a significant portion of the site. Therefore, the extent of onsite improvements is limited to a single row of customer parking and a landscape strip with monument sign on the northern portion of the site with two driveway access points onto Admiral Court and Commodore Drive. Additionally, an access easement must be obtained to allow the project to use a portion of the adjacent parcel to the south to allow vehicular access into the building from the south.

To remedy the inability to store vehicle inventory on a surface parking lot, the building features several levels including two subterranean levels featuring vehicle parking and inventory storage. The design guidelines also specify consideration for delivery and solid waste disposal. The project has been designed to minimize the interference of operations or welfare of the adjacent buildings with the siting of these operations for the use. The solid waste enclosure will be located at the rear of the building on the rear access driveway and will face the I-380 westbound onramp and will be screened by vegetation within the I-380 right of way. The vehicle loading and pick-up/drop off will be located at an offsite location on Commodore Drive west of project site east of Commodore Park as further described in the Transportation and Parking section of this report.

The proposed Specific Plan amendments include adding new development standards for the newly proposed Crossing Regional Commercial land use designation. The standards include a maximum building height of 50 feet, 3.0 floor-area-ratio (FAR), and a maximum building square footage of 172,000 square feet.

Building Massing/Scale

The Crossing Design Guidelines states building mass should be human scale at the pedestrian level through use of building articulation to break up the mass of larger building elements as

viewed from a distance. Articulation with horizontal and vertical variation in plane, colors, and materials work to break up the mass and scale of the building.

The building's structure is articulated with significant transparency with large window systems throughout, reducing the building's apparent mass by a significant degree. The frequency of material changes and transparency provides viewers with a variety of focal points to the building and interesting design patterns on the aluminum composite material panels across the building. The building's third floor, consisting of rooftop parking with solar panel canopies, reduces the apparent mass of the building compared to a traditional three-story building.

Interior Floor Plan

There are a total of five building levels including two above grade floor levels, a roof level with parking, and two subterranean levels. The ground level will serve as the showroom floor with lounge and offices for both dealerships. The service center is located behind the showrooms areas and comprises the balance of the ground floor. A centrally located drive aisle separating the two dealership showrooms provides access to the service bays in the rear will be centrally located, separating the two dealership showroom areas. The second floor will have a vehicle display case located adjacent to the front windows with additional offices and vehicle storage in the rear. The roof level will primarily consist of vehicle storage with placement of solar roof panels above. The 2nd level basement (lower level) consists of employee parking and vehicle inventory storage, with the 1st basement level dedicated to additional inventory parking, service parts storage, service vehicle queuing, and wash and detail bays.

Overall, the floor plan promotes vehicle display and human activity areas as the dominant visual experience when observing the building from Admiral Court and El Camino Real. This purposely moves vehicle servicing and storage related activities to less visible areas within the building, such as the rear portions of the main floors, roof, and subterranean levels. The centralized location of the service drive serving both dealerships will allow convenient and direct access for customers. A majority of the floor area of the building will be dedicated to vehicle inventory storage due to the compact nature of the site and the storage needs of the business, however these areas are largely minimized from outside view.

Building Architectural Elevations

The project is designed to maximize visibility to the El Camino Real corridor as a commercial use. Similar to the commercial buildings to the north including the commercial and restaurant use directly north and the dental building further north, the commercial uses differ from the architectural style of residential buildings which do not front on El Camino Real. As such, more architectural variation has been permitted by the city based on the type of commercial use, such as the contemporary style for the proposed dealership.

The Crossing Design Guidelines encourage buildings incorporate a range of materials and colors, compatible with other development within the Plan area which utilize cement plaster, board and batten, and stone materials. While the proposed architecture represents a departure from the existing surrounding buildings, the design is compatible with respect to massing and materials. The building would utilize a large storefront glass section along the north and west elevations for transparency of the display areas, creating a prominent architectural element to the building. The glass is accented by decorative parapets as encouraged by the Specific Plan, using aluminum composite panels with unique design patterns along the north, east, and west elevations. The window system will stand approximately 32-feet tall, however, it will be broken up with horizontal and vertical lines across the façade. Windows will also be featured on all

elevations to showcase vehicles in the display areas and create transparency throughout the building. The glass will be clear and fully transparent at the ground level, consistent with the design guidelines.

The balance of the building is finished with neutral steel perforated screening along portions of the west and south elevations, and architectural panels using a mix of neutral brown and tan colors, similar to colors used in the surrounding buildings. Roll-up doors will be located on the south and north elevations to allow for closure of the building interior driveways. Variation of the facades including the unique entry elements, composite panel designs, and recessed service entrance, creates a defined design theme along the primary building façade (north elevation). While the north elevation incorporates the highest degree of articulation and enhancement, the balance of the building provides a mix of materials, colors, and plane breaks to create a cohesive design theme across the entire building. The building elevations are consistent with the existing Specific Plan standards for massing and articulation. The design is also consistent with the intent of The Crossing Design Guidelines in that the architectural features are discernable from a distance by incorporated design features in scale with the building massing, providing color variation, and distinguishable entries, while also providing pedestrian scale design such as a floor to ceiling window storefront system.

The building incorporates multi-level parking into the building including subterranean and above grade including roof-top parking underneath solar canopies. The Crossing Design Guidelines requires that subterranean parking be considered and screening for above grade parking. The proposed building incorporates subterranean parking and above grade parking that will be screened by a mesh screen system with a natural steel color. The roof parking will also be screened by a decorative parapet system with aluminum composite panels and solar canopies. The parking aspect of the building will be diminished with architectural elements focusing on the retail/showroom portion of the building.

Roof

The roof lines provide variation from different viewpoints of the building to break up the façade. The proposed roof lines are consistent with the directives of the Design Guidelines. The building will feature a parapet wall with aluminum composite material panels that will screen vehicle parking on the roof as well as utilities.

Landscaping

Landscaping treatments are somewhat limited given the footprint of the building on the site, with the largest grouping of proposed plantings and landscape coverage occurring on the eastern portion of the site adjacent to El Camino Real and I-380. This area will consist of a slope grade with layers of deer grass, Indian Hawthorne, Waxleaf Privet, and Flax Lilly, with a row of tree plantings such as California Pepper, Coast Live Oak, and Brisbane Box. The main entryway area will include Dwarf Bottlebrush and Yellow Lantana for a decorative visual effect at the main entrance to the building. There will be small planters and trees planted on the west and south elevations as well to create a break between the building and the street. The landscaping treatments will provide for storm water treatment through bioswales. The overall design meets the intent of the Crossing Design Guidelines however the nature of the use and the building design limits opportunities to provide pedestrian enhanced landscape features such as seating areas and walkways that are seen in the other portions of the plan area. These features are available adjacent to the site on Admiral Court.

The proposed work will require the removal of six trees from the southern portion of the site adjacent to the I-380 westbound onramp. Tree removal from the site is necessary due to proposed grading and site work and is notated on the proposed demolition plan. The proposed trees for removal include four Canary Island Pines, one Eucalyptus, and one Myoporum all of which exceed the 10-inch diameter trunk width thresholds for Heritage Tree classification. The project will be conditioned to require submittal of a ministerial tree removal application to the City and receive approval of the permit prior to commencing construction for the site.

Lighting

Exterior lighting is proposed as part of the construction of the building, parking, and pedestrian walkways. The Crossing Design Guidelines state that "Buildings and their environs should be lighted for safety, accent, and way finding purposes." Concerning exterior building lighting, recommendations include that "The aesthetic quality of exterior lighting should be considered in relationship to adjacent streets, gathering areas, and open spaces." Proposed lighting will consist of parking light standards and building mounted wall-pack lighting consistent with those utilized on the existing commercial building and parking lot to the north. A condition of approval has been included to ensure light trespass does not impact the adjacent multi-family residential buildings to the north and west of the site.

Signage

The Crossing Design Guidelines related to exterior building signage/graphics calls for monument signage placed in landscape areas at prominent entrances, corners and other points of visual focus within the land plan without obstructing views and creating hazards. Furthermore, the Design Guidelines state that "Signs shall be not taller than six feet above grade," and "No pole signs will be allowed." Signage will be lighted by up lighting or other similar focused lighting. Signs which are exclusively lit internally will not be permitted although internal lighting for the purpose of accent lettering or logos is permissible. A condition of approval has been included requiring that all proposed business identification signs shall require prior City approval in accordance with Chapter 12.104 of the Municipal Code.

FISCAL IMPACT:

The sale of the property would provide one-time revenue to the City's general fund. Once the dealership is built and is fully operational, it is estimated to generate revenue in the form of sales tax, plus property tax on the new assessed value of the dealership building.

ENVIRONMENTAL IMPACT:

The proposed Crossing automobile dealership project has been reviewed according to the standards and requirements of the California Environmental Quality Act (CEQA) and the San Bruno environmental review procedures. The proposed project is located within the U.S. Navy Site and Its Environs Specific Plan (Specific Plan) area. On January 9, 2001, the City of San Bruno adopted the Specific Plan and certified an associated programmatic Environmental Impact Report (EIR).

A subsequent Initial Study and Mitigated Negative Declaration (IS/MND), and Mitigation Monitoring and Reporting Program has been prepared for the project in accordance with CEQA to address any potentially significant environmental impacts associated with the project. All impacts identified would be mitigated to a less-than-significant level with implementation of the recommended mitigation measures. All mitigation measures approved as part of the project will

be required to be satisfied as part of the construction of the building and associated site improvements.

Impacts in the following areas would be less than significant, without the need for any mitigation: Aesthetics, Agriculture and Forestry Resources, Energy, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildfire.

Impacts in the following areas would be potentially significant but would be reduced to a less-than-significant level by implementation of the recommended mitigation measures. The mitigation measures referenced below are standard measures that are typical for this type of development and would apply to a similar project located anywhere in the City.

- Construction of the proposed project would exceed the applicable threshold of significance for NOX, resulting in a potentially significant impact. Implementation of the BAAQMD's Basic Construction Mitigation Measures would reduce NOX construction-related emissions to less-than-significant. Compliance with BAAQMD's Basic Construction Mitigation Measures is included.
- Nesting birds could be encountered in existing on-site trees. Prior to tree removal, a nesting bird survey would be required prior to tree removal if removal is proposed during the nesting season.
- Cultural Resources and Tribal Cultural Resources could be encountered during construction, so standard mitigation measures related to preserving and protecting cultural resources is included.
- Paleontological resources could be encountered during construction. A standard mitigation measure requires that should a unique paleontological resource or site or unique geological feature be identified at the project site during any phase of construction, all ground disturbing activities within 25 feet shall cease and the Community Development Director notified immediately.
- The project has the potential to generate GHG emissions that could have a significant impact on the environment. However, these emissions can be reduced with the incorporation of mitigation measures to reduce operational and construction GHG emissions.
- The construction may use cranes or other equipment that may create a hazard for air navigation. A review of the construction plan will be conducted by the FAA, and a determination of no hazard will be required.
- A detailed construction plan that includes information on how construction noise levels will be reduced to an acceptable level for surrounding uses will be required. A plan that addresses potential vibration due to construction activities will be required.

The Initial Study/Mitigated Negative Declaration was available for a 20-day public review period which commenced on February 3, 2023 and ended on February 23, 2023. A notice of intent (NOI) was filed with the State Clearinghouse, circulated to property owners within 600 feet of

the project site and posted on the City's website for the project. Staff received one e-mail from Caltrans indicating that a Caltrans-Issued Encroachment Permit would be required for any permanent work or temporary traffic control measures that encroach onto Caltrans' Right-of-Way. Additionally, the City received a comment letter from the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline). OneShoreline provided comments regarding various stormwater related matters, such as stormwater conveyance, discharge rates, and trash management, which have been included as project conditions of approval. A Final Initial Study/Mitigated Negative Declaration, which includes the comments received and the formal response to comments, was prepared and is presented for City Council consideration. The associated Resolution is included as Attachment 6.

RECOMMENDATION:

Hold Public Hearing and Take the Following Actions to Approve the Proposed Genesis and Hyundai Dealership Project located at 1010 Admiral Court:

1. Adopt Resolution Adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program Related to the Genesis and Hyundai Dealership Project; and
2. Adopt Resolution Approving a General Plan Amendment and Specific Plan Amendment Related to Development of the Genesis and Hyundai Dealership Project; and
3. Adopt Resolution Approving a Planned Development Permit, and Architectural Review Permit Related to Development of the Genesis and Hyundai Dealership Project; and
4. Adopt Resolution Finding That the Disposition of the Properties (Assessor's Parcel Nos. 020-013-250 & 020-013-260) Located at Admiral Court and Commodore Drive (The Crossing) by the City of San Bruno for the Purpose of Development of the Genesis and Hyundai Dealership Project is in Conformance With the General Plan; and
5. Adopt Resolution Authorizing the Installation of a Loading Zone on Commodore Drive; and
6. Adopt Resolution Approving a Second Amendment to Declaration of Covenants, Conditions and Restrictions for the Crossing San Bruno, and
7. Adopt Resolution Accepting an Easement From ASN Tanforan Crossing II LLC Relating to Property Known as the Crossing and Authorizing the Execution and Recordation of a Certificate of Acceptance in Connection Therewith

ALTERNATIVES:

1. The City Council may elect to not adopt the resolutions to approve the project; however, this alternative is not recommended.
2. Request changes to the project as proposed and/or the conditions of approval.

ATTACHMENTS:

1. Location Map and Photographs
2. Findings For Approval
3. Planning Commission Resolution 2023-03 Recommending Adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
4. Planning Commission Resolution 2023-04 Recommending Approval of a General Plan Amendment, Specific Plan Amendment, Planned Development Permit, and Architectural

Review

5. Planning Commission Resolution 2023-05 Recommending Finding That the Disposition of the Properties (Assessor's Parcel Nos. 020-013-250 & 020-013-260) Located at Admiral Court and Commodore Drive (The Crossing) by the City of San Bruno for the Purpose of Development of the Genesis and Hyundai Dealership Project is in Conformance with the General Plan
6. City Council Resolution Adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program Related to the Genesis and Hyundai Dealership Project
7. City Council Resolution Approving a General Plan Amendment and Specific Plan Amendment Related to Development of the Genesis and Hyundai Dealership Project
8. City Council Resolution Approving a Planned Development Permit, and Architectural Review Permit Related to Development of the Genesis and Hyundai Dealership Project
9. City Council Resolution Finding that the Disposition of the Properties (Assessor's Parcel Nos. 020-013-250 & 020-013-260) Located at Admiral Court and Commodore Drive (The Crossing) by the City of San Bruno for the Purpose of Development of the Genesis and Hyundai Dealership Project is in Conformance with the General Plan
10. City Council Resolution Authorizing the Installation of a Loading Zone on Commodore Drive
11. City Council Resolution Approving a Second Amendment to Declaration of CC&Rs for the Crossing San Bruno
12. City Council Resolution Accepting an Easement From ASN Tanforan Crossing II LLC Relating to Property Known as The Crossing and Authorizing the Execution and Recordation of a Certificate Acceptance in Connection Therewith
13. Project Plans
14. Commodore Drive Loading Zone Exhibit