



APPLICATION FOR LAND USE CONSISTENCY DETERMINATION  
San Mateo County Airport Land Use Commission  
C/CAG ALUC

APPLICANT INFORMATION			
Agency: City of San Bruno			
Project Name: The Crossings – Automobile Dealerships			
Address: 1010 Admiral Court		APN: 020-013-250; -260; portion of -220	
City: San Bruno	State: CA	ZIP Code: 94066	
Staff Contact: Michael Laughlin	Phone: 650-616-7053	Email: MLaughlin@sanbruno.ca.gov	
PROJECT DESCRIPTION			
Proposed construction of a new automobile dealership building for Hyundai and Genesis at the northwest corner of El Camino Real and Interstate 380 in The Crossing development.			
The dealership will sell new and pre-owned vehicles, parts and provide automotive services. The project would consist of a three-story above-ground building that will house automobile sales and service areas, along with space for employee and customer parking, and vehicle inventory storage, along with two below-grade parking levels for additional parking.			
The application includes General Plan Amendments and a fourth amendment to the U.S. Navy Site and Its Environs Specific Plan. The General Plan amendments are relatively minor in nature, addressing construction of the proposed 3-story/50 ft tall structure. Architectural Review will also be required.			
See attached project description, and key General Plan and Specific Plan changes. A link to the Specific Plan is provided below:			
<a href="https://sanbruno.ca.gov/635/US-Navy-Site-Specific-Plan">https://sanbruno.ca.gov/635/US-Navy-Site-Specific-Plan</a>			
REQUIRED PROJECT INFORMATION			

For General Plan, Specific Plan or Zoning Amendments and Development Projects:

***RESPONSE: SEE ATTACHED COPY OF THE US NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN PROPOSED SPECIFIC PLAN AMENDMENTS, ALONG WITH GENERAL PLAN AMENDMENTS.***

A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following:

***RESPONSE: COPY OF PROJECT SITE PLAN AND ELEVATIONS ATTACHED.***

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):

a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.

- Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.

***RESPONSE: THE PROJECT SITE LOCATED BETWEEN THE 65-70 CNEL NOISE CONTOUR. THE PROPOSED PROJECT IS FOR A COMMERCIAL USE (NEW AUTOMOBILE DEALERSHIP), AND DOES NOT INCLUDE ANY RESIDENTIAL DEVELOPMENT. THE PROJECT IS ANTICIPATED TO BE COMPATIBLE WITH CNEL NOISE CONTOURS APPLICABLE TO COMMERCIAL USES, WITH NO SPECIAL NOISE INSULATION REQUIREMENTS.***

b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.

- Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.

*RESPONSE: N/A; THE PROJECT SITE IS LOCATED OUTSIDE OF THE SAFETY ZONE CONFIGURATIONS FOR SFO ALUCP.*

c) Airspace Protection:

- Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

*RESPONSE: THE PROPOSED COMMERCIAL BUILDING WOULD BE 50 FT IN HEIGHT ABOVE GROUND LEVEL, WITH A FINISH GROUND-FLOOR ELEVATION OF APPROXIMATELY 67 FEET, AND WITH TOP OF BUILDING HEIGHT OF APPROXIMATELY 117 FT ABOVE MSL. MAXIMUM PERMITTED FAA BUILDING HEIGHTS FOR THIS AREA ARE ESTIMATED TO BE NOT LESS THAN 133 FT AMSL, WITH THE PROPOSED COMMERCIAL BUILDING AT LEAST 17 FEET BELOW THIS ELEVATION.*

- If applicable, identify how property owners are advised of the need to submit Form 7460-1, *Notice of Proposed /Construction or Alteration* with the FAA.

*RESPONSE: APPLICANT HAS BEEN ADVISED OF THE NEED TO FILE FORM 7460-1 WITH THE FAA.*

2. Real Estate Disclosure requirements related to airport proximity

*RESPONSE: N/A.*

3. Any related environmental documentation (electronic copy preferred)

*RESPONSE: CITY IS PREPARING AN INITIAL STUDY / MITIGATED NEGATIVE DECLARATION FOR THE PROJECT.*

4. Other documentation as may be required (ex. related staff reports, etc.)

Additional information For Development Projects:

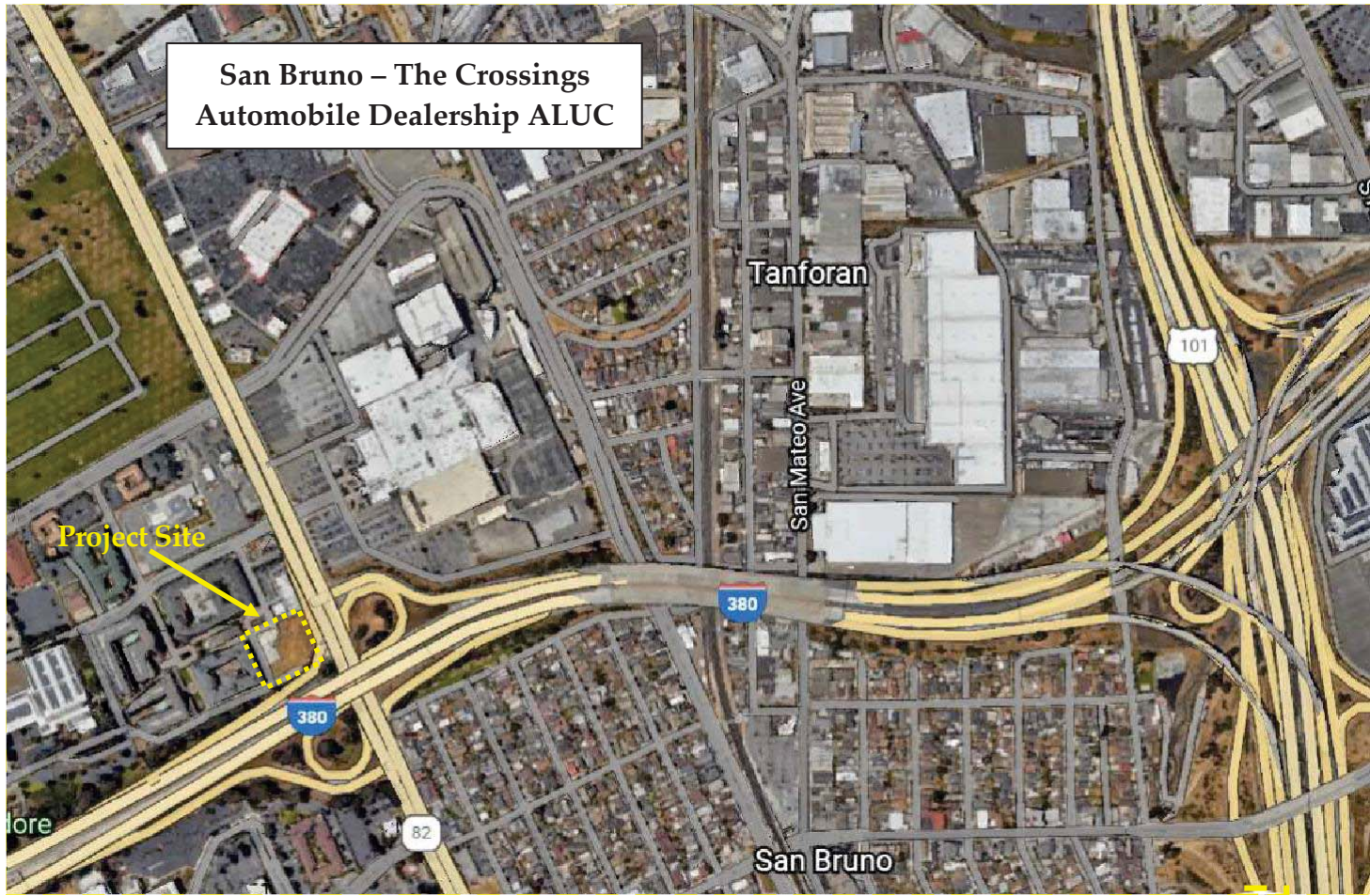
1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site
3. Building heights relative to mean sea level (MSL)

ALUCP Plans can be accessed at <http://ccag.ca.gov/plansreportslibrary/airport-land-use/>

Please contact C/CAG staff at 650 599-1467 with any questions.

<i>For C/CAG Staff Use Only</i>
<i>Date Application Received</i>
<i>Date Application Deemed Complete</i>
<i>Tentative Hearing Dates:</i>
- <i>Airport Land Use Committee</i>
- <i>C/CAG ALUC</i>

**San Bruno – The Crossings  
Automobile Dealership ALUC**



November 2, 2022

## **San Bruno Hyundai & Genesis Automobile Dealerships – Draft Project Description**

Cardinale Automotive Group (“CAG”) or an affiliated entity or designee plans to develop, own and operate a dealership facility providing sales and services for Hyundai and Genesis vehicles at 1010 Admiral Court. The dealership will sell new and pre-owned vehicles, parts and provide automotive services. The project would consist of a three-story above-ground building that will house automobile sales and service areas, along with space for employee and customer parking, and vehicle inventory storage, along with two below-grade parking levels for additional parking. Up to 70 employees are anticipated for the auto sales and service uses.

On behalf of CAG, Goree Architects has submitted entitlement applications to the City of San Bruno to allow for the construction and operation of the new dealership facility. Entitlements will consist of a General Plan Amendment; Amendment to US Navy Site and Its Environs Specific Plan; Planned Development Rezoning and Planned Development Permit; and Architectural Review.

The 1.66-acre project site (APNs 020-013-250; -260; portion of -220) consists of undeveloped land located within The Crossing development, bounded by El Camino Real to the east, the terminus of Admiral Court to the north, Commodore Drive to the east, and Interstate 390 on-ramp to the south.

### **CURRENT SITE CONDITIONS**

The approximately 1.66-acre project site is within the U.S. Navy and Its Environs Specific Plan area located in San Bruno. The site is an undeveloped and relatively flat parcel with an approximately one percent slope. A majority of the site (approximately 97 percent, or 67,269 square feet of pervious surface area) is covered with ruderal vegetation, such as grasses and shrubs, and approximately six trees line the southern site boundary. The remaining seven percent of the site (5,079 square feet of impervious area) is covered with a roadway extension that connects to Commodore Drive. Additionally, in the northwestern corner of the site, there is an approximately 0.4-acre temporary overflow gravel parking lot. The City has a month to month lease with an adjacent tenant for this parking to be utilized by the adjacent eating and drinking establishment. The parking lot is surrounded by temporary fencing.



## **CURRENT GENERAL PLAN, SPECIFIC PLAN AND ZONING**

### **General Plan Land Use Designation**

The project site has a General Plan land use designation of Visitors Services, pursuant to the U.S. Navy and Its Environs Specific Plan.

### **Specific Plan Land Use Designation**

The project site is designated for “Visitor Services” in the U.S. Navy Specific Plan. This land use designation only allows for a hotel development with a maximum room count of 152 rooms. Under this land use designation, development on-site is limited to an estimated maximum building height of 73 feet to comply with FAA requirements.

### **Zoning District**

The project site is zoned P-D, Planned Development (City of San Bruno Municipal Code Section 12.96.190). Any and all compatible land uses consistent with the San Bruno General Plan are conditional uses (subject to a Planned Development Permit) in the P-D district, pursuant to the Specific Plan.

## **PROPOSED PROJECT**

### **General Plan Amendments**

The proposed amendments to the General Plan to change the land use designation to Crossings Regional Commercial would permit a variety of commercial uses intended to serve a regional market area, including: retail sales; eating and drinking establishments; personal and business services; professional and medical offices; financial, insurance, and real estate offices; theaters and entertainment uses; educational and social services; 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.

### **Specific Plan Amendments**

The project proposes to amend the project site’s Specific Plan to establish a new Crossings Regional Commercial land uses at the project site. This designation permits a variety of commercial uses intended to serve a regional market area, including: retail sales; eating and drinking establishments; personal and business services; professional and medical offices; financial, insurance, and real estate offices; theaters and entertainment uses; educational and social services; hotels; automobile sales; automobile repair services; ancillary automobile-related; and ancillary sales. Automobile body shops and gasoline sales/service stations are prohibited. The proposed amendments to the U.S. Navy 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 an FAR of 3.0.

Refer to APPENDIX for a comprehensive list of all proposed amendments to the U.S. Navy and Its Environs Specific Plan, including site-specific development standards.

## Facility Plans

### *Building Construction*

The new facility will be three stories above grade level and two stories below grade. Customer parking will be located directly in front of the main entrance. The Hyundai and Genesis showrooms and the service center would be located on the ground floor. On the second floor will be office administration, automobile inventory mechanical parking devices and a window display area. The roof level will be used for parking beneath solar panels. The two below-grade levels will be used for employee parking, detail and wash service bays, parts and vehicle inventory, and tech support.

The project would utilize a contemporary design, utilizing storefront glass along the north and west elevations with views into the auto sales and display areas, aluminum composite panels along the east and south elevations, along with use of perforated screening along portions of the west and south elevations to screen interior garage ramps. Accent colors would be a mix of neutral browns and tan colors. Roll-up doors would be located on the south, west and north elevations to allow for closure of the building interior driveways.

### *Building Summary*

Building Square Footage	171,610 sq ft
Building Height	50 Feet / 3 Stories
Automobile Inventory Storage	330 spaces (includes use of mechanical parking devices)
Customer Parking	52 spaces (including 16 outside showroom entrances)
Employee Parking	30 spaces
Automobile Servicing/Washing, etc.	34 spaces

### *Site Landscaping*

Landscaping, utilizing a mix of trees (26 total, 24-48" box sizes, including California pepper, Brisbane box and coast live oaks), groundcover and shrubs, is proposed in the following locations:

- In five-foot wide landscape strips along the Commodore Drive frontage.
- In five-foot wide landscape strips along the north property boundary by Admiral Court.
- In a landscape strip along the El Camino Real frontage, varying in width from approximately 20 to 35 feet.
- In landscape strips along the south of the building, by Commodore Drive South.
- In three landscape islands along the north side of the building in the customer parking area.

### *Vehicle Access*

Access will be available with driveway connections at the north end of the site, connecting to Admiral Court, and from two driveway connections along Commodore Drive to the west.

Vehicles arriving for servicing would enter the site from the driveway connection at the north end of the site by Admiral Court and temporarily park at the service center entrance. Space for up to 13 vehicles would be provided entering the service center. Staff would log in arriving vehicles and then move them either into service bays on the main level or to basement level 1 to avoid any queuing of vehicles onto Admiral Court.

Delivery vehicles for auto parts, servicing and administrative supplies would utilize the south Commodore Drive driveway entry, and unload within the building.

A trash enclosure structure will be located along the south side of the building, and accessible from the southern Commodore Drive driveway connection.

### *On-Site Parking*

On-site parking will be provided for customers of the auto sales uses, for employees, for the vehicle servicing operation, and for vehicle inventory storage.

### *Vehicle Off-Loading*

Automobile inventory will be delivered by use of vehicle truck trailers, which will unload vehicles along new commercial vehicle (yellow) loading zone to be created off-site. This loading zone will be established within the existing Commodore Drive City street right-of-way. In yellow zones, San Bruno Municipal Code Section 7.16.020 prohibits stopping, standing, for any purpose other than the loading or unloading of passengers or materials; provided that the loading or unloading of passengers shall not consume more than three minutes nor the loading or unloading of materials more than twenty minutes. This loading zone is located approximately two blocks west of the auto dealership project site. Loading will only be permitted between seven a.m. and six p.m. on any day except Sundays and holiday, consistent with San Bruno Municipal Code Section 7.16.020 Truck trailers will be capable of carrying up to 10 vehicles for deliveries. Off-loaded automobiles will then be driven by dealership staff to the project site, for storage inside the facility building.



## Operational Details

### *Proposed Hours of Operation*

- Showroom and sales: Seven (7) days a week
  - Anticipated hours of operation from 9:00AM to 7:00PM
  - Concierge service: projecting 20-30% online sales, with up to 50% of vehicles sold to be delivered by staff directly to the buyer's home
  - Technology enhanced sales and service communications systems, no loudspeaker nor PA systems
- Office administration: Monday – Friday between 7:30AM and 6:00PM
  - Operations management, finance, accounting, billings
- Service center: Monday – Saturday from 7:30AM and 6:00PM
  - Fully enclosed, sound attenuated service, repairs and maintenance area
  - Up to 50% of vehicles serviced will be delivered by staff directly to the customer's home or business.
- Auto Parts:
  - Monday – Saturday from 7:30AM and 6:00PM

### *Building Maintenance*

- The exterior and interiors of the facility will be properly maintained at all times
- All environmental waste will be handled by third parties in accordance with current regulations

## Infrastructure and Related Site Improvements

### *Grading*

Grading of the site is anticipated to involve approximately 32,070 cubic yards of cut material to provide for leveling of the parking and driveway areas, and excavation of the two lower levels (below grade) of the structure, along with 665 cubic yards of fill, for a net off-haul of approximately 31,045 cubic yards.

### *Stormwater*

The project site would include approximately 14,000 square feet of pervious surface (equivalent to approximately 22 percent of the overall site area) and 53,000 square feet of impervious surface (equivalent to approximately 78 percent of the site).

To manage stormwater runoff on the site, the project proposes four flow-through planters lined with underdrains and one self-treating landscape. These stormwater features would capture, temporarily store, and filter stormwater. The flow-through planters would be located along the perimeter of the proposed building with two of the features along the northern project site

boundary, one planter along the southeastern edge of the building, and the fourth flow-through planter along the bottom western edge of the building.

#### *Water Service*

The project would be served by connection to City water distribution lines, connecting to 12-inch water line located along Commodore Drive. An 8-inch fire water line would also be installed along the north and east sides of the building.

#### *Wastewater Service*

The project would be served by connection to City wastewater conveyance lines, connecting to an existing 12-inch line located along the property frontage along Commodore Drive.

#### *Other Services*

Power and natural gas would be provided by PG&E. All new lines will be installed underground on the site. Connection would be made to CityNet Services, including video and internet services.

### **Required City of San Bruno Approvals**

Requested project entitlement approvals or other City discretionary approvals consist of:

- General Plan Amendment
- Amendment to the U.S. Navy Site and Its Environs Specific Plan
- Planned Development Permit
- Architectural Review
- Authorization of the installation of new loading zones spaces off-site

The entitlement applications would be presented to the Planning Commission for review and recommendation to the City Council, who will have final approval authority.

City environmental review (CEQA compliance) will also be required. An Initial Study will be prepared by the city which will analyze the project impacts.

Additional City approvals that will be necessary to support construction activities include:

- Utility and Related Improvement Plans
- Grading Permit
- Building Permits
- Fire Building Permit
- Encroachment Permit

#### **Comprehensive Airport Land Use Compatibility Plan Consistency Review**

The site is located within the planning area defined in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport ("SFO ALUCP"), adopted by the Board of Directors of the City/County Association of Governments ("C/CAG") of San Mateo County, in its capacity

as the San Mateo County Airport Land Use Commission ("ALUC") on November 8, 2012. The SFO ALUCP provides land use policies, height limits, and recommendations for development in the areas surrounding San Francisco International Airport (SFO) to ensure that development in the areas surrounding the airport are compatible with airport operations.

An application for a land use consistency determination with the SFO ALUCP will be filed with C/CAG for review of the General Plan Amendment and Specific Plan Amendment. Other permit reviews are expected to include a Notice of Proposed Construction to be filed by the applicant with the FAA.

# SAN BRUNO GENESIS & HYUNDAI

## 1010 ADMIRAL COURT SAN BRUNO, CA 94066

REAL PROPERTY IN THE CITY OF SAN BRUNO, COUNTY OF SAN MATEO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

**PARCEL A:**  
PARCEL 7 AND PARCEL 8 AS SHOWN ON THE MAP ENTITLED, "THE CROSSING", FILED IN THE OFFICE OF THE RECORDER OF SAN MATEO COUNTY, CALIFORNIA ON DECEMBER 09, 2002 IN BOOK 132 OF MAPS, PAGES 54 THROUGH 60.

**PARCEL B:**  
EASEMENTS FOR INGRESS AND EGRESS AND PRIVATE UTILITY SERVICE OVER THOSE PORTIONS OF PARCEL 1 AND PARCEL 2 AS SHOWN ON THE MAP ENTITLED, "THE CROSSING", FILED IN THE OFFICE OF THE RECORDER OF SAN MATEO COUNTY, CALIFORNIA ON DECEMBER 09, 2002 IN BOOK 132 OF MAPS, PAGES 54 THROUGH 60, DESIGNATED THEREON AS "RESERVATION OF PRIVATE ROADWAY EASEMENT FOR THE BENEFIT OF PARCELS 1, 2, 7, 8, 9 AND 10, AND PRIVATE UTILITY EASEMENT".

**PARCEL C:**  
AN EASEMENT FOR STORM DRAIN PURPOSES OVER THOSE PORTIONS OF PARCEL 2 AS SHOWN ON THE MAP ENTITLED, "THE CROSSING", FILED IN THE OFFICE OF THE RECORDER OF SAN MATEO COUNTY, CALIFORNIA ON DECEMBER 09, 2002 IN BOOK 132 OF MAPS, PAGES 54 THROUGH 60, DESIGNATED THEREON AS "10' PRIVATE STORM DRAIN EASEMENT".  
THE PROPERTY DESCRIBED AND SHOWN HEREON IS THE SAME PROPERTY AS DESCRIBED IN THE FIRST AMERICAN TITLE INSURANCE COMPANY PRELIMINARY REPORT FOR TITLE INSURANCE NUMBER NCS-1067503-SC DATED APRIL 23, 2021.

**EXISTING EASEMENTS:** REFER TO CIVIL DRAWINGS

**MAX HEIGHT OF BUILDING:** NOT TO EXCEED 50'-0" A.F.F.

**ZONING:** P-D

**LAND USE:** VISITOR SERVICES

**AIRPORT NOISE LEVEL:** 65

**CURRENT DESCRIPTION:** VACANT LAND

**IN FLOOD ZONE:** D

**IN FAULT ZONE:** NO

**LIQUEFACTION RISK:** VERY LOW

**WILDLAND FIRE RISK:** UNZONED

**TAX RATE AREA:** 010024



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SAN BRUNO, CA 94066  
KEVIN@GOREE.COM

**PROJECT NAME:**  
SAN BRUNO GENESIS & HYUNDAI

**PROJECT DESCRIPTION:**  
HYUNDAI AND GENESIS CAR DEALERSHIP

**PROJECT ADDRESS:**  
1010 ADMIRAL COURT  
SAN BRUNO, CA 94066

**OWNER/DEVELOPER:**  
CARDINALE AUTOMOTIVE GROUP



**CARDINALE AUTOMOTIVE GROUP**

**PROJECT NUMBER:**  
A21034

**DRAWING NUMBER:**  
COVER



**DATE:**  
10/15/22

**SCALE:**  
AS SHOWN

**DATE:**  
10/15/22

**BY:**  
JEFFREY

**DATE:**  
10/15/22

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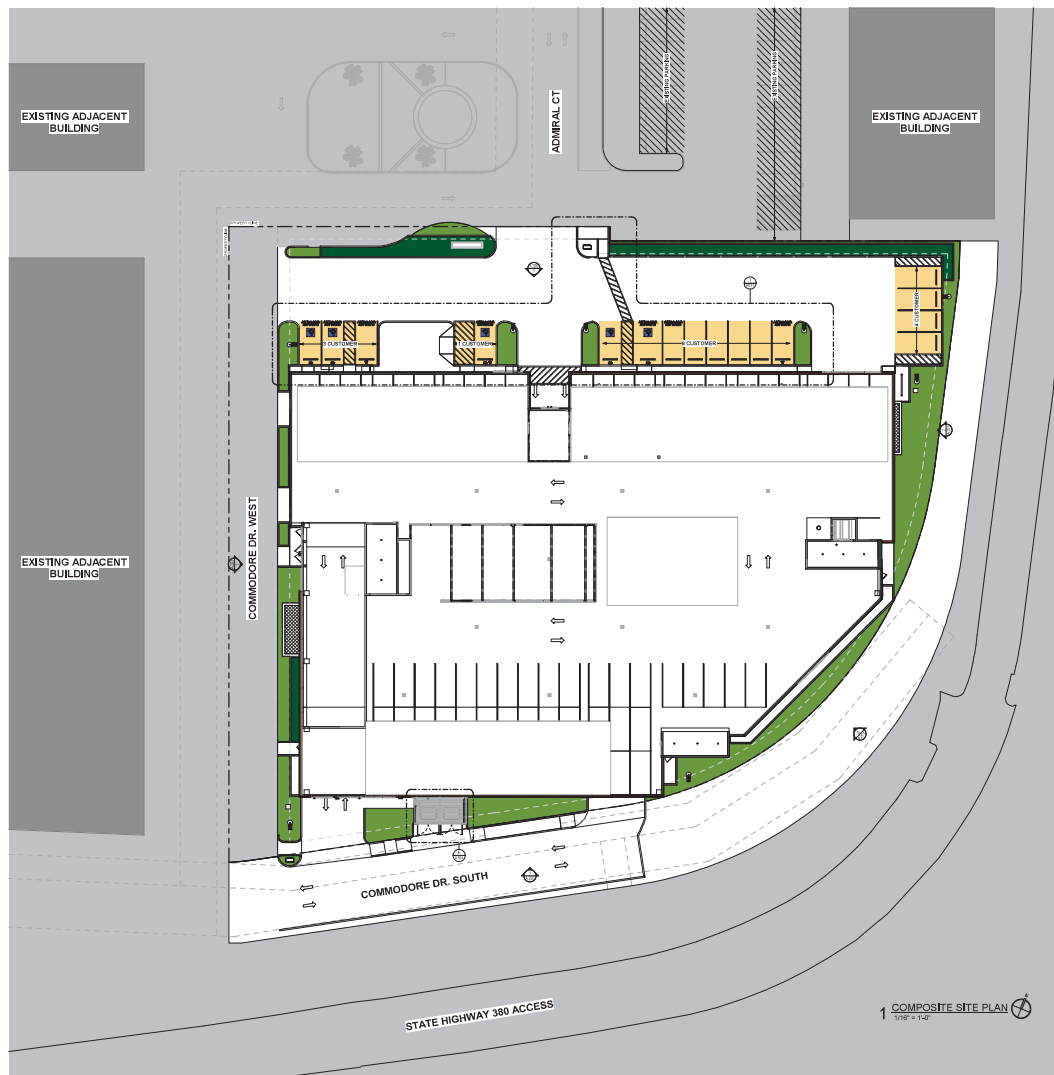
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**SITE WORK GENERAL NOTES:**

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF SAN BRUNO ORDINANCES AND THE CALIFORNIA CIVIL CODE.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SAN BRUNO AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS.

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**SITE PLAN KEYNOTES:**

1. SEE CIVIL ENGINEER'S PLAN FOR UTILITY LOCATIONS AND DEPT. POWER SERVICE.
2. SEE CIVIL ENGINEER'S PLAN FOR UTILITY LOCATIONS AND DEPT. POWER SERVICE.
3. SEE CIVIL ENGINEER'S PLAN FOR UTILITY LOCATIONS AND DEPT. POWER SERVICE.
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17. SEE CIVIL ENGINEER'S PLAN FOR UTILITY LOCATIONS AND DEPT. POWER SERVICE.
18. SEE CIVIL ENGINEER'S PLAN FOR UTILITY LOCATIONS AND DEPT. POWER SERVICE.
19. SEE CIVIL ENGINEER'S PLAN FOR UTILITY LOCATIONS AND DEPT. POWER SERVICE.
20. SEE CIVIL ENGINEER'S PLAN FOR UTILITY LOCATIONS AND DEPT. POWER SERVICE.

**PARKING REQUIREMENTS**

VEHICLE CLASS	FOR REQUIRED PARKING SPACES	TOTAL REQUIRED	PROVIDED	DEFICIT
1. VEHICLE CLASS	2. FOR REQUIRED PARKING SPACES	3. TOTAL REQUIRED	4. PROVIDED	5. DEFICIT
6. VEHICLE CLASS	7. FOR REQUIRED PARKING SPACES	8. TOTAL REQUIRED	9. PROVIDED	10. DEFICIT

**BY CHANGING CLEAN AIR VEHICLE SPACE REQUIREMENTS**

REQUIREMENT	PROVIDED	DEFICIT
1. REQUIREMENT	2. PROVIDED	3. DEFICIT
4. REQUIREMENT	5. PROVIDED	6. DEFICIT

**VEHICLE SPACES**

FLOOR	TOTAL PARKING SPACES	MINIMUM SPACES REQUIRED
FIRST FLOOR	1. TOTAL PARKING SPACES	2. MINIMUM SPACES REQUIRED
SECOND FLOOR	3. TOTAL PARKING SPACES	4. MINIMUM SPACES REQUIRED
TOTAL	5. TOTAL PARKING SPACES	6. MINIMUM SPACES REQUIRED

**FOR ADDITIONAL INFORMATION:**

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS.

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 DALLAS, TEXAS 75241  
 214-343-1100

**CONCRETE DEVELOPMENT RESOURCES**  
 ARCHITECTURAL FLOOR PLAN SETS  
 10000 ELLIS ROAD, SUITE 100  
 DALLAS, TEXAS 75241  
 214-343-1100

**ARION STEVENS**  
 ARCHITECTURAL FLOOR PLAN SETS  
 10000 ELLIS ROAD, SUITE 100  
 DALLAS, TEXAS 75241  
 214-343-1100

**SAN BRUNO GENESIS & HYUNDAI**  
 PROJECT DESIGNER  
 HYUNDAI AND GENESIS CAR DEALERSHIP  
 1010 ADMIRAL COURT  
 SAN BRUNO, CA 94066

**CARDINALE AUTOMOTIVE GROUP**

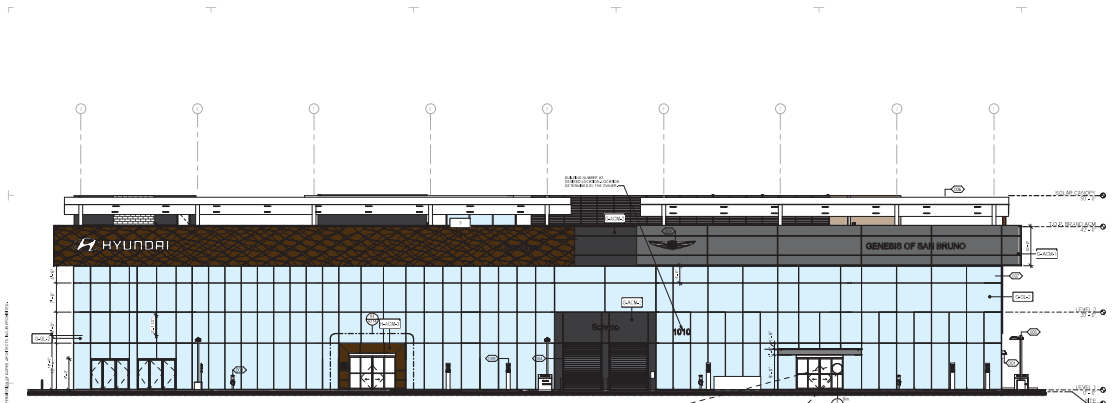
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 A21034  
 SCALE: AS SHOWN

**PROJECT DATE**  
 10/15/2022

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 1010 ADMIRAL COURT  
 SAN BRUNO, CA 94066

**PROJECT OWNER**  
 SAN BRUNO GENESIS & HYUNDAI

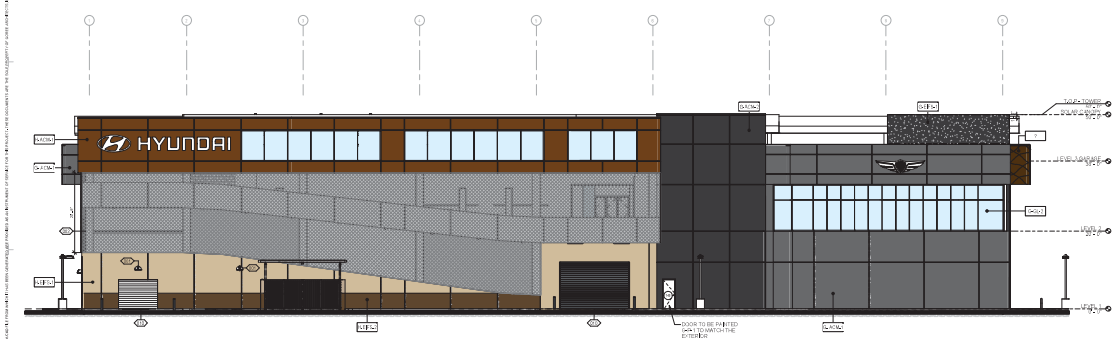
**COMPOSITE SITE PLAN**  
 SHEET NUMBER  
**A100**



1 PROPOSED NORTH BUILDING ELEVATION - FRONT  
1/8" = 1'-0"



3 GENESIS ENTRY DOOR LETTERING  
1/8" = 1'-0"



2 PROPOSED SOUTH ELEVATION  
1/8" = 1'-0"

**EXTERIOR ELEVATION KEYNOTES**

01. WALL PANEL KEYNOTE  
02. PREPARED CONCRETE TO MATCH TO STRUCTURAL COLUMN/PIERS  
03. SCREEN MANUFACTURED METAL PANELS MANUFACTURED BY CORTE  
04. SOLAR GLASS PROVIDED BY H&L ENERGY - REF. ROOF PLAN  
05. H&L ENERGY - REF. ROOF PLAN  
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**EXTERIOR FINISHES**

**H-ACM-1 (HYUNDAI)**  
HYUNDAI  
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**H-EIFS-1**  
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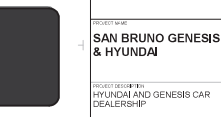
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**G-ACM-2 (GENESIS)**  
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**G-EIFS-1 (GENESIS)**  
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**SCREEN**  
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**G-GL-2**  
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**Goree**  
5151 San Felipe Street, Suite 1700  
Houston, Texas 77057  
713-865-4102  
www.goree.com

**COMPLETERS**  
JUN INC.  
11111 WILSON BLVD, SUITE 100  
DALLAS, TEXAS 75243  
214-343-1111

**COMMERCIAL DEVELOPMENT RESOURCES**  
4111 WILSON BLVD, SUITE 100  
DALLAS, TEXAS 75243  
214-343-1111

**CEO AUTOMOTIVE**  
11111 WILSON BLVD, SUITE 100  
DALLAS, TEXAS 75243  
214-343-1111

**CRIMINAL CHIEF**  
11111 WILSON BLVD, SUITE 100  
DALLAS, TEXAS 75243  
214-343-1111

**ARON REVILLA**  
11111 WILSON BLVD, SUITE 100  
DALLAS, TEXAS 75243  
214-343-1111

**H&L ENERGY**  
11111 WILSON BLVD, SUITE 100  
DALLAS, TEXAS 75243  
214-343-1111

**SAN BRUNO GENESIS & HYUNDAI**

PROJECT ADDRESS:  
1010 ADMIRAL COURT  
SAN BRUNO, CA 94066

GROUP PROVIDED BY:  
CARDINALE AUTOMOTIVE GROUP

PROJECT NUMBER:  
A21034

DATE:  
10/15/2022

PROJECT NAME:  
BUILDING ELEVATIONS

PROJECT NUMBER:  
A200






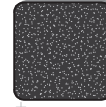

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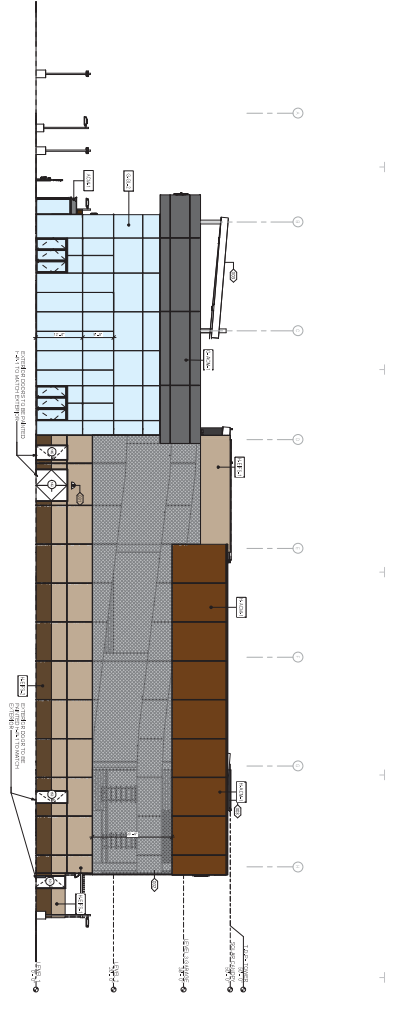


**EXTERIOR ELEVATION KEYNOTES**

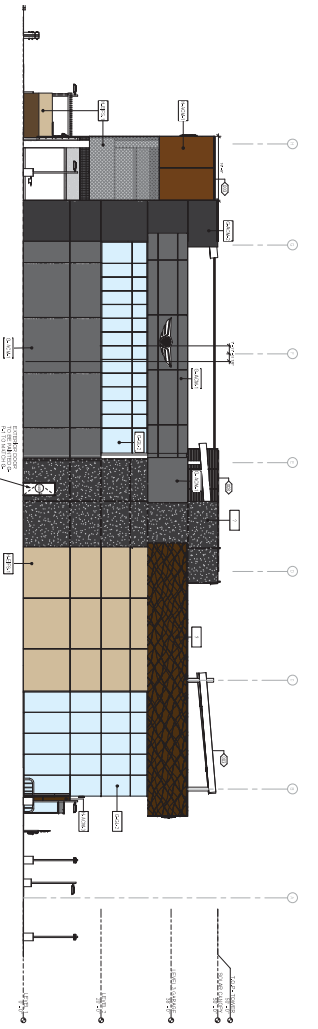
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**EXTERIOR FINISHES**

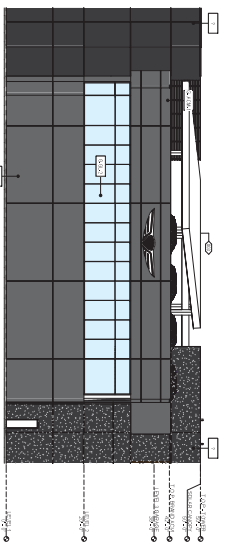
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	<b>H-EP1-1</b> HYUNDAI HYUNDAI		<b>GACM2 (GENESIS)</b> GENESIS GENESIS
	<b>H-EP1-2</b> HYUNDAI HYUNDAI		<b>G-EP1-1 (GENESIS)</b> GENESIS GENESIS
	<b>SCREEN</b> SCREEN SCREEN		<b>GRL2</b> GENESIS GENESIS



**1 PROPOSED WEST ELEVATION**



**2 PROPOSED EAST ELEVATION**



**3 PROPOSED SOUTHEAST CORNER ELEVATION**

 <p>5155 San Felipe Street, Suite 1700 San Bruno, CA 94068 707.266.0000 www.gore.com</p>	<p><b>PROJECT:</b> SAN BRUNO GENESIS &amp; HYUNDAI</p> <p><b>ARCHITECT:</b> CARDINALE AUTOMOTIVE GROUP</p> <p><b>DATE:</b> 10/10/2022</p>	 <p>CARDINALE AUTOMOTIVE GROUP</p>	 <p>PROFESSIONAL ENGINEER STATE OF CALIFORNIA NO. 10100 EXPIRES 12/31/2024</p>	<p><b>PROJECT NO.:</b> A201</p> <p><b>DATE:</b> 10/10/2022</p>
				<p><b>PROJECT NAME:</b> SAN BRUNO GENESIS &amp; HYUNDAI</p> <p><b>PROJECT ADDRESS:</b> 1010 ADRIAN COURT, SAN BRUNO, CA 94068</p>



*The General Plan promotes Downtown (top) as the city's symbolic center; infill surrounding the newly refurbished Shops at Tanforan (middle); and transit-oriented development to utilize key corridors such as San Bruno Avenue (bottom).*

Significant land use changes have occurred during the last decade—the Bayhill Office Park has expanded to include a new GAP, Inc. headquarters, and the 20-acre former U.S. Navy facility is being developed with new multifamily and senior housing and hotel commercial uses near the city's core. A \$100-million upgrade to The Shops at Tanforan was completed in 2005 as well.

San Bruno enjoys a convenient Peninsula location and enviable regional connections. Caltrain provides commuter rail service from San Francisco to San Jose along the Peninsula, and in 2003, a new Bay Area Rapid Transit (BART) station opened that provides regional rail service to the San Francisco International Airport (SFO), San Francisco, and East Bay destinations.

This General Plan 2025 builds on San Bruno's recent accomplishments, establishes a vision of where the City should be in the coming decades, and outlines a systematic process to attain this vision.

## 1-1 VISION

This General Plan promotes balanced development, outlines strategies for conserving established neighborhoods, revitalizing Downtown and other aging commercial and industrial areas, and fosters development of transit-supportive uses adjacent to the new BART and a (planned) Caltrain station. Policies for expanding the city's affordable housing stock and promoting mixed-use development are included. The General Plan also outlines strategies for improved bicycle and pedestrian connections between residences, activity centers, and transit stations. The General Plan seeks to conserve existing natural resources, and policies are designated to minimize hazards.

The General Plan builds upon several themes:

1. Promotion of Downtown as the symbolic heart of the city, providing residents with a pleasant and economically vital commercial and entertainment destination, but also fostering creation of housing.
2. Infill surrounding The Shops at Tanforan and Towne Center, creating a vibrant, walkable area around the BART station.
3. Transit-oriented development in the San Bruno Avenue and El Camino Real corridors, emphasizing mixed-use and residential development with connections to Downtown, Caltrain and BART stations, and The Shops at Tanforan.
4. Improvement and expansion of transit, pedestrian, and bicycle connections throughout the city, particularly to/from the BART and Caltrain stations.
5. Efficient vehicular movement through the city, with preservation of natural features along scenic corridors.
6. Preservation and protection of residential neighborhoods.

The Redevelopment Plan includes programs and policies to preserve and enhance the quality of life in the Residential Conservation Areas (RCAs) by:

- providing incentives for housing rehabilitation and improvement;
- mitigating airport noise impacts;
- improving public open space, infrastructure, and facilities that serve the Redevelopment Project Area residents;
- reducing traffic intrusion in residential neighborhoods;
- improving parks and recreational opportunities for youth;
- improving streets and storm drainage; and
- providing easier and safer access to major thoroughfares.

### U.S. Navy Site and Its Environs Specific Plan

In response to the U.S. Navy's announcement that a significant portion of the Western Division US Naval Facilities Engineering Command Base (U.S. Navy Site) would be disposed of as surplus property, the City developed a *U.S. Navy Site and Its Environs Specific Plan* for the site and its surrounding area in order to guide its reuse. The Specific Plan envisions the subject area as a vital mixed-use transit-oriented development directly adjacent to major SamTrans bus lines and within walking distance (1/3 mile) of the San Bruno BART Station.

The City Council and Redevelopment Agency formally adopted the *U.S. Navy Site and Its Environs Specific Plan* on January 9, 2001. At a special election in June 2001, pursuant to "Town Hall" meetings required under local Ordinance 1284, voters approved Initiative E authorizing development of the U.S. Navy Site project specifically relating to construction of structures over

three stories or 50 feet in height, and construction of above-ground parking structures. In December 2001, the City Council approved an amendment to the *U.S. Navy Site and Its Environs Specific Plan* enabling flexible reuse of specific areas of the site; the amendment allows the construction of housing on parcels previously designated for office due to the slow San Mateo County office market conditions at the time.

The specific plan area is now known as "The Crossing". Approximately 713 multifamily rental units, including 325 units designated for low-and very-low-income residents, have been constructed and are currently being leased. This includes a 300-unit multifamily building (20 percent affordable), a 185-unit multifamily building (20 percent affordable) and a 228-unit senior apartment complex, with 100 percent of the units designated for very-low- and low-income residents. ~~A proposal to construct 350 additional units on the "flexible parcels" were as~~ approved by the Planning Commission in 2006. This development includes two buildings, a majority of the units in these buildings will be sold as condo-miniums; however, some of the units will be rented as apartments. Construction of this phase began in the summer of 2008.

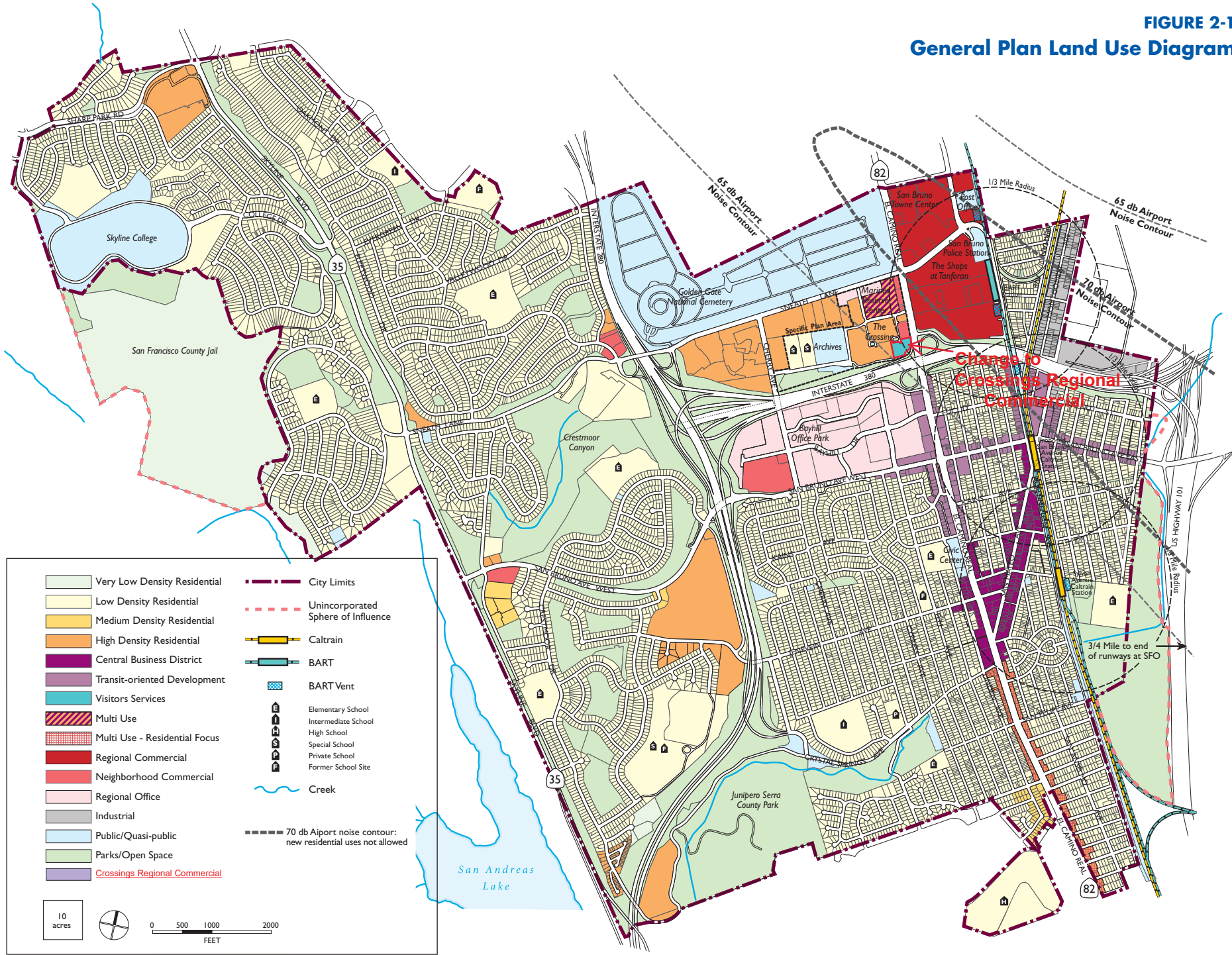
The final phases of The Crossing include a retail development and other regional commercial uses the development of a hotel. A 12,000 square foot retail and restaurant development, located along the El Camino Real frontage, was approved by the Planning Commission in 2008. The final phase of the Crossing includes the development of regional commercial uses a hotel in the southeast corner of The Crossing. ~~This hotel is expected to have 150 or more rooms; development is expected to begin as early as 2009.~~



Over 700 units have already been built at the former U.S. Navy West Div site, and construction of 350 additional housing units is underway.



**FIGURE 2-1**  
**General Plan Land Use Diagram**



	Very Low Density Residential		City Limits
	Low Density Residential		Unincorporated Sphere of Influence
	Medium Density Residential		Caltrain
	High Density Residential		BART
	Central Business District		BART Vent
	Transit-oriented Development		Elementary School
	Visitors Services		Intermediate School
	Multi Use		High School
	Multi Use - Residential Focus		Special School
	Regional Commercial		Private School
	Neighborhood Commercial		Former School Site
	Regional Office		Creek
	Industrial		70 dB Airport noise contour: new residential uses not allowed
	Public/Quasi-public		
	Parks/Open Space		
	Crossings Regional Commercial		

10 acres

0 500 1000 2000 FEET

**TABLE 2-2: Potential General Plan Buildout (2025)**

	Housing Units	Population	Employed Residents	Jobs	Jobs/Employed Residents Ratio
Existing Development <sup>1</sup> (A)	15,776	42,215	19,150	16,910	0.88
Recent Development (B)					
U.S. Navy Site Specific Plan <sup>2</sup>	763	1,964	1,073	600	
Housing at Skyline College (as of 2005)	115	296	162	0	
<b>Pending Development (Crossing, Skycrest, Merrimont)<sup>3</sup></b>	<b>444</b>	<b>1,143</b>	<b>624</b>	<b>0</b>	
Additional Development under General Plan (see Table 2-3)	682	1,756	959	4,882	
<b>Total with Existing, Recent, Pending, and Additional Development (C)</b>	<b>17,780</b>	<b>47,374</b>	<b>21,967</b>	<b>22,392</b>	<b>1.02</b>
<b>Change 2005 to 2025 (C–A–B)</b>	<b>1,126</b>	<b>2,899</b>	<b>1,583</b>	<b>5,482</b>	

<sup>1</sup> Housing Units & Population: CA DOF, Report E-5, 2005. Employed Residents & Jobs: ABAG Projections 2005 (with adjustment of +3,000 for jobs at Tanforan).

<sup>2</sup> Residential development includes 185-unit apartment building, 300-unit apartment building and 228 senior units. Non-residential development includes ~~full-service 350-400 room hotel, plus ancillary~~ commercial uses.

<sup>3</sup> Pending development includes 350 condo units at the Crossing, 70 units at the former Carl Sandburg School site and 24 units at Skycrest.

ASSUMPTIONS: Buildout of Surface Parking Lots=40%; Buildout of Vacant Sites=100%; Buildout of Reuse Areas=20%; Population Calculation Assumptions: HH size=2.71 (ABAG projections for San Bruno for 2025), vacancy rate=5%, group quarters population=0.52% of total (same as in 2005); Potential Employed Residents: 0.546 of additional/recent population growth (ABAG projections for San Bruno in 2025).



About half of new housing development is expected to occur at The Crossings (above right), while the majority of the rest through reuse of aging commercial corridors (above).

## San Bruno – The Crossings Automobile Dealership

### Additional General Plan Amendments

- 1) Economic Development Element, Section 3-5, pg 3-7:  
“The Crossing (Former U.S. Navy Site), ~~principally~~ from addition of regional commercial uses, including but not limited to auto sales uses and a full-service hotel;”
  
- 2) Public Facilities and Services Element, Section 8-5, Police Services, pg 166:  
:”The Police Department anticipates the need to slightly increase its staff as a result of development proposed at the former U.S. Navy Site, largely as a result of ~~the proposed~~ possible hotel and commercial development, including auto sales uses.”



**U.S. Navy Site and Its Environs Specific Plan Amendments for The Crossings<sub>s</sub>  
~~Automobile Dealerships~~ Commercial Uses**

**Specific Plan Revisions Directly Related To The Crossings<sub>s</sub> Automobile  
 Dealership Site**

Key amendments to the Specific Plan will include:

- 1) Page 3, amend Table 1 to update development standards reflecting Crossings Regional Commercial uses (including automobile sales, automobile servicing and ancillary uses).

**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
<u>Crossings Regional Commercial</u>	<u>N.A.</u>	<u>50 Feet</u>	<u>N.A. Any Number up to 172,000 s.f.</u>	<u>N.A.</u>	<u>Up to 172,000 s.f.</u>
<del>Hotels, plus Restaurant and Meeting Space</del>	<del>N.A.</del>	<del>5 stories including ground floor lobby and service areas)<sup>1</sup></del>	<del>Up to 152 rooms</del>	<del>N.A.</del>	<del>N.A.</del>
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.

2) Figure 11, Land Use Plan, pg 43:  
Amend land use diagram, replacing “Visitor Services” with “Crossing Regional Commercial Uses”

3) Land Use Designation, pg 45, addition of Crossings Regional Commercial Uses:

Crossings Regional Commercial Uses. This designation permits a variety of commercial uses which are regional in scope, and specifically intended to provide for including intended to serve a regional market area, including: retail sales; eating and drinking establishments; personal and business services; professional and medical offices; financial, insurance, and real estate offices; theaters and entertainment uses; educational and social services; hotels; automobile sales; automobile repair services; ancillary automobile-related uses (excluding automobile body shops and gasoline sales/service stations); and ancillary sales. Automobile body shops and gasoline sales/service stations are prohibited. This designation is applied to the 1.5-acre area (Parcels 7 and 8 of The Crossing Subdivision) along El Camino Real.

4) Amend Table 2, pg 79, Land Use Policies and Guidelines, adding Crossings Regional Commercial:

**TABLE 2**  
**SUMMARY OF LAND USE POLICIES**  
**AND GUIDELINES**

Policy Land Use	Gross Acres (+-)	Maximum Height	Maximum Density/Proposed # of Rooms/Max F.A.R.	Proposed Dwelling Units	Proposed Square Footage	Parking Required
<u>Crossings Regional Commercial</u>	<u>1.5 Acres</u>	<u>3 Stories/50 feet</u>	<u>3.0 FAR/</u>	<u>N.A.</u>	<u>172,000 s.f.</u>	<u>Per Zoning Code</u>
Hotel plus meeting space	1.5 Acres	7 Stories including ground floor lobby and services areas (per FAA)	Up to 152 rooms	N.A.	Up to 15,000 s.f. of meeting/other space	1/room with 15% reduction for shared parking, plus 3,000 sf of meeting space
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 plus 25% bonus for 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

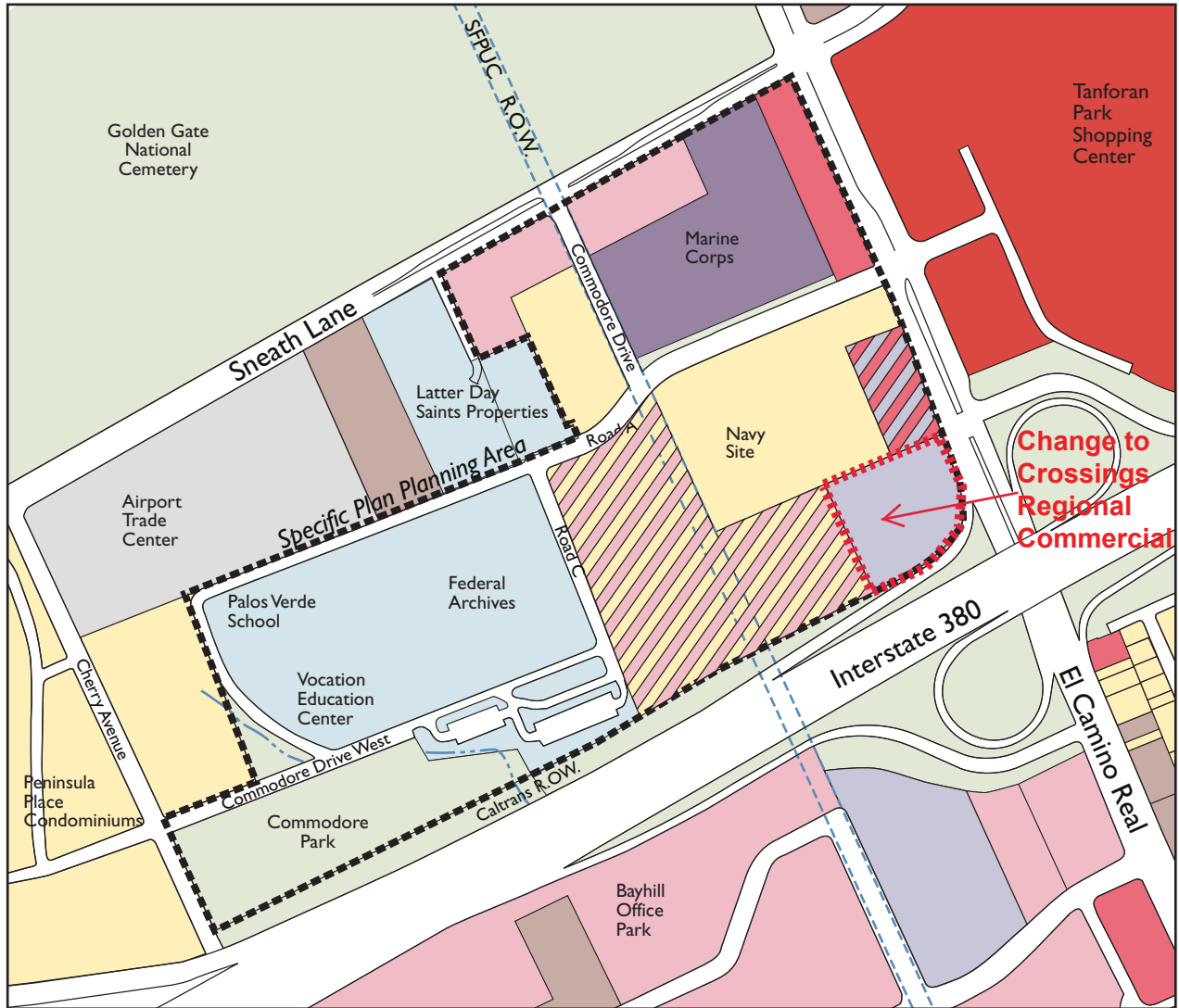
Senior Housing	2.0 Acres	6 stories + parking 75 feet	120 du/acre	190-228 units	N.A.	0.5/ unit shuttle service req'd (reduction allowed with findings)
Offices (includes Child Care, Retail and Service Uses)	0 or up to 7.0 Acres	5 stories/70 feet (per FAA)	F.A.R. = 1	N.A.	2-4 Bldgs. totaling 305,000 s.f. 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

- 5) Commencing on pg 79, Development Standards, add the following provisions for “Crossings Commercial Uses”

Development Standards

- Building Heights:
  - 3 stories/50 feet
- Setbacks:
  - 10-foot minimum building setback along Commodore Drive and Admiral Court, measured from the property line.
  - A minimum 10 foot-wide landscape strip is required along the El Camino Real frontage, measured from the property line.
- Floor Area Ratio Maximum:
  - 3.0
- Access and Pedestrian connections:
  - Physical and ADA-compliant pedestrian access shall be provided.
  - No vehicular access is permitted to or from the El Camino Real frontage.
- Parking and Parking Garage; Bicycle parking:
  - Per San Bruno Municipal Code Chapter 12.100 Off-Street Parking and Loading
- Loading areas and vehicle off-loading for auto uses:
  - Truck loading space for delivery of automobile parts, servicing and office supplies shall avoid blocking of on-site driveways
  - New vehicle off-loading deliveries will utilize an off-site loading zone
- Landscaping:
  - Include use of decorative concrete and pavers as part of key driveway and pedestrian pathways
- Signage:
  - Consistent with The Crossings Master Sign Program.
- Trash enclosures:
  - Trash bins and recycling areas shall be placed within roofed enclosures
  - Such structures and access gates shall be consistent in design with the primary structures on the property
- Hours of operation and deliveries
  - As determined by project conditions of approval
- Design Guidelines:
  - Buildings:
    - Building orientation to streets and pedestrian corridors shall be emphasized.
    - Designs shall include appropriate façade articulation to ensure interesting building styles, and shall be compatible with general styles of design in The Crossings
    - The use of decorative parapets, ornamental elements, window treatments and other architectural elements are encouraged
  - Wall and fence design

- No cyclone or chain link fencing is permitted
- Lighting and lighting intensity/light shielding:
  - Lighting plans shall be provided as part of submitted development plans.
  - Lighting intensities shall be appropriate to the proposed use.
  - Lighting shall be shielded to reduce direct glare and light spillage to adjoining streets and residences
- Undergrounding utilities/utility box screening
  - Design and placement of any utility cabinets shall be screened from street frontages by landscaping or screening structures, such as lattice or trellises
- Orientation of service bays shall limit exposure to Admiral Court and El Camino Real, and residences to the west
- Rooftop Mechanical Equipment.
  - Rooftop mechanical equipment shall be screened from views of any nearby public right-of-way. Such screening may include additional parapet, other segment of pitched roof, or equipment enclosure that are consistent and are complementary to the overall architectural elevation style and materials of the principal building. The total height of such screening, including the roof, shall not exceed the maximum building height of 50 feet. Minimum height of such screening shall be the same height as the equipment to be screened.



DYETT & BHATIA  
Urban and Regional Planners













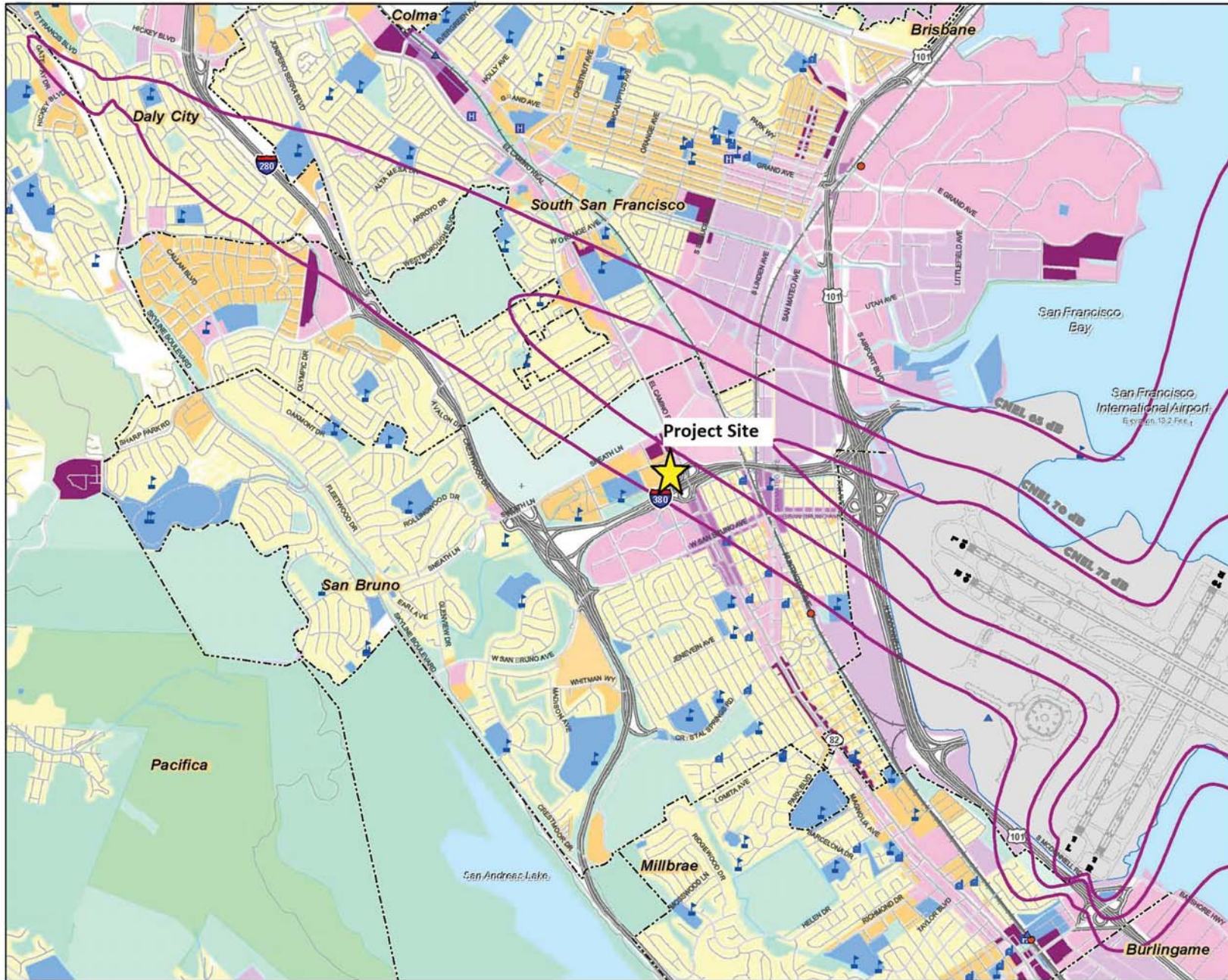
- |   |  |   |                     |
|---|--|---|---------------------|
|  | Residential                                    |  | Visitor Services    |
|  | Neighborhood Retail                            |  | Services            |
|  | Regional Retail                                |  | Industrial   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

Figure II.4

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

Figure II — Land Use Diagram





**LEGEND**

- CNEL Contour, 2020 Forecast
- Airport Property
- ▲ BART Station
- CALTRAIN Station
- School
- ⌘ Place of Worship
- H Hospital
- Municipal Boundary
- Railroad
- Freeway
- Road

**Planned Land Use Per General Plans:**

- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space
- Planned use not mapped

**Sources:**

**Noise Contour Data:**

- Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport. URS Corporation and BridgeNet International, June 2011

**County Base Maps:**

- San Mateo County Planning & Building Department, 2007

**Local Plans:**

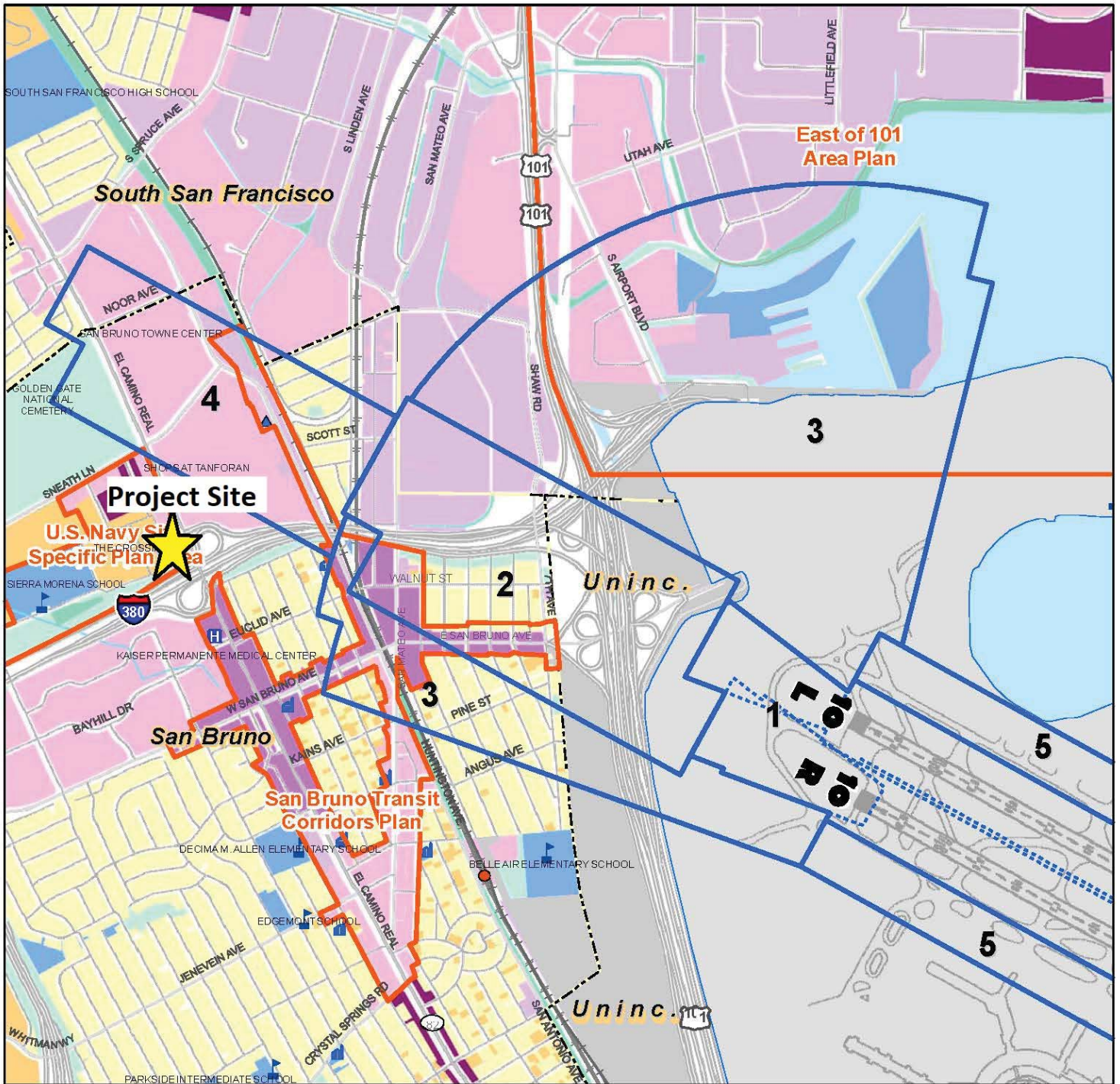
- Burlingame Bayfront Specific Area Plan, August 2006
- Burlingame Downtown Specific Plan, January 2009
- Burlingame General Map, September 1984
- North Burlingame/Rollins Road Specific Plan, February 2007
- Colma Municipal Code Zoning Maps, December 2003
- Daly City General Plan Land Use Map, 1987
- Hillsborough General Plan, March 2005
- Millbrae Land Use Plan, November 1998
- Pacifica General Plan, August 1996
- San Bruno General Plan, December 2008
- San Mateo City Land Use Plan, March 2007
- San Mateo County Zoning Map, 1992
- South San Francisco General Plan, 1998

NORTH  
↑

0 0.1 0.2 0.4  
Miles

Exhibit IV-6  
**NOISE COMPATIBILITY ZONES --  
DETAIL**  
Comprehensive Airport Land Use Plan  
for the Environs of San Francisco International Airport  
**CICAG**  
City/County Association of Governments  
of San Mateo County, California





**LEGEND**

**Safety Compatibility Zones**

- 1 - Runway Protection Zone-Object Free Area
- 2 - Inner Approach/Departure Zone
- 3 - Inner Turning Zone
- 4 - Outer Approach/Departure Zone
- 5 - Sideline Zones
- Internal boundaries of ALP-defined areas
- Specific Plan Area
- Airport Property
- ▲ BART Station
- CALTRAIN Station
- ✎ School
- ✎ Place of Worship
- H Hospital
- Municipal Boundary
- Railroad
- Freeway
- Major Road
- Road

**Planned Land Use Per General Plans**

- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space

**Sources:**

- Local Plans:**
- San Bruno General Plan, December 2008
  - South San Francisco General Plan, 1998

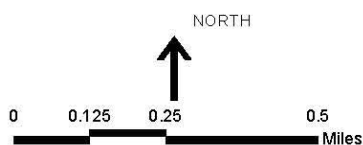
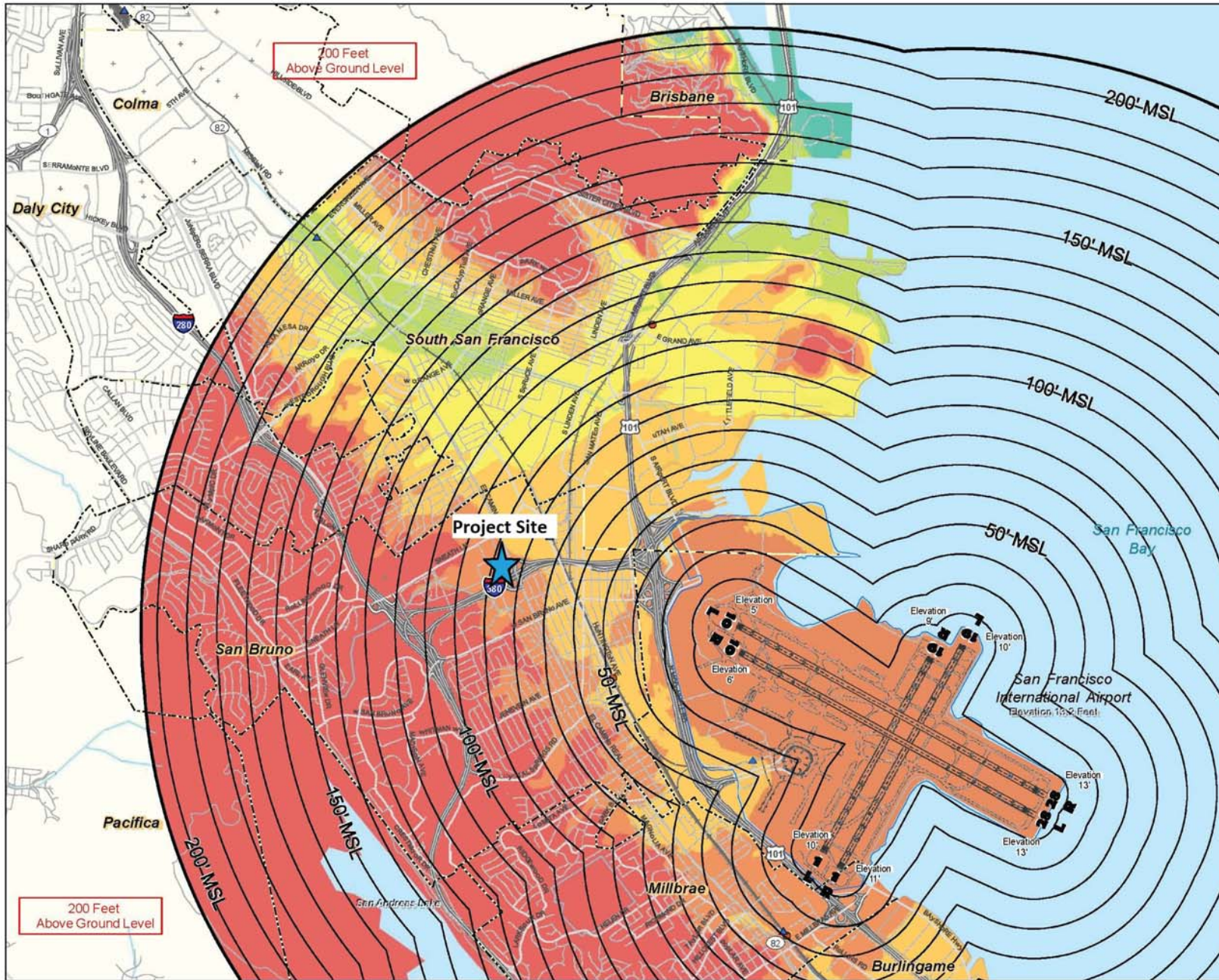


Exhibit IV-8  
**SAFETY COMPATIBILITY ZONES  
 IN THE CITIES OF SOUTH SAN FRANCISCO  
 AND SAN BRUNO**  
 Comprehensive Airport Land Use Plan  
 for the Environs of San Francisco International Airport  
**CICAG**  
 City/County Association of Governments  
 of San Mateo County, California

SURFACE INTERSECTION ANALYSIS INFORMATION - AIRPORT CODE "SFOP"								
Coordinate System: <b>WGS84</b>			Date: <b>11/23/22</b>			Model: <b>SFO_Composite_2012_11DEC12_R2</b>		
Latitude	Longitude	Site El.(AMSL)	Ht.(AGL)	Overall Ht.(AMSL)	Max Ht. (AMSL)	Exceeds By	Under By	Surface
<b>37° 38' 0.1653"</b>	<b>122° 25' 12.5659"</b>	<b>65.61</b>	<b>50</b>	<b>115.61</b>	<b>134.11</b>		<b>18.5</b>	<b>SFO_RW28LR_OEI_Corridor_090305</b>
Total penetrations above surfaces: <b>0</b>								
Total penetrations below surfaces: <b>1</b>								
Zone Analysis								
X	Y	Range	Safety Zones					
<b>6005681.089</b>	<b>2058794.399</b>	<b>65-70 db</b>	<b>None</b>					





**FAA NOTIFICATION REQUIREMENTS**

A structure proponent must file FAA Form 7460-1, Notice of proposed Construction or Alteration, for any proposed construction or alteration that meets any of the following Notification Criteria described in 14 CFR part 77.9:

§77.9(a) - A height more than 200 feet above ground level (AGL) at its site;

§77.9(b) - within 20,000 feet of a runway more than 3,200 feet in length, and exceeding a 100:1 slope imaginary surface (i.e., a surface rising 1 foot vertically for every 100 feet horizontally) from the nearest point of the nearest runway. The 100:1 surface is shown as follows:

- 20,000 Feet Limit From Nearest Runway
- 100 — Elevation Above Mean Sea Level

**Heights of 100:1 Surface Above Ground (AGL)**

- Terrain penetrations of Airspace Surface
- Less than 30
- 30-65
- 65-100
- 100-150
- 150-200
- 200 and more

§77.9(c) - Roadways, railroads, and waterways are evaluated based on heights above surface providing for vehicles; by specified amounts or by the height of the highest mobile object normally traversing the transportation corridor;

§77.9(d) - Any construction or alteration on any public-use or military airport (or heliport).

Structure proponents or their representatives may file via traditional paper forms via uS mail, or online at the FAA's eE/AAA website, <http://beaaa.faa.gov>

**LEGEND**

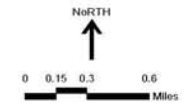
- ▲ BART Station
- CALTRAIN Station
- Municipal Boundary
- Railroad
- Freeway
- Road

**Note:**

per 14 CFR part 77, developers proposing structures taller than the indicated elevations must file Form 7460-1 with the FAA at least 30 days before the proposed construction. However, due to local requirements for a favorable FAA determination as a contingency for project approval, it is advisable to file the Form 7460-1 as soon as possible because the FAA can take several months to undertake aeronautical reviews.

**Source:**

Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR part 77, Subpart B, Section 77.9.







San Francisco International Airport

November 28, 2022

**TRANSMITTED VIA E-MAIL**  
**kkalkin@smcgov.org**

Susy Kalkin  
 ALUC Staff  
 City/County Association of Governments of San Mateo County  
 555 County Center, 5th Floor  
 Redwood City, California 94063

**Subject: *Application for Land Use Consistency Determination for New Automobile Dealership at 1010 Admiral Court, San Bruno***

Thank you for notifying San Francisco International Airport (SFO or the Airport) regarding the Airport Land Use Commission's (ALUC) land use consistency determination for the proposed construction of a new automobile dealership in The Crossings development at 1010 Admiral Court (the Proposed Project) within the City of San Bruno (the City). We appreciate this opportunity to coordinate with ALUC in considering and evaluating potential land use compatibility issues for the Project.

According to the Application for Land Use Consistency Determination, the Proposed Project is located at 1010 Admiral Court (Assessor's Parcel Numbers 020-013-250; -260; and a portion of -220), at the northwest corner of El Camino Real and Interstate 380 in the City, within The Crossings development. The Proposed Project would construct a new three-story, 50-foot tall above-ground building that would house automobile sales and service areas, along with space for employee and customer parking and vehicle inventory storage. The Proposed Project would also include two below-grade levels for additional parking. The applicant also requests from the City General Plan Amendments and a fourth amendment to the U.S. Navy Site and its Environs Specific Plan.

The Proposed Project site is inside Airport Influence Area B as defined by the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP). The Proposed Project site would be located within the 65-70 decibel Community Noise Equivalent Level (dBA CNEL) contour and outside the safety compatibility zones, and therefore would not appear to be inconsistent with the Noise and Safety Compatibility policies adopted in the SFO ALUCP. The Airport notes that commercial land uses, including office, business, and professional, and general retail uses, in addition to industrial and production uses, are considered compatible uses within the 65 – 70 dBA CNEL contours.

In addition, the Airport notes that this site is outside of the 70 dB CNEL noise contour and is in a high-quality transit corridor as defined by the State of California due to its proximity to El Camino Real bus services and BART's San Bruno Station. Given the size and location of the parcels, the Airport observes that it would be possible to develop high-density housing at this site. This would reduce the City's Regional Housing Needs Assessment obligations at other sites that are incompatible, as defined by State of California statutes. Constructing housing here would help to alleviate development pressures at incompatible sites like the Tanforan Mall, where there would be significant environmental impacts under the California Environmental Quality Act and environmental justice issues if the City proceeds with high-density housing. The Airport encourages the City to consider this and other compatible parcels for housing before exploring introducing housing into incompatible sites.

**AIRPORT COMMISSION** CITY AND COUNTY OF SAN FRANCISCO

LONDON N. BREED  
 MAYOR

ELEANOR JOHNS  
 PRESIDENT

MALCOLM YEUNG  
 VICE PRESIDENT

EVERETT A. HEWLETT, JR.

JANE NATOLI

JOSE F. ALMANZA

IVAR C. SATERO  
 AIRPORT DIRECTOR

*Susy Kalkin*  
*November 28, 2022*  
*Page 2 of 2*

As depicted on Exhibit IV-17 of the SFO ALUCP (see Attachment), the lowest critical aeronautical surfaces above the Proposed Project are at an elevation of approximately 133 feet above mean sea level (AMSL) as defined from the origin of the North American Vertical Datum of 1988 (NAVD88). Given that the ground elevation at the Proposed Project site is around 67 feet AMSL (NAVD88), the maximum height of the building, as currently defined (at 50 feet above ground level or 117 feet AMSL), would be below the critical aeronautical surfaces and the Proposed Project would not appear to be incompatible with the Airspace Compatibility Policies of the SFO ALUCP, subject to the issuance of a "Determination of No Hazard" from the Federal Aviation Administration (FAA) for any proposed structures (see below), and determinations from the City/County Association of Governments of San Mateo County as the designated ALUC. The Airport notes that the applicant has been advised of the need to submit to the FAA the Form 7460-1, Notice of Proposed Construction or Alteration.

This determination does not negate the requirement for the Proposed Project sponsor to undergo FAA review as described in 14 Code of Federal Regulations Part 77 for both (1) the permanent structures and (2) any temporary cranes or other equipment taller than the permanent buildings which would be required to construct those structures.

Due to the proximity of the Proposed Project to the Airport, Airspace Protection Policies (AP-1 through AP-4) from the SFO ALUCP are enclosed as reminders of incompatible site characteristics, especially as it pertains to wildlife attractants, particularly large flocks of birds, that pose threats to safe aircraft operations, and building materials or features that reflect and create bright lights or glare.

\* \* \*

The Airport appreciates your consideration of these comments. If I can be of assistance, please do not hesitate to contact me at (650) 821-6678 or at [nupur.sinha@flysfo.com](mailto:nupur.sinha@flysfo.com).

Sincerely,

DocuSigned by:  
*Nupur Sinha*  
7D552AE6A4CE495...

Nupur Sinha  
Director of Planning and Environmental Affairs  
San Francisco International Airport

Attachment

cc: Sean Charpentier, C/CAG  
Audrey Park, SFO



and associated with human disease of varying severity.

- b. Biosafety Level 3 practices, safety equipment, and facility design and construction are applicable to clinical, diagnostic, teaching, research, or production facilities in which work is done with indigenous or exotic agents with a potential for respiratory transmission, and which may cause serious and potentially lethal infection.
- c. Biosafety Level 4 practices, safety equipment, and facility design and construction are applicable for work with dangerous and exotic agents that pose a high individual risk of life-threatening disease, which may be transmitted via the aerosol route and for which there is no available vaccine or therapy.

---

## 4.5 Airspace Protection

---

The compatibility of proposed land uses with respect to airspace protection shall be evaluated in accordance with the policies set forth in this section. These policies are established with a twofold purpose:

1. To protect the public health, safety, and welfare by minimizing the public's exposure to potential safety hazards that could be created through the construction of tall structures.
2. To protect the public interest in providing for the orderly development of SFO by ensuring that new development in the Airport environs avoids compromising the airspace in the Airport vicinity. This avoids the degradation in the safety, utility, efficiency, and air service capability of the Airport that could be caused by the attendant need to raise visibility minimums, increase minimum rates of climb, or cancel, restrict, or redesign flight procedures.

### 4.5.1 FEDERAL REGULATIONS REGARDING TALL STRUCTURES

14 Code of Federal Regulations (CFR) Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*, governs the FAA's review of proposed construction exceeding certain height limits, defines airspace obstruction criteria, and provides for FAA aeronautical studies of proposed construction. **Appendix F** describes the FAA airspace review process and the extent of FAA authority related to airspace protection.

### 4.5.2 PART 77, SUBPART B, NOTIFICATION PROCESS

Federal regulations require any person proposing to build a new structure or alter an existing structure with a height that would exceed the elevations described in CFR Part 77, Subpart B, Section 77.9, to prepare an FAA Form 7460-1, *Notice of Proposed Construction or Alteration*, and submit the notice to the FAA. The regulations apply to buildings and other structures or portions of structures, such as mechanical equipment, flag poles, and other projections that may exceed the aforementioned elevations.

**Exhibit IV-10** depicts the approximate elevations at which the 14 CFR Part 77 notification requirements would be triggered; see **Exhibit IV-11** for a close-up view of the northern half and **Exhibit IV-12** for a close-up view of the southern half of the area. These exhibits are provided for informational purposes only. Official determinations of the areas and elevations within which the federal notification requirements apply are subject to the authority of the FAA. The FAA is empowered to require the filing of notices for proposed construction based on considerations other than height. For example, in some areas of complex airspace and high air traffic volumes, the FAA may be concerned about the potential for new construction of any height to interfere with electronic navigation aids. In these areas, the FAA will want to review all proposed construction projects.

The FAA has developed an on-line tool for project sponsors to use in determining whether they are required to file a Notice of Proposed Construction or Alteration. Sponsors of proposed projects are urged to refer to this website to determine whether they are required to file Form 7460-1 with the FAA:

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

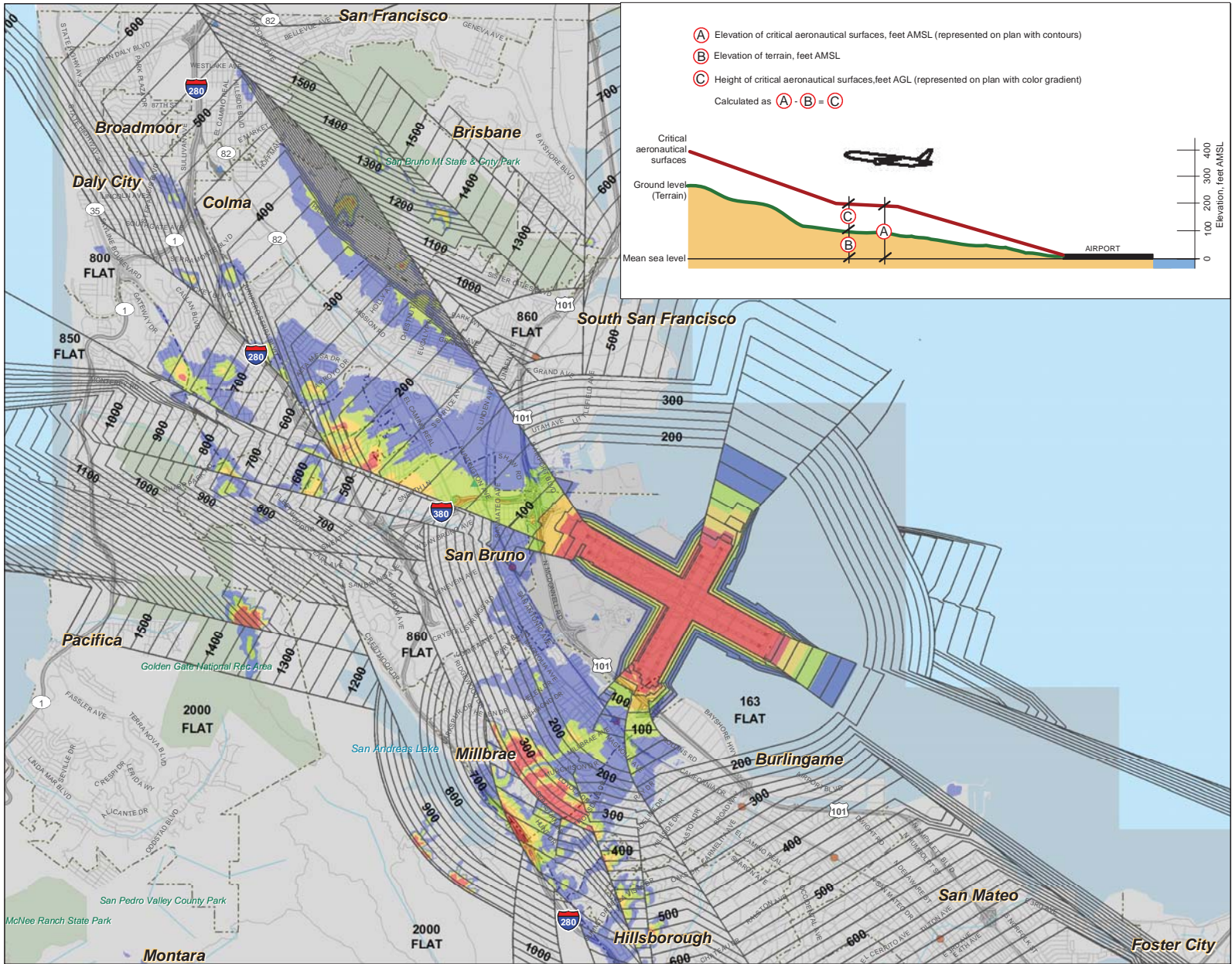
#### 4.5.3 AIRSPACE MAPPING

Part 77, Subpart C, establishes obstruction standards for the airspace around airports including approach zones, conical zones, transitional zones, and horizontal zones known as “imaginary surfaces.” **Exhibit IV-13** depicts the Part 77 Civil Airport Imaginary Surfaces at SFO. The imaginary surfaces rise from the primary surface, which is at ground level immediately around the runways. The surfaces rise gradually along the approach slopes associated with each runway end and somewhat more steeply off the sides of the runways. The FAA considers any objects penetrating these surfaces, whether buildings, trees or vehicles travelling on roads and railroads, as obstructions to air navigation. Obstructions may occur without compromising safe air navigation, but they must be marked, lighted, and noted on aeronautical publications to ensure that pilots can see and avoid them.

Close-up views of the north and south sides of the Part 77 surfaces are provided in **Exhibit IV-14** and **Exhibit IV-15**, respectively. Additionally, **Exhibit IV-16** provides an illustration of the outer approach and transitional surfaces located on the southeast side of the Part 77 surfaces.

Together with its tenant airlines, SFO has undertaken a mapping effort to illustrate the critical aeronautical surfaces that protect the airspace required for multiple types of flight procedures such as those typically factored into FAA aeronautical studies, as shown on **Exhibit IV-17** and **Exhibit IV-18**. These aeronautical surfaces include those established in accordance with FAA Order 8260.3B, *U.S. Standard for Terminal Instrument Procedures (TERPS)*, and a surface representing the airspace required for One-Engine Inoperative (OEI) departures from Runway 28L (to the west through the San Bruno Gap).<sup>16</sup> The exhibits depict the lowest elevations from the combination of the OEI procedure surface and all TERPS surfaces. The surfaces are defined with Required Obstacle Clearance (ROC) criteria to ensure safe separation of aircraft using the procedures from the underlying obstacles. Any proposed structures penetrating these surfaces are likely to receive Determinations of Hazard (DOH) from the FAA through the 7460-1 aeronautical study process. These surfaces indicate the maximum height at which structures can be considered compatible with Airport operations.

<sup>16</sup> See Appendix F, Section F.3.2 for a discussion of one-engine inoperative procedures.





**Exhibit IV-19**, which is provided for information purposes only, depicts a profile view of the lowest critical airspace surfaces along the extended centerline of Runway 10L-28R – the TERPS Obstacle Departure Procedure (ODP) surface, representing standard all-engines departures, and the approximate OEI surface developed by SFO through independent study in consultation with the airlines serving SFO. The exhibit also shows the terrain elevation beneath the airspace surfaces and various aircraft approach and departure profiles, based on varying operating assumptions. The exhibit illustrates a fundamental principle related to the design of airspace protection surfaces. The surfaces are always designed below the actual aircraft flight profile which they are designed to protect, thus providing a margin of safety. Note that the ODP climb profile is above the ODP airspace surface, and the OEI climb profile is above the OEI airspace surface.

#### 4.5.4 AIRSPACE PROTECTION POLICIES

The following airspace protection policies (AP) shall apply to the ALUCP.

##### **AP-1 COMPLIANCE WITH 14 CFR PART 77, SUBPART B, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION**

###### **AP-1.1 Local Government Responsibility to Notify Project Sponsors**

Local governments should notify sponsors of proposed projects at the earliest opportunity to file Form 7460-1, *Notice of Proposed Construction or Alteration*, with the FAA for any proposed project that would exceed the FAA notification heights, as shown approximately on Exhibit IV-10. Under Federal law, it is the responsibility of the project sponsor to comply with all notification and other requirements described in 14 CFR Part 77. This requirement applies independent of this ALUCP.

###### **AP-1.2 FAA Aeronautical Study Findings Required Before Processing Development Application**

The sponsor of a proposed project that would exceed the FAA notification heights, as shown approximately on Exhibit IV-10, shall present to the local government permitting agency with his or her application for a development permit, a copy of the findings of the FAA's aeronautical study, or evidence demonstrating that he or she is exempt from having to file an FAA Form 7460-1. It is the responsibility of the local agency to consider the FAA determination study findings as part of its review and decision on the proposed project.

##### **AP-2 COMPLIANCE WITH FINDINGS OF FAA AERONAUTICAL STUDIES**

Project sponsors shall be required to comply with the findings of FAA aeronautical studies with respect to any recommended alterations in the building design and height and any recommended marking and lighting of their structures for their proposed projects to be deemed consistent with this ALUCP.

**AP-3 MAXIMUM COMPATIBLE BUILDING HEIGHT**

In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the SFO critical aeronautical surfaces map (Exhibits IV-17 and IV-18), or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

For the vast majority of parcels, the height limits established in local zoning ordinances are lower than the critical airspace surfaces. In those cases, the zoning district height regulations will control. Compliance with the zoning district height and the SFO critical aeronautical surfaces map, however, does not relieve the construction sponsor of the obligation to file a FAA Form 7460-1 *Notice of Proposed Construction or Alteration*, if required, and to comply with the determinations resulting from the FAA’s aeronautical study.

For a project to be consistent with this ALUCP, no local agency development permits shall be issued for any proposed structure that would penetrate the aeronautical surfaces shown on Exhibits IV-17 and IV-18 or the construction of which **has not** received a Determination of No Hazard from the FAA, or which would cause the FAA to increase the minimum visibility requirements for any instrument approach or departure procedure at the Airport.

**AP-4 OTHER FLIGHT HAZARDS ARE INCOMPATIBLE**

Proposed land uses with characteristics that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft taking off or landing at the Airport or in flight are incompatible in Area B of the Airport Influence Area. They may be permitted only if the uses are consistent with FAA rules and regulations. Proof of consistency with FAA rules and regulations and with any performance standards cited below must be provided to the Airport Land Use Commission (C/CAG Board) by the sponsor of the proposed land use action.

Specific characteristics that may create hazards to aircraft in flight and which are incompatible include:

- (a) Sources of glare, such as highly reflective buildings or building features, or bright lights, including search lights or laser displays, which would interfere with the vision of pilots making approaches to the Airport.
- (b) Distracting lights that that could be mistaken by pilots on approach to the Airport for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting.
- (c) Sources of dust, smoke, or water vapor that may impair the vision of pilots making approaches to the Airport.
- (d) Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.
- (e) Land uses that, as a regular byproduct of their operations, produce thermal plumes with the potential to rise high enough and at sufficient velocities to interfere with the control of aircraft in

flight. Upward velocities of 4.3 meters (14.1 feet) per second at altitudes above 200 feet above the ground shall be considered as potentially interfering with the control of aircraft in flight.<sup>17</sup>

(f) Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including, but not limited to, FAA Order 5200.5A, *Waste Disposal Sites On or Near Airports*, FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*, and any successor or replacement orders or advisory circulars. Exceptions to this policy are acceptable for wetlands or other environmental mitigation projects required by ordinance, statute, court order, or Record of Decision issued by a federal agency under the National Environmental Policy Act.

#### 4.5.5 iALP AIRSPACE TOOL

In consultation with C/CAG, SFO developed the iALP Airspace Tool, a web-based, interactive tool to evaluate the relationship of proposed buildings with the Airport's critical airspace surfaces. The iALP Airspace Tool is designed to assist planners, developers, and other interested persons with the implementation of the airspace protection policies of the SFO ALUCP. The tool helps users determine: (1) the maximum allowable building height at a given site, and/or (2) whether a building penetrates a critical airspace surface, and by how much, given the proposed building height.

A more detailed description of the iALP Airspace Tool and a tutorial explaining how to use it is presented in **Appendix J**. Use of this tool, however, does not relieve a project sponsor of the duty to comply with all federal regulations, including the obligation to file Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA.

<sup>17</sup> This is a threshold established by the California Energy Commission in its review of power plant licensing applications. See *Blythe Solar Power Project: Supplemental Staff Assessment, Part 2*, CEC-700-2010-004-REVI-SUP-PT2, July 2010. California Energy Commission. Docket Number 09-AFC-6, p. 25. This criterion is based on guidance established by the Australian Government Civil Aviation Authority (Advisory Circular AC 139-05(0), June 2004). The FAA's Airport Obstructions Standards Committee (AOSC) is studying this matter but has not yet issued specific guidance.