

DRAFT 8/11/15

CITY OF SAN BRUNO

**U.S. NAVY SITE AND ITS ENVIRONS
SPECIFIC PLAN AMENDMENT
(Crossing Hotel Site)**

Adopted: January 2001

Amended: January 2002

Amended: June 2005

Line-By-Line Edits

I. Specific Plan Revisions Directly Related To The Crossing Hotel Site

1. Page 3. Amend Table 1 to update hotel development standards reflecting a 152 room hotel with five story building.

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

Standard Land Use	Maximum Density	Maximum Height	Proposed # of Rooms	Proposed # of Dwelling Units	Proposed Square Footage
Hotels, plus Restaurant and Meeting Space	N.A.	75 90 feet (7.5 stories including ground floor lobby and service areas) ¹	Up to 500 Up to 152 rooms	N.A.	N.A.
ECR Commercial Overlay	N/A	50 feet (3 stories)	N.A.	N.A.	Up to 20,000 s.f. (gross leasable)
Multi-Family Residential	Up to 60 du/acre	70 feet (5 stories)	N.A.	210-850 units	3,500 s.f. of ancillary uses on "flex site"
Senior Housing, plus Services	Up to 120 du/acre	75 feet (6 stories)	N.A.	190-228 units	N.A.
Professional Office Buildings	F.A.R.- 1.0	70 feet (5 Stories)	N.A.	N.A.	Up to 305,000 s.f.
Parking Garage	N.A.	35 feet (4 levels)	N.A.	N.A.	N.A.

2. Page 14. Update to reflect development that has occurred at The Crossing since the adoption of the Specific Plan in 2001.

¹ On June 5, 2001, [San Bruno voters approved Measure E by majority vote at a special municipal election pursuant to Local Ordinance 1284. Measure E allows the building heights set forth in this Specific Plan, including a maximum height of 90-feet on the hotel site. However maximum height is also regulated by the FAA \(Code of Federal Regulations Part 77\) related to airspace protection for planes taking off and landing at San Francisco International Airport. The maximum height for this site is estimated to be approximately 73 feet.](#)

EFA West. This site housed the EFA West Naval Facility in 2001 when the Specific Plan was adopted. ~~It is~~ EFA West was comprised of approximately thirty (30) one- and two-story structures housing administrative uses on approximately 20 acres of land. Buildings at EFA West ~~are~~ were surrounded by parking lots and streets that provided an internal vehicular circulation system. The site includes approximately six hundred (600) parking stalls with landscaping beds and shade trees. Green lawns and concrete sidewalks allowed pedestrian movement between the buildings. This area ~~has been reported~~ was designated by the U.S. Navy as “economically excess” and the General Service Administration (GSA) ~~sold~~ is selling it through a competitive sale process in 2000. This offereds significant opportunities for substantial redevelopment of the site.

The EFA West facility was demolished and the site was cleared in 2001. New infrastructure including streets and utilities was then constructed. The 20-acre EFA West site was renamed “The Crossing”, and between 2002 and 2011, 1,063 multifamily units in five buildings and 12,500 square feet of commercial space were constructed. In 2015, one site remains vacant at the former Navy Site, a 1.5-acre development site which is designated for a hospitality use, and referred to as the “Crossing Hotel Site”. Below is a list of the development sites and their status:

Parcel 1: 185-unit apartment building and recreation facility (completed 2007)

Parcel 2: 300-unit apartment building (completed 2005)

Parcel 3: 187-unit apartment building (completed 2011)

Parcel 4: 163-unit apartment building (completed 2011)

Parcel 5 & 6: 228-unit apartment building for seniors (completed 2007)

Parcel 7 & 8: 12,250 square feet Commercial/Retail (completed 2011)

Parcel 9 & 10: Crossing Hotel Site (vacant as of August 2015)

3. Page 19. Figure 5, Current Land Use Designations. No longer current. Change Figure Title to Land Use Designations Prior to Specific Plan Adoption (2001).
4. Page 22. Update/replace Figure 6, Traffic Volume Map, with 2009 General Plan figure.
5. Page 26. Update AIRCRAFT NOISE exposure information based on 2012 ALUCP.
The Specific Plan Core Area lies within the San Francisco International Airport Noise Contour Map which indicates overhead aircraft noise impact areas. The most recent FAA-approved noise contour maps are contained in the ~~1995-2011~~ Noise Exposure Map Update which includes 1995 baseline and projected 2000 noise contour lines (see Figure 8 – Noise Contours Map).
6. Page 27. Replace Figure 8 with 2011 Noise Contour Map (Exhibit IV-6, Noise Compatibility Zones, 2012 ALUCP).
7. Page 28. Update FAA HEIGHT RESTRICTIONS, reflecting 2012 **Airport Land Use Compatibility Plan (ALUCP) for the San Francisco Airport, and Its Environs** and current information on maximum building heights.

HEIGHT RESTRICTIONS

The Navy Specific Plan Area has two unique height restrictions which limit the intensity of development on the site: [Airport Land Use Compatibility Plan \(ALUCP\)](#)/FAA Height Restrictions and Local Ordinance No. 1284.

FAA Height Restrictions

Due to the physical proximity of the Navy Specific Plan Area to the San Francisco International Airport (SFO), development is restricted under the [2012 Airport Land Use Compatibility Plan \(ALUCP\)](#) and Federal Aviation Administration (FAA) height restrictions. The FAA has established ~~runway protection~~[safety compatibility](#) zones, ~~object free areas,~~ [airspace protection policies](#) and Federal Aviation Regulation (FAR) Part 77 obstruction criteria. The FAR Part 77 obstruction criteria define the maximum heights of all structures and are intended to prevent buildings and other objects from encroaching into required takeoff and landing airspace. In order to be deemed consistent with ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the SFO critical aeronautical surfaces map (Figure xx), 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 FAA Form 7460-1.

The planning area falls within the ~~innermost horizontal surface~~[Critical Aeronautical Surfaces](#) established by Part 77 for SFIA. Within this area, the height of objects cannot exceed ~~164~~ [approximately 140](#) feet Above Mean Sea Level (AMSL). The maximum allowable building height is the difference between the height of the horizontal plane and the ground elevation AMSL. By subtracting the existing elevation of the Navy Site from the ~~164-140~~ feet, the maximum height of structures from ground level can be ~~determined~~[approximated](#). The ground elevations of the Navy and Marine reserve sites range between 50 and 75 feet AMSL.

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

~~Although the Special Plan Area lies in the flight path of two runways, it is outside the two adjacent areas subject to special slope restrictions.~~ Any development of the Navy Site must be reviewed by appropriate regional agencies, including the City/County Association of Governments (CCAG) and its Airport Land Use Committee (ALUC) for consistency with the [Airport Land Use PlanALUCP](#) and the FAA restrictions cited above. Plans are also submitted to the Airport and to the FAA.

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

8. Page 29. Replace Figure 9 – Airport Height Limits (FAA Part 77)

LOCAL ORDINANCE NO. 1284

Ordinance No. 1284 does not prohibit structures greater than three (3) stories or fifty (50) feet or above-grade parking structures as envisioned in the Specific Plan; it merely requires

voter approval, as was obtained for ~~the The Shops at Tanforan Park Shopping Center~~ located directly across El Camino Real from the U.S. Navy Specific Plan site. On June 5, 2001, San Bruno voters approved Measure E, which ~~would have~~ enacted an ordinance to allow greater building heights and parking garages within the 20-acre former Naval facility. ~~was put to a vote before the general electorate on May 11, 1999 and was defeated. Measure "C" did not, however, include specific development standards as provided for in the Navy Site Specific Plan.~~

9. Page 30. Update Ordinance 1284 information to reflect passage of Measure E.

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

Column 2

1. **Land use:** Optimum land use efficiencies can be achieved by establishing compatible and integrated land use classifications with Floor Area Ratios (FAR), densities (dwelling units per acre), lot coverage, and building heights that reduce costly building sprawl and minimize inefficient surface parking lots. The additional height and parking structures facilitates the design of a controlled, compact vertical development with offices of sufficient floor area to accommodate first class users, a major ~~flagship~~ hotel, and the promotion of ground level activities that are focused on the pedestrian with landscaping and open space rather than automotive oriented. In addition, it provides for a residential development of sufficient density to establish a residential "transit village" including senior assisted living.

10. Page 31. Update Ordinance 1284 information to reflect passage of Measure E.

2. **Fiscal:** Sustainable long-term economic return to the City can be optimized through requiring desirable land uses, such as a tax-generating hotel development. The added height and parking structures facilitate a mix of land uses, including hotel, office, and residential, at a density to support Transit-Oriented Development in order to meet the City's diverse needs for economic stability, jobs, and housing.

Although the Ordinance No. 1284 height restrictions were adjusted for the 20-acre Crossing development by Measure E, the height limits remain in place for the remainder of the Navy Site Specific Plan area. It is acknowledged, however, that the uses ~~proposed~~ in the remainder of the Specific Plan area can be developed within the Ordinance No. 1284 guidelines for height. However, they will likely not be built to the same scale or densities identified in the Specific Plan and ~~the~~ above-grade parking structures could not be constructed. This lower density development alternative may result in reduced open space opportunities and large surface parking lots, and would be less cohesive as part of an interactive live/ work environment.

11. Page 33. Update REAL ESTATE MARKET CONDITIONS section.

~~The 1990's have been a prosperous time for new development in the region.~~ San Bruno is situated adjacent to San Francisco International Airport (SFO), the nation's ~~fifth~~ seventh busiest airport in 2014 and one of the Bay Area's most important economic driving forces. ~~Both passenger and air cargo traffic grew approximately 26% during the first half of the~~

~~1990's, and SFO is currently undergoing~~completed a largescale expansion ~~in 2005,~~ doubling its square footage from 2 million to 4 million square feet of passenger area. ~~By the year 2005, t~~his expansion ~~will result~~resulted in a growth in total passengers from ~~the current~~ 39 million ~~in 2000~~ to ~~between 50 and 60~~about 47 million a year ~~in 2014.~~ Furthermore, the areas surrounding SFO are experiencing and will continue to experience demand in the hotel industry from tourist and business travelers.

Market Trends

- ~~Google/YouTube~~
- ~~Responsys Inc.~~
- Genentech
- Oracle
- Franklin Templeton
- Cellular One

~~Telecan Systems~~

~~Enterprise Networking Systems~~

12. Page 34. Replace 2012 PKF market analysis included in the Crossing Hotel RFQ/RFP.

Hotel

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

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

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

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

This section provides an overview of the San Francisco International Airport (“SFO”) hotel market, based on data reported by individual properties within the market and compiled by PKF Hospitality Research in the Fall of 2012. This data provides summary information pertaining to the SFO market.

The City of San Bruno is part of the larger SFO hotel market, which also includes the cities of Burlingame, Millbrae, Brisbane, Oyster Point, and South San Francisco. The market currently features 62 hotels totaling 8,812 rooms, ranging in chain scale from economy to upper-upscale.

Most major hotel chains are represented in the local market, including Marriott, Hilton, Hyatt, and InterContinental. The newest addition to the market is the 253-room Aloft Millbrae, which opened in September 2012.

Major hotels in San Bruno include the 92-room Staybridge Suites SFO and the 147-room Courtyard SFO. The City also features a number of smaller, independent hotels and motels, for a total of 659 rooms. It is worth noting that, in 2011, the Staybridge Suites achieved an occupancy in the low 90s and the Courtyard achieved an occupancy in the high 70s with one of the highest average daily rates in the airport market. The success of these properties suggests a high demand for quality hotel rooms in the City of San Bruno.

While the San Francisco Airport market, like nearly all markets across the United States, was affected by the national recession of 2009, occupancy and average daily rate (“ADR”) have rebounded strongly since, to achieve levels significantly higher than those experienced prior to the onset of the economic downturn. Both the full-service and the select-service market segments posted revenue per available room (“RevPAR”) gains of over 20 percent in 2011, led primarily by increases in ADR. In the second quarter of 2012, RevPAR grew by nearly 20.0 percent for full-service hotels and 24.0 percent for select-service properties, compared to just 9.0 percent for all hotels in the greater San Francisco region. In fact, the airport market led all San Francisco submarkets in terms of RevPAR growth for the last four quarters, due in part to large increases in passenger traffic at the San Francisco International Airport.

It should be noted that both full-service and select-service hotels achieved similar occupancy and ADR levels throughout the five-year historical period. In 2011, for instance, occupancies were 83.4 percent for full-service hotels and 80.9 percent for select-service properties, and ADR was \$120.85 for full-service properties compared to \$119.56 for select-service hotels. These statistics reflect the larger size and older age of full-service properties, all of which were built between 1983 and 1988, but also imply that travelers do not perceive significant advantages in staying at full-service properties.

The economic cornerstone of the Specific Plan is a large high quality (~~up to 500 room~~ up to 152 room) “flagship”-hotel (full or select-service hotel with meeting rooms and services, operated by a quality hotel chain). A large full or select-service hotel helps fulfill the primary need policy objectives of the City for a reliable revenue source through transient occupancy tax (TOT) revenues and supporting the continued development of a vibrant mixed use district along the El Camino Real corridor. With its meeting rooms and associated restaurant services, a major hotel also meets the community need for local meeting space for service clubs and local events. These uses will also help diversify activities in the area during daytime and nighttime hours.

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

14. Page 41. Revise hotel description in Land Use Plan.

The original Specific Plan called for Office development ~~would consist~~ consisting of approximately 305,000 square feet of class “A” space or a FAR of 1.0 (which includes up to 20,000 square feet of ancillary uses, including a day care facility or other miscellaneous service and retail uses.) In order to provide the developer the necessary flexibility to address a changing office market, in 2005 the sites designated originally as Office on the Land Use Plan (Figure 11) ~~are were~~ changed to “flex” sites that may be developed as office or multi-family residential with a minimum of 3,500 square feet of non-residential uses, such as office space, childcare facilities, miscellaneous retail and service uses, galleries, and fitness centers, within the multi-family residential development on the site. These flex sites were developed with multi-family residential in 2007 due to the continued weakness of the office market. However, The-the office properties along Sneath may ~~also~~ be developed in the future with the same floor area. A ~~400 to 500 room~~ 152 room “flagship” high-quality hotel with meeting space and ancillary retail and ~~restaurant uses~~ services is planned adjacent to the El Camino Real/I-380 interchange. To the extent not included as a part of the “flagship” hotel development, the portion of the Land Use Plan designated as ECR Commercial Overlay ~~shall be~~ was to be developed with an appropriate mix of high quality retail and restaurant uses totaling up to 20,000 square feet (including initially a Casual Fine Dining Restaurant ~~if as described in~~ the ECR Commercial Project Agreement by and between Martin/Regis San Bruno Associates, L.P., dated March 1, 2005 ~~is still in effect~~). As shown on the Land Use Plan, an additional 15,000 sq. ft. of commercial uses is designated along El Camino Real. The ECR Commercial Project was constructed in 2010 with a total of 12,250 square feet of commercial space including a 5,000 square foot restaurant use.

15. Page 46. Revise hotel description in Land Use Plan Designations.

Hotel and Ancillary Uses

(~~up to 152~~ up to 500 rooms)

This land use designation centers on a high quality “flagship”-hotel with a room count ~~up to 500 units~~ up to 152 rooms. A “flagship” high-quality hotel is a full- or select-service hotel offering guest rooms for overnight stay, meeting facilities, food services and a variety of personal services offered to hotel guests, provided by a major operator ~~or “flag” and a variety of personal services offered to hotel guests~~. ~~As such, it~~ It is envisioned that a full

~~service restaurant (approximately 5,000 square feet) conference space will be developed within the hotel to accommodate: (i) 250-300 people in theatre-style seating for conferences and meetings; (ii) 200 people in banquet-style seating for sit-down events; and (iii) 100-150 people in ballroom-style arrangements for wedding events will be developed within or adjacent to the hotel along with meeting rooms, banquet and special event facilities. The adjacent 12,250 square foot commercial center, including a full-service restaurant, which was developed on the ECR Commercial Overlay parcels in 2010, will be available to serve the hotel development.~~

The plan ~~originally~~ provides for a maximum height of 90 feet as approved by Measure E, including elevator penthouse and other ancillary mechanical equipment, which will accommodate up to seven (7) stories of room floors with the lobby, services and public space on the ground floor as well as ~~a potential half level of~~ underground parking. However, the maximum building height will be subject to FAA approval pursuant to the filing of Form 7460-1. The maximum height at the Hotel site is estimated to be approximately 73 feet, which will accommodate up to five (5) stories of room floors.

~~The plan envisions that most of the hotel parking would be provided in a shared parking garage with the adjacent office complex. The hotel development must meet the requirements for hotel guest parking and meeting space on site, although shared or offsite parking could be negotiated to meet the needs of events in the hotel meeting space. The hotel must also enter into a shared parking agreement with the restaurant located in the adjacent commercial center. Due to the height and number of stories, the hotel would be subject to voter approval, as would the parking garage. It is anticipated that the The existing medical office building will remain until development of the site is initiated in the future.~~

16. Page 49. Revise Table 2 as follows.

TABLE 2
SUMMARY OF LAND USE POLICIES AND GUIDELINES
Amendment To U.S. Navy Site and Its Environs Specific Plan

Policy Land Use	Gross Acres (+-)	Maximum Height (Voter Approval Required)	Maximum Density/Proposed # of Rooms/Max F.A.R.	Proposed Dwelling Units	Proposed Square Footage	Parking Required
Hotel plus Meeting Space	51.5 Acres	7 Stories including ground floor lobby and services areas 90 feet (per FAA)	Up to 500 rooms Up to 152 rooms	N.A.	Up to 15,000 s.f. of meeting/other space	1/room with 15% reduction for shared parking, <u>plus 3,000 sf of meeting space</u>
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 <u>with plus 25% bonus for low/mod</u>	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

17. Pages 79-80. Update hotel design guidelines and development standards under *POLICY DS-1.1*.

Hotel

(~~up to 500~~ up to 152 rooms)

Design Guidelines

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

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

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

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

Any above grade parking structures (~~with voter approval~~) shall be designed as an integral part of the main building or blend with the commercial building adjacent to it. All parking structures shall be heavily landscaped and screened from pedestrian view. Passenger

loading areas when feasible shall be designed as an integral part of the main building entry feature. Delivery, loading docks, and trash facilities shall be screened from public view and designated as loading zones only. Design elements shall be incorporated into the building(s) to facilitate recycling. Fire access and fire lanes shall be designed according to standards of the San Bruno Fire Department and incorporated as an integral part of the site plan.

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

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

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

A landmark tower element is encouraged near El Camino Real.

Development Standards

Land Use Classification:

Major ~~“Flagship”~~ Hotel & Ancillary Uses

Number of Rooms: ~~up to 500~~ Up to 152

Minimum Site Area: ½ acre

Maximum Height

~~(with voter approval):~~ Ninety (90) feet (including elevator penthouse and ancillary mechanical equipment, – measured from existing grade. [However maximum height is also governed by FAA regulations related to protection of airspace in the vicinity of SFO. The developer will be required to notify the FAA of a proposed development project by filing Form 7460-1. The FAA will determine whether the project would constitute an obstruction or hazard to safe air navigation. The maximum height for this site based on preliminary analysis of FAA criteria is estimated to be approximately 73 feet.](#)

Maximum # of floors

~~(with voter approval):~~ ~~Seven-Five (75)~~ floors of hotel rooms plus a lobby level for services and a potential ~~half level of~~ parking below grade.

Building Setbacks

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

Landscaping

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

Parking

One (1) space per room with fifteen percent (15%) reduction for transit-oriented development and shared parking. Plus, one (1) space for each one hundred (100) square feet of meeting space.

Signage

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

Sustainability Requirements: The City shall require, as a Condition of Approval, that the hotel operator be committed to the reduction of long-term operational greenhouse gas emissions to the extent feasible through the implementation of strict control measures. Control measures shall include, but are not limited to:

- Install a minimum of 6,000 square feet of solar photovoltaic panels on the rooftop.
- Improve the building envelope energy efficiency 15% over 2013 Title 24 standards;
- Incorporate high efficiency lighting (such as LEDs, metal halide post top, metal halide cobrahead or cutoff lights, or high pressure sodium cutoff lights) into public areas, such as parking lots, garages, and other exterior areas to achieve at least 15% lighting energy reduction compared to the use of mercury cobrahead lights;
- Install energy efficient appliances that comply with the most recent U.S. EPA Energy Star criteria, including refrigerators, dish washers, fans, and clothes washers;
- Incorporate water conservation strategies, including the installation of low flow faucets, toilets, and showers, as well as water efficient irrigation-systems;
- Institute recycling and composting services in order to achieve at least a 10% reduction in waste disposed.

18. Page 83, 85, 86. Delete.

~~(with voter approval):~~

19. Page 93. Update the number of persons residing at the Crossing based on completed multifamily development of 1,063 units.

The Navy Site would result in an added population of approximately ~~650-2,500~~ persons and ~~up to 500~~ up to 152 hotel rooms.

Voter Initiative (Ordinance 1284):

A voter initiative ([Measure E](#)) ~~must be~~ approved by a majority of the electorate ~~in order on June 5, 2001~~ to develop to height limits greater than three (3) stories or fifty (50) feet and above-grade parking structures as established by Ordinance 1284. ~~The cost of any such voter initiative shall be incurred by the developer.~~

II. Revisions To Update Information in the Specific Plan Not Directly Related To The Crossing Hotel Site

20. Page 2. Revise 3rd and 4th paragraphs to reflect current understanding of FAA height restrictions. Add paragraph to update City height standards resulting from passage of Measure E in 2001.

Due to the physical proximity of the Navy Specific Plan Area to the San Francisco International Airport (SFO), development is restricted under the Airport Land Use Plan and Federal Aviation Administration (FAA) height restrictions. Within the plan area, the height of objects cannot exceed [height limits set forth by the FAA \(Code of Federal Regulations Part 77\) related to airspace protection for planes taking off and landing at San Francisco International Airport, 464 feet Above Mean Sea Level \(AMSL\)](#) which results in the maximum building heights shown below.

~~It is explicitly acknowledged that the height of all~~ [On June 5, 2001, San Bruno voters approved Measure E by majority vote at a municipal election pursuant to Local Ordinance 1284 to allow buildings and structures over three \(3\) stories or fifty \(50\) feet, as well as the construction of any above-ground parking structure within the former Navy site area, as envisioned in the "Specific Plan for the U.S. Navy Site and its Environs", require voter approval by a majority of the citizens of San Bruno in a general or special election.](#) (Source: San Bruno Ordinance 1284, see Appendix F).

[It is specifically acknowledged that the portions of the Specific Plan area outside of The Crossing area, which have not been redeveloped and were not covered under Measure E, are still subject to height limits regulated by both the FAA and Ordinance 1284.](#)

21. Page 3. Delete paragraph based on passage of Ballot Measure E in 2001.

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

22. Page 8. Add language to reflect loss of redevelopment, role of redevelopment in implementing the plan, and ongoing obligations, Successor Agency.

REDEVELOPMENT PLAN COMPATIBILITY

The City of San Bruno ~~has~~ adopted a Redevelopment Project Area Plan in July 1999 to direct planning and implementation of activities to revitalize the San Bruno Project Area, and to establish a financing method to fund these activities. The San Bruno Redevelopment Agency was dissolved on February 1, 2012 as result of the passage of Assembly Bill 1X 26 (AB-26) on June 29, 2011.

The Redevelopment Project Area ~~encompasses-consisted of~~ two subareas totaling 717 acres: Subarea A ~~includes-included~~ 699 acres of commercial, residential, institutional and industrial lands in eastern San Bruno; Subarea B ~~includes-included~~ 18 acres of commercial lands at the intersection of Skyline Boulevard and West San Bruno Avenue. The U.S. Navy site (EFA West and U.S. Marine Reserve sites) and the National Archives site ~~are-were~~ included in Subarea A ~~of the Redevelopment Plan~~. The Redevelopment ~~Project Area Plan land use objectives and policies for the U.S. Navy site and adjacent parcels~~ included provisions to develop a plan for reuse of the U.S. Navy site that include a hotel, office and commercial buildings, retail uses and housing. Other objectives include improvement of traffic and pedestrian linkages to other commercial areas and gateway improvements. The resulting U.S. Navy and Environs Specific Plan is consistent with the land use policies and objectives of the Redevelopment Plan.

23. Page 9. Update Specific Plan Relationship to the ALUC/FAA.

~~Chapter V of the San Mateo County~~The Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Francisco International Airport (ALUCP), dated ~~December 1995~~October 2012, contains the ~~specific provisions for the San Francisco International Airport Land Use Plan. airport/land use compatibility policies and criteria that apply to all land uses except those considered as existing land uses for the San Francisco International Airport. The 2012 ALUCP is a comprehensive update of the San Francisco International Airport Land Use Plan in Chapter V of the 1996 San Mateo County Comprehensive Airport Land Use Plan (CLUP) under which this Specific Plan was originally adopted. Like the 1996 CLUP, this ALUCP includes airport land use compatibility policies related to noise, safety, and airspace protection.~~

Move this sentence to start the following paragraph related to airport noise: The Specific Plan for the U.S. Navy Site and its Environs in San Bruno complies with the provisions of that land use plan, specifically for the proposed land uses within the 65 to 70 CNEL Noise Contours (see Figure 8, Key Planning Factors section).

The height of all structures proposed in the Specific Plan comply with the FAR Part 77 imaginary surfaces for San Francisco International Airport as shown on Map Exhibit IV-17, Critical Aeronautical Surfaces – Northwest Side, Page SFO-4 on page V-22 of the ALUCP San Mateo County Comprehensive Airport Land Use Plan.

RELATIONSHIP TO C/CAG

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

Congestion Management Plan). The street network within the 20-acre former Naval facility was completed in 2002, constructed according to the specifications of the Specific Plan and the Congestion Management Plan.

24. Page 11. Update first paragraph- The Study area consists of approximately 52 acres, of which approximately 25.6 acres ~~are currently~~were occupied by U.S. Navy and Navy Reserve (U.S. Marine Corps).

25. Page 13. Update site history. Start new paragraph with “Base closings...”

Base closings and organizational realignments in the late '80s and early '90s saw EFA West reorganized and downgraded to ~~its current~~the status ~~as of~~ a field activity center designated EFA West at the time of adoption of the Specific Plan in 2001.

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

EFA West ~~has an annual payroll of \$8 to \$10 million. Currently, had a~~ total employment ~~at this installation is of~~ approximately 157 persons, including 7 uniformed military personnel and 150 civilians (120 with EFA West and 30 with other government agencies) 2000.

The mission of EFA West ~~is was~~, “to provide the best shore installation support”. EFA ~~is was~~ the Navy and Marine Corps’ shore installation experts for installation planning, facility design and construction, facility management support, environmental management, and base closure and realignment. Over ~~the its~~ last 20 years, on-site staff levels ~~have had~~ been as high as 1,700, but ~~are currently in a ongoing~~ downsizing ~~had reduced phase which is expected to continue. Current~~ staffing levels ~~of to~~ approximately 150 personnel ~~in 2000 are expected to continue to experience downsizing.~~

26. Page 14. Indicate when sale occurred. Demo of EFA west and construction of the Crossing.

CORE SPECIFIC PLAN PLANNING AREA

- Ñ **EFA West.** This approximately 20 acre-site houses used to be the location of the EFA West Naval Facility. It ~~is was~~ comprised of approximately thirty (30) one- and two-story structures housing administrative uses surrounded by parking lots and streets that provide an internal vehicular circulation system. on approximately 20 acres of land. ~~Buildings at EFA West are surrounded by parking lots and streets that provide an internal vehicular circulation system.~~ The site included ~~s~~ approximately six hundred (600) parking stalls with landscaping beds and shade trees. Green lawns and concrete sidewalks allowed pedestrian movement between the buildings. ~~This area has been reported by the~~ The U.S. Navy ~~deemed the site to be as~~ “economically excess surplus” and the General Service Administration (GSA) ~~is sellingsold~~ it through a competitive sale process. On October 26, 2000, the GSA sold the 20 acres of surplus Navy land at a public auction to a private development team consisting of The Martin Group/Regis

Homes LP. This ~~offers-created~~ significant opportunities for substantial redevelopment of the site.

- N **Commercial Uses along El Camino Real.** ...A new roadway (Commodore Drive) from El Camino Real through one of these commercial sites ~~is-necessary~~was constructed to provide major vehicular access to the proposed development under the Specific Plan.

27. Page 17. Update section on Adjacent Uses regarding the Shops at Tanforan and Bayhill Office Park.

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

The shopping center's parking garage is attached to the eastern end of the mall, adjacent to Target. The San Bruno ~~Tanforan Park~~ BART Station ~~is currently under construction~~ was completed in 2002. Construction ~~should begin shortly on of~~ a 27,000 square-foot joint San Bruno Police/BART Police facility immediately north of the BART station plaza and adjacent to a new SamTrans bus facility and BART's new 1,000-car parking garage was also completed in 2002.

~~Although a m~~Major upgrade and expansion of the Shops at Tanforan ~~Park Shopping Center were completed in 2005~~. ~~has been discussed for the last several years, no plans have yet been submitted to the Community Development Department for review.~~

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

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

Is this section on Property Ownership still necessary?

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

28. Page 21. Update TRAFFIC AND CIRCULATION to reflect improvements made with construction of infrastructure for The Crossing.

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

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

Current traffic lane configurations at the I-380/ El Camino Real interchange impose constraints on both vehicular and pedestrian access to the Core Planning Area. The entrance ramp from southbound El Camino Real to westbound I-380 begins approximately 680 feet north of the I-380 overpass and runs the length of ~~EFA West~~The Crossing lot line. Any driveway or walkway into the site from El Camino Real would have to be located north of the ramp entrance, or would require the ramp to be reconfigured.

The City of San Bruno in the North San Bruno Area wide Traffic Study (1986) and Update (1998) ~~has~~ identified a number of potential roadway improvements that would help improve traffic conditions, which were completed as part of the development of the Crossing in 2002. In the future. Some of these improvements included widening El Camino Real between Sneath Lane and I-380 to accommodate new exclusive right turn lanes in the northbound direction, improvements to Sneath Lane to improve right turn lane movements (without widening Sneath Lane) and the installation of a new signal on El Camino Real, north of the I-380 interchange. This new signal would provides access to the The Shops at Tanforan ~~Park Shopping Center~~ and new developments on the Navy Site. A portion of the median island along El Camino ~~will be~~was removed in order to facilitate the new signal.

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

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

San Francisco International Airport (SFO)

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

SFO is currently the ~~fifth-seventh~~ busiest airport in the United States and ~~ninth-one of the~~ busiest airports in the world, welcoming ~~over-about 40-45~~ million passengers ~~annually in 2013~~. ~~By 2006 that number will reach 51 million, including a projected 70% increase in Pacific Rim travelers.~~ The U.S. Navy Specific Plan site is located approximately two miles from SFO. The El Camino Real exit to the Specific Plan site is the first exit north from SFO on I-380.

BART

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

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

In 1996, BART received a full-funding commitment from the United States Congress for its Colma to SFO extension. This \$1.5 billion extension to the airport ~~was completed in 2002 and will consist~~ of 8.1 miles of track and stations at South San Francisco, San Bruno, San Francisco International Airport, and Millbrae. This extension ~~will also feature~~ an at-grade, cross platform transfer with Caltrain at the Millbrae Station.

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

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

The San Bruno/Tanforan Park BART Station is located just over one quarter mile from the U.S. Navy Specific Plan site, within convenient walking, bicycling or shuttle distance and is an important factor in the designation of this development as a transit-oriented development. ~~When it opens in early 2002, BART patronage ridership at the San Bruno station is expected to reach 9,800 riders daily was approximately 3,300 passengers daily in 2012.~~

29. Page 24. Update MAJOR TRANSPORTATION FACILITIES with new information about Caltrain and SamTrans.

CALTRAIN

Caltrain is a commuter rail service operating on the Peninsula between San Francisco and Gilroy. ~~Although currently located near Huntington Avenue at I-380, the~~ The new San Bruno Caltrain Station is located at San Bruno Avenue and Huntington Avenue. Construction on the new train station and grade separation project was completed in 2014. The station was formerly located at Sylvan Avenue and Huntington Avenue. will be returned to its former location at Sylvan Avenue at Huntington, following the construction improvements related to the BART to SFO project.

The San Bruno Caltrain station provides service to local residents, with approximately ~~650-437~~ passengers ~~accessing-boarding~~ Caltrain from ~~this station the former Sylvan Avenue Station~~ on a daily basis in ~~1998~~2013. The ~~Sylvan-San Bruno~~ Avenue site for Caltrain is ~~just over one~~approximately one half mile from the U.S. Navy Specific Plan site area.

SAMTRANS

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

~~Route 193 (formerly 3B) – begins at the San Francisco International Airport and ends at the Stonestown Shopping Center in San Francisco while traversing the cities of San Bruno, South San Francisco, Colma and Daly City.~~

~~Route 390 (formerly 5L) – travels from Palo Alto through Menlo Park, Atherton, San Carlos, Belmont, Hillsdale, San Mateo, Burlingame, Millbrae, San Bruno, South San Francisco, Colma, Daly City and Daly City BART.~~

~~Route 391 (formerly 5M) – travels from Palo Alto through Menlo Park, Atherton, San Carlos, Belmont, San Mateo, Burlingame, Millbrae, San Bruno, South San Francisco, Colma, Daly City and San Francisco (with limited service to the Transbay Terminal).~~

Route 398: travels from San Bruno to Redwood City, beginning at the San Bruno BART Station with stops in Millbrae, Hillsdale, Belmont, San Carlos, and Redwood City.

Route 38: travels from Oyster Point in South San Francisco, stopping at the San Bruno BART Station and ending at Colma BART. Route 38 provides access to BART, San Francisco MUNI and Caltrain via transfer centers at the Colma BART station.

Route 43: travels from the San Bruno BART to Burlingame Plaza

Route 133: starts at the San Bruno BART Station and ends in Downtown South San Francisco.

Route 140: begins at San Francisco Airport and ends at Pacifica, stopping at the San Bruno BART Station,

Route 141: travels from the San Bruno BART Station to the Shelter Creek Condominiums.

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

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

30. Page 26. Update information in PEDESTRIAN PATHS section.

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

Heavy high-speed traffic characterize the major streets abutting the Specific Plan site, making pedestrian movements across them very difficult and uninviting. The four-way signalized intersection with at Commodore Drive, El Camino Real and the entrance to the Shops at Tanforan, completed in 2005, provides a mid-block pedestrian crossing across El Camino Real. Currently, there is a chain link fence that runs down the middle of a median along El Camino Real which prevents mid-block pedestrian crossings.

Replace "~~Tanforan Park Shopping Center~~" with "The Shops at Tanforan"

31. Page 31. Update information in Utilities section.

~~Currently, w~~Water for the ~~site former Naval Facility was~~is provided directly from a SFWD transmission line running through the site. ~~As the site is~~When the site was redeveloped, connections ~~will need to be~~were made to the existing San Bruno ~~p~~ distribution system in adjacent streets.

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

~~The San Bruno General Plan projected a declining population for the City and projected a volume of 2.94 million gallons of wastewater per day for a population of 32,700. However, this assumption was incorrect. By 1998, the City's estimated population had increased to 41,450. The City's wet weather discharge currently exceeds its treatment plant capacity, which is currently being upgraded. In addition, the 2000 Sewer Master Plan/Infiltration & Inflow Study~~

~~has identified numerous capacity deficiencies in the City's collection system, some of which may be further impacted by this development. The City of San Bruno is preparing a Wastewater Sewage Treatment Master Plan to address these issues.~~

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

32. Page 33. Update AESTHETICS section.

The planning area ~~is currently lacking~~formerly lacked in visual cohesiveness, with a predominance of low-rise buildings, surface parking lots and limited pedestrian access. ~~These~~The demolition of the former Naval Facility and development of The Crossing master planned community in its place has ~~conditions do not~~enhanced the area as a gateway to the community.

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

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

33. Page 46. Update Multiple-Family Residential to reflect passage of Measure E.

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

34. Page 47. Update Senior Assisted Living to reflect passage of Measure E.

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

35. Page 50. Amend the following text under the heading "Illustrative Plan and Development Program"

The illustrative plan shown in Figure 12A indicates how the U.S. Navy Specific Plan and its environs could potentially be built out in conformity with the land use policies, standards and design guidelines of the plan. The illustrative plans shown in Figures 12B and 12C indicate how the site could be built out if the office site were developed as multi-family residential under the "flex" provisions. As of December 2013, all of the parcels at The Crossing except the Hotel designation have been built out. The Office/Residential Flex parcels have been developed with multifamily residential and the ECR Commercial Overlay has been developed with commercial. The illustrative plan in Figure 12D shows the actual development at The Crossing as of December 2013 except the Hotel designation and indicates how the Hotel site could potentially

~~be built out. The illustrative plan shown in Figure 12D indicates how the site could potentially be built out if a portion of the Hotel designation were developed as El Camino Real Commercial Overlay. It is important to emphasize that the illustrative plans indicate only one potential development concept, and the actual buildout will likely vary in some details.~~

36. Page 88. Revise population estimate under *POLICY UPS-2.1*.

The increase in population resulting from the 1,063 units of new residential development in the Specific Plan area ~~could has~~ resulted in approximately ~~645-1,775~~ additional residents, based on the ~~1990-2010~~ Census estimate of ~~2,581.67 persons~~ per dwelling unit (same census tract as Peninsula Place). ~~However, it is anticipated that the actual number of residents in the multi-family development would be less, since the average family size for multiple-family residential is less per unit.~~

DRAFT