

"The City With a Heart"



Mary Lou Johnson, Chair
Kevin Chase, Vice Chair
Rick Biasotti
Sujendra Mishra
Perry Petersen
Joe Sammut
Marie Kayal

AGENDA PLANNING COMMISSION MEETING

November 3, 2015

7:00 p.m.

Meeting location: Senior Center, 1555 Crystal Springs Road, San Bruno

Planning Commission meetings are conducted in accordance with Roberts Rules of Order Newly Revised. You may address any agenda item by approaching the microphone until recognized by the Planning Commission Chair. All regular Planning Commission meetings are recorded and televised on CATV Channel 1 and replayed the following Thursday, at 2:00 pm. You may listen to recordings in the Community Development Department. Complete packets are available online at www.sanbruno.ca.gov and at the library. In compliance with the Americans with Disabilities Act, individuals requiring reasonable accommodation for this meeting should notify us 48 hours prior to meeting. Notices, agendas, and records for or otherwise distributed to the public at a meeting of the Planning Commission will be made available in appropriate alternative formats upon request by any person with a disability. Please make all requests to accommodate your disability to the Community Development Department 650-616-7074.

ROLL CALL

PLEDGE OF ALLEGIANCE

1. APPROVAL OF MINUTES: NONE

2. COMMUNICATIONS

3. PUBLIC COMMENT ON ITEMS NOT ON AGENDA Individuals allowed three minutes, groups in attendance, five minutes. If you are unable to remain at the meeting, ask the Recording Secretary to request that the Planning Commission consider your comments earlier. It is the Planning Commission's policy to refer matters raised in the forum to staff for investigation and/or action where appropriate. The Brown Act prohibits the Planning Commission from discussing or acting upon any matter not agendaized pursuant to State Law.

4. ANNOUNCEMENT OF CONFLICT OF INTEREST

5. PUBLIC HEARINGS:

- A. 841 San Bruno Avenue West** (APN: 020-072-290 and 020-072-330)
Zoning: A-R (Administrative and Research)

Recommended Environmental Determination: The previously certified Transit Corridors Plan EIR adequately evaluated the proposed project for the purposes of CEQA. An Initial Study/Environmental Checklist was prepared to confirm that the proposed project would not result in any new or substantially more severe significant environmental effects than those analyzed in the earlier CEQA document.

Request to amend the Zoning Code to change from Administrative and Research (A-R) District to Planned Development District (P-D); a Planned Development Permit (P-D-P); an Architectural Review Permit, and a Lot Line Adjustment for a project proposing to demolish the existing medical office building on the site and construct a new 15,233 square foot medical office building with 43 parking spaces per Chapters 12.96.020, 12.136, 12.108,

12.52, and 12.96.190 of the San Bruno Municipal Code, and adopt an Initial Study/Environmental Checklist in accordance to the CEQA Guidelines Section 15168. Charles Smyth, Market Street Development, LLC (Property Owner) (Owner/Applicant) **ZA-15-001, PDP-15-003, AR-15-005.**

6. DISCUSSION

A. CITY STAFF DISCUSSION

- The Architectural Review Committee members for the November 12, 2015 meeting have already been chosen (Johnson, Biasotti, Sammut).

B. PLANNING COMMISSION DISCUSSION

7. ADJOURNMENT

The next regular Planning Commission Meeting will be held on November 17, 2015 at 7:00 p.m. at the Senior Center, 1555 Crystal Springs Road, San Bruno.



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PLANNING COMMISSION

Mary Lou Johnson, *Chair*
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**PLANNING COMMISSION
 STAFF REPORT
 AGENDA ITEM NO. 5A
 November 3, 2015**

PROJECT LOCATION

1. Address: 841 San Bruno Avenue West
2. Assessor's Parcel No: 020-072-290 and 020-072-330
3. Zoning District: A-R (Administrative and Research)
4. General Plan Classification: Transit Oriented Development
5. Transit Corridors Plan: El Camino Character Area

EXHIBITS

- A:** Site Location
B: Photographs
C: Draft Resolution 2015-XX Recommending Approval of a Zoning Code Amendment
D: Draft Resolution 2015-XX Recommending Approval of a Planned Development Permit and an Architectural Review Permit
E: CEQA Initial Study/Environmental Checklist
F: Operations/Support Statement/Green Building Techniques/Transportation and Parking Demand Management Plan Informational Documents
G: Comments from Larry Cannon, Peer Review Architect, dated October 1, 2015
H: Applicable Transit Corridor Plan Design Guidelines
I: Color and Materials
J: Site Plan, Floor Plans, Elevations, Roof Plan, Visual Simulation, Civil drawings, Preliminary Landscape Plan, Photometric Plan (Proposed Project Plans)

REQUEST

Request to amend the Zoning Code to change from Administrative and Research (A-R) District to Planned Development District (P-D); a Planned Development Permit (P-D-P); an Architectural Review Permit, and a Lot Line Adjustment for the construction of a new 15,233 square foot medical office building with 43 parking spaces, per Chapters 12.136, 12.108, 12.52, 12.96.020 and 12.96.190 of the San Bruno Municipal Code, and an Initial Study/Environmental Checklist in accordance to the CEQA Guidelines Section 15168. Charles Smyth, Market Street Development, LLC (Property Owner) **ZA-15-001, PDP15-003, AR-15-005.**

RECOMMENDATION

Staff recommends that the Planning Commission amend the Zoning Map to change from Administrative and Research (A-R) District to Planned Development District (P-D) and adopt a Development Plan for the subject property Resolution 2015-XX; approve a Planned Development Permit and an Architectural

Review Permit, based on Findings 1-7 and subject to all conditions of approval listed in Exhibit A of Draft Resolution 2015-XX, and forward its recommendations to the City Council.

REVIEWING AGENCIES

Community Development Department
Public Services Department
Community Services Department
Fire Department
Police Department

LEGAL NOTICE

1. Notices of public hearing mailed to property owners and residents within 300 feet of the subject site on October 22, 2015.
2. Advertisement published in the San Mateo Daily Journal, Saturday, October 24, 2015.

ENVIRONMENTAL REVIEW

An Initial Study/Environmental Checklist was prepared which confirmed that the proposed project would not result in any new or substantially more severe significant environmental effects than those analyzed in the earlier CEQA document. Accordingly, the previously certified Transit Corridors Plan EIR adequately describes the proposed project for the purposes of CEQA.

The 841 San Bruno Avenue project is located within the Transit Corridors Plan (TCP) area. A Program Environmental Impact Report (EIR) and Mitigation Monitoring and Reporting Program were prepared for the TCP and was adopted by the City Council on February 12, 2013. The 841 San Bruno Avenue property was analyzed in the TCP EIR at a programmatic level, with potential impacts identified and mitigations applied in the program EIR to avoid or reduce potentially significant impacts.

Under California Environmental Quality Act (CEQA) Guidelines sections 15168 (Program EIR), 15162 (Subsequent EIRs and Negative Declarations), and 15183 (Projects Consistent With a Community Plan or Zoning), subsequent individual projects can utilize a previously certified program EIR if all potentially significant environmental impacts of the proposed individual project: (1) have been previously identified (i.e., are not new) and are not substantially more severe than those identified in the previous EIR, (2) have been avoided or mitigated to the extent feasible as a result of the previous EIR, and (3) have been examined in sufficient detail in the previous EIR to enable those impacts to be avoided or mitigated by the mitigations in the EIR, site-specific project revisions, or the imposition of uniformly applicable development policies. If these conditions are met, then the City can approve the individual project as within the scope of the previous EIR, and no additional environmental document is required. The certified TCP EIR and the 841 San Bruno Avenue project meet these CEQA conditions. A copy of the Initial Study/Environmental Checklist is attached as Attachment E.

SURROUNDING LAND USES

North: San Bruno Avenue – A-R (Administrative and Research)
South: Linden Avenue – R-1 (Single Family Residential)
East: White Way and Camino Plaza – C-1 (General Commercial)
West: Elm Avenue – A-R (Administrative and Research)

EXISTING CONDITIONS

The subject property consists of two lots located on San Bruno Avenue West, west of El Camino Real. It is rectangular shaped with a total size of approximately a 30,710 square feet (0.71 acres). The site gently slopes from the west to the east towards El Camino Real. The property is currently developed with a 10,000 square foot, two-story office building and two surface parking lots. The existing medical office building was constructed in 1976. Immediately adjacent and to the south of the subject property are one- and two-story single-family dwellings. To the east, across White Way, is a vacant lot in a commercial center with restaurants, personal services, a gym and commercial uses. To the west are commercial office/medical uses. Across San Bruno Avenue to the north is an office use.

There are several easements on the subject property. In the center of the property (between lots 23 and 24) from the rear to the front of the property, is a six-foot Public Utilities Easement (PUE), which is vacant. Along the rear property line to the south is a five-foot PUE. Along the east property line (White Way) is a five-foot PUE.

PROJECT DESCRIPTION

The applicant is proposing to construct a new two-story, 15,223 square foot medical office building with 43 parking spaces on the site. The project would provide 32 surface parking spaces in the west parking area, and 11 parking spaces in a subgrade parking garage. Also proposed are three short-term bicycle parking spaces near the east entry, and six long-term bicycle spaces (bike lockers) inside the garage at the stairs. The 11,096 square foot main/upper floor will be a dialysis medical clinic and the 4,127 square foot lower floor will be office use for the clinic. The existing 10,000 square foot medical office building will be removed to prepare the site for the proposed project.

The proposed building is designed to include a specific tenant, a dialysis clinic. The proposed hours for the dialysis clinic will be from 5:00 a. m., to 8:00 p.m., with deliveries limited between the hours of 8:00 a.m. and 5:00 p.m. The clinic will be open to the public for patients between the hours of 6:00 a.m. to 6:00 p.m. At any one time, there will be a maximum of 15 employees per shift, and 24 patients per shift at 3-4 hour shifts. The days of the week for the clinic will start at three days/week until they get up to full operation. In about 3-5 years, at full operation, the clinic will operate 6 days a week, Monday through Saturday. The office use in the lower level will be for the dialysis clinic employees. Some clinic employees operate in the field, but based from the office, and are not there all day like other office employees.

The project is currently within the Administrative and Research zoning district and the Transit Corridors Plan, El Camino Real Character area, and is designated TOD by the General Plan. The following is an analysis of the A-R zoning and the TCP development standards, and the proposed project:

DEVELOPMENT STANDARDS	ZONING REQUIREMENTS	TRANSIT CORRIDORS PLAN	PROPOSED
FAR	None	No maximum for parcels over 20,000 sf	50%
Lot Coverage	40%	none	36%
Impervious surface	80%	none	79%
Landscaping	7.5%	none	21%

Minimum Setbacks:			
Front	40', plus 1 'for each 1' of building height above 25'	10' average	10' average
Exterior Side	Same as front	None	14' (east)
Interior Side	25' except 40' adjacent to residential district	None	136' (west)
Rear	Same as interior side	10' next to residential	10'
Maximum Height*	40'	70' or 5 stories	34' to 44'-2"
Parking**	Medical office: 1 space per 200 gfa Office: 1 space per 300 gfa	46 spaces Medical:(3 spaces per 1,000 gfa maximum); Office: same	43 spaces
Bicycle Parking***	NA	3 long-term spaces; 2 short-term spaces	6 long-term spaces; 3 short-term spaces

Note:

* The TCP recommended parking standards (TCP p. 199)

** The TCP example for bicycle parking standards are: long-term spaces (bike lockers) (TCP p. 186):

Commercial: 1 – 2 spaces per 3,000 sf; office: 1 space per 20 required spaces (required for project 3);

short-term spaces (bike rack spaces): 1 – 2 spaces per 10,000 sf; Office:1 space per 40 required spaces (required for project 3).

The proposed development meets the FAR, setback and height requirements of the TCP. The FAR proposed is 50%, and the TCP has no maximum FAR for parcels over 20,000 square feet. Lot coverage is proposed at 36% where current zoning is 40% maximum. The proposed impervious surface would be 79%, which is less than the maximum 80% current zoning requirements. Landscaping coverage is 21%, which exceeds the minimum zoning requirements of 7.5%. The proposed front setback is ten-foot average as required by the TCP. The current zoning code requires 40 feet, plus one foot 'for each foot of building height above 25 feet. The rear setback is ten feet, as required by the current zoning and the TCP. The proposed height ranges from 34 feet to 44'-2".

The maximum height in the TCP El Camino Real Character area is 70 feet or five stories. The height based on the finished grade (not based on average grade) is 40 feet.

ENTITLEMENT PROCESS

As proposed, the project requires the following entitlements:

Zoning Code Text Amendment: A Zoning Code Amendment to change from Administrative and Research (A-R) District to Planned Development District (P-D) and to adopt a related District Development Plan to establish use and development standards.

Planned Development Permit: All development in the P-D District must be developed and utilized in accordance with the approved P-D Development Plan. And, accordingly, a Planned Development Permit would be reviewed and approved to ensure the proposed development conforms with the provisions of that Development Plan.

Architectural Review Permit: An Architectural Review Permit is required for any new building which would be visible from the public right-of-way. The Architectural Review Permit was reviewed at the August 13, 2015 Architecture Review Committee and the committee's recommendations are discussed in this staff report.

Lot Line Adjustment: A Lot Line Adjustment is a Community Development Director (i.e., staff level) approval and will be required to merge the two parcels as a condition of approval.

PUBLIC COMMENT

The surrounding neighborhood was informed about the proposed project through an informational courtesy notice mailed to properties within a 300-foot radius of the subject site on October 24, 2014. A community meeting was also held on November 3, 2014. No one attended the neighborhood meeting; however, one email of support was received, along with one phone call concerning parking and the potential overflow in the neighborhood behind the site.

Staff also sent a courtesy notice to properties within 300 feet of the subject site for the Architecture Review meeting on August 6, 2015. One email comment was received by staff concerning parking. Staff attempted to contact the person for clarification of the issue, but the commenter (the same person who called previously) did not respond further. Staff has not received any comments from the public regarding the proposed development, as of the date of writing this report.

PROJECT ANALYSIS

Architectural Peer Review

Staff worked closely with the project applicant on a pre-submittal basis in terms of the overall architectural appearance of the structure and site plan. Preliminary plans were first submitted to staff in October 2014 and were reviewed by Larry Cannon, Architectural Peer Review Consultant to the City again in February 2015. All of staff's and Mr. Cannon's recommendations were incorporated into the preliminary design and multiple revisions were submitted. Mr. Cannon's reviewed the August 21, 2015 plans. A summary of Mr. Cannon's October 1, 2015 comments letter are summarized below:

"Overall, the design is well done with clear architectural style, appropriate details and materials carried out consistently throughout the proposed structure." One concern is the dead end parking aisle in the parking garage which would make it difficult to turn around if all spaces were occupied. Mr. Cannon recommends a dedicated turn around space which would require losing two parking spaces. In response to his comment, the underground parking garage could be reserved for employees. If the parking area was reserved for employees, it could be advised that employees with unusually large vehicles could park in the surface parking lot. An electronic parking space counter could be installed to show when the parking lot is full. The water treatment equipment could either be removed; however, the two parking spaces at the south wall turnaround movement is most constricted. Bollards installed to protect the equipment.

Mr. Cannon also recommended that the floor plan for the east entry doors at the upper level be modified to provide deeper facade recess at the entry, and a better pedestrian path linking the entry and parking lot. This would result in a stronger and more visually pleasant entry next to the parking and drop of area. Also recommended is a smaller building with a larger landscape buffer between the building and the parking lot. This modification could result in a loss of parking spaces.

The original design included a sloped tower roof. In February Mr. Cannon had suggested a flat roof tower element to "calm" the building design (draw less attention to the height). The applicant revised the plans to show flat tower roofs. At the August meeting, the Architectural Review Committee asked that the original sloped tower roof be included as an alternative design for the Planning Commission to consider.

Architectural Review Committee

The Architectural Review Committee (ARC) reviewed this project at its August 13, 2015 meeting. The Committee forwarded the project to the Planning Commission with the following recommendations which have been incorporated into the plans:

- Include an alternative sloped-roof tower design for consideration.
- The applicant explore adding on-site water treatment (water re-use) in addition to on-site water retention and solar power.

The applicant has addressed the ARC comments, which are reflected within the revised plans and are attached as Attachment J. A sloped roof alternative is provided (sheet 6 ALT). A reverse osmosis water treatment facility for water reuse was added in the parking garage, instead of one parking space (sheet 2). (Commissioners Biasotti, Chase, and Johnson were present for this item).

Staff further recommends the following:

- The floor plan for the east entry doors at the upper level be modified to provide deeper facade recess at the entry, providing a better pedestrian path linking the entry and parking lot and a more pleasant entry area.
- The underground parking garage be reserved for employees.
- An electronic parking space counter could be installed to show when the parking lot is full, include the ADA space.

TCP Design Guidelines

Following are staff's specific design comments evaluated per the TCP Design Guidelines.

Site Layout and Building Design

TCP Design Guideline (See Attachment H) A1-1 states: buildings should be oriented so that primary facades and key pedestrian entries face major streets. TCP Design Guideline A1-2 states: encourage building entries to be visible from the street, so that each building has an entrance along the front of the building facing the sidewalk where the majority of the public will be entering. As proposed, the primary façade is located on a major street. However, the main entrance is from the west parking lot toward the rear of the lot. Although the primary entry to the clinic is not located on the major street, many patients are partially disabled and will be dropped off in the accessible area near the rear door. A second entry to the lower floor is located along the primary facade off San Bruno Avenue in the northeast corner. A third accessible entrance is located in the garage with an elevator to the second floor clinic. Given the specific dialysis clinic use and the need for accessibility, the front entry not on the San Bruno Avenue better serves the use. Two secondary doors are located on the primary façade on the street providing a street/sidewalk presence; therefore, the project is consistent with the guidelines.

Along San Bruno Avenue are extensive large windows, variations in colors and materials, changes in wall planes, and landscaping providing visual interest. There is also a second-floor patio on the southeast elevation with clear acrylic between the columns, instead of railings.

TCP Design Guideline A1-4 states: corner buildings should be accentuated through height, articulation on the ground floor, unique roof silhouettes. Tower features on the southeast corner give a strong visual presence. The east elevation faces the commercial use to on the lower grade. The towers on the east façade both have a roof cap and within the towers illuminated windows as well as articulation with color and variation in planes and columns with a black granite base and decorative light fixtures. Therefore,

the project is consistent with the guidelines

TCP Design Guideline A1-14 states: encourage trash receptacles to be screened with materials that are consistent with the architectural character and style of the adjacent structures. As proposed, and consistent with Guideline A1-14, trash and recycling receptacles would be located to the rear of the west parking lot and are appropriately screened so as not to be visible from the public right-of-way.

TCP Design Guideline A2.12 states: encourage new developments on highly visible corner parcels to experiment with special features such as rounded or cut corners; corner towers, and grand corner entrances; corner roof features; special shop windows; special base designs, etc. The design is consistent, see above discussion under TCP Guideline A1-4.

Architectural Design

Form

Regarding overall building form, TCP Design Guideline A2-2 states to ensure the transition between high-density development and lower density development, including surrounding existing residential neighborhoods, be carefully considered in site design and architectural massing. Reduce the scale of buildings by stepping back the upper-stories, consistent with the Development Standards in this chapter when abutting single family residences. In terms of overall building form, staff finds that the proposed design respects the scale, form, and development pattern of the existing neighborhood to the rear of the property. There are existing commercial businesses located to the north and east of the site. The highest features, the corner tower, faces the commercial development to the north along San Bruno Avenue and to the east are towards El Camino Real. The two-story portion of the building faces San Bruno Avenue and White Way. Although the southeast corner will face the residences to the rear, this elevation will be partially screened with existing and new tall shrubs.

Articulation

The building tower feature on the southeast corner give a strong visual presence, particularly from San Bruno Avenue and towards El Camino Real. The east elevation faces the commercial use to on the lower grade. Although this elevation includes the garage entrance, it is not prominent and the façade is highly articulated. The primary and secondary towers on the east façade both have roof caps and within the corner tower are illuminated windows. Consistent with TCP Design Guideline A2-5, the mass all facades are well articulated with color and variation in planes, recessed walls, and columns with a black granite base and decorative light fixtures. The secondary tower, which is the elevator, has no windows but has a roof cap similar to the corner tower. There are both strong horizontal elements, awnings, and differentiation between the first and second floor with brick veneer. Vertical elements include columns and the tower features. Consistent the TCP Design Guideline A2-8, articulation includes deep overhangs, recesses and awnings added to create shadows and depth.

Exterior Material

Colors and materials include a cement plaster with two neutral off-white and light beige body colors, peach brandy accent colors, brick and granite. Regarding overall building materials, TCP Design Guideline A2-5 recommends breaking up the mass of large-scale buildings with articulation in form, architectural details, and changes in material and color. A variety of exterior materials are proposed along all four exterior elevations. The proposed new medical office building exterior materials include three different color plaster finishes, including two contrasting off-white colors on the body with peach-brandy color accents, and a medium blue color at the tops of the tower columns. Also proposed is a brownish-red brick veneer between portions of the first and second floors on the north, west and east

elevations, and the base of the south and west elevations. Black granite column bases will be used on three sides. Metal anodized aluminum canopies are proposed over the windows, and for door and window framing, including around the second floor patio area. The roof caps will have a silver finish metal edging, and metal railing will be a gray color. Retaining walls will be off-white plaster to match the building. Decorative wall light fixtures will match the silver or anodized metal aluminum color. The corners on San Bruno Avenue will feature a prominent corner feature with flat roof cap, and below the roof cap will be illuminated panels. An exterior deck facing San Bruno Avenue is proposed further providing architectural details and outdoor space. Staff finds that the proposed mix of quality materials, varying colors planes, glazing, and roof heights help break up the overall mass of the building and help the project blend in with the adjacent properties.

Height

Although the TCP development standards provide for a structure up to 70-feet high and five stories, the proposed flat roof tower element is 40-feet high from finished grade. The new building is only a few feet higher (three to five feet) than the existing south elevation of the structure (visual simulation, sheet 7), not including the tower elements which are located towards the adjacent commercial properties and San Bruno Avenue. The alternative tower design includes a sloped roof with a height of 42'-2". As shown by the visual simulation, the new building will have less visual impact than the existing building although the new building will shift towards the east on the site. The visual impact as viewed from the residential neighborhood to the rear of the building (Linden Avenue) is a lower and a substantially smaller scale building than is allowed by the TCP.

Windows

For privacy the project's south-facing windows would be placed at a lower height than the existing building's windows, and would not have sight lines into the residential properties bordering the project's south property line. The windows will not be operable for privacy and will reduce noise. Based on the visual simulation (sheet 9), the new building will have a lower profile than the existing building and no windows will be visible from Linden Avenue. Consistent with TCP Design Guideline A2-14, transparent windows are shown on all other elevations for light and articulation including windows along the street frontage for a more pedestrian friendly, visually interesting façade. Acrylic is proposed for the second floor patio railing. False windows are included in upper portion of the tower element that will be internally illuminated.

Lighting

The proposed preliminary lighting is consistent with TCP Design Guideline A7 and a condition of approval will require an exterior lighting be reviewed and approved by staff to ensure consistency. No exterior lighting is proposed on the south elevation adjacent to the residential uses, other than a light at the entry door in the southeast corner and lighting in the drive aisle (inside the building) leading into the garage level are to the parking garage. These lights will be shielded and only light the area intended. A photometric plan was submitted for review and demonstrates no off-site light spillover onto adjacent properties. Five lights standards are shown in the west parking lot.

Landscaping

Proposed landscaping coverage is 21%, which exceeds the current zoning requirement of 7.5%. Drought tolerant, low-water use landscaping is utilized along the sidewalk on San Bruno Avenue and in the parking lot. Required bio-retention areas for storm-water retention on-site include ground cover plants to absorb and filter water run-off. Additionally, a trellis with vines will be planted along the rear and adjacent residences to provide visual and landscape buffer and added landscaping and wider planting areas at

staff's request.

Heritage Trees

There is a 24-inch diameter native live oak Heritage tree on an adjacent property in the southeast corner of the property. Although this tree is not on the subject site, it is close to the property line and the tree canopy, drip line and root system is on the subject site. The proposed grading, infrastructure and site improvements could impact the health of the tree. An arborist's report was required for the removal of the second heritage tree (trees with a trunk diameter of then inches or more at 54 inches above natural grade). The arborist provided recommendations to protect the oak tree and root zone during construction. A black acacia is proposed to be removed near San Bruno Avenue. This tree is multi-trunk and measures approximately 12, 14, 14 and 16 at 36 inches above grade. It is in fair health with some trunk weaknesses and is leaning which limits its future use. Conditions of approval will require a tree removal permit, tree replacement and implementation of the Arborist's Report including root zone protection.

Parking & Transportation

Proposed Project

The proposed project would provide 32 surface parking spaces in the west parking area, and 11 parking spaces in a subgrade parking garage. Access to the subgrade parking garage would be provided via a driveway entrance on White Way. The project is designed specifically for the tenant, a dialysis clinic. The office space on the lower floor level will be occupied by the dialysis clinic office. The 32-space surface parking lot includes four accessible spaces and landscaping. Although the aisle width is adequate for two-way driveway, proposed is a one-way driveway as most of the patients will be dropped off near the front door. Accessed from White Way on the east side of the property, the proposed below-grade 11 space parking garage includes one ADA accessible space and six bike lockers. The proposed reverse-osmosis water treatment equipment and recycled water storage tank for landscaping is located in the garage parking area. The ADA spaces provided exceed the code requirements by (five spaces where three are required). White Way is one-way exiting onto San Bruno Avenue. Proposed are three short-term bicycle parking spaces near the east entry, and six long-term bicycle spaces (bike lockers) inside the garage at the stairs.

Transit Corridors Plan

The TCP provides a baseline for parking standard guidelines, which will provide the framework for the parking component during the comprehensive zoning code update. The recommended parking standards within the TCP call for 46 parking spaces. As proposed, the project calls for 43 parking spaces and is below the maximum spaces required within the TCP. The applicant has provided a Transportation Demand Management Plan (TDM) plan for the use.

Municipal Code Parking Standards

The San Bruno Municipal Code parking standards were established based on national guidelines that are typically based on suburban locations and do not take into consideration proximity and access to other modes of transportation. The current standards are not consistent with the recommended parking policies found with the TCP.

Specific standards are as provided in the TCP and as modified by the City from time to time. In addition, required parking may be reduced if the applicant, due to the specific nature of the use, as demonstrated by a parking demand study approved by the Community Development Director; and 2) the applicant prepares a transportation management plan to reduce the demand for off street parking by encourage

the use of transit, ridesharing, biking walking or travel outside of peak hours.

To help define the project's parking needs, the applicant submitted a parking demand analysis, dated August 31, 2015, to supplement the Traffic Impact Analysis. The analysis was conducted at four dialysis clinics comparable in size, function, and operating hours to the proposed project. The analysis concluded that the proposed San Bruno dialysis clinic component would have a maximum, "worst case" parking demand of 27 spaces, and the office component requiring 12 spaces under City code, 17 spaces under ITE [Institute of Transportation Engineers] rates. Therefore, the proposed project is expected to need a maximum of 39 to 44 parking spaces; the project proposes 43 parking spaces. Unlike other medical clinics the dialysis clients are dropped off by para-transit, vans and private vehicles. Patients stay for approximately four hours per treatment and receive treatment multiple times per week. The parking circulation for the clinic is designed with a one way driveway as most patients are dropped off and approximately 80% of the patients are non-ambulatory. Included in the one-way design, when patients are dropped off, the vehicle lights will be pointed to the north, away from the south and residents.

The applicant's parking and TDM plan will implement the transit, bicycle, and pedestrian objectives of the TCP, including ride-sharing, carpooling, and mass transit potential for employees. In addition, the project would provide changing rooms, showers, and secured bicycle lockers for employees. The proposed TDM measures will reduce the demand for parking, primarily for employees and are summarized below. Employees will be encouraged to ride share, carpool, use mass transit and they will provided a Clipper card as an incentive to use public transit. The TDM measures shall be required as a condition of approval.

Proposed Parking and Transportation Demand Management Measures

The applicant is also proposing various TDM measures that would be implemented with the proposed project. A summary of the proposed TDM measures is described below:

- Long-Term Bicycle Parking – A total of six long-term bicycle lockers would be provided on-site, consistent with the TCP recommended standards. The lockers would be located within the sub-grade garage adjacent to the elevator.
- Short-Term Bicycle Parking – A total of three short-term bicycle parking spaces would be provided within the public right-of-way off White Way and the loading zone. This is consistent with the TCP recommended standards.
- Transit Subsidy for Employees – At the time of move-in, each employee would be provided with a Clipper card containing \$50. This will familiarize employees with available public transportation options.
- Transit Subsidy for Employees – Commercial leases would require tenants to provide employees Clipper cards containing \$50. This will familiarize employees with available public transportation options.
- Distribute Transportation Information – Each employee would be provided an informational package regarding alternate means of transportation in the immediate area.
- On-site Ride Share Program – Each employee will be provided information on how to coordinate with other employees to share rides and carpool. Additionally, an information board will be installed in the break room where ride share and carpool information can be posted.

To ensure compliance and to evaluate the effectiveness of the proposed TDM measures staff has included Condition of Approval. This condition would require the tenant to provide annual reports to the Community Development Department for the first five years, and every other year thereafter, describing

the on-going implementation of the TDM measures selected for the project.

The General Plan designation for the site is Transit Oriented Development (TOD) which was applied to key corridor areas such as San Bruno Avenue and El Camino Real areas close to CalTrain and BART stations. The proposed dialysis use at this site will provide a vital service to the local and regional area and the proposed development is consistent with the TOD designation.

Signage

The primary frontage on San Bruno Avenue would have signage in the center below the parapet between the two corner elements. There will be similar signage centered between the tower features on the east facade and on the west façade, above the main entry. Signage is conceptual at this time and a sign permit application will be submitted in the future. Staff finds that the preliminary signage concept is compatible and fits with the overall architectural appearance of the structure. A condition of approval will be included requiring the applicant to further refine the proposed signage as part of a sign permit.

Zoning Change and Planned Development Permit Findings

The applicant is proposing a Zoning change to amend the current zoning classification of Administrative and Research to Planned Development District. The current designation allows for a variety of general commercial uses, light industrial office, professional medical/dental, personal services and churches. Generally staff would classify the proposed permitted uses on in the P-D District and the property as medical/dental, administrative, professional medical/dental office; general office, business services except services to buildings. These uses have similar parking requirements as for the proposed use and parking.

The applicant is requesting a Planned Development Permit, in accordance with Chapter 12.96.190 of the City's zoning code in order to establish the P-D district. In order to recommend the establishment of the P-D District, the Planning Commission must make the following findings:

1. The proposed P-D District Zoning Change can be substantially completed within the time schedule submitted by the applicant (SBMC 12.96.190.H.1);

As part of the P-D zoning change the applicant is requesting the approval of a Planned Development Permit to allow the construction a new two-story 15,223 square foot medical office building on a 30,710 sf lot with 43 parking spaces. As a condition of approval, Planned Development Permit PD15-003 shall become null and void if that building permit is has not been secured within one year from the effective date of the approval thereon. As such staff finds that the P-D District can be substantially completed with a reasonable time and this finding can be made.

2. Each unit of development, as well as the total development, can exist as an independent development capable of creating an environment of sustained desirability and stability or adequate assurance that such objective will be attained (SBMC 12.96.190.H.2):

The development of the medical/office building can exist as one independent development. The use includes parking and site improvements and the necessary infrastructure is available for the use and the finding can be made.

3. The land uses proposed will not be detrimental to the present or potential surrounding uses but will have a beneficial effect which would not be achieved through other districts (SBMC 12.96.190.H.3);

The subject property consists of two lots located on San Bruno Avenue West, west of El Camino Real, with a total area of approximately a 30,710 square feet (0.71 acres). The property is currently developed with a 10,000 square foot, two-story office building and two surface parking lots. The existing outdated medical office building was constructed in 1976. The site is within the Transit Corridors Plan, El Camino Character Area, which allows a much higher density development and height near a key intersection close to public transit and the regional highway network. The site is close to other regional office and commercial areas, such as the Bayhill Office Park development across the street, and northwest of Elm Avenue just to the west of the site. Several other smaller parcels to the west are zoned A-R District and have small office and medical uses and homes converted to office use along San Bruno Avenue. The underlying lots in the current Administrative Research (A-R) zoning district originally were standard size for residential development and similar to the residential lots to the south along Linden and Elm Avenues (5,000 square feet). Across the street is a larger parcel with regional office use. A large Community-Office (C-O) zoned district is along El Camino Real, east of Elm Avenue with retail, a restaurant and office uses.

Immediately adjacent and to the south of the subject property are one- and two-story single-family dwellings. To the east, across White Way, is a vacant lot in a commercial center with restaurants, personal services, a gym and commercial uses. Across San Bruno Avenue to the north is an office use. All development in the P-D District must be developed and utilized in accordance with the approved development plan. Generally staff would classify the permitted uses on in the P-D District and the property as medical/dental, administrative, professional medical/dental office; general office, business services except services to buildings. These uses have similar parking requirements as for the proposed use and parking.

The General Plan designation for the site is Transit Oriented Development (TOD) which was applied to key corridor areas such as San Bruno Avenue and El Camino Real areas close to CalTrain and BART stations. The proposed dialysis use at this site will provide a vital service to the local and regional area and the proposed development is consistent with the TOD designation.

The project is adjacent to residential use and the proposed scale and height proposed is less than the TCP would allow. Although the TCP development standards provide for a structure up to 70-feet high and five stories, the proposed flat roof tower element is 40-feet high from finished grade (not based on average grade calculation per the SBMC or the TCP) consistent with the current A-R zoning (maximum 40 feet). The project is only a few feet higher (three to five feet) than the existing structures south elevation, not including the tower elements which are located towards the adjacent commercial properties and San Bruno Avenue. The site and architecture is designed to be compatible with the residential use to the south. A visual simulation shows the visual impact of the new structure is less than that of the existing two story building. To preserve resident's privacy the project's south-facing windows would be placed at a lower height than the existing building's windows, and would not have sight lines into the residential properties bordering the project's south property line. No exterior lighting is proposed on the south elevation adjacent to the residential uses, other than a light the main door in the southeast corner adjacent to the elevators and lighting in the drive aisle (inside the building) leading into parking garage, which will be shielded. Therefore, the land uses proposed will not be detrimental to the present or potential surrounding uses but will have a

beneficial effect which would not be achieved through other districts.

4. The streets and thoroughfares proposed are suitable and adequate to carry anticipated traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the P-D District (12.96.190.H.4);

The proposed project would provide 32 surface parking spaces in the west parking area, and 11 parking spaces in a subgrade parking garage. Access to the subgrade parking garage would be provided via a driveway entrance on White Way. The proposed 15,223 square foot two story medical office building will replace an existing two story 10,000 square foot medical office building. The TCP provides a baseline for parking standard guidelines, which will provide the framework for the parking component during the comprehensive zoning code update. As proposed, the project includes 43 parking spaces and is below the maximum spaces required within the TCP recommended parking standards of 46 parking spaces. Specific standards are as provided in the TCP and as modified by the City from time to time. In addition, required parking may be reduced if the applicant, due to the specific nature of the use, as demonstrated by a parking demand study approved by the Community Development Director; and 2) the applicant prepares a transportation management plan to reduce the demand for off street parking by encourage the use of transit, ridesharing, biking walking or travel outside of peak hours.

The parking demand analysis submitted by the applicant, dated August 31, 2015, as a supplement the Traffic Impact Analysis, demonstrates low demand for parking for the use. The analysis was conducted at four dialysis clinics comparable in size, function, and operating hours to the proposed project. The analysis concluded that the proposed project is expected to need a maximum of 39 to 44 parking spaces; the project proposes 43 parking spaces. Unlike other medical clinics the dialysis patients are dropped off by para-transit, vans and private vehicles and approximately 80% of the patients are non-ambulatory.

The 841 San Bruno Avenue project is located within the Transit Corridors Plan (TCP) area. An Initial Study/Environmental Checklist was prepared to confirm that the proposed project would not result in any new or substantially more severe significant environmental effects than those analyzed in the earlier CEQA document. The previously certified Transit Corridors Plan EIR adequately describes the proposed project for the purposes of CEQA. A project-specific traffic impact assessment (TIA) was prepared for the applicant, and reviewed by staff (Traffic Impact Assessment for San Bruno Dialysis Clinic-Office Building, San Bruno, California; KD Anderson & Associates, Inc.; 5/26/2015; including supplemental Parking Demand Analysis for San Bruno Dialysis Clinic/M.O.B., San Bruno, CA; KD Anderson & Associates, Inc.; August 31, 2015). The traffic study concluded the proposed project would not result in any significant traffic impacts confirming the TCP EIR analyses. Additionally, a traffic demand management plan was required for the project and measures to further reduce traffic and parking demand will be required as a condition of approval. Therefore, the finding can be made that the streets and thoroughfares proposed are suitable and adequate to carry anticipated traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the P-D District.

5. Any proposed commercial development can be justified economically at the location proposed and will provide adequate commercial facilities for the area (SBMC 12.96.190.H.5);

The proposed 15,223 square foot two story medical office building will replace an existing two story 10,000 square foot medical office building. The existing outdated medical office building was constructed in 1976. The site is within the Transit Corridors Plan, El Camino Character Area, which allows a much higher density development and height near a key intersection close to regional commercial and office uses and the public transit and regional highway network. To the west are small scale commercial office/medical uses and across San Bruno Avenue to the north is an office use. Therefore, the finding can be made that the proposed commercial development can be justified economically at the location proposed and will provide adequate commercial facilities for the area.

6. Any exceptions from the standard district requirements are warranted by the design of the project and amenities incorporated in the development plan (SBMC 12.96.190.H.6);

As part of the P-D zoning change the applicant is requesting the approval of a Planned Development Permit to allow the construction a new two-story 15,223 square foot medical office building on a 30,710 sf lot with 43 parking spaces. No exceptions from the standard district requirements are requested for the project. The site plan and parking circulation were reviewed by staff and recommended changes were made to the project design. As proposed, the project includes 43 parking spaces and is below the maximum spaces required within the TCP recommended parking standards of 46 parking spaces. The parking demand analysis submitted by the applicant, dated August 31, 2015, as a supplement the Traffic Impact Analysis, demonstrates low demand for parking for the use. The analysis was conducted at four dialysis clinics comparable in size, function, and operating hours to the proposed project. The analysis concluded that the proposed project is expected to need a maximum of 39 to 44 parking spaces; the project proposes 43 parking spaces. Unlike other medical clinics the dialysis patients are dropped off by para-transit, vans and private vehicles and approximately 80% of the patients are non-ambulatory.

Staff worked closely with the project applicant on a pre-submittal basis in terms of the overall architectural appearance of the structure and site plan. Preliminary plans were first submitted to staff in October 2014 and were reviewed by Larry Cannon, Architectural Peer Review Consultant to the City again in February. All of staff's and Mr. Cannon's recommendations were incorporated into the preliminary design. With Mr. Cannon's review of the August 21, 2015 plans several more recommendations that will be incorporated into the design. Overall, the design is well done with clear architectural style, appropriate details and materials carried out consistently throughout the structure. The site design and site improvements and circulation plan have been reviewed and are suitable for the project.

The Architectural Review Committee (ARC) reviewed the project and the committee's recommendations were incorporated into the plans. The following recommendations for the project to the Planning Commission included: 1) an alternative sloped-roof tower design be provided for the Planning Commission's consideration; and 2) the applicant explore adding on-site water treatment (water re-use) in addition to on-site water retention and solar power.

With no exceptions from the standard district requirements and amenities incorporated in the development plan, the review of staff and the Architectural Peer Review Consultant to the City the Architecture review committee and the recommendations incorporated into the plans, the finding can be made.

7. The area surrounding the development can be planned and zoned in coordination and substantial compatibility with the proposed development and the P-D District uses proposed are in conformance with the general plan of the city (SBMC 12.96.190.H.7);

The surrounding area contains uses compatible with the proposed and use designation and proposed use. Surrounding uses include: to the west small scale commercial office/medical uses and across San Bruno Avenue to the north is an office use. Immediately adjacent and to the south of the subject property are one- and two-story single-family dwellings. To the east, across White Way, is a vacant lot in a commercial center with restaurants, personal services, a gym and commercial uses. All development in the P-D District must be developed and utilized in accordance with the approved development plan. Generally staff would classify the permitted uses on in the P-D District and the property as medical/dental, administrative, professional medical/dental office; general office, business services except services to buildings. These uses have similar parking requirements as for the proposed use and parking.

The site is within the Transit Corridors Plan, El Camino Character Area, which allows a much higher density and height development near a key intersection close to public transit and the regional highway network. Therefore the finding can be made that the area surrounding the development can be planned and zoned in coordination and substantial compatibility with the proposed development and the P-D District uses proposed are in conformance with the general plan of the city. The project is consistent with the TCP Design Guidelines in terms of site and building design, massing and scale. It is well articulated, has a lower scale transition adjacent residential use

The General Plan designation for the site is Transit Oriented Development (TOD) which was applied to key corridor areas such as San Bruno Avenue and El Camino Real areas close to CalTrain and BART stations. The proposed dialysis use at this site will provide a vital service to the local and regional area and the proposed development is consistent with the TOD designation.

CONCLUSION AND RECOMMENDATION

The project would be the second significant new development in the Transit Corridors plan area. The proposed project and design is consistent with the TCP development standards and design guidelines. The proposed mass, height and design is sensitive to the context of the adjacent residential use. Although the TCP development standards provide for a structure up to 70 feet and five stories, the proposed flat roof tower element is 40-feet high from finished grade (not based on average grade per the SBMC or TCP) with two stories consistent with the current A-R zoning. It is only a few feet higher than the existing structure (illustrated on Sheet No. 7) south elevation, not including the tower elements which are located towards the adjacent commercial properties and San Bruno Avenue. This minimizes the visual impact to the residential neighborhood to the rear of the building and is much lower, smaller scale building than is allowed by the TCP.

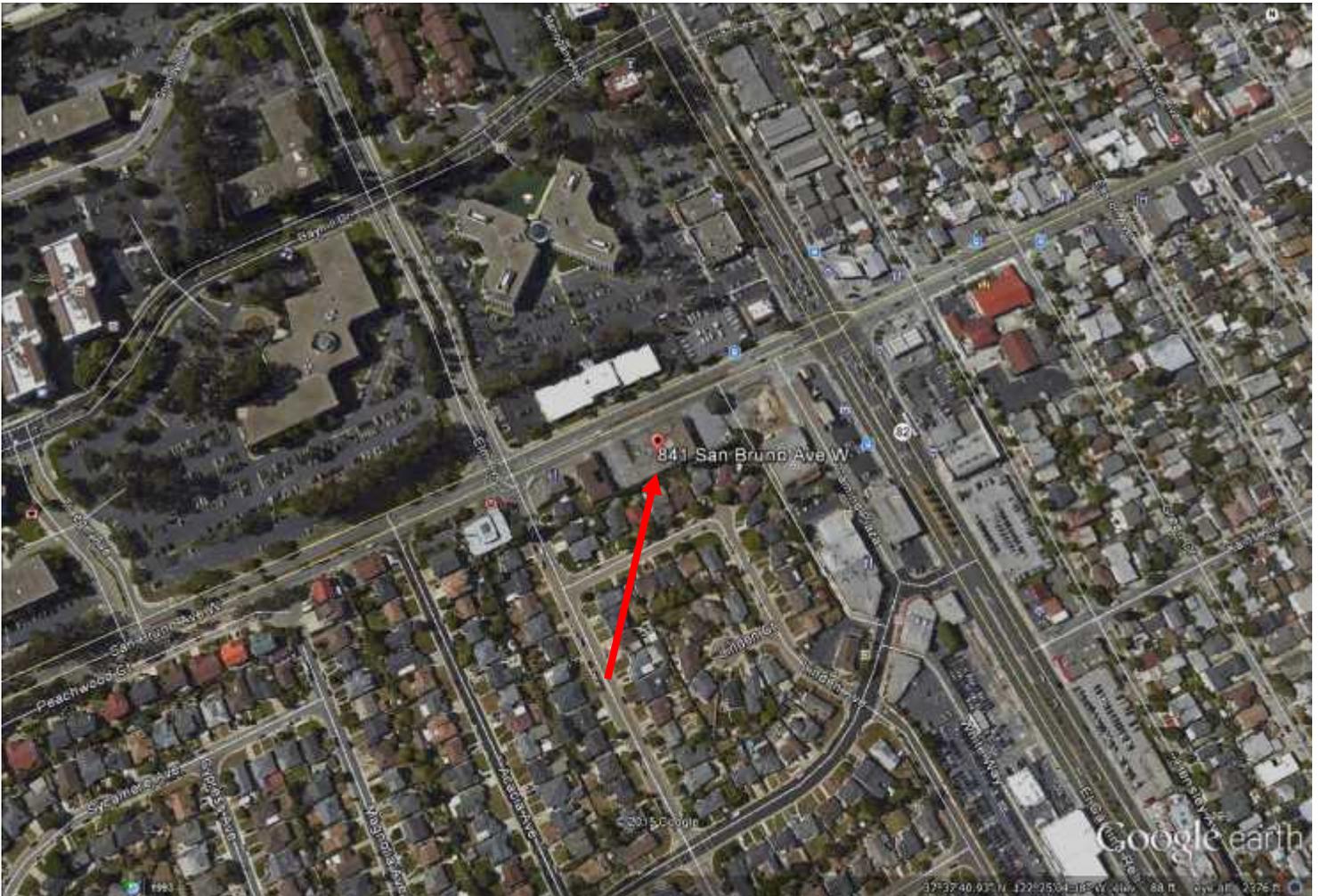
Staff recommends that the Planning Commission adopt the Resolution recommending an amendment to the San Bruno Municipal Code to amend the Zoning Map to establish the P-D District and related Development Plan as well as the Resolution recommending approval of a Planned Development Permit and an Architectural Review Permit to the City Council with the following staff recommendations:

- The floor plan for the east entry doors at the upper level be modified to provide deeper facade recess at the entry, and a better pedestrian path linking the entry and parking lot.
- The underground parking garage be reserved for employees.
- An electronic parking space counter could be installed to show when the parking lot is full, include the ADA space.

Date of Preparation: October 30, 2015

Prepared by: Paula Bradley, MCP, AICP, (650) 616-7038

Exhibit A: Site Location



841 San Bruno Avenue West
020-072-290 and 020-072-330
ZA-15-001, PDP-15-003, AR-15-005

Exhibit B: Photographs



Subject Site



East elevation subject site, viewed from Camino Plaza



Residential properties to the south from Linden Avenue



Commercial property to the north across San Bruno Avenue

RESOLUTION NO. 2015- __

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO RECOMMENDING THE CITY COUNCIL ADOPT AN ORDINANCE AMENDING CHAPTER 12.96.020 OF TITLE 12 (LAND USE) OF THE SAN BRUNO MUNICIPAL CODE TO CHANGE THE ZONING MAP FROM A-R (ADMINISTRATIVE AND RESEARCH) DISTRICT TO P-D (PLANNED DEVELOPMENT) DISTRICT; AND ADOPT A RESOLUTION ESTABLISHING A PLANNED DEVELOPMENT DISTRICT FOR PROPERTY IDENTIFIED AS 841 SAN BRUNO AVENUE WEST (APN 020-072-290, 020-072-330)

WHEREAS, Market Street Development, LLC (“Applicant”) submitted an application for the certain 0.71 acre site located at 841 San Bruno Avenue in the City of San Bruno and more particularly described as Assessor’s Parcel Numbers 020-072-290, 020-072-330 (“Property”); and

WHEREAS, the Applicant desires to develop a medical office building on the Property, with associated infrastructure, including a 15,233 square foot medical office building with 43 parking spaces (“Project”); and

WHEREAS, In order to develop the Project, Applicant has submitted an application to the City of San Bruno for approval of the following: an amendment to the San Bruno Zoning Code to change the zoning for the Property from Administrative and Research (A-R) to Planned Development (P-D); establishment of a Planned Development District; a Planned Development Permit (P-D-P); an Architectural Review Permit, and a Lot Line Adjustment; and

WHEREAS, applicant submitted a Development Plan application, dated October 23, 2015 in accordance with the provision of San Bruno Municipal Code Section 12.96.190(F); and

WHEREAS, on **August 13, 2015**, the Architectural Review Committee reviewed the application and provided a favorable recommendation of the Project with comments to be forwarded to the Planning Commission; and

WHEREAS, on **November 3, 2015**, the Planning Commission of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code to consider the above-described amendment to the San Bruno Municipal Code, and proposed Planned Development District; and

NOW, THEREFORE BE IT RESOLVED by the Planning Commission of the City of San Bruno, based on the facts in the staff reports, written and oral testimony, and Exhibit A presented, makes the following findings of facts in support of the proposed ordinance amendment and Planned Development District:

1. The proposed ordinance amendment is consistent with the General Plan of the City of San Bruno.
 - a. The proposed P-D district Zoning Change can be substantially completed within the time schedule submitted by the applicant.
 - b. Each unit of development, as well as the total development, can exist as an independent development capable of creating an environment of sustained desirability and stability or adequate assurance that such objective will be attained.
 - c. The land uses proposed will not be detrimental to the present or potential surrounding uses but will have a beneficial effect which would not be achieve through other districts.

- d. The streets and thoroughfares proposed are suitable and adequate to carry anticipate traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the P-D district.
 - e. The streets and thoroughfares proposed are suitable and adequate to carry anticipate traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the P-D district.
 - f. Any proposed commercial development can be justified economically at the location proposed and will provide adequate commercial facilities for the area.
 - g. Any exceptions from the standard district requirements are warranted by the design of the project and amenities incorporated in the development plan.
 - h. The area surrounding the development can be planned and zoned in coordination and substantial compatibility with the proposed development and the P-D district uses proposed are in conformance with the general plan of the city.
2. The Planning Commission hereby recommends that the San Bruno City Council amend the Zoning Map, as described in San Bruno Municipal Code Section 12.96.020, to change the zoning district of the Property from Administrative and Research (A-R) to Planned Development (P-D), Map attached as Exhibit C.
 3. The Planning Commission hereby recommends that the San Bruno City Council approve the Development Plan subject to the conditions of approval attached thereto as Exhibit D
 4. The Planning Commission further authorizes staff to make a report of the findings and recommendations herein, as required by San Bruno Municipal Code Section 12.136.030, and to send a copy of such report to the City Council.
 5. The Secretary of the City of San Bruno Planning Commission is hereby directed to forward to the City Council a certified copy of this resolution together with an attested copy.
 6. The request to amend the San Bruno Municipal Code has been reviewed with respect to applicability of the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 et seq., hereafter the "CEQA Guidelines"). The amendments do not require any further CEQA review because all potentially significant effects have been analyzed adequately in the San Bruno Transit Corridors Plan (TCP) Certified Environmental Impact Report (EIR) pursuant to CEQA Guidelines Sections 15162 (Subsequent EIRs and Negative Declarations) and 15168 (Program EIR). The proposed Project is the second proposed development within the TCP plan area and proposes a 15,233 square foot medical office building with 43 parking spaces. All applicable mitigations in the TCP EIR will be required as conditions of approval for the proposed Project.
 7. The proposed Municipal Code Amendments to ensure consistency between the 2009 General Plan, the San Bruno Transit Corridors Plan, and the proposed Project will not be detrimental to the health, safety, morals, comfort and general welfare of the Citizens of San Bruno.

BE IT FURTHER RESOLVED that the Planning Commission of the City of San Bruno, based on the aforesaid findings recommends that the attached ordinance and Planned Development District be adopted/approved by the City Council.

Dated: _____

Planning Commission Chair

ATTEST:

APPROVED AS TO FORM:

Planning Commission Secretary
David Woltering

City Attorney
Marc Zafferano

I, David Woltering, Planning Commission Secretary, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno on this 3rd day of November 2015, by the following vote:

AYES: Commissioners: _____

NOES: Commissioners: _____

ABSENT: Commissioners: _____

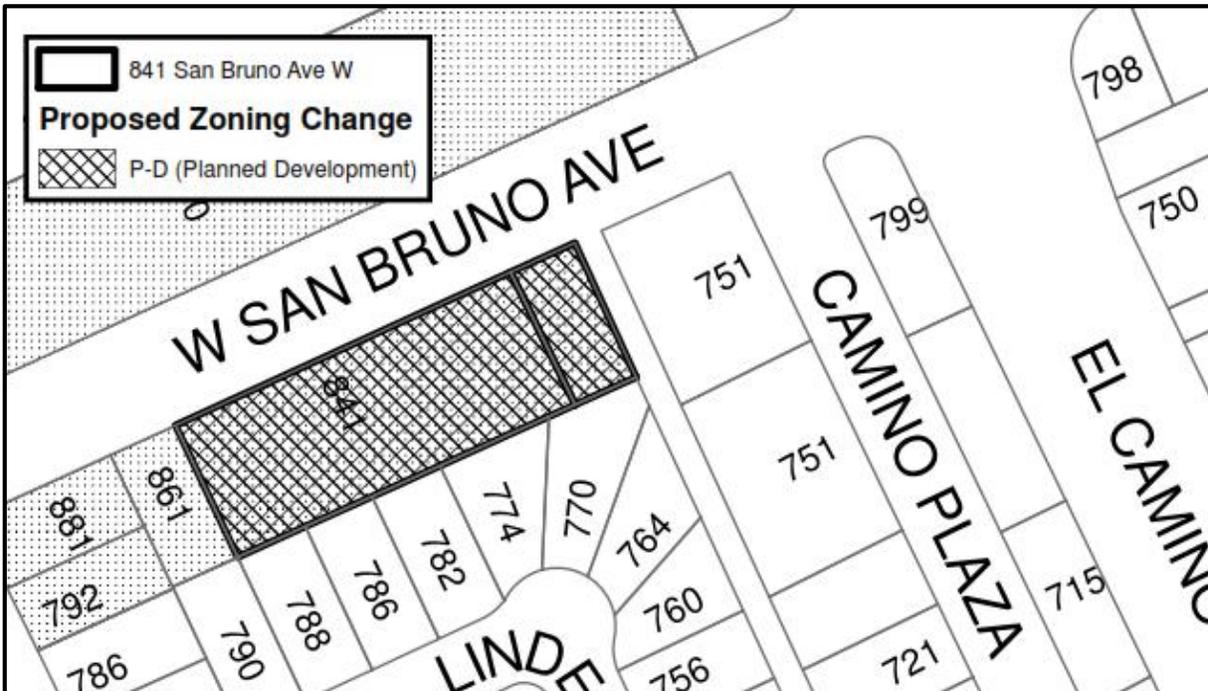
Exhibit 1

Proposed Zoning Code Map Amendment (ZA15-001)
Current Zoning: A-R (Administrative and Research)
Proposed New Zoning: P-D (Planned Development)
841 San Bruno Ave W, San Bruno, CA
APNs: 020-072-290 and 020-072-330

Current Zoning



Proposed Zoning Amendment



Attachment 1

ORDINANCE No. XXXX

AN ORDINANCE OF THE CITY OF SAN BRUNO AMENDING SECTION 12.96.020 OF TITLE 12 (LAND USE) OF THE SAN BRUNO MUNICIPAL CODE TO CHANGE THE ZONING MAP FROM A-R (ADMINISTRATIVE AND RESEARCH) DISTRICT TO P-D (PLANNED DEVELOPMENT) DISTRICT FOR PROPERTY IDENTIFIED AS 841 SAN BRUNO AVENUE (APN 020-072-290, 020-072-330)

The City Council of the City of San Bruno ordains as follows:

Section 1. The City Council finds and declares as follows.

1. On November 3, 2015, the Planning Commission conducted a duly-noticed public hearing and passed a resolution recommending that the City Council adopt said ordinance.
2. On ____ the City Council conducted a duly noticed public hearing and the City Council introduced said Ordinance.

Section 2. Section 12.96.020 of Title 12 of the San Bruno Municipal Code (the San Bruno Zoning Code) is amended by to change the Zoning Map from A-R (Administrative and Research) District to P-D (Planned Development) District (see Exhibit 1).

A. Purpose. To designate and promote orderly development of the planned development district as medical/dental, administrative, professional medical/dental office; general office, business services except services to buildings, to serve present and future needs of the residential community.

B. Permitted Uses and Development Standards shall be as specified within the Planned Development District Development Plan established for this rezoning

Section 3. Validity. The City Council of the City hereby declares that should any section, paragraph, sentence or work of this code as adopted and amended herein be declared for any reason to be invalid, it is the intent of the City Council of the City that it would have passed all other portions or provisions of this Ordinance independent of the elimination here from any such portion or provision as may be declared invalid.

Section 4. The request to amend the San Bruno Municipal Code has been reviewed with respect to applicability of the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 et seq., hereafter the "CEQA Guidelines"). The amendments do not require any further CEQA review because all potentially significant effects have been analyzed adequately in the San Bruno Transit Corridors Plan (TCP) Certified Environmental Impact Report (EIR) pursuant to CEQA Guidelines Sections 15162 (Subsequent EIRs and Negative Declarations) and 15168 (Program EIR).

An Initial Study/Environmental Checklist was prepared to confirm that the proposed project would not result in any new or substantially more severe significant environmental effects than those analyzed in the earlier CEQA document. The previously certified Transit Corridors Plan EIR adequately describes the proposed project for the purposes of CEQA.

The 841 San Bruno Avenue project is located within the Transit Corridors Plan (TCP) area. A Program Environmental Impact Report (EIR) and Mitigation Monitoring and Reporting Program was prepared for the TCP and was adopted by the City Council on February 12, 2013. The 841 San Bruno Avenue property was analyzed in the TCP EIR at a programmatic level, with potential impacts identified and mitigations applied in the program EIR to avoid or reduce potentially significant impacts.

Under California Environmental Quality Act (CEQA) Guidelines sections 15168 (Program EIR), 15162 (Subsequent EIRs and Negative Declarations), and 15183 (Projects Consistent With a Community Plan or Zoning), subsequent individual projects can utilize a previously certified program EIR if all potentially significant environmental impacts of the proposed individual project: (1) have been previously identified (i.e., are not new) and are not substantially more severe than those identified in the previous EIR, (2) have been avoided or mitigated to the extent feasible as a result of the previous EIR, and (3) have been examined in sufficient detail in the previous EIR to enable those impacts to be avoided or mitigated by the mitigations in the EIR, site-specific project revisions, or the imposition of uniformly applicable development policies. If these conditions are met, then the City can approve the individual project as within the scope of the previous EIR, and no additional environmental document is required. The certified TCP EIR and the 841 San Bruno Avenue project meet these CEQA conditions. All applicable mitigations in the TCP EIR will be required as conditions of approval for the proposed Project.

Section 5. This Ordinance shall be published as required by law and shall be in force 30 days after its adoption.

Mayor ATTEST:

City Clerk

APPROVED AS TO FORM

City Attorney

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I hereby certify that the foregoing Ordinance No. XXXX was introduced on _____ 2015 and adopted at a regular meeting of the San Bruno City Council on _____ 2015, by the following vote:

AYES: COUNCILMEMBERS: _____

NOES: COUNCILMEMBERS: _____

ABSENT: COUNCILMEMBERS: _____

City Clerk

Attachment 2

Planned Development District Development Plan Assessor Parcel Nos.: 020-072-290 and 020-072-330

Summary of Development Standards

Proposed Land Use/Zoning:

Planned Development District (P-D)

Permitted Uses:

Medical office, Dental office, Administrative, Professional and General office, Business Services, except to buildings

Development Standards:

DEVELOPMENT STANDARDS	
FAR - parcels under 20,00 sf	Maximum 2.0
FAR - parcels over 20,00 sf	No maximum for parcels over 20,000 sf
Step backs - facing corridor street	Above 4th floor - step backs 15 feet
Step backs:- adjacent to low-density residential	Above 3 rd floor - step backs 15 feet
Minimum Setbacks:	
Front	10 feet average. Front setback must be pedestrian-oriented
Exterior Side	None
Interior Side	None
Rear	10 feet adjacent to residential
Maximum Height	70 feet or 5 stories
Impervious surface	80%

Parking Requirements

DEVELOPMENT STANDARDS	ADMINISTRATIVE, PROFESSIONAL AND GENERAL OFFICE, BUSINESS SERVICES	MEDICAL OFFICE, DENTAL OFFICE
Parking	3 spaces per ksf**maximum***	Same
Loading	1 off-street space per 20,000 gfa	Same
Bicycle Parking		
Long term spaces	Short term spaces	Showers
1-2 per 3 ksf Office: 1 space for every required auto parking spaces	1 space for every 40 required auto parking spaces	<u>Commercial:</u> 0-9.9 ksf : 0 shower <u>Office:</u> 10 ksf – 20 ksf: 1 shower 20 ksf - 50 ksf: 2 showers 50+ ksf: 4 showers

Note :

*gfa = gross floor area

**1 ksf -= 1,000 square feet

**Requires approval of Transit Demand Management Plan (TDM)

****Projects desiring to exceed the maximum parking standard maybe charged a fee to be set by the City for each parking space above the maximum.

Note: Specific standards are as provided in the TCP and as modified by the City from time to time. In addition, required parking may be reduced if the applicant, due to the specific nature of the use, as demonstrated by a parking demand study approved by the Community Development Director; and 2) the applicant prepares a transportation management plan to reduce the demand for off street parking by encourage the use of transit, ridesharing, biking walking or travel outside of peak hours.

Findings of Consistency

The proposed land use and zoning designation of the 841 San Bruno Avenue Project is based on the goals, programs, and policies found in the City's General Plan, with development standards tailored to the project, as described in the site plans. The proposed land use and zoning designation meets the intent of the following goals, programs and policies set forth in the City's General Plan:

LAND USE ELEMENT

Guiding Policies:

LUD-C

Stimulate reuse with multi-use, transit oriented development along El Camino Real, San Bruno Avenue, and San Mateo Avenue. Provide amenities serving pedestrians, bicyclists, and transit riders along these corridors.

San Bruno Avenue Policies:

LUD 47

Allow high-intensity mixed-use development – including retail, offices, services, and housing – along San Bruno Avenue, between Elm Avenue and Huntington Avenue.

LUD-49

Minimize building setbacks, orient building entrances toward the street (not parking lots) and vary features along the building facades on San Bruno Avenue.

RESOLUTION NO. 2015- __

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO RECOMMENDING APPROVAL OF A PLANNED DEVELOPMENT PERMIT AND ARCHITECTURAL REVIEW PERMIT FOR THE PROPOSED MEDICAL/OFFICE DEVELOPMENT LOCATED AT 841 SAN BRUNO AVENUE (APN 020-072-290, 020-072-330)

WHEREAS, Market Street Development, LLC (“Applicant”) submitted an application for the certain 0.71 acre site located at 841 San Bruno Avenue in the City of San Bruno and more particularly described as Assessor’s Parcel Numbers 020-072-290, 020-072-330 (“Property”); and

WHEREAS, the Applicant desires to develop a medical office building on the Property, with associated infrastructure, including a 15,233 square foot medical office building with 43 parking spaces (“Project”); and

WHEREAS, in order to develop the Project, Applicant has submitted an application to the City of San Bruno for approval of the following: an amendment to the San Bruno Zoning Map to change the zoning for the Property from Administrative and Research (A-R) to Planned Development (P-D); a Planned Development Permit (P-D-P); an Architectural Review Permit, and a Lot Line Adjustment; and

WHEREAS, applicant submitted a Development Plan, dated October 23, 2015 in accordance with the provision of San Bruno Municipal Code Section 12.96.190(F); and

WHEREAS, on **August 13, 2015**, the Architectural Review Committee reviewed the application and provided a favorable recommendation of the Project with comments to be forwarded to the Planning Commission; and

WHEREAS, on **November 3, 2015**, the Planning Commission of the City of San Bruno, conducted a duly-noticed public hearing pursuant to Section 65353 of the California Government Code to consider the above-described amendment to the San Bruno Municipal Code.

NOW, THEREFORE BE IT RESOLVED by the Planning Commission of the City of San Bruno, based on the facts in the staff reports, written and oral testimony, and exhibits presented, makes the following findings of fact:

1. With respect to the Planned Development Permit the Planning Commission hereby finds that the proposed project is consistent with the requirement of the applicable Planned Development District Regulations and Standards (i.e. Development Plan):
2. With respect to the Architectural Review Permit, the Planning Commission hereby finds:
 - a. That the location, size and intensity of the proposed operation will not create a hazardous or inconvenient vehicular or pedestrian traffic pattern, taking into account the proposed use as compared with the general character and intensity of the neighborhood; and
 - b. That the accessibility of off-street parking areas and the relation of parking areas with respect to traffic on adjacent streets will not create a hazardous or inconvenient condition to adjacent or surrounding uses; and
 - c. That sufficient landscape areas have been reserved for the purposes of separating or screening service and storage areas from the street and adjoining building sites, breaking

up large expanses of paved areas, and separating or screening parking areas from the street and adjoining building areas from paved areas and to provide access from buildings to open areas. In addition, that adequate guarantees are made, such as the filing of a performance bond, to insure maintenance of landscaped areas; and

- d. That the proposed development, as set forth on the plans, will not unreasonably restrict or interfere with light and air on the property and on other property in the neighborhood, will not hinder or discourage the appropriate development and use of land and buildings in the neighborhood, or impair the value thereof; and is consistent with the design and scale of the neighborhood; and
- e. That the improvement of any commercial structure, as shown on the elevations as submitted, is not detrimental to the character or value of an adjacent residential district;
- f. That the proposed development will not excessively damage or destroy natural features, including trees, shrubs, creeks and rocks, scenic corridors, and the natural grade of the site; and
- g. That the general appearance of the proposed building, structure, or grounds will be in keeping with the character of the neighborhood, will not be detrimental to the orderly and harmonious development of the city, and will not impair the desirability of investment or occupation in the neighborhood; and
- h. That the proposed development is consistent with the general plan.

- 3. The Planning Commission hereby recommends that the San Bruno City Council approve the Planned Development Permit and an Architectural Review Permit, subject to the conditions of approval attached hereto as Exhibit A.
- 4. The Planning Commission further authorizes staff to make a report of the findings and recommendations herein, as required by San Bruno Municipal Code Section 12.136.030, and to send a copy of such report to the City Council.
- 5. That the Secretary of the City of San Bruno Planning Commission is hereby directed to forward to the City Council a certified copy of this resolution together with an attested copy.

Dated: _____

Planning Commission Chair

ATTEST:

APPROVED AS TO FORM:

Planning Commission Secretary
David Woltering

City Attorney
Marc Zafferano

I, David Woltering, Planning Commission Secretary, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno on this 3rd day of November 3, 2015, by the following vote:

AYES: Commissioners: _____

NOES: Commissioners: _____

ABSENT: Commissioners: _____

Attachment 1

CONDITIONS OF APPROVAL MEDICAL/OFFICE DEVELOPMENT LOCATED AT 841 SAN BRUNO AVENUE (APN 020-072-290, 020-072-330)

CONDITIONS OF APPROVAL

Community Development Department

1. The applicant shall file a declaration of acceptance of the following conditions by submitting a signed copy of the Summary of Hearing to the Community Development Department within 30 days of Planning Commission approval. Until such time as the Summary is filed, ZA-15-001, PDP15-003, AR-15-005 shall not be valid for any purpose. ZA-15-001, PDP15-003, AR-15-005 shall expire one (1) year from the date of Planning Commission approval unless a building permit has been secured prior to the one (1) year date.
2. The signed copy of the Summary of Hearing shall be photocopied and included as a full size page in the Building Division set of drawings.
3. The request for Planned Development Permit (P-D-P) and an Architectural Review Permit, for the construction of a new 15,233 square foot medical office building with 43 parking spaces, shall be built according to plans approved by the Planning Commission on November 3, 2015, labeled Exhibit C except as required to be modified by these Conditions of Approval. Any modification to the approved plans shall require prior approval by the Community Development Director.
4. Hours of Operation: for the dialysis clinic the typical hours of operation will be from 5:00 a. m., to 8:00 p.m., with deliveries limited between the hours of 8:00 a.m. and 5:00 p.m. The clinic will be open to the public for patients between the hours of 6:00 a.m. to 6:00 p.m. At any one time, there will be a maximum of 15 employees per shift, and 24 patients per shift at 3-4 hour shifts, 6 days a week, Monday through Saturday. Any change in hours or days is subject to the approval of the Community Development Director.
5. Applicant shall submit an exterior lighting plan for staff's review and approval.
6. Applicant shall submit a landscaping and irrigation plan for staff's review and approval.
7. TCP Mitigation 5-1 (Air Quality): All discretionary approvals for private or public realm grading, demolition, or construction activity in the Transit Corridors Area shall be conditioned to implement the following or similar best management practices:
 - a. The following dust control measures by construction contractors, where applicable:

During demolition of existing structures:

- i. Water active demolition areas to control dust generation during demolition of structures and break-up of pavement.
- ii. Cover all trucks hauling demolition debris from the site.
- iii. Use dust-proof chutes to load debris into trucks whenever feasible.

During all construction phases:

- iv. Water all active construction areas at least twice daily.
- v. Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind.
- vi. Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard.
- vii. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- viii. Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
- ix. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- x. Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- xi. Limit traffic speeds on unpaved roads to 15 miles per hour.
- xii. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- xiii. Replant vegetation in disturbed areas as quickly as possible.
- xiv. Consult with the BAAQMD prior to demolition of structures suspected to contain asbestos to ensure that demolition/ construction work is conducted in accordance with BAAQMD rules and regulations.

b. The following best management controls on emissions by diesel-powered construction equipment used by construction contractors, where applicable:

- xv. When total construction projects at any one time would involve greater than 270,000 square feet of development or demolition, a mitigation program to ensure that only equipment that would have reduced NOX and particulate matter exhaust emissions shall be implemented. This program shall meet BAAQMD performance standards for NOx standards--e.g., should demonstrate that diesel-powered construction equipment would achieve fleet-average 20 percent NOX reductions and 45 percent particulate matter reductions compared to the year

2010 ARB statewide fleet average.

- xvi. Ensure that visible emissions from all on-site diesel-powered construction equipment do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired or replaced immediately.
 - xvii. The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors).
 - xviii. Diesel equipment standing idle for more than three minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from residences.
 - xix. Signs shall be posted to alert workers that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from residences.
 - xx. Properly tune and maintain equipment for low emissions.
8. The proposed project shall implement standard regulatory requirements of the Migratory Bird Treaty Act and California Fish and Game Code during demolition/grading activities (including tree removal), as follows:
- a. The project applicant shall retain a qualified biologist (subject to approval by City staff) to conduct a nesting bird survey prior to any demolition/grading activities that are planned to take place during the nesting/breeding season of native bird species (typically February through August). The survey shall include all potential nesting habitat on the project site and within 200 feet of the grading boundaries. Where the 200-foot distance encompasses trees on other private properties, the biologist shall survey the trees using binoculars. The survey shall be conducted no more than 14 days prior to commencement of demolition/grading activities.
 - b. If active nests of bird species protected by the Migratory Bird Treaty Act or the California Fish and Game Code (which, together, apply to all native nesting birds) are present in the demolition/grading zone or within 200 feet of the zone, temporary construction fencing shall be erected within the project site at a minimum of 100 feet around the nest site. This temporary buffer may be greater depending on the bird species and demolition/grading activity, as determined by the biologist.
9. The applicant shall comply with all aspects of the Heritage Tree Ordinance (SBMC

Section 8.25.). Heritage Tree protection and tree removal shall be according the recommendations of the Certified Arborist "Tree Survey – 841 San Bruno Ave., San Bruno CA", dated June 24, 2015, prepared for the project.. The following shall be required prior to issuance of a grading or building permit and during construction:

- a. C-3 Bio retention
 - i. As possible within the constraints of proposed construction, move the bio swale outside of the tree canopy.
 - ii. Adhere to hand trenching guidelines, Section 3 to construct the bio swale and 4-inch diameter pipe outlet for any soil excavations within the tree canopy.
 - iii. Cobble in-fill at outlet-Apply to surface without soil excavation as possible to limit the disturbance of existing root structure. Any required soil excavations to install the cobble shall refer to Hand trenching and consider Airspade and or Soil Vacuum procedures to minimize root loss
- b. Observe Tree & Root Zone Protection Guidelines prior to any construction activity within the canopy of tree Root Zone. Protection prior to, and during construction
 - i. Prior to any approved demolition or construction activity, assign a confined, dedicated area for material and equipment storage away from the established tree canopies and the immediate project area.
 - ii. Under the direction of the Project Arborist, install chain-link fencing or approved equal at canopy perimeters of prior to any grading or construction to establish and maintain the Tree Protection Zone (TPZ) for all trees affected by construction and those at construction perimeters.
 - iii. Fencing shall be a minimum of 6-feet high with 2-inch diameter steel posts on 8-10-foot centers driven directly into the ground.
 - iv. Any approved construction inside protected tree canopies shall route fencing accordingly and return to canopy edges under Project Arborist supervision.
 - v. Where tree root zones are available, apply a 4 to 6 inch layer of mulch to the root zone of trees directly affected by construction.
 - vi. All protective fencing shall remain in place throughout the construction process.
 - vii. Where fencing is impractical to install, the Tree Protection Zone shall be marked and painted on the ground as 'TPZ'/Tree Protection Zone.
 - viii. Trees may require supplemental irrigation as determined by the Project Arborist prior to and during construction. Water connections must be made available exclusively for impacted trees.
 - ix. Any necessary grading or trenching shall avoid routes inside, through or between protected tree canopies. Unavoidable paths inside tree canopies shall adhere to Hand Trenching Guidelines, section 4.
 - x. Grading, trenching or any approved alterations within protected tree canopies shall be monitored by the Project Arborist.
- c. Pruning Prior to Construction

- i. Any pruning and clearance work directly related to construction shall be subject to owner approval and occur under Project Arborist direction prior to demo or construction.
 - ii. All pruning shall be completed by approved Certified Arborists familiar with the most recent editions of the American National Standard for Tree Care Operations (Z133.1) and Pruning (A-300) and Best Management Practices for Pruning published by the International Society of Arboriculture.
 - iii. Additional pruning to manage tree structure, shape, and balance and remove deadwood throughout the trees will reduce insect and disease problems and serve as an indicator to monitor ongoing tree health.
- d. Grading and Trenching Guidelines—C-3, Driveways, Utilities, Drainage, Conduits.
 - i. Any approved equipment used for demolition, grading, and construction or trenching within the canopy of the tree shall proceed slowly under Project Arborist direction and remove surface materials and soil in shallow lifts so the Project Arborist can stop the process if roots are observed.
 - ii. The process of hand-trenching shall be used to minimize trauma to tree roots inside the protected tree canopy. Excavation is performed by hand and careful equipment operation under the direction of the Project Arborist.
 - iii. Hand trenching leaves roots 2-inches and larger undisturbed. Soil is removed from under and around tree roots to form the necessary trench.
 - iv. Roots larger than 2-inches may only be removed with the approval of the Project Arborist.
 - v. Roots less than 2 inches must be pruned with loppers or hand saw.
 - vi. Alternative operations shall also consider combined Airspade and Vacuum truck operations to effectively remove soil from around roots with minimal disturbance.
 - vii. 3.7 Any necessary treatments for mitigation shall be provided by the Project Arborist in supplemental report(s).
- e. Landscape Construction
 - i. Any and all planting, lighting, irrigation or conduits shall remain outside of the natural tree canopy to minimize soil disturbances.
 - ii. Any and all approved alterations shall require Project Arborist review.
 - iii. Arborist's Supplemental Reports as Required
 - iv. At Project Completion--Verify compliance with Project Arborist's Tree Protection Plan requirements. Section 5 may also include summary tree health evaluation and recommendations for a one year maintenance plan for successful establishment of the trees in their new environment.

10. The recommendations of the Geotechnical Report and letter addendums shall be required to be implemented for the project prior to issuance of a building permit,

(Geotechnical Report, 841 San Bruno Avenue, San Bruno, California; Gularte & Associates, Inc.; Project No. 3766; November 6, 2014; including memo updates, September 24, 2015 and October 21, 2015).

- a. Gularte & Associates “be retained to review the project grading and structural plans at the 50 to 90 percent stage for compliance with [the geotechnical] report].” Furthermore, Gularte recommends that they “be retained to perform soil compaction testing services for trench backfill, building pads, and pavement areas.”
 - b. The following inspections are required for project grading and foundation work:
 - i. Observe that the previous structure footings have been removed and the resulting excavations properly backfilled and compacted.
 - ii. Perform compaction testing during grading.
 - iii. Observe footing excavations.
 - iv. Observe foundation slab reinforcing steel.
 - v. Observe, sample, and test concrete during the foundation slab pour.
 - c. The proposed project would be required to comply with construction Best Management Practices (BMPs), and maintenance requirements, all of which would implement water quality and runoff rate requirements in accordance with County technical guidance (“C.3” requirements).obtain an NPDES (National Pollutant Discharge Elimination System) General Construction Permit from the State Water Resources Control Board, including preparation of a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the City’s NPDES Permit Requirements Checklist and Stormwater Pollution Prevention Program (C-3 requirements).
11. TCP Mitigation 8-1 (Hazards and Hazardous Materials): California Department of Toxic Substances Control (DTSC) remedial investigations and actions have occurred or are ongoing on the remaining 11 active sites and 15 closed sites (in some cases, a hazardous materials site closure notice may contain land use restrictions limiting future use of the site as a result of residual contamination that may exist). Development involving disturbance or re-use of one of these 26 sites cannot proceed until required remediation actions have been completed to DTSC satisfaction. The DTSC may impose land use restrictions, which prevent the use of the property for residential, school, hospital, or day care purposes, on some sites, if warranted.
12. TCP Mitigation 11-1 (Noise and Vibration). All proposed new multifamily residential, transient lodging or other noise-sensitive uses within the Transit Corridors Area shall submit for City approval a noise study, consistent with the requirements of the California Building Code, to identify noise reduction measures necessary to achieve compatibility with City General Plan-identified land use/noise compatibility standards and State Title 24 noise compatibility standards. The noise study shall be approved by the City’s Building Division prior to issuance of a building permit. Identified noise reduction measures, in order of preference so that windows can be opened, may include:
- a. Site and building design so as to minimize noise in shared residential outdoor

- activity areas by locating such areas behind the buildings, in courtyards, or orienting the terraces toward the interior of lots rather than streets;
- b. Site and building design so as to minimize noise in the most intensively occupied and noise-sensitive interior spaces of units, such as bedrooms, by placing such interior spaces and their windows and other openings in locations with less noise exposure;
 - c. Design of windows, doors, and other sound transmission paths such as ventilation openings, walls, and roofs to achieve a high Sound Transmission Class (STC) rating and/or other noise-attenuating characteristics.
 - d. Installation of forced air mechanical ventilation systems in all units exposed to noise levels exceeding Title 24 standards to allow residents the option of reducing noise by keeping the windows closed. In connection with each discretionary development approval application that the City initially determines could expose construction workers or occupants to hazardous materials contamination related to one of these sites, the City shall require a Phase I environmental site assessment (Phase I ESA) prior to property development, with a Phase II ESA also required if the Phase I ESA indicates evidence of potential site contamination. The City shall also require compliance with the site assessment, remediation, removal, and disposal requirements for soil, surface water, and/or groundwater contamination enforced by the DTSC, Regional Water Quality Control Board (RWQCB), San Mateo County Department of Environmental Health, California Division of Occupational Safety and Health (CalOSHA), U.S. Environmental Protection Agency (EPA), and other jurisdictional agencies. The applicant shall obtain a City of San Bruno building permit before construction can proceed. The operation of any equipment or performance of any outside construction related to this project shall not exceed a noise level of 85 decibels (as measured at 100 feet) during the hours of 7:00 a.m. to 10:00 p.m. or exceed 60 decibels (as measured at 100 feet) from 10:00 p.m. to 7:00 a.m.
13. Construction hours for the 841 San Bruno Avenue project would be limited to between 7 a.m. and 6:00 p.m., or more restrictive hours as determined through the approval process.
14. TCP Mitigation 11-3 (Noise and Vibration). Reduce ground-borne vibration levels during individual, site-specific project demolition and construction periods by requiring applicant incorporation of conditions in individual discretionary project demolition and construction contractor agreements within the Transit Corridors Area that stipulate the following ground-borne vibration abatement measures:

- a. Restrict vibration-generating activity to between the hours of 7:00 a.m. and 5:00 p.m., Monday through Friday (or more restrictive hours determined through the approval process). Prohibit such activity on weekends and holidays.
- b. Notify occupants of land uses located within 200 feet of proposed pile-driving activities of the project construction schedule in writing.
- c. Investigate in consultation with City staff possible pre-drilling of pile holes as a means of minimizing the number of percussions required to seat the pile.
- d. Conduct a pre-construction site survey documenting the condition of any historic structure located within 200 feet of proposed pile driving activities.
- e. Monitor pile driving vibration levels to ensure that vibration does not exceed appropriate thresholds for the potentially affected building (5mm/sec or 0.2 inches/sec ppv for structurally sound buildings).

15. TCP Mitigation 11-4 (Noise and Vibration). Reduce demolition and construction noise impacts on adjacent uses by requiring applicant incorporation of conditions in individual discretionary project demolition and construction contract agreements within the Transit Corridors Area that stipulate the following conventional construction-period noise abatement measures:

- a. **Construction Plan.** Prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby noise-sensitive facilities so that construction activities and the event schedule can be scheduled to minimize noise disturbance. The plan shall stipulate the measures that result in compliance with the noise ordinance.
- b. **Construction Scheduling.** Ensure that noise-generating construction activity is limited to between the hours of 7:00 a.m. to 6:00 p.m.
- c. **Construction Equipment Mufflers and Maintenance.** Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- d. **Equipment Locations.** Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project site.
- e. **Construction Traffic.** Route all construction traffic to and from the construction sites via designated truck routes where possible. Prohibit construction-related heavy truck traffic in residential areas where feasible.
- f. **Quiet Equipment Selection.** Use quiet construction equipment, particularly air compressors, wherever possible.
- g. **Temporary Barriers.** Construct solid plywood fences around construction sites adjacent to residences, operational businesses, or noise-sensitive land uses.
- h. **Temporary Noise Blankets.** Temporary noise control blanket barriers should be erected, if necessary, along building facades of construction sites. This mitigation would only be necessary if conflicts occurred which were

- irresolvable by proper scheduling. (Noise control blanket barriers can be rented and quickly erected.)
- i. Noise Disturbance Coordinator. For larger construction projects, the City may choose to require project designation of a "Noise Disturbance Coordinator" who would be responsible for responding to any local complaints about construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The project sponsor should be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing construction schedule notices. The Noise Disturbance Coordinator would work directly with an assigned City staff member.)
16. Intermittent noise from temporary truck loading/unloading and trash pick-up locations are subject to City approval as a condition of project approval.
17. Parking and Transportation Demand Management Measures;: The following Transportation Demand Management (TDM) Measures proposed by the applicant are required to be implemented with the proposed project summarized below:
- a. Long-Term Bicycle Parking – A total of six long-term bicycle lockers would be provided on-site, consistent the TCP recommended standards. The lockers would be located within the sub-grade garage adjacent to the elevator.
 - b. Short-Term Bicycle Parking – A total of three short-term bicycle parking spaces would be provided within the public right-of-way off White Way and the loading zone. This is consistent with the TCP recommended standards.
 - c. Transit Subsidy for Employees – At the time of move-in, each employee would be provided with a Clipper card containing \$50. This will familiarize employees with available public transportation options.
 - d. Transit Subsidy for Employees – Commercial leases would require tenants to provide employees Clipper cards containing \$50. This will familiarize employees with available public transportation options.
 - e. Distribute Transportation Information – Each employee would be provided an informational package regarding alternate means of transportation in the immediate area.
 - f. On-site Ride Share Program – Each employee will be provided information on how to coordinate with other employees to share rides and carpool. Additionally, an information board will be installed in the break room where ride share and carpool information can be posted.
 - g. The tenant(s) to provide annual reports to the Community Development Department for the first five years, and every other year thereafter, describing the on-going implementation of the TDM measures selected for the project.
18. The applicant shall file the required materials for the review and approval of a Lot Line Adjustment to merge the two parcels (020-072-330 and 020-072-290) according to SBMC Chapter 12.52.

19. The applicant shall apply for a sign permit for review and approval of the final sign designs in accordance with SBMC 12.104.
20. Planting of either two 24- inch box size trees or one 36-inch box size approved tree as determined by the Parks Division. Or a payment in lieu of tree replacement may be required equal to the cost of purchase and installation to the tree planting fund per SBMC 8.25.060. A separate tree removal permit is required from Parks Division for the removal of any Heritage tree per SBMC 8.25.050.
21. Applicant shall demolish the existing buildings within six (6) months from effective date of this resolution.
22. Prior to securing a building permit, the applicant, owner, and general contractor shall meet with Planning, Building, and Public Services staff to ensure compliance with the conditions of approval during the construction process.
23. Prior to Final Inspection, all pertinent conditions of approval and all improvements shall be completed to the satisfaction of the City of San Bruno
24. FAA notification and approval is required prior to building permit issuance. Alternatively, the City has established an exemption form, which may be submitted to the City in-lieu of FAA notification.
25. The applicant shall indemnify, defend, and hold harmless the City, its officers, employees and agents, from any and all claims and lawsuits from third party(s) involving or related to the City's consideration and/or approval of the applicant's application for development.

Building Division

General Conditions -Building Safety

26. Applicant shall obtain a City of San Bruno building permit before construction can proceed.
27. Prior to Final Inspection, all pertinent Conditions of Approval and all improvements shall be completed to the satisfaction of the City of San Bruno.
28. Applicant shall demolish the existing buildings within six (6) months from effective date of this resolution. The timeline for demolition may be extended by the Community Development Director by an additional six (6) months.
29. Applicant shall submit for a separate demolition permit and provide a complete demolition program with plans and specifications.
30. The project shall comply with all aspects of the 2013 California Building Code.

31. The project shall comply with all Building Code standards in accordance with OSHPD 3 Parts 1, 2, 3, 4, 5, 8, 9, 11 and EES of the 2013 Title 24 construction standards with inclusion and conformity with applicable provisions prescribed in Section 1226 of the 2013 California Building Code. Where there are differences between Title 24 and OSHPD 3 requirements, OSHPD 3 requirements shall govern.
32. The applicant shall pre-wire the project to allow for adaptation for solar in all common areas.
33. The applicant shall provide Electric Vehicle Charging Stations in parking lot.
34. A plan showing the location of any temporary contractor's storage yard or construction trailer on the property, including security fencing and lighting, shall be submitted to the Community Development Director for approval prior to installation and prior to building permit issuance. Applicant shall provide interim landscaping as required by the Community Development Director.

Improvement Plans - Building Safety

35. The roof and site storm drain system shall be designed in accordance with the 2013 California Plumbing Code, Chapter 11.

Construction Process - Building Safety

36. General construction hours shall be limited to between the hours of 7:00 am – 6:00 pm Monday through Friday. Community Development Director approval shall be required for all proposed weekend work. Any proposal for weekend work shall be made in writing at least three weeks in advance of requested weekend work.

Prior to Occupancy - Building Safety

37. A Temporary Certificate of Occupancy (TCO) may be applied for by formal request to the Building Official for: Stocking, Training and/or installation of fixtures, furniture and equipment (FF&E).
38. Owner of building shall apply for a Certificate of Occupancy (C of O) from the Building Official after Final Building Approval is obtained.

On-Going - Building Safety

39. All required means of egress and disability accessibility shall be continuously maintained.

Prior to Occupancy - Building Safety

40. A Temporary Certificate of Occupancy (TCO) may be applied for by formal request to the Building Official for: Stocking, Training and/or installation of fixtures, furniture and equipment (FF&E).

41. Owner of building shall apply for a Certificate of Occupancy (C of O) from the Building Official after Final Building Approval is obtained.

On-Going - Building Safety

42. All required means of egress and disability accessibility shall be continuously maintained.

Public Services

43. All improvements shall conform to City Standard Details, San Bruno Municipal Code, and shall be to the satisfaction of the City Engineer.

44. If there is any conflict between previous approvals and the conditions of approval, these conditions of approval shall govern, unless approved by the City Engineer.

45. Developer shall enter into a Maintenance Agreement, in a form approved by the City Attorney, with the City, in which the agreement shall set forth Developer's obligations to maintain the improvements constructed on the site.

46. The Applicant shall replace all curb, gutter, and sidewalk fronting the project site.

47. All sidewalks, curb & gutter shall be monolithic, and all transverse grades shall be 2%.

48. Minimum gutter grades shall be 0.7 percent.

49. The applicant shall replace all existing curb markings, traffic signs and any related street appurtenances fronting the project site.

50. The roadway fronting the project site shall be resurfaced from gutter lip to the face of curb of the median island along eastbound San Bruno Avenue.

51. All existing roadway striping fronting the project site including shall be replaced.

52. The portion of White Way adjacent to the project site shall be resurfaced.

53. The Developer shall obtain core samples of the existing roadway pavement sections to identify any deficiencies to the existing pavement and to determine the level of repair required. Developer shall submit a report to the City of the results prepared by a qualified Civil Engineer. Roadway resurfacing shall be to the satisfaction of the City Engineer.

54. At the minimum, all public roadways fronting the project site shall be slurry sealed.

55. New driveway approaches shall be installed in accordance with the City Standard Details.

56. Delineate on the plans adequate clear sight triangles at all proposed driveway egress/ingress and provide design calculations. Any landscaping within these triangles shall comply with clear sight design requirements.
57. The Applicant shall install approved signage and striping throughout the development. A STOP sign shall be installed at the project exists to the satisfaction of the City Engineer.
58. A pedestrian warning system, consisting of visual and audible warning signals that would be triggered when vehicles are exiting the below-grade garage shall be installed. The visual and audible warning signals shall be designed in a way to be sensitive to the surrounding neighborhood.
59. Traffic control, regulatory, warning, guide signs and markings (including fire hydrant pavement markers) shall be installed in conformance with the Manual of Uniform Traffic Control Devices, and as directed and approved by the City Engineer.
60. The proposed storm sewer system and related appurtenances shall conform to San Bruno Standards and shall be to the satisfaction of the City Engineer. Private ownership and responsibility shall terminate at the proposed manholes directly fronting the property.
61. A final hydrology and hydraulic report prepared by a qualified California Registered Civil Engineer shall be submitted to the City for review and approval to demonstrate full compliance with drainage system design requirement.
62. In conjunction with submittal of Grading Plans, the Developer shall file a Notice of Intent for storm water discharge with the Regional Water Quality Control Board. A copy of the filing shall be submitted to the City Engineer as part of the required Improvement Plans for the site.
63. Applicant shall be responsible for any repair required to City-owned utilities including, but not limited to manholes, utility mains, and any related appurtenances. All required repairs shall be to the satisfaction of the City Engineer.
64. The Applicant shall repair the proposed storm manhole tie-in and effluent pipe.
65. The proposed water main and related appurtenance shall conform to San Bruno Standards and shall be to the satisfaction of the City Engineer. City ownership and responsibility shall terminate at the water meter.
66. Domestic water and fire shall not share the same lateral from the water main.
67. All water connections shall be metered.

68. The fire service lateral shall have an in-line water meter and backflow device.
69. Backflow protection on water services shall be required. The backflow preventer shall be above grade, and shall be located on private property, accessible to Public Services staff from the outside for testing and subject to the City Engineer's approval.
70. Provide a study, including modeling, by a California Registered Civil Engineer of the City's distribution system including any facilities necessary to serve the project. Identify condition (age, condition and capacity) of this system and the improvements of this system needed to cumulatively serve this project. This study shall be to the satisfaction of the City Engineer. Improvements required by the City Engineer shall be implemented.
71. Developer shall pay for replacement of and upgrades for deficient off-site water facilities that serve the development per the required analysis report.
72. Developer shall install an automatic blow off valve, wasting to the Sanitary Sewer, at the end of any waterline that dead-ends.
73. The proposed project shall connect to the existing sanitary sewer main along San Bruno Avenue.
74. The sanitary sewer lateral and related appurtenances shall comply with San Bruno Standards and shall be to the satisfaction of the City Engineer.
75. Project shall be designed to provide City crews with unobstructed access to the sewer main and any sewer infrastructure at the back of the property.
76. No fences, retaining walls, any permanent structures, and landscaping with deep root structures shall be placed or constructed within any easements or within the public right-of-way. Any deviation shall be at the City Engineer's sole discretion.
77. Private utilities are not allowed within public right-of-way or any easements. Above ground utilities shall not create tripping hazards and shall be appropriately screened and secured.
78. Applicant shall provide a mutually agreed upon rooftop antenna installation location to accommodate "Remote Water Meter Reading" system. Location shall include access to dedicated 110V, 20 amp circuit and conduit run to San Bruno Cable point of connection.
79. The City reserves the right to require the Applicant to provide easement for public utilities as needed.
80. The Applicant shall acquire at its own cost all off-site easements, rights-of-way, and land required for the development.
81. The Applicant shall dedicate on all pertinent maps any and all public utility easements require for all public utilities on private lots or parcels. All proposed utility

easements, any City-required non-access strips, and all other easements in general shall also be shown on any pertinent maps.

82. Applicant shall convey these private easements to its successors, with the stipulation that they shall be perpetually the owner's responsibility for maintenance and repair, and the owners will hold and save the City of San Bruno harmless from all claims of any kind related to them.
83. Applicant shall prepare a Stormwater Management Plan (SWMP) that includes, at a minimum, exhibit(s) showing drainage areas and location of Low Impact Development (LID) treatment measures; project watershed; total project site area and total area of land disturbed: total new and/or replaced impervious area; treatment measures and hydraulic sizing calculations; a listing of source control and site design measures to be implemented at the site; a brief summary of how the project is complying with Provision C.3 of the MRP; and detailed Maintenance Plans for each site design, source control and treatment measure requiring maintenance.
84. Project shall comply with all requirements of the Municipal Regional Stormwater NPDES Permit Provision C.3. Please refer to the San Mateo Countywide Water Pollution Prevention Program's (SMCWPPP) C.3 Stormwater Technical Guidance Manual for assistance in implementing LID measures at the site.
85. Trash storage areas (including recycling or food compactor areas or similar areas), wash areas, loading docks, repair/maintenance bays, and equipment of material storage areas shall be completely covered. Covered areas shall be sloped so that spills and washwater flow to area drains connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.
86. Interior level parking garage floor drains, and any other interior floor drains, shall be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.
87. Efficient irrigation systems shall be used throughout all landscaped areas in accordance with the Model Water Efficient Landscape Ordinance.
88. On-site storm drain inlets shall be clearly marked with the words "No Dumping! Flows to Bay," or equivalent using thermoplastic material or a plaque.
89. Project shall incorporate landscaping that minimizes irrigation and runoff, promotes surface infiltration, minimizes the use of pesticides and fertilizers, and incorporates other appropriate sustainable landscaping practices such as Bay-Friendly Landscaping.
90. Boiler drain lines, roof top equipment with drain lines, and/or equipment for washing and/or steam cleaning activities shall be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.

91. Air conditioning condensate shall drain to landscaping, or alternatively may be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.
92. Roof drains shall drain away from the building and be directed to landscaping or a stormwater treatment measure.
93. Self-treating areas must be designed to store and infiltrate the rainfall that lands on the self-treating area. Refer to Section 4.2 of the C.3 Technical Guidance.
94. Self-retaining areas must be designed to store and infiltrate the rainfall run-off volume described in the MRP Provision C.3.d (80% capture volume), for rainfall that lands on the self-retaining area and the impervious surface that drains to the self-retaining area. Refer to Section 4.3 of the C.3 Technical Guidance.
95. No treatment measures shall have standing water more than 5 days, for vector control.
96. Infiltration treatment measures or devices shall be designed in accordance with the infiltration guidance in Appendix E of the C.3 Technical Guide
97. Soil media within the bioinfiltration measure shall consist of 18 inches of biotreatment soil consistent with the Attachment L of the MRP.
98. Biotreatment measures (including bioretention areas, flow-through planters and non-proprietary tree well filters) shall be sized to treat at least 50% of run-off per the Special Projects criteria of the applicable drainage area (all impervious areas and applicable landscaped areas) using flow or volume based sizing criteria as described in the Provision C.3.d of the MRP, or using the simplified sizing method (4% rule of thumb), described in the C.3 Technical Guidance and based on the flow-based sizing criteria in Provision C.3.d.i.(2)(c).
99. Plant species used within the biotreatment measure area shall be consistent with Appendix A of the C.3 Technical Guidance.
100. Biotreatment soil mix for biotreatment measures shall have a minimum percolation rate of 5 inches per hour and a maximum percolation rate of 10 inches per hour, and shall be in conformance with Attachment L of the MRP, which is included in Appendix K of the C.3 Technical Guidance.
101. Design of biotreatment measures shall be consistent with technical guidance for the applicable type of biotreatment measure provided in Chapter 6 of the C.3 Technical Guidance.
102. Design of non-LID treatment measures shall be consistent with applicable

technical guidance in Chapter 6 of the C.3 Technical Guidance.

103. The Geotechnical Engineer who prepared the geotechnical report shall review all improvement plans prior to submittal of plans to the City and conduct any inspections, testing and other actions during construction that are called for the geotechnical report.
104. The grading plans shall minimize the need for off haul from the Project Site. Design shall incorporate all elements of the applicable soils report(s) and include a pre-and post-consolidation plan. The grading plans shall be signed by the Geotechnical Engineer indicating that plans are in compliance with the geotechnical report and subject to review and approval of the City Engineer.
105. If the geotechnical report reveals significant future settlement will occur, all surface drainage systems shall be designed to provide a minimum of two percent slope after settlement, and shall be satisfactory to the City Engineer.
106. The erosion control plan sheets shall be included as separate, numbered sheets in the grading plan of the improvement plans. The Applicant shall pay for the erosion control measures depicted on the plan.
107. All private utilities (storm, sanitary, water, electric, gas, etc) within the development shall be maintained and repaired by the Applicant and its successors and shall be memorialized in maintenance and operations agreement.
108. Perform a water demand calculation based on the requirements in Chapter 6 of the California Plumbing Code to confirm that the existing $\frac{3}{4}$ -inch water meter is sufficient to serve proposed water demand. If existing meter is undersized a new meter is required. Applicant shall pay water and sewer capacity charges based on the size of the water meter installed along with materials and installation of an upgraded water meter. S.B.M.C. 10.14.020/110. Indicate on the plans the location of the existing water meter and the available water pressure at the property.

Fire Department

109. Address numbers to be at least four (4) inches in height, of a contrasting color to the background, and must be lighted during the hours of darkness.
110. Provide hard-wired smoke detectors with battery backup as required by building code.
111. Project to be evaluated independently by OSHPD regarding their approval requirements.
112. A Safety Plan for demolition of the existing building to be submitted to and approved by the Fire Marshal.
113. Building fire flow requirements (square footage and construction type) in

accordance with California Fire Code Appendix B shall be calculated.

114. Manual pulls to initiate a general alarm to be installed in both of the stairwells at ground level and shall provide horn/strobes throughout the building and garage.
115. The fire sprinkler system shall be monitored (flow and tamper by each floor) by an approved fire alarm system which reports to a UL listed central station.
116. The fire alarm system shall be a UL certified installation.
117. A master graphic annunciator panel shall be provided showing the building in alarm and type of alarm.
118. Building fire sprinkler system fire department connection (FDC) shall be located on the address side of the building at approved location. A separate double detector check valve (DDCV) with incorporated FDC for the building shall be provided.
119. In lieu of a fire sprinkler bell, an exterior rated horn/strobe shall be mounted eight (8) feet above grade immediately adjacent to the building FDC.
120. A Knox Box shall be provided. Two sets of keys shall be provided for the Knox Box.
121. Elevator to have no shunt trip. Sprinkler head at the top of the shaft to be eliminated. The same shall apply to the elevator equipment room.
122. Fire extinguishers shall not be obstructed or obscured from view.
123. Manually operated flush bolts or surface bolts not permitted.
124. The unlatching of any door in exit paths shall not require more than one operation.
125. In the event of power failure, an emergency electrical system shall automatically illuminate the means of egress.
126. Exit and exit access doors shall be marked by approved exit signs readily visible from any direction of egress travel.
127. Exit signs shall be internally or externally illuminated at all time. Signs shall be connected to an emergency power system that provides illumination for not less than 90 minutes in case of primary power loss.
128. FACP and other utility rooms shall be identified on entry door faces.
129. Electrical service equipment shall have a 36 inch working space at all times.
130. Stairwells to be labelled at discharge level advising not to obstruct the emergency exits.
131. All drapes, hangings, curtains, upholstered fabric furniture, and other decorative material that would tend to increase the fire and panic hazard shall be made from a non-flammable material or shall be treated and maintained in a flame retardant condition with a flame-retardant rating approved by the State Fire Marshal. Insure that ratings meet California standards.
132. Separate permits to be issued for the fire service underground, fire alarm system,

and the fire sprinkler system.

133. The Fire Department requests coordination of project management to allow for destructive training of the existing building for training purposes prior to its demolition.

Police Department

134. The follow are required prior to issuance of a building permit or ongoing:

Addressing:

- Address numbers for the business are to be on a contrasting background, easily visible from the street. The address numbers also must be visible at night.
- Address numbers must be affixed on or near any exterior door.

Lighting:

- Parking lots and associated garages, driveways, circulation areas, aisles, passageways, recesses, and grounds contiguous to buildings shall be provided with lighting of sufficient wattage to provide adequate illumination to make clearly visible the presence of any person on or about the premises during the hours of darkness.
- All exterior doors shall have their own light source which will adequately illuminate entry/exit areas at all hours in order to:
- Make any person on the premises clearly visible.
- Provide adequate illumination for persons entering and exiting the building.

Landscaping:

- Landscaping shall be of the type and situated in locations to maximize observation while providing the desired degree of aesthetics. Security planting materials are encouraged along fence and property lines and under vulnerable windows.
- Landscaping shall not conceal doors or windows from view, obstruct visibility of the parking lot from the street or business buildings, nor provide access to the roof.

Line of sight/natural surveillance:

- Stairwells and elevator lobbies should be of open design whenever structurally possible.
- It is highly desirable to design an elevator shaft and cab to be transparent, making occupants of the cab visible from the outside.
- Single and double binned trash enclosures should be located at the perimeter of the parking lot, not adjacent to buildings or contiguous to exterior building doors.
- Other line of sight obstructions (including recessed doorways, alcoves, etc.) should be avoided on building exterior walls, and interior hallways.
- Convex mirrors should be installed in elevator cabs and at stairwell landings.

- Glass-walled stairwells, located at the corner of the structures, are recommended to afford a broad angle of visibility day and night from exterior areas and parking lots. It also affords extra visibility of the exterior lots/areas from the structure, which in turn deters crime.

Parking structure:

- The interior of the structure should be painted a light, highly reflective color.
- Metal halide, or other bright white light source, should be utilized. No dark areas should exist inside the structure.
- Alcoves and other visual obstructions that might constitute a hiding place should be eliminated whenever structurally possible. Pillars, columns and other open construction should be utilized over a solid wall design.
- Whenever possible, stairwells should be of open design. When, by necessity, a stairwell is enclosed, convex mirrors should be placed at each stairwell landing, and the stairwell doors should employ as much transparent material as fire code allows.
- Convex mirrors should be placed inside elevator cabs.
- Bars or grating should be utilized to impede pedestrian access to the structure from ground-level openings. Landscaping contiguous to this grating should be the type that does not block natural light fenestration into the garage.
- Access control should be utilized for vehicular and pedestrian traffic.
- Clearly marked, hands-free emergency phones/panic alarms should be placed throughout the structure, if possible.
- CCTV surveillance should be utilized throughout the structure.
- Panic alarms should be utilized throughout the parking structure and be connected with an off-site security monitoring company.

Signage/parking lot:

- All entrances to parking areas shall be posted with appropriate signs per 22658(a) CVC, to assist in removal of vehicles at the property owners/managers request.
- All handicap parking stalls shall be appropriately painted and marked as per the California Vehicle Code.
- Designated fire lanes shall be properly painted and signage that reflects the red zone is a fire lane, for proper enforcement purposes.
- Compact-parking spaces shall be clearly marked on the pavement.

Fencing/barriers:

- Whenever possible, open fencing design such as wrought iron, tubular steel, or densely linked and heavy-posted chain-link should be utilized in order to maximize natural surveillance while establishing territoriality.
- Other barrier considerations include:
 - Block walls

- Decorative cement planters
- Access control to high valued storage areas
- Locked cages, rooms and safes
- Shipping and receiving door screens
- Bullet resistant enclosures with pass through for pick-up and delivery.
- Interior mantrap enclosures to secure and separate shipping and receiving areas.

Miscellaneous:

- The applicant should install a burglary alarm system and the system will be monitored by an off-site alarm company.
- Stairwell landings should allow for a sixty-inch turning radius for use by the police and fire departments.
- It is highly recommended that the applicant consider installing a video surveillance system in the public areas and the garage that is capable of recording and saving any crimes that are committed on the premises.
- The applicant is responsible to submit emergency contact information to the police department for after hour's emergency contact.
- The applicant should install access control to the inside garage area or a gate so the garage can be secured when the business is closed.

Initial Study

Project Information - San Bruno Avenue Medical Office Building

1. **Project Title**

841 San Bruno Avenue (San Bruno Avenue Medical Office Building)

2. **Lead Agency Name and Address**

City of San Bruno
567 El Camino Real
San Bruno, CA 94066

3. **Contact Person and Phone Number**

Paula Bradley, MCP, AICP
Contract Associate Planner
Community Development Department
(650) 616-7038

4. **Project Location**

See Figure 1. The project site is located at 841 San Bruno Avenue West, within the City of San Bruno Transit Corridors Plan (TCP) Area. The approximately 0.71-acre site is bordered by San Bruno Avenue West, White Way, and adjacent residential and commercial properties.

5. **Project Sponsor's Name and Address**

Charles Smyth
Market Street Development
1104 Corporate Way
Sacramento, CA 95831

6. **General Plan Designation**

Transit Oriented Development (TOD)

7. **Zoning**

Administrative and Research District (A-R)

8. **Description of Project**

See Figures 2 through 7. The 0.71-acre project site currently includes a two-story, mostly vacant office building with a paved surface parking area. The applicant proposes to

demolish the existing 10,000 square-foot (sq. ft.) building and surface parking, and construct a new two-story 15,223 sq. ft. medical office building, with 43 parking spaces.

The main (upper) floor would be 11,096 square feet and include a dialysis clinic and patio. The lower floor would be 4,127 square feet and include office space.

Hours of operation for the dialysis clinic would be from 5:00 AM to 8:00 PM, with deliveries limited between the hours of 8:00 AM and 5:00 PM. The clinic would be open to the public for patients between the hours of 6:00 AM and 6:00 PM. It is anticipated that there would be a minimum of 15 employees per shift, and 24 patients per shift during three- to four-hour shifts.

Parking, both surface (32 spaces) and underground (11 spaces), would include five Americans With Disabilities Act (ADA) spaces, three clean air vehicle (electric charging) spaces, and nine on-site bike spaces. Proposed parking would be three spaces fewer than the proposed parking standards proposed in the TCP (43 vs. 46). In compliance with the transit, bicycle, and pedestrian objectives of the TCP, the project would include public bike racks (for three bikes) and, for employees, indoor bike lockers (for six bikes), changing rooms, and showers.

The building would be 33'-0" maximum height from average finished grade, which is less than the 70'-0" allowed under the TCP development standards. The site slopes down eastward towards El Camino Real, so the proposed building height would be 20'-0" (top of parapet) on the west and 32'-0" (top of parapet) on the east. The two tower elements would top off at 24'-0" (west) and 40'-0" (east). See Figures 4 and 5.

A design alternative being considered by the City would include a sloped roof on the east tower, which would top off at 44'-2", resulting in a maximum height from average finished grade of 37'-2". See Figure 6.

Figure 7 is a before-and-after photo-simulation from the residential area on Linden Avenue, south of the project site. Generally, the existing on-site building is more visible than the proposed building would be because the existing building has a central peaked roof. Regardless of the design alternative, the existing trees on Linden would obscure both the proposed flat roof and the alternative sloped roof on the east tower (right side of photo).

In order to implement the proposed project, the following actions (tentative list of entitlements) by the City of San Bruno would be required:

- Zoning Code amendment to change the project site from Administrative and Research (A-R) district to Planned Development District (P-D);
- Planned Development Permit (P-D-P);
- Architectural Review Permit; and
- Lot Line Adjustment.

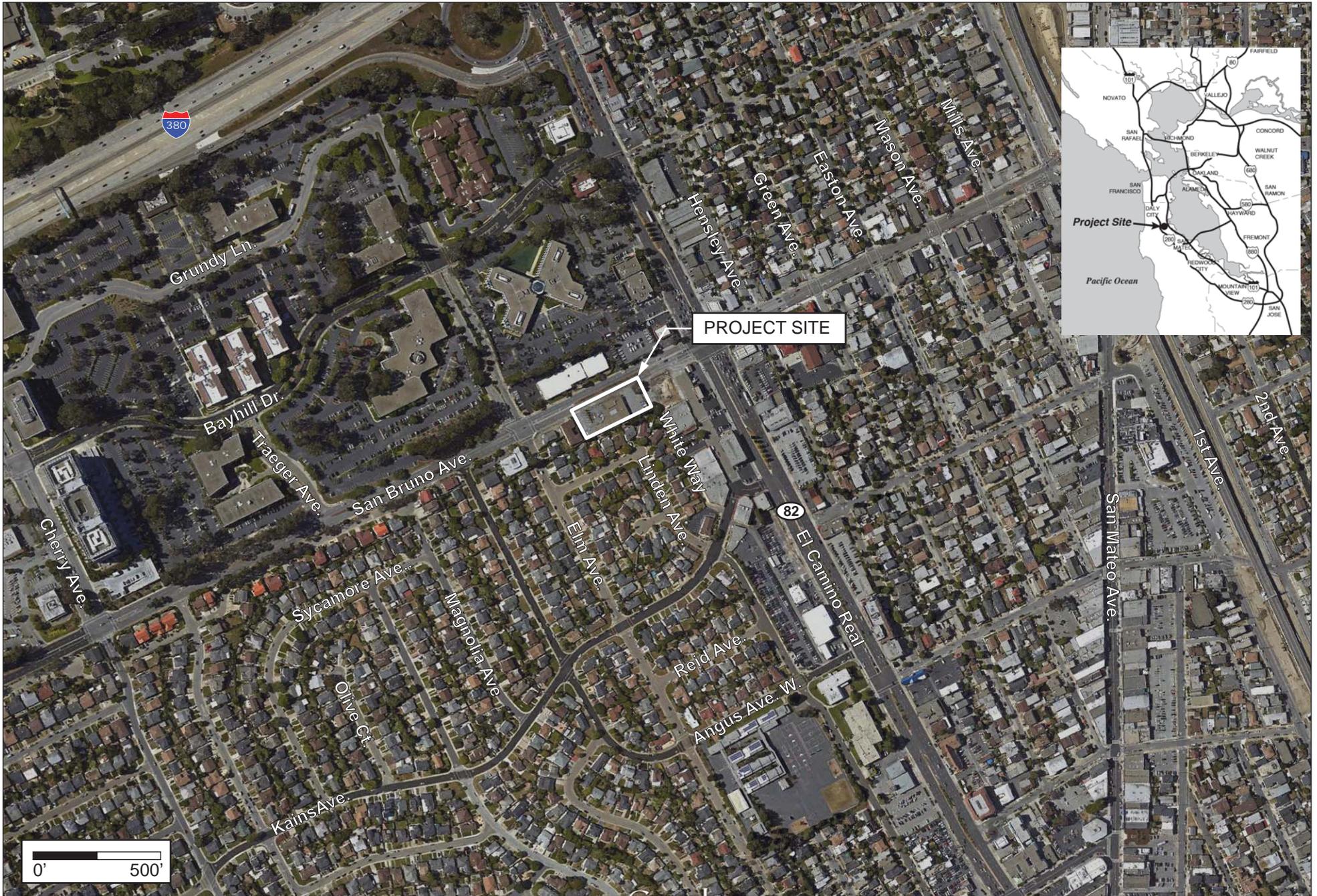
9. **Surrounding Land Uses and Setting**

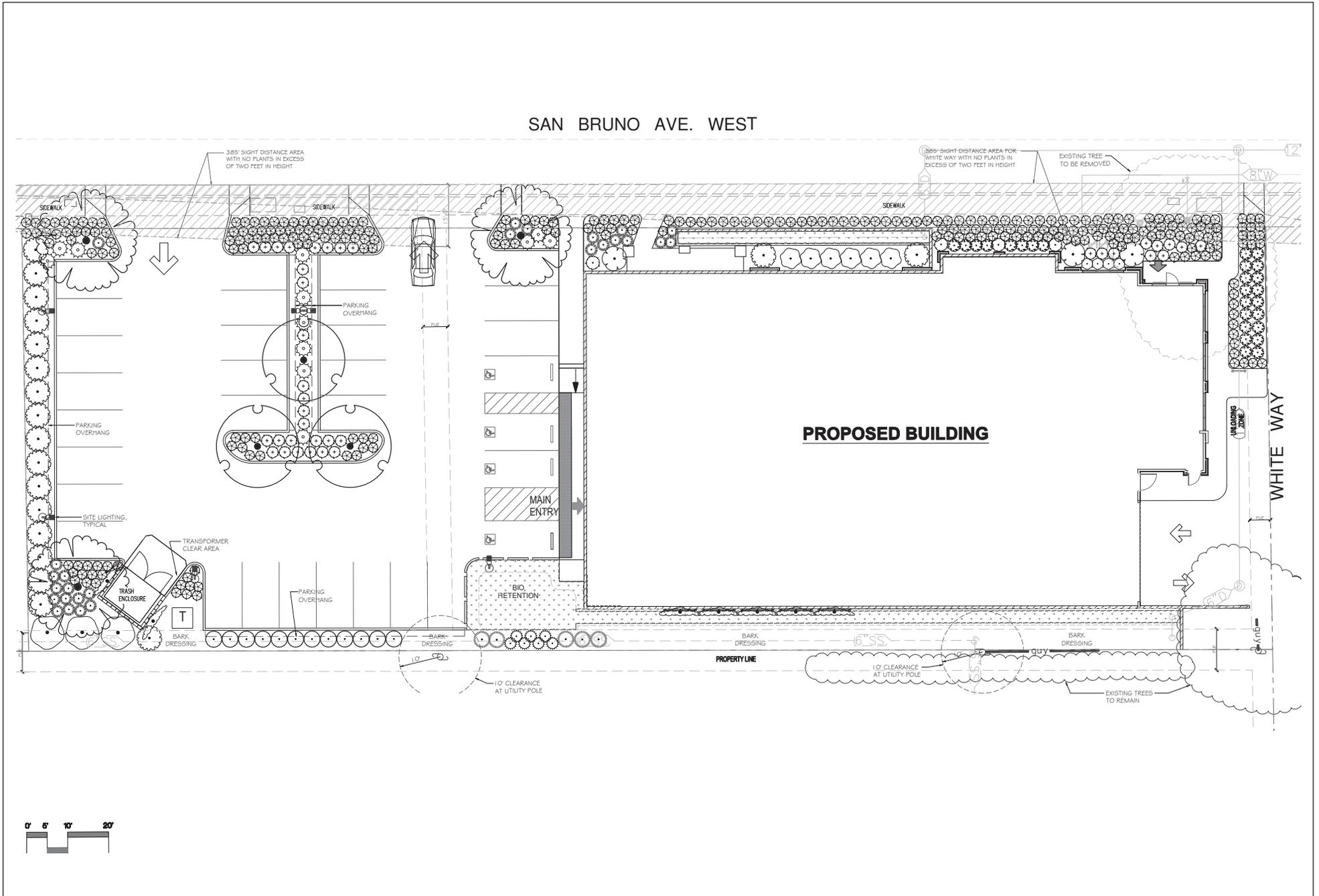
The project site is located in downtown San Bruno. The surrounding area is developed primarily with commercial businesses, offices, and single-family residences. Residences are located adjacent to the project site on the south and also to the west. An AT&T office building is located across San Bruno Avenue on the north, along with other offices to the

west. Across White Way on the east are a vacant lot and a one-story commercial building. Other commercial uses are located farther east along El Camino Real.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

Development would be subject to entitlements from the City of San Bruno. Entitlements from other jurisdictions are not required.







FINISH MATERIAL & COLOR SCHEDULE

- A** EXTERIOR CEMENT PLASTER SYSTEM
BENJAMIN MOORE: HC-21 MONTEREY WHITE
- B** EXTERIOR CEMENT PLASTER SYSTEM
BENJAMIN MOORE: HC-30 PHILADELPHIA CREAM
- C** EXTERIOR CEMENT PLASTER SYSTEM
BENJAMIN MOORE: 112 PEACH BRANDY
- D** EXTERIOR CEMENT PLASTER SYSTEM
BENJAMIN MOORE: 2066-20 EVENING BLUE
- E** BRICK
H.C. MUDDOX: OLD SACRAMENTO BLEND
- F** STONE BASE
DAL TILE GRANITE: ABSOLUTE BLACK (HONED) 6T11
- G** STOREFRONT FRAMING SYSTEM
CLEAR ANODIZED FINISH
- H** GLAZING
CLEAR INSULATED GLASS
- J** ALUMINUM METAL SURFACE
CLEAR ANODIZED FINISH
- K** METAL ROOFING SYSTEM
SILVER METALIC FINISH



View from Southeast Corner



2
6

PRELIM EAST ELEVATION 0 2 4 8 16 FEET



FINISH MATERIAL & COLOR SCHEDULE.

- | | |
|---|--|
| A EXTERIOR CEMENT PLASTER SYSTEM
BENJAMIN MOORE: HG-21 MONTEREY WHITE | F STONE BASE
DAL TILE GRANITE: ABSOLUTE BLACK (HONED) 6111 |
| B EXTERIOR CEMENT PLASTER SYSTEM
BENJAMIN MOORE: HG-30 PHILADELPHIA CREAM | G STOREFRONT FRAMING SYSTEM
CLEAR ANODIZED FINISH |
| C EXTERIOR CEMENT PLASTER SYSTEM
BENJAMIN MOORE: 112 PEACH BRANDY | H GLAZING
CLEAR INSULATED GLASS |
| D EXTERIOR CEMENT PLASTER SYSTEM
BENJAMIN MOORE: 2066-20 EVENING BLUE | J ALUMINUM METAL SURFACE
CLEAR ANODIZED FINISH |
| E BRICK
H.G. MUDDOX: OLD SACRAMENTO BLEND | K METAL ROOFING SYSTEM
SILVER METALIC FINISH |
| F STONE BASE
DAL TILE GRANITE: ABSOLUTE BLACK (HONED) 6111 | |

1 PRELIM SOUTH ELEVATION 0' 2' 4' 8' 16 FEET



View from Northwest Corner



2 PRELIM WEST ELEVATION 0' 2' 4' 8' 16 FEET



FINISH MATERIAL & COLOR SCHEDULE

A	EXTERIOR CEMENT PLASTER SYSTEM BENJAMIN MOORE: HC-271 MONTEREY WHITE
B	EXTERIOR CEMENT PLASTER SYSTEM BENJAMIN MOORE: HC-30 PHILADELPHIA CREAM
C	EXTERIOR CEMENT PLASTER SYSTEM BENJAMIN MOORE: 112 PEACH BRANDY
D	EXTERIOR CEMENT PLASTER SYSTEM BENJAMIN MOORE: 2066-20 EVENING BLUE
E	BRICK H.C. MUDDOX: OLD SACRAMENTO BLEND
F	STONE BASE DAL TILE GRANITE: ABSOLUTE BLACK (HONED) 6T11
G	STOREFRONT FRAMING SYSTEM CLEAR ANODIZED FINISH
H	GLAZING CLEAR INSULATED GLASS
J	ALUMINUM METAL SURFACE CLEAR ANODIZED FINISH
K	METAL ROOFING SYSTEM SILVER METALIC FINISH

1 PRELIM NORTH ELEVATION 0' 2' 4' 8' 16 FEET



View from Southeast Corner



2 PRELIM EAST ELEVATION 0' 2' 4' 8' 16 FEET



Existing view from the south



Proposed view from the south

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agricultural and Forestry Resources | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input checked="" type="checkbox"/> No New Significant Impacts or Substantial Increase in the Severity of Previously Identified Significant Impacts; this activity is within the scope of the previously certified Transit Corridors Plan EIR. |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population/Housing | |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services | |

Determination:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated to the extent feasible pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions, mitigation measures, and uniformly applicable development policies that are imposed upon the proposed project, nothing further is required. The proposed project would not result in any new or substantially more severe significant environmental effects than those analyzed in the earlier CEQA document. The previously certified Transit Corridors Plan EIR adequately describes the proposed project for the purposes of CEQA.

Signature

Date

Printed Name

Date

Evaluation of Environmental Impacts:

- (1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- (2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- (3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation incorporated, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- (4) "Less than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as explained in [5] below, may be cross-referenced).

It is noted that many potential environmental impacts can be avoided or reduced through implementation of uniformly applied development policies, standards, or regulations – such as building and fire codes, design guidelines, a noise ordinance, a historic resource ordinance, a tree preservation ordinance, and other requirements that the lead agency applies uniformly toward all project proposals. Consistent with CEQA streamlining provisions (e.g., sections 15183 and 15183.3), these uniformly applied requirements are not distinguished as project-specific “mitigation measures,” primarily because they have already been adopted to avoid or reduce potential environmental impacts of all future project proposals, not only the particular project being evaluated at the moment. Therefore, in the upcoming environmental checklist, there are instances where uniformly applied requirements are described, followed by the conclusion, “No mitigation is required.”

- (5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (CEQA Guidelines section 15063[b][1][c]). In this case, a brief discussion should identify the following:
 - (a) Earlier Analysis Used. Identify and state where they are available for review.
 - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - (c) Mitigation Measures. For effects that are "Less than Significant With Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- (6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- (7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

- (8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- (9) The explanation of each issue should identify:
 - (a) The significance criteria or threshold, if any, used to evaluate each question; and
 - (b) The mitigation measure identified, if any, to reduce the impact to less than significant.

ENVIRONMENTAL CHECKLIST

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) <i>Have a substantial adverse effect on a scenic vista?</i>			✗	
b) <i>Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</i>				✗
c) <i>Substantially degrade the existing visual character or quality of the site and its surroundings?</i>			✗	
d) <i>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i>			✗	

Documentation:

- a. The Transit Corridors Plan program EIR (pp. 4-20 and 4-21) concluded that no scenic vistas or view corridors would be substantially obstructed or degraded by future development under the Transit Corridors Plan (TCP). The impact of the TCP on scenic vistas and view corridors was considered to be less-than-significant, and no mitigation was required. The proposed project complies with all aesthetic-related development standards (e.g., site layout, height, setbacks, stepbacks); for example, the TCP would allow a building up to 70 feet high (from average finished grade) on the site, but the proposed building would be 33 feet high (from average finished grade, with the sloped roof alternative at 37 feet, 2 inches). Also, the project is subject to review by the City’s Architectural Review Committee in order to obtain an Architectural Review Permit. As a result, no additional or more severe impact on a scenic vista or view corridor would occur.

Previous Figure 7 (Photo-Simulation from Linden Avenue) depicts the existing and proposed view of the project from the adjacent residential area on the south, including proposed new project landscaping. As evidenced by Figure 7, neither the flat roof tower element (at 40 feet) nor the sloped roof alternative tower element (at 44 feet, 2 inches) would be visible (right side of photo-simulation) from the Linden Avenue viewpoint. Also, as evidenced by Figures 5 and 7, the project’s south-facing windows would be placed at a lower height than the existing building’s windows, and would not have sight lines into the residential properties bordering the project’s south property line (Operations/Support Statement, 841 San Bruno Avenue, Harriman Kinyon Architects, Inc., 9/28/15; written communication between Paula Bradley, MCP, AICP, Contract Associate Planner, City of San Bruno; and David Kim, AIA, Harriman Kinyon Architects; 10/20/15).

- b. Within San Bruno, Skyline Boulevard (State Route 35) and Interstate 280 are designated by Caltrans as State Scenic Highways. Other roads in San Bruno are designated as County Scenic Roads or, in the case of Sneath Lane, a City scenic corridor. None of these resources traverse the TCP. The TCP program EIR (p. 4-21) concluded that development under the TCP would result in more coherent and compatible land use patterns and more unified visual character, which are expected to have a beneficial aesthetic effect on potential views from identified scenic highways and roads. The proposed project complies with all aesthetic-related development standards (e.g., site layout, height, setbacks, stepbacks), plus the project is subject to review by the City’s Architectural Review Committee in order to obtain an Architectural Review Permit. As a result, no additional or more severe impact on a scenic highway or road would occur; the effect would be beneficial.
- c. The TCP program EIR (pp. 4-16 and 4-17) concluded that development facilitated by the TCP would result in more coherent and compatible land use patterns and more unified visual character. In addition, TCP EIR Impact/Mitigation 4-1 (Plan Building Height Impacts on Visually Sensitive Residential Edges, p. 4-19) and Impact/Mitigation 4-2 (Plan Building Height Shade and Shadow Impacts, p. 4-22) do not apply to the project site because the site is not included in the inventory of locations identified in those impacts/mitigations. The proposed project complies with all aesthetic-related development standards (e.g., site layout, height, setbacks, stepbacks), plus the project is subject to review by the City’s Architectural Review Committee in order to obtain an Architectural Review Permit. On the south elevation facing the residences, a trellis with vines will be included in the landscape plan to soften the elevation in addition to the existing tall shrubs adjacent to the site. Therefore, consistent with the TCP program EIR, the proposed project’s impact on visual character and quality would be less-than-significant, and no mitigation is required.

- d. The TCP program EIR (p. 4-21) noted that new development in the TCP would be subject to various regulations, standards, and guidelines, which would also apply to the proposed project, including: (1) State Public Resources Code Title 24 lighting power allowances; (2) State-mandated Lighting Zone 3 (LZ3: urban environment) standards contained in Title 24, Parts 1 and 6, Building Energy Efficiency Standards; (3) TCP section 5.2 (Private Realm Design Guidelines, A6: Lighting); and (4) and TCP chapter 6 (Public Realm Design Guidelines, A4: Street Furniture, Lighting, and Public Art). The TCP EIR concluded that the light, glare, and sky glow impacts of the TCP would be less-than-significant, and no mitigation was required. Because the above regulations, standards, and guidelines also would apply to the proposed project, no additional or more severe light, glare, or sky glow impact would occur.

In addition to outdoor parking lot lighting, the project proposes building lighting for (1) the entrance in the southeast corner, adjacent to the elevators; and (2) in the drive aisle (inside the building) leading into the parking garage (see Figure 2). The intent is to not have any spillover lighting adjacent to residential properties bordering the project's south property line (e.g., Linden Avenue). (Written communication between Paula Bradley, MCP, AICP, Contract Associate Planner, City of San Bruno; and David Kim, AIA, Harriman Kinyon Architects; 10/20/15) Project-specific lighting plans (e.g., see Plan Sheet E1.2, Photometric Calculation – Preliminary, 4/18/15) would be subject to City review and approval to ensure that the project meets the applicable regulations and standards.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES --Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✗
b) Conflict with existing zoning for agricultural use or with a Williamson Act contract?				✗
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✗
d) Result in the loss of forest land or conversion of forest land to non-forest use?				✗
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				✗

Documentation:

- The TCP Area is designated Urban and Built Up Land in the California Department of Conservation Farmland Mapping and Monitoring Program. The TCP, including development of the proposed project, would have no impact on Farmland. (TCP EIR appendix 19.2, Notice of Preparation and Initial Study, pp. 11 and 12) No mitigation is required.
- The TCP Area and surrounding area are urbanized, are not zoned for agricultural use, and do not contain any land under Williamson Act contracts. Therefore, the proposed project would have no impact on agricultural uses, and no mitigation is required.
- and d. The TCP Area and surrounding area are urbanized, are not zoned for forest land or timberland, and do not contain any such lands. Therefore, the proposed project would have no impact on forest land or timberland, and no mitigation is required.
- There is no Farmland or forest land in or near the TCP Area. The proposed project would not involve any changes that could directly or indirectly affect any such lands. See items (b) and (c). No impact would occur, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY -- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		
d) Expose sensitive receptors to substantial pollutant concentrations, including but not limited to, substantial levels of toxic air contaminants?		X		
e) Create objectionable odors affecting a substantial number of people?				X

Documentation:

- a. The TCP program EIR (pp. 5-21 and 5-22) concluded that the TCP: (1) would be consistent with and would further implementation of the applicable Bay Area 2010 Clean Air Plan transportation control measures, (2) would not disrupt or hinder the implementation of any Clean Air Plan control measures, and (3) would result in a projected rate of increase in vehicle miles traveled less than the projected rate of increase in residents and employees. Therefore, the TCP, including the proposed project, would be consistent with the Clean Air Plan. The impact would be less-than-significant, and no mitigation is required.
- b., c., and d. The TCP program EIR (pp. 5-18 through 5-21) concluded that: (1) demolition and construction activities under the TCP could generate short-term temporary emissions of reactive organic gases (ROG), oxides of nitrogen (NOx), and respirable (inhalable) particulate matter (PM10) which exceed Bay Area Air Quality Management District (BAAQMD) thresholds of significance; and (2) related construction dust could cause localized health and nuisance impacts on adjacent residential sensitive receptors (e.g., children, seniors, athletes, people with heart or respiratory disease). For the purposes of this Initial Study, the dialysis patients who would visit the clinic once it begins operation are also considered “sensitive receptors.” TCP EIR Mitigation 5-1 conditions all discretionary approvals for private or public realm grading, demolition, or construction activity--including the proposed project--to implement BAAQMD-defined “feasible control measures,” including dust control measures as well as best management controls on emissions by diesel-powered construction equipment. EIR Mitigation 5-1 shall be required as a condition of project approval and would reduce the project impact from short-term temporary construction emissions to a less-than-significant level.

Regarding TCP-related localized carbon monoxide (CO) concentrations, the TCP program EIR (p. 5-22) concluded that intersections affected by the TCP, including those affected by the proposed 841 San Bruno Avenue project, would have traffic volumes below the BAAQMD screening threshold for CO hotspots. The impact would be less-than-significant, and no mitigation is required.

Regarding TCP-related exposure of people to toxic air contaminants (TACs) (e.g., diesel exhaust) and PM2.5 (fine particulate matter that can lodge in the lungs), the TCP program EIR (pp. 5-23 through 5-27) concluded that development under the TCP could expose sensitive receptors to levels of TACs and PM2.5 that result in an unacceptable cancer risk or hazard. EIR Mitigation 5-2 requires mitigation for sites located within specified distances from Interstate 380, El Camino Real, San Bruno Avenue, or the Caltrain tracks. Based on the project plans for the proposed 841 San Bruno Avenue project, no portion of the building would be within the specified distance of any of those locations. Regarding the 10-foot threshold from San Bruno Avenue for potential TAC and PM2.5 exposure, the sidewalk fronting the building would be 13 feet wide, so the project would be beyond the threshold distance. Therefore, Mitigation 5-2 is not required, and the impact related to cancer risk is considered less-than-significant.

- e. The TCP program EIR (pp. 5-27 and 5-28) concludes that the introduction of food service uses or other odor-generating uses in close proximity to, or in the same building as, residential or other odor-sensitive uses would represent a potentially significant impact. The project proposes a dialysis clinic and office space. No food service

or other odor-generating uses are proposed, nor would the project include residences or particularly odor-sensitive uses. The trash/recycling collection area would be enclosed and located in approximately the same area as currently (in the parking lot). Therefore, Impact 5-3, related to odor impacts, would not occur, and Mitigation 5-3 is not required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) <i>Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</i>			X	
b) <i>Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</i>				X
c) <i>Have a substantial adverse effect on federally protected wetlands as defined by section 404 of the Clean Water Act (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</i>				X
d) <i>Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</i>			X	
e) <i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>			X	
f) <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved, local, regional, or state habitat conservation plan?</i>				X

Documentation:

- a. The TCP program EIR Notice of Preparation (NOP) and Initial Study (TCP EIR appendix 19.2, pp. 15 and 16) concluded that suitable habitat for candidate, sensitive, and special-status species is absent from the TCP Area (including the project site) and surrounding areas. Therefore, the TCP would have a less-than-significant impact on these species, and no mitigation is required.

The EIR Initial Study (pp. 15 and 18) does note that bird nests in active use (with eggs or young) are protected under the Migratory Bird Treaty Act and that raptor nests in active use are further protected under section 3503.5 of the California Fish and Game Code. Included under these protections are requirements for nesting bird surveys. The proposed project would implement standard regulatory requirements of the Migratory Bird Treaty Act and California Fish and Game Code during demolition/grading activities (including tree removal), as follows:

The project applicant shall retain a qualified biologist (subject to approval by City staff) to conduct a nesting bird survey prior to any demolition/grading activities that are planned to take place during the nesting/breeding season of native bird species (typically February through August). The survey shall include all potential nesting habitat on the project site and within 200 feet of the grading boundaries. Where the 200-foot distance encompasses trees on other private properties, the biologist shall survey the trees using binoculars. The survey shall be conducted no more than 14 days prior to commencement of demolition/grading activities.

If active nests of bird species protected by the Migratory Bird Treaty Act or the California Fish and Game Code (which, together, apply to all native nesting birds) are present in the demolition/grading zone or within 200 feet of the zone, temporary construction fencing shall be erected within the project site at a minimum of 100 feet around the nest site. This temporary buffer may be greater depending on the bird species and demolition/grading activity, as determined by the biologist.

At the discretion of the biologist, demolition and grading within the fenced area shall be postponed or halted until juveniles have fledged and there is no evidence of a second nesting attempt. The biologist shall serve as a construction monitor during any periods when demolition/grading activities will occur near active nests to ensure that no inadvertent impact on these nests will occur.

Implementation of the above standard regulatory requirements of the Migratory Bird Act and California Fish and Game Code would ensure that potential impacts on active bird nests would be less-than-significant. This requirement shall be included as a condition of project approval.

- b. The TCP program EIR NOP and Initial Study (TCP EIR appendix 19.2, pp. 16 and 17) concluded that there is no riparian habitat or other sensitive natural community within or adjacent to the TCP Area. Therefore, the TCP, including the proposed project, would have no impact on riparian habitat or other sensitive natural community. No mitigation is required.
- c. The TCP program EIR NOP and Initial Study (TCP EIR appendix 19.2, pp. 17 and 18) concluded that: (1) there are no jurisdictional wetlands in or adjacent to the TCP Area, and (2) the TCP would not involve the direct removal or fill of wetlands or indirectly affect the hydrology, soil, vegetation, or wildlife of wetlands. Therefore, the TCP, including the proposed project, would have no impact on wetlands, and no mitigation is required.
- d. The TCP program EIR NOP and Initial Study (TCP EIR appendix 19.2, p. 18) concluded that the TCP Area is limited in its function as a wildlife movement corridor, and the TCP would have a less-than-significant impact on wildlife movement and native wildlife nursery sites. As located in the TCP Area, the proposed project likewise would have a less-than-significant impact on these resources, and no mitigation is required.
- e. The TCP program EIR NOP and Initial Study (TCP EIR appendix 19.2, pp. 18 and 19) noted that no portion of the TCP Area is located in an area identified as a Vegetative Community or Special Species Habitat. The Initial Study also noted that all development under the TCP, including the proposed project, would be subject to the City's Heritage Tree Ordinance (Municipal Code chapter 8.25). To verify and detail the project's compliance with the Ordinance, a tree survey was prepared for the project and submitted to the City by the applicant; the report has been reviewed by the appropriate City staff (Tree Survey – 841 San Bruno Ave., San Bruno, CA; Timothy C. Ghirardelli, Consulting Arborist; June 24, 2015; including memo update, September 24, 2015).

The City of San Bruno has adopted a Heritage Tree Ordinance to preserve the urban forest and protect trees that are significant to the community. According to the Ordinance, a tree is considered a Heritage Tree if it meets any of the following criteria:

- Any native Bay (*Umbellularia californica*) Buckeye (*Aesculus species*), Oak (*Quercus species*), Redwood (*Sequoia sempervirens*), or Pine (*Pinus radiata*) tree that has a diameter of 6 inches or more measured at 54 inches above natural grade;
- Any tree or stand of trees designated by resolution of the City Council to be of special historical value or of significant community benefit;
- A stand of trees, the nature of which makes each dependent on the others for survival; or
- Any other tree with a trunk diameter of 10 inches or more, measured at 54 inches above natural grade.

The tree survey notes the following:

(1) The project site is adjacent to one approximately 24-inch-diameter native Live oak, which is on an adjoining property near White Way (see Figure 3). Due to its diameter, the tree meets the definition of a Heritage Tree. The tree is considered in good health and suited for retention. The proposed project would not alter the oak.

(2) To implement the Heritage Tree Ordinance, the arborist has recommended Tree and Root Zone Protection Guidelines for implementation prior to and during construction. The guidelines address protective fencing, irrigation, pruning, hand-trenching, and landscaping, all under the direction and monitoring of the project arborist. Adherence to the guidelines would ensure that potential impacts on the Heritage Tree would be less-than-significant. The Tree and Root Zone Protection Guidelines shall be included as a condition of project approval.

(3) A multi-trunked black acacia, which is located at the northeast edge of the current east parking lot, has weaknesses in its primary trunk structure and has a leaning canopy, which limits the tree's future use. The tree, which meets the definition of a Heritage Tree due to its diameter, is proposed for removal under the project.

Section 8.25.050.B of the City of San Bruno Municipal Code states, "Tree replacement shall be a minimum of either two twenty-four-inch box size trees, or one thirty-six-inch box size tree, for each heritage tree removed, to be determined by the director of public works or designee." In the particular case of the 841 San Bruno Avenue project, one Heritage Tree – the black acacia - would be removed. Therefore, a minimum of two 24-inch trees or one 36-inch tree would be required for replacement. The applicant is proposing a series of new trees (see Plan Sheet L1, Sierra Design Group, 9/23/15) along the sidewalk and in the parking lot. Street trees and replacement trees must be selected from a list of City-approved trees or possibly in combination with an in-lieu fee, as determined by the City as a condition of project approval.

Section 8.25.050.D of the Municipal Code states, "Where the director of public works or designee determines that replanting is not feasible and/or appropriate - e.g., sufficient trees exist on site, conflict with utilities - the director may require that a payment of equal value to the cost of the purchase and installation of the replacement tree(s) be made to the city tree planting fund."

Based on the proposed project's compliance with the City of San Bruno Heritage Tree Ordinance as a condition of project approval, the project's impacts on Heritage Trees would be less-than-significant, and no mitigation is required.

- f. There is no habitat Conservation Plan, Natural Community Conservation Plan, or other adopted habitat conservation plan applicable to the TCP Area. No impact would occur, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5?				✘
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines section 15064.5?		✘		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✘		
d) Disturb any human remains, including those interred outside of formal cemeteries?		✘		

Documentation:

- a. The TCP program EIR (pp. 7-3 through 7-5) identifies previously recorded significant historical resources within and adjacent to the TCP Area. The building on the project site is not included on the list, and no individual resources are located adjacent or nearby. About 250 feet east of the project site is El Camino Real which, as part of the California State Highway System, is a California Point of Historical Interest. The proposed project does not include any component that would affect these historical resources. Also, City staff has determined that the existing building on the project site, which was built circa 1966 (Phase I Environmental Site Assessment, 841 San Bruno Avenue, San Bruno, CA; PES Associates; October 3, 2014; p. 9) does not meet the historical resource criteria as defined by CEQA Guidelines section 15064.5 (Determining the Significance of Impacts to Archaeological and Historical Resources). Therefore, the building at 841 San Bruno Avenue is not considered a historical resource as defined by CEQA. EIR Impact 7-2 would not occur under the proposed project, and no mitigation is required.
- b. and d. The proposed project would not cause a significant impact on any known archaeological resource on the project site or in the vicinity (TCP EIR, pp. 7-2 and 7-3). However, the TCP program EIR (p. 7-12, Impact/Mitigation 7-1) concluded that the potential exists for new TCP-facilitated development to disturb unrecorded archaeological resources, including Native American remains; this situation represents a potentially significant impact. EIR Mitigation 7-1 requires that, in the event that any deposit of prehistoric or historic archaeological materials are encountered during project grading or excavation, work shall avoid the materials and their context until a qualified professional, in consultation with the City, has determined the appropriate treatment of the materials, possibly including complete avoidance of the resources, in-place preservation, or data recovery – in accordance with Public Resources Code section 21083.2 and CEQA Guidelines section 15126.4. If human remains

are identified as Native American, the Native American Heritage Commission is required to be notified. Mitigation 7-1 shall be required as a condition of project approval and would reduce impacts on archaeological resources and human remains to a less-than-significant level.

- c. The proposed project would not cause a significant impact on any known paleontological resources on the project site or in the vicinity (TCP EIR, p. 7-6). However, the TCP program EIR (p. 7-16, Impact/Mitigation 7-3) concluded that the potential exists for new TCP-facilitated development to disrupt, alter, or eliminate as-yet undiscovered paleontological resources; this situation represents a potentially significant impact. EIR Mitigation 7-3 requires that, in the event that a paleontological resource is encountered during project grading or excavation, work shall avoid altering the resource and its stratigraphic context until a qualified paleontologist, in consultation with the City, has determined the appropriate treatment of the resource. Mitigation 7-3 shall be required as a condition of project approval and would reduce impacts on paleontological resources to a less-than-significant level.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			✗	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)			✗	
ii) Strong seismic ground shaking?			✗	
iii) Seismic-related ground failure, including liquefaction?			✗	
iv) Landslides?			✗	
b) Result in substantial soil erosion or the loss of topsoil?			✗	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			✗	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?			✗	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✗

Documentation:

- a. (i) The only Alquist-Priolo Earthquake Fault Zone in San Bruno extends about 800 feet on either side of the San Andreas Fault, northeast of Skyline Boulevard, approximately three miles outside the TCP Area. The potential San Bruno Fault (first proposed in the early 1900s) could traverse the TCP Area in a north-south alignment; however, this “potential” fault has never ruptured, and related seismic activity in the region may be the result of the San Andreas Fault or the Hillside Fault. There is not enough seismic information to determine any present activity related to the potential San Bruno Fault. (TCP EIR appendix 19.2, Notice of Preparation and Initial Study, pp. 21 through 25). The responses to the questions below conclude that potential seismic and other geological impacts would be less-than-significant, and no mitigation is required.

The City’s standard development review procedures, including requirements for site-specific geotechnical investigations, address the geology and soils issues identified by the California Environmental Quality Act (CEQA). A preliminary geotechnical analysis, including three on-site exploratory borings, was prepared for the proposed project and reviewed by the appropriate City of San Bruno staff (Geotechnical Report, 841 San Bruno Avenue, San Bruno, California; Gularte & Associates, Inc.; Project No. 3766; November 6, 2014; including memo updates, September 24, 2015 and October 21, 2015).

Techniques and standards for effective geotechnical/geological practices are widely known and accepted within the industry. Individual measures for particular sites and projects are typically specified at a detailed level of design. The City routinely requires such geotechnical investigations and specifications as conditions of project approval, and a substantial record exists demonstrating the effectiveness of such design and engineering requirements in adequately addressing potential geology and soils issues. Under the City's grading permit and building permit regulations, an individual development project cannot be given final approval without project compliance with geotechnical/geological requirements. These requirements and related City inspection and verification procedures before project occupancy provide reasonable assurances that the project will incorporate the necessary design and engineering refinements. Consistent with these City requirements and procedures, the project-specific geotechnical report clearly states (p. 3) that Gularte & Associates "be retained to review the project grading and structural plans at the 50 to 90 percent stage for compliance with [the geotechnical] report." Furthermore, Gularte recommends that they "be retained to perform soil compaction testing services for trench backfill, building pads, and pavement areas."

The project-specific geotechnical report preliminarily concludes (p. 7), "From an earthwork, pavement, and foundations viewpoint, the soils at this site are considered suitable for support of the anticipated loads provided our [Gularte's] recommendations are followed properly." In addition:

1. "The proposed structure can be supported on continuous or isolated spread footings bearing in competent native soil or compacted fill" (p. 10).
2. "On-site soil (less debris and organic materials) [is] considered suitable as fill materials." (p. 8)
3. "Based on [the] borings, conventional grading equipment should be able excavate the on-site soil" (p. 7).

(ii) The project site lies in a seismically active region and is subject to ground shaking from an earthquake along major active regional faults. This is common to virtually all development in the San Francisco Bay Area. Development of the proposed project would be subject to review and approval by the City, and shall be designed and constructed in accordance with all applicable seismic standards adopted by the City of San Bruno, including the 2013 California Building Code (CBC). The project-specific geotechnical report (p. 12) classifies the site as Site Class D, which helps define the CBC seismic design parameters. Application of existing laws, regulations, and policies, including the City's standard development review procedures, would ensure that the impact of seismic ground shaking would be less-than-significant, and no mitigation is required.

(iii) Liquefaction is a process that occurs when strong ground shaking causes loose, saturated, unconsolidated sediments lose strength and behave as a liquid. The project-specific geotechnical report concludes (p. 5), "Risk of lateral spreading from landslides and liquefaction is considered to be low." Gularte "did not encounter liquefiable soils at any point during [the site] exploration."

In conjunction with the project-specific geotechnical report, the application of existing laws, regulations, and policies, including the City's standard development review procedures, would ensure that the impact of seismic-related ground failure, including liquefaction, would be less-than-significant, and no mitigation is required.

(iv) The topography of the project site slopes up from east to west, with approximately 12 feet of grade change across the width of the site (Gularte, p. 4). As noted above, "Risk of lateral spreading from landslides and liquefaction is considered to be low" (Gularte, p. 5). The geotechnical report (p. 5) also notes, "Risk from landsliding should be minor considering the stiff soils and gently sloping topography of the site." The potential impact from landslides is considered less-than-significant, and no mitigation is required.

Conclusion.

The geotechnical report (p. 13) recommends the following inspections for project grading and foundation work; these inspections shall be required as conditions of project approval to help ensure that potential seismic and other geological impacts would be less-than-significant. Other inspections might be required by the project architect, structural engineer, or a jurisdictional agency.

1. Observe that the previous structure footings have been removed and the resulting excavations properly backfilled and compacted.
2. Perform compaction testing during grading.
3. Observe footing excavations.
4. Observe foundation slab reinforcing steel.

5. Observe, sample, and test concrete during the foundation slab pour.

- b. The 0.71-acre project site includes a two-story, mostly vacant office building with a paved surface parking area. The potential for erosion (during both construction and operation) would be limited by the current substantially impervious site surface, gently sloping site topography, and accepted best management practices (BMPs) routinely required by the City, County, and Regional Water Quality Control Board (RWQCB) and included as conditions of project approval. For example (TCP EIR, p. 9-15), the proposed project would be required to obtain an NPDES (National Pollutant Discharge Elimination System) General Construction Permit from the State Water Resources Control Board, including preparation of a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the City’s NPDES Permit Requirements Checklist and Stormwater Pollution Prevention Program. Also, the project stormwater control plans (see Plan Sheets PS-1 and PS-2, Preliminary Stormwater Control Plan 1 and Plan 2, including June 10, 2015 memo re. C.3 compliance, Genesis Engineering), grading plan (see Plan Sheet PG-1, Preliminary Grading Plan, Genesis Engineering), and erosion control plan (see Plan Sheet PE-1, Preliminary Erosion Control Plan, Genesis Engineering) are subject to review and approval by the City (the current plans have already been reviewed by City staff). For construction, the project proposes approximately 6,333 cubic yards (cu. yd.) of cut (soil removed) and 0.34 cu. yd. of fill (soil added) (Plan Sheet PG-1). For operation, the stormwater control plan, which divides the project site into four drainage areas, illustrates a bio-retention basin in the upper parking lot, flow-through planters in the front and rear of the site, and pervious concrete throughout the site. All of these operational facilities would incorporate natural stormwater-filtering devices (“bio-filtration,” such as bio-treatment soil and permeable rock), construction Best Management Practices (BMPs), and maintenance requirements, all of which would implement water quality and runoff rate requirements in accordance with County technical guidance (“C.3” requirements). Based on the discussion above, erosion impacts would be less-than-significant, and no mitigation is required.
- c. The TCP Area generally is prone to differential settlement because it is underlain by alluvial material and artificial fill (TCP EIR appendix 19.2, pp. 23 and 24). Based on the on-site soil borings, the proposed project’s geotechnical report (p. 6) provides a more specific characterization of the site’s soils, including stiff-to-hard clays underlain by very dense/hard silty sands and sandy silts. Similar to other geotechnical conditions, the report (p. 7) concludes, “Conventional grading equipment should be able to excavate the on-site soil with reasonable expectations,” and “From an earthwork, pavement, and foundations viewpoint, the soils at this site are considered suitable for support of the anticipated loads, provided [Gularte’s] recommendations are followed properly.” Also see item (a) above. In conjunction with the project-specific geotechnical report, the application of existing laws, regulations, and policies - including the City’s standard development review procedures - would ensure that project geotechnical impacts would be less-than-significant, and no mitigation is required.
- d. Expansive soils exhibit “shrink and swell” where they expand and contract during wetting and drying. These soils are likely to be encountered in the TCP Area (TCP EIR appendix 19.2, p. 24). The proposed project’s geotechnical report (p. 6) concludes that the site’s soils have a moderate expansion potential. After demolition activities are complete, the upper 12 inches of existing soil should be scarified (broken up), moisture conditioned, and compaction tested. Preparation of fill material would require moisture conditioning and compaction. (Gularte, p. 8) In conjunction with the project-specific geotechnical report, the application of existing laws, regulations, and policies - including the City’s standard development review procedures - would ensure that the effects of expansive soils would be less-than-significant, and no mitigation is required.
- e. The project would be connected to the sewer system and does not propose septic tanks or alternative wastewater disposal systems. No impact would occur, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE --				
<i>Would the project:</i>				
a) <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>			✘	
b) <i>Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>			✘	

Documentation:

- a. A limited amount of greenhouse gas emissions (GHGs) would occur during demolition and construction. Due to the relatively small size of the site (less than one acre) and the temporary duration of construction (assumed to be less than two years, based on similar projects), construction emissions from the project would not be substantial and would not significantly contribute to regional GHG levels. Consistent with this conclusion, the TCP program EIR (pp. 6-14 and 6-15) concluded, “GHG emissions resulting from occupancy and operation under Transit Corridors Plan buildout would represent a less-than-considerable contribution to the significant cumulative impact of global climate change, and thus a less-than-significant impact.” No mitigation is required.
- b. The TCP program EIR (pp. 6-14 and 6-15) analyzed GHGs under TCP buildout assumptions for both the years 2020 and 2030. Under both scenarios, the EIR concluded that GHGs would be below the BAAQMD-recommended significance threshold of 4.6 metric tons per service population (new residents plus employees generated by new TCP development) per year. Therefore, the TCP, including the proposed project, would not conflict with the adopted federal, State, and regional GHG regulations, including Assembly Bill (AB) 32, the California Global Warming Solutions Act (see EIR pp. 6-5 through 6-15). The impact would be less-than-significant, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS -- <i>Would the project:</i>				
a) <i>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>			✗	
b) <i>Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>		✗		
c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>			✗	
d) <i>Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, create a significant hazard to the public or the environment?</i>				✗
e) <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?</i>			✗	
f) <i>For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</i>				✗
g) <i>Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?</i>			✗	
h) <i>Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</i>			✗	

Documentation:

- a. The proposed project, which would contain 15,223 square feet of dialysis clinic and office floor area, would involve the routine transport, use, and disposal of limited quantities of hazardous materials (including hazardous waste). These would be associated with: (1) medical waste, primarily from dialysis treatment; (2) the bio-med room for servicing and repairing the dialysis machines; (3) the blood-borne isolation room for treating patients with blood-

borne infections such as hepatitis; (4) the water treatment room for providing the individual delivery water systems for treating any patient requiring special dialysis solutions; (5) the soil utility room for collecting soiled linens from the dialysis treatment area; and (6) the medical prep area for storing, preparing, and refrigerating medications. All of the above operations require licensing and certification by the California Office of Statewide Planning and Development (OSHPD), including implementation of regulations identified in Title 24 (California Building Standards Code) as “OSHPD 3.” The licensing and certification process, in part, is intended to ensure public safety at medical clinics. (Plan Sheet 5, Harriman Kinyon Architects, 9/25/15; Operations/Support Statement, Harriman Kinyon Architects, 9/28/15; California Primary Care Association website, www.cPCA.org, viewed 10/7/15; State of California Office of Statewide Health Planning & Development website, viewed 10/7/15).

In addition, the TCP program EIR (pp. 8-13 and 8-14) explains that hazardous materials associated with new residential and commercial uses could include, for example, liquid chemical products (e.g., household cleaners), used motor oil, building maintenance supplies, paints and solvents, and pesticides. Such products do not generate hazardous air emissions or involve the use of acutely hazardous materials that could pose a significant threat to the environment or human health. The City implements regulations and guidelines regarding the transport, storage, use, and disposal of hazardous materials. These regulations include requirements for Hazardous Materials Business Plans subject to review and approval of the San Bruno Fire Department, and hazardous chemical materials storage regulations administered by the San Mateo County Department of Public Works.

For both the dialysis clinic and all other on-site uses under the project, given the existing federal, State, and local hazardous materials regulations already in place, the proposed project’s potential threat to public health and safety and the environment from hazardous materials transport, storage, use, and disposal would be less-than-significant. No mitigation is required.

- b. The TCP program EIR (p. 8-16, Impact 8-1) concluded that there is a possibility that future development in accordance with the TCP could expose construction workers and occupants to hazardous materials contamination. Related to the potential for hazardous materials on the project site and in the existing buildings (which are slated for demolition), two site-specific reports were prepared for the project applicant, and reviewed by the appropriate City staff. These are:
- Phase I Environmental Site Assessment, 841 San Bruno Avenue, San Bruno, CA; PES Associates; October 3, 2014
 - Limited Survey of Asbestos-Containing and Lead-Containing Materials, 841 San Bruno Ave. W, San Bruno, California; Gale/Jordan Associates, Inc.; January 2015

The reports listed above document the existing hazardous materials conditions on the project site, including any necessary mitigation strategies in compliance with TCP EIR mitigation requirements. The reports are summarized below.

(1) The Phase I Environmental Site Assessment (ESA) was conducted in accordance with the guidelines set forth in the American Society for Testing and Materials (ASTM) E 1527-13 *Standard Practices for Environmental Site Assessments: Phase I Environmental Site Assessment Process* as well as other ASTM standards. PES performed the following activities: (a) visually inspected surface conditions at exterior and interior portions of the project site; (b) interviewed local agency officials and the site property manager regarding on-site and nearby “recognized environmental conditions” (RECs, “the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property...under conditions that pose a material threat to the environment” – ASTM E 1527-13); (c) reviewed local records on file at the City of San Bruno municipal offices, San Mateo County offices, the California State Water Resources Control Board (SWRCB), and the California Environmental Protection Agency (CA EPA), to ascertain the project site history and identify RECs on-site and nearby; (d) reviewed a report of a federal and State environmental records conducted by a database search firm to identify federal- or State-listed sites within the search radii specified in ASTM E 1527-13 (up to one mile); (e) visually inspected the exterior of the project site building for the presence of friable and/or damaged suspect asbestos-containing materials (ACM), lead-based paint (LBP), and mold; and (f) reviewed radon zoning according to EPA screening standards. (Phase I ESA, p. 2)

(2) In the past, two suites (offices) in the building filed hazardous waste manifests: one business (a chiropractic clinic) produced photochemicals and photo-processing waste, probably from X-rays; in the other instance, asbestos was exposed from a fire in an isolated portion of an office. Based on the database search (no violations uncovered), it is unlikely that hazardous substances or petroleum products were formerly or are currently impacting the site. (Phase I ESA, pp. 3 and 19) The fire-damaged area has been completely rebuilt except for the remaining stucco (ACM/LBP report, p. 5).

(3) The database search identified various locations of hazardous materials conditions (not necessarily violations) within one mile of the project site. Based on the regulatory status, inferred hydraulically cross- or down-gradient locations (downstream), or distance from the project site, the locations are not likely to have current or former releases of hazardous substances or petroleum products with the potential to migrate to the project site. (Phase I ESA, p. 3)

(4) PES did not observe any damaged or friable suspect ACM during its site survey; however, based on the building's age (built 1966), ACM might exist on-site (Phase I ESA, pp. 4 and 23). See the ACM and LBP report summary below (Gale/Jordan Associates).

(5) PES did not observe any flaking, chipping, or peeling suspect LBP on-site; however, based on the building's age, it might be present (Phase I ESA, pp. 4, 23, and 24). See the ACM and LBP report summary below.

(6) PES did not observe mold in the building; it might be present if unseen water damage has occurred (Phase I ESA, pp. 4 and 24).

(7) The EPA lists the project site in Radon Zone 2, which means it has "moderate" potential for human exposure; this rating applies to all of San Mateo County (Phase I ESA, pp. 4 and 24) and 32 other counties in California (Map of Radon Zones in California based on EPA data, www.city-data.com/radon-zones/California, viewed 10/8/15).

(8) PES did not observe any on-site large electrical, hydraulic, or heat-transfer equipment that might contain polychlorinated biphenyls (PCBs). No on-site pole-mounted or pad-mounted transformers were observed. (Phase I ESA, pp. 7 and 21)

(8) PES did not identify any "recognized environmental conditions" (RECs) on the project site or affecting the site.

(9) The ACM and LBP survey was conducted in accordance with protocols of the California Occupational Safety and Health Administration (CalOSHA), Bay Area Air Quality Management District (BAAQMD), and Environmental Protection Agency (EPA). For the on-site building, the exterior, the roof, seven suites, the basement/crawl space, and four mechanical rooms were inspected.

(10) ACM was found in the following building components, among others: drywall/joint compound/tape, acoustical "popcorn" ceiling, and vinyl sheet flooring. Consistent with the standard protocols described in the TCP program EIR (chapter 8, Hazards and Hazardous Materials), CalOSHA requires that engineering controls and personal protective equipment be utilized when disturbing materials containing greater than 0.1% asbestos, to protect workers and the environment from potential exposure. Materials containing less than 1.0% asbestos may be disposed of as non-hazardous waste. Removal of ACM must be performed by a licensed (Contractor's State License Board) and registered (CalOSHA) asbestos abatement contractor under the supervision of a CalOSHA Certified Asbestos Consultant. (ACM/LBP report, pp. 6, 7, and 9, including table).

(11) LBP above current jurisdictional agency regulated levels was found in the following building components, among others: painted sheetrock wall and painted wood window components, door frames, ceiling, and exterior trim. Consistent with the standard protocols described in the TCP program EIR (chapter 8, Hazards and Hazardous Materials), respiratory protection is required during the removal of LBP until on-site air monitoring results indicate worker exposure is below the federal OSHA Action Level of 30 ug/m³ (micrograms per cubic meter of air). In addition, standard jurisdictional regulations require analysis of the LBP waste stream to determine disposal options. (ACM/LBP report, pp. 8 and 9, including table)

Summary. TCP EIR Mitigation 8-1 (Plan-Related Exposure to Existing Hazardous Materials) shall be required as a condition of project approval and would reduce potential risks to human health and the environment due to existing hazardous materials conditions to a less-than-significant level. The environmental reports described above are considered to comprise the Phase I environmental site assessment (ESA) requirements of Mitigation 8-1. Based on the results of the Phase I ESA, no Phase II ESA is required. The remainder of the mitigation requires compliance with standard regulations administered by the appropriate jurisdictional agencies (e.g., SMCEHD, CalOSHA, BAAQMD), consistent with the protocols described in the Phase I ESA and ACM/LBP report. No additional mitigation is required.

- c. No schools are located in or proposed for the TCP Area (TCP EIR, p. 8-14). One existing school – Decima M. Allen Elementary School - is within one-quarter mile (on the fly), and another school - Palos Verde School - is within one-half mile, of the 841 San Bruno Avenue project site. As discussed in item (a) above, the proposed project's dialysis clinic would involve the routine transport, use, and disposal of limited quantities of hazardous materials (including hazardous waste) – operations requiring licensing and certification by the California Office of

Statewide Planning and Development (OSHPD), including implementation of regulations identified in Title 24 (California Building Standards Code) as “OSHPD 3.” The licensing and certification process, in part, is intended to ensure public safety at medical clinics. (Plan Sheet 5, Harriman Kinyon Architects, 9/25/15; Operations/Support Statement, Harriman Kinyon Architects, 9/28/15; California Primary Care Association website, www.cPCA.org, viewed 10/7/15; State of California Office of Statewide Health Planning & Development website, viewed 10/7/15). In addition, the TCP program EIR (pp. 8-13 and 8-14) explains that hazardous materials associated with new residential and commercial uses could include, for example, liquid chemical products (e.g., household cleaners), used motor oil, building maintenance supplies, paints and solvents, and pesticides. Given the existing federal, State, and local hazardous materials regulations already in place, as described above and in the TCP program EIR, the proposed project’s potential hazardous materials risk to existing or proposed schools would be less-than-significant. No mitigation is required.

- d. The proposed project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 (Cortese List) and, as a result, would not create a significant hazard to the public or the environment (Phase I ESA). No impact related to the Cortese List would result, and no mitigation is required. See related item (b) above.
- e. The TCP Area is located within the San Mateo Comprehensive Land Use Plan (CALUP) environs, and is included in the CALUP-designated Height Referral Area and San Francisco International Airport Imaginary Surfaces Height Restrictions Map boundaries. The TCP – including the proposed 841 San Bruno Avenue project - complies with CALUP policies and criteria, and with related Federal Aviation Regulations (FAR) Part 77 Obstruction Criteria. In addition, a Federal Aviation Administration exemption (“Review Not Required”) (dated 7/28/15) is on file at the City, testifying that the proposed project does “not require Federal Aviation Administration notification because per Section 77.9(e) of Title 14 of the Code of Federal Regulations CFR Part 77, notification is not required.” In short, notification is not required because the proposed project is located in a densely developed urban environment where the project structure “will not adversely affect safety in air navigation.” Based on the discussion above, the potential airport safety hazard of the proposed project would be less-than-significant, and no mitigation is required.
- f. There are no private airstrips in or near the TCP Area (TCP EIR, p. 8-17). No impact would result, and no mitigation is required.
- g. Consistent with the TCP program EIR (p. 8-17), the proposed 841 San Bruno Avenue project would maintain emergency access to the project site and vicinity during demolition and construction. Following established City practice, a traffic control plan would be developed and synchronized with specific phases and activities, subject to review and approval by the City. Any need for construction-related traffic lane reductions or partial street closures would be temporary, intermittent, and localized, and managed through standard City traffic management practices. Related to long-term operation, the project does not propose changes to the street circulation system beyond sidewalk improvements already planned in the TCP (see Figure 3: Conceptual Landscape Plan, earlier in this report). The impact on emergency access, response, and evacuation would be less-than-significant, and no mitigation is required.
- h. The TCP Area is located within a Non-Very High Fire Hazard Severity Zone (FHSZ) as mapped by the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program (FRAP). Given this designation, the TCP Area’s accessible terrain, and the local availability of adequate fire suppression services (see item XIV below), the potential impact related to wildland fires would be less-than-significant. No mitigation is required. (TCP EIR, p. 8-18)

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?			✗	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✗	

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</i>			✗	
d) <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</i>			✗	
e) <i>Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</i>			✗	
f) <i>Otherwise substantially degrade water quality?</i>			✗	
g) <i>Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</i>			✗	
h) <i>Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</i>			✗	
i) <i>Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?</i>				✗
j) <i>Expose people or structures to a significant risk of loss, injury, or death resulting from inundation by seiche, tsunami, or mudflow?</i>			✗	
k) <i>Expose people or structures to a significant loss, injury, or death involving flooding caused by sea level rise resulting from global climate change?</i>			✗	

Documentation:

a., c., and f. The 0.71-acre project site includes a two-story, mostly vacant office building with a paved surface parking area. The potential for erosion (during both construction and operation) would be limited by the current substantially impervious site surface, gently sloping site topography, and accepted best management practices (BMPs) routinely required by the City, County, and Regional Water Quality Control Board (RWQCB) and included as conditions of project approval. For example (TCP EIR, p. 9-15), the proposed project would be required to obtain an NPDES (National Pollutant Discharge Elimination System) General Construction Permit from the State Water Resources Control Board, including preparation of a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the City’s NPDES Permit Requirements Checklist and Stormwater Pollution Prevention Program. Also, the project stormwater control plans (see Plan Sheets PS-1 and PS-2, Preliminary Stormwater Control Plan 1 and Plan 2, including June 15, 2015 memo re. C.3 compliance, Genesis Engineering), grading plan (see Plan Sheet PG-1, Preliminary Grading Plan, Genesis Engineering), and erosion control plan (see Plan Sheet PE-1, Preliminary Erosion Control Plan, Genesis Engineering) are subject to review and approval by the City (the current plans have already been reviewed by City staff). For construction, the project proposes approximately 6,333 cubic yards (cu. yd.) of cut (soil removed) and 0.34 cu. yd. of fill (soil added) (Plan Sheet PG-1). For operation, the stormwater control plan, which divides the project site into four drainage areas, illustrates a bio-retention basin in the upper parking lot, flow-through planters in the front and rear of the site, and pervious concrete throughout the site. All of these operational facilities would incorporate natural stormwater-filtering devices (“bio-filtration,” such as bio-treatment soil and permeable rock), construction Best Management Practices (BMPs), and maintenance requirements, all of which would implement water quality and runoff rate requirements in accordance with County technical guidance (“C.3” requirements). Based on the discussion above, water quality impacts would be less-than-significant, and no mitigation is required.

b., d., and e. Given the already developed condition of the TCP Area, including the project site at 841 San Bruno Avenue, development under the TCP would not result in a substantial increase in impervious surface area. The project stormwater control plans (Plan Sheets PS-1 and PS-2), which divide the project site into four drainage areas,

illustrate a bio-retention basin in the upper parking lot, flow-through planters in the front and rear of the site, and pervious concrete throughout the site. All of these operational facilities would incorporate bio-filtration, construction Best Management Practices (BMPs), and maintenance requirements, all of which would implement water quality and runoff rate requirements in accordance with County technical guidance (“C.3” requirements).

A project-specific storm drainage report (Storm Drainage Capacity Report for Proposed Medical Facility, 841 San Bruno Avenue; Genesis Engineering; 8/17/15) was prepared to identify pre-development and post-development peak stormwater discharges from the project site. Discharge calculations were needed to determine if there would be capacity issues with the off-site existing storm drainage infrastructure during 25-year and 100-year storm events because bio-retention and bio-filtration systems would not accommodate events of this magnitude; in these cases, the site would drain through bypass pipes connecting to the existing storm drain manhole about 200 feet away in San Bruno Avenue. The calculations were prepared in accordance with the City of San Bruno Engineering Standards and the City Municipal Code. Genesis Engineering concluded that the post-development flows would be less than the pre-development flows, primarily due to the additional landscaping and pervious area proposed for the project compared to existing conditions. Therefore, the project would result in no additional impact on the existing storm drainage system. (Genesis Engineering, pp. 2 and 3)

The City’s adopted Stormwater Master Plan and the TCP identify drainage improvements that would reduce the occurrence of localized flooding in the TCP Area, including in and near San Bruno Avenue and El Camino Real. In order to implement drainage improvements, the City of San Bruno operates a Stormwater Fund, an enterprise fund that is fully funded by a drainage parcel fee assessed against all properties. The TCP (pp. 226 and 230) notes that “actual runoff could go down with mitigation measures and detention/retention requirements placed on the developers by the City.” As the drainage report concluded, this would be the case with the proposed 841 San Bruno Avenue project.

No groundwater was observed during the on-site borings (Gularte, p. 5). Neither project construction nor operation would affect groundwater supplies or recharge.

Based on the discussion above, the TCP, including the proposed project, would not: (1) interfere with groundwater supplies or recharge, (2) substantially alter the existing drainage pattern of the site, or (3) substantially increase the rate or amount of surface runoff. The impact would be less-than-significant, and no mitigation is required. (TCP EIR, pp. 9-13 through 9-16)

- g. and h. The TCP Area, including the project site, contains no areas within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map. In particular, this conclusion has been confirmed for the project site (Flood Insurance Rate Map, Number 06081C0043E, Panel 43 of 510, Effective Date October 16, 2012). The impact would be less-than-significant, and no mitigation is required.
- i. The TCP Area, including the project site, is not located in an area subject to inundation in the event of the failure of any dam, according to the Association of Bay Area Governments (ABAG) dam failure inundation map for San Bruno. The TCP Area is not protected by levees. Therefore, no impact would result, and no mitigation is required. (TCP EIR p. 9-18)
- j. The TCP Area, including the project site, is not located close enough to San Francisco Bay to be affected by a seiche. Also, the TCP Area is not subject to tsunami inundation or mudflow, as mapped by ABAG. Therefore, the impact would be less-than-significant, and no mitigation is required. (TCP EIR, p. 9-18)
- k. The TCP program EIR (p. 9-17) concludes that the TCP Area would be subject to flooding due to sea level rise associated with global climate change. The EIR also notes that sea level rise would have to first inundate most of San Francisco International Airport (SFO). The project site is not identified as being susceptible to even the highest level of projected potential sea rise (6 feet) (NOAA Office for Coastal Management Sea Level Rise Viewer; www.bcdc.ca.gov/slr.shtml; viewed October 9, 2015). Therefore, TCP EIR Mitigation 9-1 related to sea level rise is not required for the 841 San Bruno Avenue project. The impact related to sea level rise would be less-than-significant, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
X. LAND USE AND PLANNING -- <i>Would the project:</i>				
a) <i>Disrupt or divide the physical arrangement of a community?</i>				X
b) <i>Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance), adopted for the purpose of avoiding or mitigating an environmental effect?</i>			X	
c) <i>Be incompatible with existing land use in the vicinity?</i>			X	

Documentation:

- a. The proposed project at 841 San Bruno Avenue would replace a mostly vacant, two-story, 10,000-square-foot office building. The project proposes a two-story, 15,223-square-foot medical office building, including a dialysis clinic and office space. The proposed project would be an infill development within the TCP urban environment. Sidewalk and landscape improvements would be included to better connect the site to the neighboring environment. Consistent with the TCP program EIR conclusion (p. 10-18), the proposed project would improve the physical arrangement of the project vicinity. This would represent a beneficial effect, and no mitigation is required.
- b. The proposed project is substantially consistent with the type, intensity, and character of the anticipated new uses and development facilitated by the TCP, as well as other City-adopted policies, regulations, and guidelines that implement the General Plan. The proposed project would also be consistent with the San Mateo County Airport Compatibility Land Use Plan and the Grand Boulevard Initiative (see item VIII[e] above and TCP EIR pp. 10-21 and 10-22).

In order to implement the proposed project, the following actions (tentative list of entitlements) by the City of San Bruno would be required:

- Zoning Code amendment to change the project site from Administrative and Research (A-R) district to Planned Development District (P-D);
- Planned Development Permit (P-D-P);
- Architectural Review Permit; and
- Lot Line Adjustment.

The proposed 841 San Bruno Avenue project cannot be approved unless the City of San Bruno City Council also approves the actions described above, in conjunction with approval of this Initial Study. The above actions, in themselves, would not result in environmental impacts beyond those already evaluated in this Initial Study. If the City Council approves these actions, the proposed project would be consistent with all applicable land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect. The impact would be less-than-significant, and no mitigation is required.

- c. Development in the TCP Area in accordance with the TCP, including the proposed project, would result in an intensification of land use and the creation of different types of land uses. The subject property is developed with a mostly vacant, two-story building built in 1966. The proposed new development on the site would result in a more fully occupied building with uses compatible with the adjacent area, TCP objectives, and City policy. Also see items (a) and (b) above. Based on the discussion above, land use compatibility impacts of the proposed project would be less-than-significant, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
XI. MINERAL RESOURCES -- Would the project result in:				
a) <i>The loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</i>				✗
b) <i>The loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?</i>				✗

Documentation:

- a. Based on California Geological Survey classifications, no significant mineral deposits exist, or are likely to exist, in the TCP Area (TCP EIR appendix 19.2, p. 33). No impact would occur, and no mitigation is required.
- b. There are no locally important mineral resource recovery sites delineated in the San Bruno General Plan. No impact would occur, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE AND VIBRATION – Would the project result in:				
a) <i>Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standard of other agencies?</i>		✗		
b) <i>Exposure of persons to, or generation of, excessive ground-borne vibration or ground-borne noise levels?</i>				✗
c) <i>A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</i>			✗	
d) <i>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</i>		✗		
e) <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</i>			✗	
f) <i>For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?</i>				✗

Documentation:

- a. and c. In order to evaluate the proposed project’s consistency with the TCP regarding noise, a project-specific environmental noise assessment was submitted by the applicant, and reviewed by the appropriate City staff (San Bruno Medical Office Building, San Bruno, CA - Environmental Noise Assessment; Illingworth & Rodkin, Inc.; June 2, 2015). The firm of Illingworth & Rodkin also previously prepared the noise analysis for the TCP EIR. The descriptive content, methodology, impact evaluations, and recommended mitigations in the project-specific noise analysis are consistent with the TCP program EIR. Consistent with the TCP EIR (Mitigation 11-4, p. 11-25), construction hours for the 841 San Bruno Avenue project would be limited to between 7 AM and 8 PM, or more restrictive hours as determined through the approval process.

Illingworth & Rodkin conducted noise monitoring at three locations (pp. 2 and 3): (1) in the southwest corner of the project site, near the property line with houses on Linden Avenue; (2) in the southeast corner of the site on White Way, adjacent to commercial uses; and (3) in the center of Linden Avenue.

For the project-specific noise assessment, existing and projected noise exposure levels were evaluated to determine whether increased traffic *generated* by the proposed project would cause a substantial increase in the noise environment. Areas evaluated included San Bruno Avenue, Cherry Avenue, Bayhill Drive, Elm Avenue, Linden Avenue, and El Camino Real. Based on the traffic volume data developed for the proposed project (see item XVI below), traffic noise levels along all of the evaluated roadways are anticipated to increase by less than 1 decibel (dBA) as a result of the proposed project – compared to existing traffic conditions, near-term (background growth) future conditions, and far-term (cumulative growth) future conditions. A noise level increase of 3 dBA or more would be considered a significant impact (TCP EIR, p. 11-16; Illingworth & Rodkin, Inc., p. 4). Therefore, the project's *generation* of traffic noise would be less-than-significant, and no mitigation is required for this issue.

A related noise issue is the *exposure* of noise-sensitive land uses to noise levels exceeding City and State land use/noise compatibility standards. In this case, the dialysis clinic is considered a noise-sensitive use because it would include patients receiving continuous treatment over three- to four-hour shifts, with a quiet environment assumed to benefit the patients. Dialysis patients and off-site neighbors could be *exposed* to collective environmental noise (e.g., traffic, mechanical equipment, airplanes) whether or not the proposed project itself *generates* substantial noise. The TCP program EIR (p. 11-17) concludes that occupants of new TCP residential and other noise-sensitive development could be exposed to noise levels in excess of City General Plan land use/noise compatibility guidelines, City Municipal Code standards, and State Title 24 standards. Based on these standards, interior noise levels in the dialysis clinic must be maintained at or below 45 dBA. (TCP EIR, pp. 11-10, 11-11, and 11-17)

The major noise sources resulting from the proposed building's parking facilities (western outdoor lot and eastern indoor garage) would be (1) the sounds of driven vehicles, (2) vehicle engine start-up, (3) door slams, and (4) car alarms. Voices generally produce less noise. These typical parking lot activities generate maximum noise of 63 to 70 dBA at any one time at 50 feet from the source. Cumulatively, the hourly average noise level resulting from all parking lot activities would reach 40 dBA, including at the nearest residences toward the south on Linden Avenue, which are about 50 feet away. Parking noise in the eastern indoor lot would not be audible at residences. Parking lot activities would not exceed the City Municipal Code standards. The impact would be less-than-significant, and no mitigation is required for the parking facilities. (Illingworth & Rodkin, pp. 3 and 4)

Up to seven HVAC (heating-ventilation-air conditioning) units would be located on the proposed building's roof. At their nearest point, the HVAC units would be approximately 50 feet from the southern property line, where residences are located on Linden Avenue (see previous Figure 7). A conservative analysis shows that - (1) based on calculations that incorporate the manufacturers' noise data, (2) assuming that all HVAC units are running simultaneously at maximum capacity, and (3) taking into account the break in the line-of-sight between the rooftop mechanical equipment and residences caused by the proposed building and parapet wall - the noise level at the southern property line would be 38 decibels (dBA). This decibel level is below the 60 dBA daytime and 45 dBA nighttime ambient base noise level for residential zones and would meet the City and State standards. The impact would be less-than-significant, and no noise mitigation is required for the proposed HVAC units. (Illingworth & Rodkin, pp. 4 and 5)

TCP EIR Mitigation 11-1 (p. 11-17) shall be required as a condition of project approval to ensure that the project's interior noise levels meet adopted land use/noise compatibility guidelines and standards. In particular, (1) the dialysis clinic shall be equipped with forced-air mechanical ventilation to allow occupants the option of keeping windows closed to control noise, and (2) final building plans, when available, shall be reviewed by the appropriate City staff to ensure that interior noise levels would be 45 dBA or less. With this mitigation, the land use/noise compatibility impact would be less-than-significant.

Regarding *cumulative* noise impacts, the TCP program EIR (p. 11-28, Impact 11-6: Plan-Related Cumulative Noise Impacts) concluded that sensitive receptors (e.g., residences) along San Bruno Avenue west of San Mateo Avenue, which includes the 841 San Bruno Avenue project site, may be exposed to permanent increases in traffic noise of 3 to 5 dBA or greater resulting from cumulative traffic volume increases as development in the TCP Area occurs over time. As evidenced by the project-specific noise assessment (see above), this significant cumulative impact would not occur before operation of the proposed project, nor would project operation make a considerable contribution to the cumulative impact. Therefore, the impact would be less-than-significant, and no mitigation is required at this time.

TCP EIR Mitigation 11-6 includes the use of quieter pavements (rubberized or open grade asphalt) when repaving is required on certain street segments, including San Bruno Avenue adjacent to the project site. City staff will evaluate

the need to use quieter pavements along San Bruno Avenue if reconstruction of roadway segments adjacent to the project site are required.

- b. The TCP program EIR (pp. 11-18 and 11-19) identified an impact and mitigation (Impact/Mitigation 11-2) related to exposure of vibration-sensitive land uses to permanent ground-borne vibration from Caltrain. However, the project site is not located within the 100-foot impact threshold distance from the Caltrain tracks. At its closest point, the project site is approximately 1,700 feet distant from the Caltrain tracks. The impact would not occur, and no mitigation is required for this issue.

The TCP program EIR (pp. 11-19 through 11-21) concluded that TCP-facilitated demolition and construction could generate substantial temporary ground-borne vibration exceeding standard vibration thresholds, which could interfere with normal activities or cause a nuisance for, or damage to, adjacent properties (Impact 11-3). Although demolition/construction activities for the 841 San Bruno Avenue project are not expected to cause architectural or structural damage to nearby buildings, the nuisance impact would remain. Therefore, TCP EIR Mitigation 11-3 shall be required as a condition of project approval. The mitigation mandates restricting vibration-generating activity to between 7 AM and 5 PM, Monday through Friday; the City may require more restrictive hours as determined through the approval process. The mitigation includes other restrictions as well.

Mitigation 11-3 also requires a pre-construction site survey documenting the condition of any historic structure (as identified within the City's Historic Building Survey) within 200 feet of any pile-driving activities. No historic structure is located within this distance; therefore, this component of the mitigation is not required. (TCP EIR, pp. 7-4 and 7-5; also see item V.a of this environmental checklist)

With TCP EIR Mitigation 11-3, the project's impact resulting from temporary construction ground-borne vibration would be less-than-significant.

- d. The TCP program EIR (pp. 11-21 through 11-26) concludes that demolition and construction activities could temporarily increase noise levels at nearby noise-sensitive residential and commercial receptors which would exceed the City's Noise Ordinance limits. The nearest residences to the project site are approximately 50 feet to the south. Commercial and residential uses are near the site to the north, east, and west. Average noise levels at 50 feet from typical construction activity at the project site would range from 75 to 89 dBA during busy construction periods. Noise levels at existing residences to the south would be expected to increase by 17 to 31 dBA during busy construction periods (Illingworth & Rodkin, p.3; and TCP EIR, p. 11-24). Existing commercial uses abutting the project site on west could experience increases of 19 to 33 dBA (Illingworth & Rodkin, Appendix B noise survey results; and TCP EIR, p. 11-24). Although construction noise levels are expected to be within daytime Noise Ordinance limits (85 dBA at a distance of 100 feet), noise levels are expected to exceed 60 dBA Leq (average noise level) and increase the ambient noise environment by at least 5 dBA Leq for more than one year. Consistent with the TCP program EIR (p. 11-21, Impact 11-4: Plan-Related Temporary Construction Noise Generation Impacts), this situation is considered a potentially significant impact.

TCP EIR Mitigation 11-4 shall be required as a condition of project approval to reduce temporary construction-related noise to a less-than-significant level. The mitigation requirements address construction-related planning and scheduling, equipment, traffic, noise barriers, and a noise disturbance coordinator.

Intermittent, temporary truck loading/unloading and trash pick-up would occur during project occupancy. The proposed project's trash dumpster location would be the same as the current location – in the southwest corner of the site (see Figure 2). The loading/unloading and trash pick-up locations are subject to City approval as a condition of project approval. This intermittent, temporary impact is considered less-than-significant, and no CEQA-mandated mitigation is required.

- e. The TCP program EIR requires mitigation (p. 11-27 in Final EIR, Impact/Mitigation 11-5: Plan-Related Airport Noise Impacts) for noise-sensitive development within the 65 dBA CNEL (average 24-hour noise level) aircraft noise exposure contours. The 841 San Bruno Avenue project site is not located within those noise contours (TCP EIR Figure 11.2, in Final EIR). The impact from aircraft noise exposure would be less-than-significant, and Mitigation 11-5 is not required.
- f. The project site is not in the vicinity of a private airstrip. No impact would occur, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?				X

Documentation:

- a. The TCP program EIR (pp. 12-8 through 12-11) concludes that the TCP is substantially consistent with the City of San Bruno General Plan vision plus guiding and implementing policies, which anticipate planned growth in the TCP Area. The EIR explains that, in addition to the overall program-level environmental analysis in the TCP EIR, potential new development projects – such as 841 San Bruno Avenue – require their own project-level environmental review in accordance with CEQA. Therefore, future growth in the TCP Area has been planned and evaluated, and individual development proposals require project-specific evaluation related pursuant to adopted plans and policies. The proposed project is considered consistent with TCP land use policy. The project and cumulative impact related to population growth would be less-than-significant, and no mitigation is required beyond that already identified in the TCP EIR and other sections of this environmental checklist.
- b. The TCP program EIR (p. 12-11) concludes that infill development in the TCP Area could result in the demolition of housing units, associated displacement of people, and the need for the construction of replacement housing. However: (1) the TCP forecasts an increase of 1,610 dwelling units in the TCP Area over 2010 conditions; (2) any displacement would occur incrementally over time; and (3) the City implements policies and programs that promote the development and preservation of housing, including affordable housing. In the particular case of the 841 San Bruno Avenue project, the existing building on-site is a mostly vacant office building. No displacement of people or housing would occur, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
<i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:</i>				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?			X	

Documentation:

- a. The TCP program EIR (pp. 13-24 and 13-25) concluded that, since development in the TCP Area would be subject to the City’s standard development review and permitting procedures, building and fire code requirements, and individual project development review, the impacts of the TCP related to fire protection and emergency medical service would be less-than-significant. The proposed 841 San Bruno Avenue project would be subject to the same standard requirements. Therefore, the impacts would be less-than-significant, and no mitigation is required.

- b. The TCP program EIR (pp. 13-20 and 13-21) concluded that the TCP impact on police service would be less-than-significant because: (1) the revitalization and economic growth of the TCP Area might help reduce crime; and (2) the additional revenue to the City from increased property taxes and sales taxes would help offset increased demand for police service. The proposed project would contribute to each of these improved conditions. Therefore, the project's impact on police service would be less-than-significant, and no mitigation is required.
- c. The TCP program EIR (pp. 13-25 through 13-29) concluded that the TCP impact on schools would be less-than-significant because the school districts collect school impact fees from new development in accordance with the California Government Code; these fees are deemed by law to be full and complete mitigation. The proposed project would be subject to those school impact fees. Therefore, the project's impact on schools would be less-than-significant, and no additional mitigation is required.
- d. The proposed project would include a dialysis clinic and office space; no residents would be housed there. The City does not require commercial projects such as 841 San Bruno Avenue to provide parks or recreational facilities, nor does the project require or propose any. The project's impacts on parks and recreation would be less-than-significant, and no mitigation is required.
- e. The proposed project would not require the construction of any new library facilities. Therefore, the project's impact on libraries would be less-than-significant, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
XV. RECREATION -- Would the project:				
a) <i>Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</i>			✘	
b) <i>Include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?</i>			✘	
c) <i>Result in substantial adverse physical impacts associated with the provision of new or physically altered parks and recreational facilities, or the need for new or physically altered parks and recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for parks and recreational services?</i>			✘	

Documentation:

- a. through c. See item XIV (d) above. Impacts on recreation would be less-than-significant, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION -- Would the project:				
a) <i>Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel, and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</i>			✘	
b) <i>Conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other</i>			✘	

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<i>standards established by the county congestion management agency for designated roads or highways?</i>				
<i>c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, which results in substantial safety risks?</i>				✗
<i>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</i>			✗	
<i>e) Result in inadequate emergency access?</i>			✗	
<i>f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</i>			✗	

Documentation:

a. and b. The TCP program EIR (pp. 14-24 through 14-60) identified significant unavoidable traffic impacts resulting from TCP buildout (full development capacity = 2030 General Plan With Project conditions) at the following four locations:

- El Camino Real/San Bruno Avenue intersection (Impact 14-1)
- Southbound US 101 ramps/San Bruno Avenue intersection (Impact 14-2)
- El Camino Real/westbound I-380 ramps intersection (Impact 14-3)
- Eastbound I-380 Freeway segment between I-280 and US 101 (Impact 14-4)

Engineering solutions (mitigations) for these impacts were recommended in the EIR. For the following reasons, the City considered the recommended mitigations infeasible: (1) the recommended improvement is to a Caltrans facility and beyond the City’s authority to implement; and/or (2) the recommended improvement is not currently programmed and funding is not assured (the impact would not occur until TCP buildout); and/or (3) freeway widening would require property acquisition. The TCP EIR further explains that: (1) by facilitating mixed use and higher intensity infill development, including Transportation Demand Management (TDM) strategies, in an existing urban area with good local and regional transit access, the TCP would minimize Plan-related peak-hour vehicle trips; and (2) the City may work with Caltrans to pursue mitigation as development in the TCP Area occurs over time. The Mitigation Monitoring Checklist (pp. 23 and 24) for the TCP notes, “If and when improvements adopted, City shall implement improvements and fair-share requirement” from future individual project applicants. At this time, the recommended improvements have not been programmed by Caltrans or the City, and the impacts remain significant and unavoidable, as described and evaluated in the TCP program EIR. The proposed 841 San Bruno Avenue project would not result in any new or substantially more severe significant traffic impacts than those already analyzed in the TCP EIR (see below).

A project-specific traffic impact assessment (TIA) was prepared for the applicant, and reviewed by appropriate City staff (Traffic Impact Assessment for San Bruno Dialysis Clinic-Office Building, San Bruno, California; KD Anderson & Associates, Inc.; 5/26/2015; including supplemental Parking Demand Analysis for San Bruno Dialysis Clinic/M.O.B., San Bruno, CA; KD Anderson & Associates, Inc.; August 31, 2015). The study included an evaluation of weekday AM, mid-day, and PM peak hour traffic conditions, as well as Saturday mid-day conditions at the following four intersections in the project vicinity (chosen in consultation with City staff):

- Cherry Avenue/Bayhill Drive
- Cherry Avenue/San Bruno Avenue
- San Bruno Avenue/Elm Avenue
- El Camino Real/San Bruno Avenue (San Mateo County Congestion Management Program [CMP] intersection)

The proposed two project driveways were also analyzed (see previous Figure 3).

The traffic study concluded:

(1) The proposed project would result in a net increase of 38 AM peak hour trips; 42 weekday, mid-day peak hour trips; 40 PM peak hour trips; 43 Saturday, mid-day peak hour trips; and 416 daily trips. (p. 27)

(2) Each of the four signalized study intersections currently operates at an acceptable level of service (LOS D or better) during each of the peak hour study periods. Each intersection would continue to operate at an acceptable LOS under Existing Plus Project conditions, Background conditions (approved near-term growth added) with and without the project, and Near-Term Cumulative conditions (annual traffic growth rates added to Background through 2030) with and without the project. The addition of project traffic would result in a minimal increase in average delay (less than 1 second) under all conditions. No significant impact would result, and no mitigation is required. (pp. 17, 26, 27, and 32)

(3) The proposed two project driveways would operate at acceptable conditions (LOS B) under all conditions (pp. 17, 26, and 32).

Although the proposed project would not result in any significant traffic impacts, the applicant would submit a project-specific parking and transportation demand management (TDM) plan to help implement the transit, bicycle, and pedestrian objectives of the TCP, including ride-sharing, carpooling, and mass transit potential for employees. In addition, the project would provide changing rooms, showers, and secured bicycle lockers for employees. (“Traffic demand mitigation” memo; Harriman Kinyon Architects, Inc.; September 8, 2015). The applicant submitted a “Traffic Demand Mitigation” letter, Harriman Kinyon Architects, Inc.; dated 9/29/15, as the project TDM plan for staff review and approval. The plan and measures shall be required as a condition of approval.

To help define the project’s parking management needs, the applicant submitted a parking demand analysis to supplement the TIA (KD Anderson & Associates, Inc.; August 31, 2015). The analysis was conducted at four dialysis clinics comparable in size, function, and operating hours to the proposed project. The analysis concluded that the proposed project’s San Bruno dialysis clinic component would have a maximum, “worst case” parking demand of 27 spaces, with the office component requiring 12 spaces under City code and 17 spaces under ITE (Institute of Transportation Engineers) rates. Therefore, the proposed project is expected to need a maximum of 39 to 44 parking spaces; the project proposes 43 parking spaces. City staff and decision-makers shall consider the parking analysis in their determination of the project’s TDM plan requirements.

- c. The project would not result in a change in air traffic patterns at SFO or any other airport, including either an increase in air traffic levels or a change in location that results in substantial safety risks (TCP EIR appendix 19.2, p. 39). Also see items VIII (e) and XII (e) above. Regarding air traffic patterns, no impact would result, and no mitigation is required.
- d. The TCP program EIR (pp. 14-44 through 14-50) concluded that the TCP could accommodate road diets (fewer traffic lanes with more bicycle/pedestrian/sidewalk facilities) and roundabouts, as recommended in the TCP, without substantially increasing circulation hazards. Any of these improvements that might be incorporated into the 841 San Bruno Avenue project consistent with the TCP would require review and approval by City staff based on design and operational standards, and would result in a less-than-significant impact related to circulation hazards. No mitigation is required.
- e. The TCP program EIR (p. 14-50) concludes that the road diets, roundabouts, intersection reconfigurations, and pedestrian and bicycle improvements proposed by the TCP, as well as the temporary effects of construction, would not impede emergency access. Also see items (d) and VIII (g) above. The impact would be less-than-significant, and no mitigation is required.
- f. The TCP program EIR (pp. 14-50 through 14-52) concludes that: (1) the TCP would facilitate increased transit ridership, which can be accommodated by existing transit capacity, and (2) the TCP would enhance the bicycle and pedestrian circulation systems, and does not contain any design aspects that would increase the potential for bicycle/vehicle conflicts. Also see items (d) and (e) above. The impact on other modes of travel would be less-than-significant, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. UTILITIES AND SERVICES SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✗	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✗	
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✗	
d) Result in the need for new or expanded water supply entitlements?			✗	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✗	
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?			✗	
g) Fail to comply with federal, state, and local statutes and regulations related to solid waste and recycling?			✗	

Documentation:

a. and e. See item IX (a), (c), and (f) (Hydrology and Water Quality) of this environmental checklist. In addition, the TCP program EIR (p. 13-18) concludes that the available treatment capacity at the South San Francisco/San Bruno Water Quality Control Plant (WQCP) is adequate to meet the estimated net increase of 144,169 gallons per day (gpd) dry weather wastewater flow under the TCP, which includes the proposed project site. The City of San Bruno has issued a “will-serve” letter for sewer service to the proposed project “upon receipt of all applicable fees and contingent upon the City’s review of the submitted video inspections [of the existing sewer pipes serving the site]. The City has the right to review the video and determine whether any sewer pipelines where the [project’s] sewer discharges to shall be improved by the applicant if improvements are needed” (“Re. San Bruno Medical Office [841 San Bruno Avenue] – Sewer Will-Serve”; Jimmy Tan, P.E., Acting Public Services Director/City Engineer; October 21, 2015).

With implementation of the above standard City requirements and protocols, the project’s impact on wastewater treatment would be less-than-significant, and no mitigation is required.

b. For utility connections between the project site and off-site City infrastructure, Plan Sheet PU-1 (Preliminary Utility Plan, Genesis Engineering) illustrates the proposed: (1) new water line connections, including a new fire water line, fire hydrant, and Fire Department connection; (2) new sewer line connection; and (3) new storm drain connections. The utility plan is subject to review and approval by the City Engineering and Construction Division, as described below.

Water. Regarding impacts on water facilities, the TCP program EIR (pp. 13-10 through 13-13) describes water main improvements proposed by the TCP to accommodate projected new development in the TCP Area, including improvements already included in the City’s Water Master Plan. The EIR notes that scheduling the replacement of old pipes concurrently with the construction of roadway and frontage improvements would save pavement and restoration costs, minimize construction impacts on neighborhoods, and optimize the value invested in pipeline replacement.

Under standard existing City development permitting procedures, each individual future development project, including the 841 San Bruno Avenue project, would be required to: (1) pay applicable City development and connection fees; (2) pay its fair share toward necessary water system facilities, as appropriate; and (3) submit final project water system design specifications and construction modifications for review and approval by the City Engineering and Construction Division. In addition, new service connections or the effects of construction might

require replacement of adjacent pipes. The City of San Bruno has issued a “will-serve” letter for water service to the proposed project “upon receipt of all applicable fees” (“Re. San Bruno Medical Office [841 San Bruno Avenue] – Water Will-Serve”; Jimmy Tan, P.E., Acting Public Services Director/City Engineer; October 21, 2015).

Under its standard development review procedures for individual projects, including the proposed project, the City would determine the actual fire flow and water system design requirements. Construction of water system improvements to meet the demand of future development would occur within existing public rights-of-way. Temporary construction period traffic, noise, air quality, water quality, and other potential impacts would be mitigated through the City’s standard construction practices. The proposed 841 San Bruno Avenue project would not result in any new or more severe impacts on water facilities than those already identified in the TCP EIR. The impact would be less-than-significant, and no mitigation is required.

Wastewater. Regarding impacts on wastewater facilities, the TCP program EIR (pp. 13-13 through 13-19) describes wastewater system improvements proposed by the TCP to accommodate projected new development in the TCP Area. Under standard existing City development permitting procedures, each individual future development project, including the proposed project, would be required to: (1) pay applicable City development and connection fees; (2) pay its fair share toward necessary wastewater system facilities, as appropriate; and (3) submit final project wastewater system design specifications and construction modifications for review and approval by the City Engineering and Construction Division. The City of San Bruno has issued a “will-serve” letter for sewer service to the proposed project “upon receipt of all applicable fees and contingent upon the City’s review of the submitted video inspections [of the existing sewer pipes serving the site]. The City has the right to review the video and determine whether any sewer pipelines where the [project’s] sewer discharges to shall be improved by the applicant if improvements are needed” (“Re. San Bruno Medical Office [841 San Bruno Avenue] – Sewer Will-Serve”; Jimmy Tan, P.E., Acting Public Services Director/City Engineer; October 21, 2015).

Under its standard development review procedures for individual projects, including the proposed project, the City would determine the actual wastewater system design requirements. Construction of wastewater system improvements to meet the demand of future development would occur within existing public rights-of-way. Temporary construction period traffic, noise, air quality, water quality, and other potential impacts would be mitigated through the City’s standard construction practices. There are existing sewer capacity deficiencies in the TCP Area. The proposed 841 San Bruno Avenue project would not result in any new or more severe impacts on wastewater facilities than those already identified in the TCP EIR. The impact would be less-than-significant, and no mitigation is required.

- c. See item IX (e) (Hydrology and Water Quality) in this environmental checklist. Temporary construction period traffic, noise, air quality, water quality, and other potential impacts would be mitigated through the City’s standard construction practices. The proposed 841 San Bruno Avenue project would not result in any new or more severe impacts on drainage facilities than those already identified in the TCP EIR. The impact would be less-than-significant, and no mitigation is required.
- d. Water demand for net new development under the TCP by the year 2035 is projected at 420,000 gpd (TCP EIR, p. 13-10). The TCP program EIR (pp. 13-9 and 13-10) concludes that, based on the Water Supply Assessment (WSA) prepared for the TCP, the City of San Bruno has sufficient water supplies to meet current water demand and future water demand through 2035 within its service area, including the increased water demand associated with the TCP, during normal, single dry, and multiple dry years. The water supply impact of the TCP would be less-than-significant, and no mitigation is required.

Water usage for the project’s dialysis clinic component, including for the treatment equipment and occupants, is forecast at 4,041 gallons per day (gpd) (“Approx. Water Usage for a Dialysis Clinic San Bruno” worksheet). The applicant is anticipating reusing water from the dialysis equipment for water closets, urinals, and landscaping irrigation, with the reusable water being stored in a 750-gallon tank on-site (“Water Storage Systems”; Donald P. Kinyon, Architect; September 8, 2015). Plan Sheet L1 (Preliminary Landscape Plan, Sierra Design Group, 9/23/15) shows an estimated average daily water use for landscaping of 182 gpd. The City of San Bruno has issued a “will-serve” letter for water supply and service to the proposed project “upon receipt of all applicable fees” (“Re. San Bruno Medical Office [841 San Bruno Avenue] – Water Will-Serve”; Jimmy Tan, P.E., Acting Public Services Director/City Engineer; October 21, 2015). The project’s impact on water supply would be less-than-significant, and no mitigation is required.

- f. and g. Like all development in San Bruno, the proposed project would accommodate recycling containers on-site in accordance with the City’s curbside recycling program. The TCP program EIR (pp. 13-36 and 13-37) concludes that, given the sufficient permitted capacity at the Ox Mountain Landfill, the impact of TCP-facilitated development

on solid waste disposal and recycling would be less-than-significant. Likewise, the proposed project's impact would be less-than-significant, and no mitigation is required.

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) <i>Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?</i>			X	
b) <i>Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</i>		X		
c) <i>Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>		X		

Documentation:

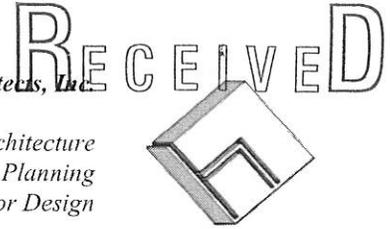
- a. Based on the preceding discussion and the program EIR prepared for the TCP, including applicable mitigation measures from the EIR as identified in this Environmental Checklist, it has been determined that the proposed 841 San Bruno Avenue project will have a less-than-significant potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.
- b. According to CEQA Guidelines section 15355, "Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. The potential cumulative impacts of the proposed project together with related projects, forecasted TCP buildout, and forecasted San Bruno General Plan buildout have been considered for each environmental topic evaluated in this Environmental Checklist. Given the relatively small size of the site (less than one acre), the temporary duration of construction (assumed to be less than two years, based on similar projects), and the fact that the proposed project would serve an existing community within an urbanized area substantially consistent with the adopted TCP, the project is not anticipated to have any cumulatively considerable impacts beyond those already identified and analyzed in the certified TCP program EIR.
- c. The proposed project will not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, beyond those previously identified and analyzed in the certified TCP program EIR.

SEP 28 2015

841 San Bruno Avenue, Market Street Development

Harriman Kinyon Architects, Inc.

*Architecture
Planning
Interior Design*



Operations/Support Statement:

The project proposed at 841 San Bruno Avenue is to demolish the existing two story 10,000 square foot medical building and build a new medical office structure which will have a dialysis clinic consisting of 24 stations. Based on the site configuration with the existing slope, the main floor of the new structure will be level with the elevation at the North West portion of the site and the main parking for the clinic and a lower floor below that which will front White Way. For the dialysis clinic, the typical hours of operation will be from 5:00 AM to 8:00 PM, with deliveries limited between the hours of 8:00 AM and 5:00 PM. The clinic will be open to the public for patients between the hours of 6:00 AM to 6:00 PM. At any one time, there will be a minimum of 15 employees per shift, and 24 patients per shift at 3-4 hour shifts. We have designed the parking for the clinic with one way direction so that when patients are dropped off, the vehicle lights will be pointed to the north, away from the south and residents.

This project will take what is currently an outdated structure and provide a new structure that would provide a service to the community as well as help to address the main intersection of San Bruno Avenue and El Camino Real per the San Bruno Transit Corridor Plan. The surrounding uses at the site constitute residential properties at the south side, commercial uses at the north, west and east of the facility.

The design of the structure will follow the development standards and design guidelines of the San Bruno Transit Corridor Plan by addressing the key primary intersection of San Bruno Avenue and El Camino Real with the corner tower element for vertical height and presence, added canopies to create shadows and depth of the main street facades. The windows proposed on the south side of the existing structure for the existing clinic will not be operable and be placed lower in height compared to the existing windows so that visibility and privacy for the residents is addressed. We will also limit the lighting and exposure to the south after hours as well.

We would also like to stress that this project will provide a valuable service to the community. The demand for dialysis treatment facilities are on an incline and the need for them in the area is just as dire as it is throughout the nation. Our project at 841 San Bruno Avenue would provide potential patients in the San Bruno area with the convenience of having a new treatment center nearby, which would be a huge benefit and a much needed service to many potential patients in the area. There are many people who are challenged with the need to dedicate their time to enhance and prolong their lives through the dialysis process.

EXHIBIT F

841 San Bruno Avenue, Market Street Development

Dialysis Room Descriptions:

Bio-Waste : The room is used for storage of medical waste. The medical wastes are then picked up by an outside agency for the proper disposal of medical waste.

Bio- Med: This room is used for the servicing and repairing of the dialysis machines.

Blood Borne isolation: This room is used for treating patients with blood borne infection patients, for example patients with hepatitis.

Water Treatment Room: This room is used to provide the individual delivery water systems for the treatment of any patient requiring special dialysis solutions.

Soil Utility: This room is used for the collection of soiled linens from the treatment area.

Med. Prep: This area is used for the controlled storage, preparation and refrigeration of medications.

All rooms in the dialysis clinic are licensing and certified by California OSHPD 3 regulations and California Department of Public Health.

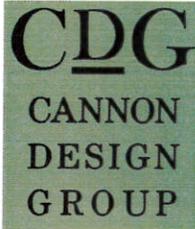
Green Building Techniques:

Though this project will comply with the current 2013 California Green Building Code, the facility is researching possible water reclamation for their operations. With the dialysis clinic's critical reliance on water treatment and reverse osmosis for their patient care, the facility is researching the reuse of reverse osmosis rejected water as possible grey water supply for building sanitation to conserve the consumption and waste of water.

The clinic is also researching the use of an energy and lighting management system to help program and automate the lighting and energy loads to the business and non-clinical treatment areas and functions of the building.

Transportation and Parking Demand Management Plan:

The facility anticipates less than 50 employees at this facility but will be encouraging commute alternatives for their employees. Bicycle lockers and bike racks are located in the building along with employee showers for cyclists and walkers. The building is also very close to transit bus stop along El Camino Real and San Bruno Avenue and by extension to nearby BART station at San Bruno adjacent to the Tanforan Shopping Center. The clinic will look into commuter tax benefits for employees, promoting regional carpooling in house.



October 1, 2015

Ms. Paula Bradley
Department of Community Development
City of San Bruno
567 El Camino Real
San Bruno, CA 94066

RE: 841 West San Bruno Avenue Review

Dear Paula:

I reviewed this project in February, but have not reviewed any changes in the design that have been made since then. In February, I provided staff with preliminary comments and suggestions for minor improvements. I have now reviewed the latest application drawings. My comments are as follows.

NEIGHBORHOOD CONTEXT

The site is located on San Bruno Avenue just west of El Camino Real. The fronting street and site have substantial slopes. The project site plan in the context of the neighborhood is shown in the illustration below along with a photo view of the existing building on the site.



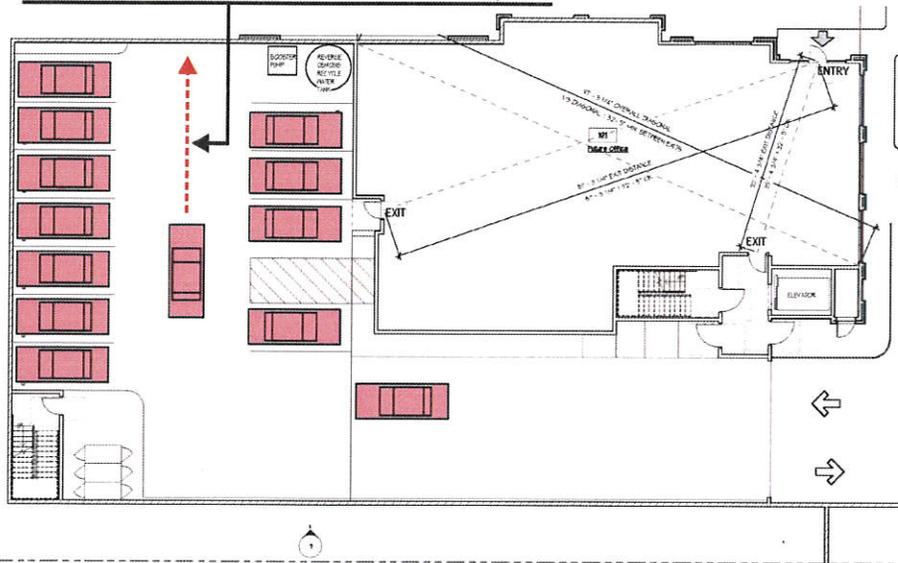


CONCERNS AND RECOMMENDATIONS

Overall the design appears well done with a clear architectural style with appropriate materials and details that are carried consistently around all sides of the structure. I found only a couple of items that would be worthy of further discussion.

1. The lower level parking aisle is a dead end which would be awkward if any public or non-reserved parking were allowed. If all parking spaces were found full, the driver would need to use the paved area adjacent to the disabled parking space to turn around and exit the parking garage.

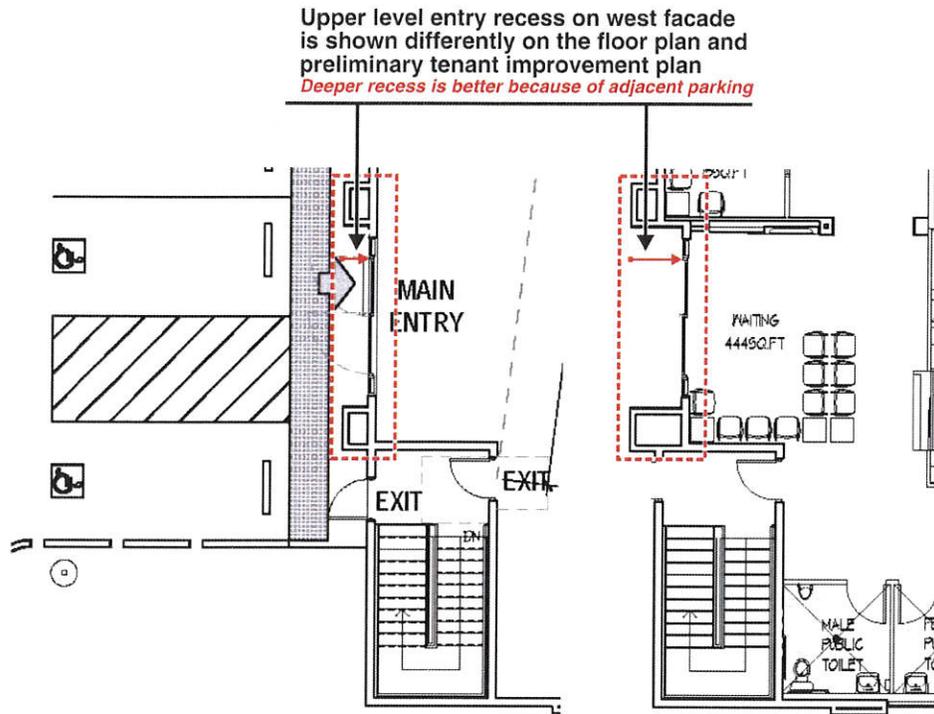
Dead end parking aisle would make turn around difficult if all spaces were occupied



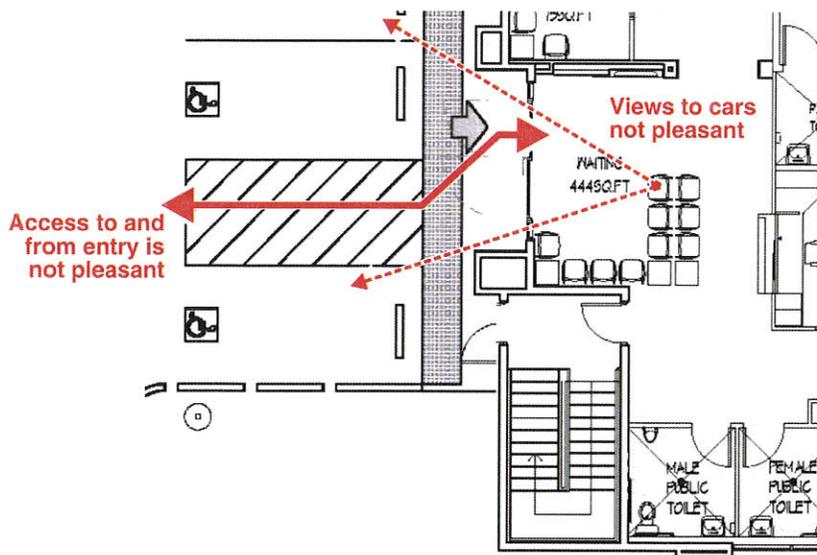
Recommendation: Consider a dedicated turn around space at the end of the drive aisle. This would require the loss of one parking space.

2. The floor plan for the east entry at the upper level is shown with different recessed depths for the entry doors on the Upper Level Floor Plan and the Preliminary Tenant Plan.

Recommendation: Modify the Upper Floor Plan to provide the greater depth of entry at the recess. This would result in a stronger entry, and would assist slightly in addressing the concern raised in the first comment #3 bullet below.



3. The east entry is quite awkward for the following two reasons.
- The pedestrian path linking the entry and the parking lot is not very pleasant with very close proximity to parked cars.
 - Patients in the waiting room would have only a view of the fronts of parked cars.



Recommendation: Consider a slightly smaller building to allow either a landscaped buffer between the building and the parking lot or the elimination of some parking spaces to provide a landscaped area were some parking is currently located.

4. In my February review, I recommended calming the building design down slightly by using flat roofs over the corner tower elements. I see the applicant has shown flat roofs for those corner towers, but has included alternative elevations with a taller tower with a sloped roof at the northeast corner of the structure.



Proposed North Elevation alternative with a sloped roof tower



Proposed North Elevation with flat roofs at the towers

Recommendation: My recommendation would be to use the flat roof at the tower. I feel that this building is distinctive enough in its form, massing and detail to stand out on its own without adding an additional feature that would only accentuate its height at the already tallest part of the structure.

Paula, please let me know if you have any questions, or need anything further at this time.

Sincerely,
CANNON DESIGN GROUP


Larry Cannon

Applicable TCP Design Guidelines

Staff finds that the proposed project is consistent with the following Private Realm TCP Design Guidelines:

Site layout and Building Design:

- A1-1 Orient buildings so that primary façades and key pedestrian entries face major streets.
- A1-2 Encourage building entries to be visible from the street, so that each building has an entrance along the front of the building facing the sidewalk where the majority of the public will be entering.
- A1-4 Corner buildings should be accentuated through height, articulation a ground floor unique roof silhouettes to emphasize their presence.

Massing and Scale:

- A2-2 Ensure the transition between high-density development and lower density development, including surrounding existing residential neighborhoods, be carefully considered in site design and architectural massing. Reduce the scale of buildings by stepping back the upper-stories, consistent with the Development Standards in this chapter when abutting single family residences.
- A2-5 Break up the mass of large-scale buildings with articulation in form, architectural details, and changes in materials and colors, and other similar elements:
 - Articulation in form includes changes in wall planes, upper-story building setbacks, and projecting or recessed elements;
 - Incorporate architectural elements and details such as adding notches, grouping windows, adding loggias and dormers, varying cornices and rooflines; and
 - Vary materials and colors to enhance key components of a building's façade (e.g. window trims, entries, projecting elements, etc.). Material changes should occur at interesting planes, preferably at the inside corners of changing wall planes.
- A2-8 Encourage deep roof overhangs to create shadows and add depth to facades.
- A2-9 Screen all roof-mounted equipment through architectural detailing including decorative parapets or cornices.
- A2-12 Encourage new developments on highly visible corner parcels to experiment with special features such as rounded or cut corners, corner towers, grand corner entrances, corner roof features, special shop windows, special base designs, etc.
- A2-14 Provide transparent windows for commercial uses that allow pedestrians to see into shops, offices and eateries.

Building setbacks:

- A4-5 Design setbacks with abundant landscaping to buffer existing parking lots along sidewalks' edge.

Building Façade Design:

- A5-1 Incorporate architectural elements on all façades to prevent blank walls. Though the highest level of articulation will occur on front façades, all exposed sides of a building should be designed with the same quality materials:
 - Articulate façades with a variety of materials;
 - All building sides should include glazing, awnings, projecting and recessed elements, or other details to add visual interest; and back of the roof and/or unfinished areas are not visible.
- A5-2 Design buildings that contribute to the urban fabric by varying setbacks, roof heights, upper-story step backs, building articulation and landscaping treatments.
- A5-3 Provide variation in window design, color, materials, and architectural elements amongst multiple adjoining buildings and units to add interest to the pedestrian environment, while keeping within a similar theme.
- A5-4 Maximize transparent windows on all sides of buildings, specifically for ground floor retail and office uses, and do not obstruct view into space. For residential uses, design balconies with transparent or semi-transparent railings to enhance natural lighting and maximize “eyes on the street.”
- A5-5 Prohibit blank walls along street-fronting façades. Where windows and entrances are not feasible, decorate walls with murals, lighting or other visually appealing façade treatments. Incorporate vertical and horizontal architectural elements to break up long building façades.
- A5-6 Utilize architectural elements such as cornices, lintels, sills, balconies, awnings, porches and stoops to enhance building façades. Frame south- or southwest-facing windows with protruding vertical or horizontal shading devices such as lintels, sills and awnings to provide adequate protection from glare.
- A5-7 Encourage (“Require” in P driver version) all ground-floor commercial uses to have transparent glass windows fronting onto sidewalks to connect with the pedestrian environment and provide pedestrians with views into the interior of the storefront. Opaque, reflective, or dark tinted glass is discouraged.
- A5-8 Encourage sustainable building practices, materials and design solutions—such as solar panels, light shelves, small wind turbines and cool roofs—when designing building façade and articulation. See sections A12, A13, and A14 for additional sustainable measures.
- A5-9 Ensure that materials and colors are consistent with the desired architectural style and that they complement the eclectic yet harmonious character of the corridor.
- A5-10 Ensure that durable and highly resistant building base materials are selected such as precast concrete, brick, stone masonry, and commercial grade ceramic, to withstand pedestrian traffic.

Lighting:

- A7-1 Ensure that all light fixtures and poles are architecturally compatible with the buildings and/or streetscape or public space they are associated with.
- A7-2 Encourage high-efficiency light fixtures. Incorporate timers and sensors where possible to prevent unnecessary lighting conditions.

- A7-3 Ensure that all building entrances are well-lit with appropriately scaled light fixtures that complement the architectural style of the building.
- A7-4 Site, direct, and/or shield light fixtures to prevent light pollution through glare or light spillage.
- A7-5 Light parking lots, pedestrian walkways, bicycle paths, plazas, and paseos adequately.

Awnings:

- A9-1 Encourage colorful awnings overhanging the sidewalks with the following basic guidelines:
 - Awnings should be positioned within a building frame, and should never cover building piers.
 - Awnings should be fastened above the display windows and below the storefront cornice or sign panel.

Parking Lots and Structures:

- A10-1 Provide parking consistent with the parking standards depicted in the Chapter 7 - Transportation of this document.
- A10-2 Ensure that any necessary surface parking in new development is located at the rear of the building, or is screened by landscaping.
- A10-3 Create safe walkways and visual connections to parking lots for pedestrians and vehicles.

Sustainability Design -Stormwater Management:

- A13-1 Ensure that all projects comply with the Municipal Regional Stormwater Permit as required by the National Pollutant Discharge Elimination System (NPDES) program.
- A13-2 Encourage Low Impact Development (LID) techniques to infiltrate, store, detain, evapotranspire, and/or biotreat stormwater runoff close to its source.

Water and Energy Efficiency:

- A15-1 Incorporate water conservation measures to the extent possible pursuant to City's Municipal Code, Chapter 10.16 Water Conservation, Article II. Water Conservation Regulations.
- A15-2 Encourage the use of drought-tolerant and native landscaping that requires little irrigation and low maintenance. Refer to City's Master Street Tree List for appropriate landscaping.
- A15-3 Encourage landscaping be irrigated through a drip system, where appropriate, using recycled water when possible.
- A15-4 Encourage planting strips along the street edges that are designed to act as functional stormwater management systems in the form of "urban bioswales". Stormwater is directed into the planter strips to irrigate landscaping while filtering and reducing stormwater runoff.

HC 27

monterey white

EXTERIOR CEMENT PLASTER FINISH
BENJAMIN MOORE: HC-27 MONTEREY WHITE



BRICK VENEER
HC MUDCOX OLD SACRAMENTO BLEND

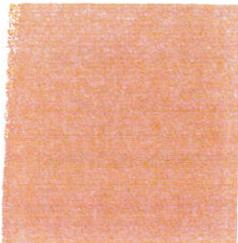
HC 30

philadelphia cream

EXTERIOR CEMENT PLASTER FINISH
BENJAMIN MOORE: HC-30 PHILADELPHIA CREAM



STONE BASE
DAL TILE: GRANITE ABSOLUTE BLACK
HONED 6T11



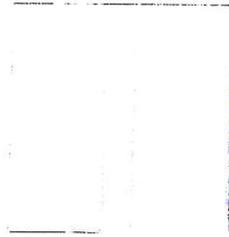
EXTERIOR CEMENT PLASTER FINISH
BENJAMIN MOORE: 112 PEACH BRANDY



DECORATIVE WALL
LIGHT FIXTURE: ANONA 5140 MELINDA



EXTERIOR CEMENT PLASTER FINISH
BENJAMIN MOORE: 2066-20 EVENING BLUE



CLEAR ANODIZED ALUMINUM

EXHIBIT I

Harriman Kinyon
Architects, Inc.

1000 California Street, Suite 400
Oakland, CA 94612
510.759.9584 (fax)
510.759.9584 (cell)



San Bruno Medical Office Building

841 San Bruno Avenue
San Bruno, CA 94066

COLOR

08/17/15

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VICINITY MAP



SAN BRUNO MEDICAL OFFICE BUILDING

841 SAN BRUNO AVENUE, SAN BRUNO, CA 94066

PLANNING REVIEW APPLICATION



PROJECT DATA

PROJECT DATA:

APN: 020-072-290 & 020-072-330
 ZONING: A-R
 GENERAL PLAN: TRANSIT CORRIDOR PLAN : EL CAMINO REAL

LOT AREA: 30,710 S.F.

BUILDING AREA:
 TOTAL GROSS FLOOR AREA: 15,223 S.F. (BOTH FLOORS)
 MAIN FLOOR = 11,096 S.F. (GROSS)
 LOWER FLOOR = 4,127 S.F. (GROSS)

TYPE OF CONSTRUCTION: II-A

TABULATIONS:
 SITE AREA: 30,710 SQ. FT. (0.705 ACRE)
 BUILDING AREA: 15,223 SQ. FT. (GROSS)

FAR: 15,223 / 30,710 = 0.50

COVERAGE: 11,096 / 30,710 = 36%
 LANDSCAPE: 6,685 SQ. FT. (21%)
 IMPERVIOUS: 23,196 SQ. FT. (79%)

PARKING STALLS: 43 STALLS PROVIDED

11,096 SF (GROSS) @ 1/333 SF = 33.3 STALLS
 4,127 SF (GROSS) @ 1/333 SF = 12.4 STALLS
 TOTAL STALLS = 46 REQUIRED

BICYCLE PARKING:

5 LONG TERM BICYCLE PARKING REQUIRED - 6 LONG TERM PROVIDED.

(COMMERICAL @ 11,096 S.F. = 1-2 PARKING PER 3,000 SQ FT = 4 LONG TERM
 OFFICE @ 4,127 S.F. = 1 SPACE FOR EVERY 20 AUTO PARKING = 1 LONG TERM)

2 SHORT TERM BICYCLE PARKING REQUIRED - 3 SHORT TERM PROVIDED.

(COMMERICAL @ 11,096 S.F. = 1-2 PARKING PER 10,000 SQ FT = 1 SHORT TERM
 OFFICE @ 4,127 S.F. = 1 SPACE FOR EVERY 40 AUTO PARKING = 1 SHORT TERM)

DEVELOPMENT STANDARDS:

	REQUIRED	PROPOSED
FRONT SETBACK	10 FT AVG	10 FT AVG
SIDE SETBACK	-	14 FT MIN.
REAR SETBACK	10 FT MIN	10 FT
BUILDING HEIGHT	70 FT MAXIMUM	33 FT
PARKING (1 SF/333 SF GBA)	45 SPACES	43 SPACES
CLEAN AIR VEHICLE SPACES	3 SPACES	3 SPACES
BICYCLE PARKING	2 ST/5 LT	3 ST/6 LT

UTILITIES:

WATER: CITY OF SAN BRUNO
 SEWER: CITY OF SAN BRUNO
 POWER: PG&E
 GAS: PG&E

PROJECT TEAM

DEVELOPER / APPLICANT:
 MARKET STREET DEVELOPMENT
 1104 CORPORATE WAY
 SACRAMENTO, CA 95831
 916-361-6596 (FAX) 916-361-6597
 CONTACT: CHARLES SMYTH

ARCHITECT:
 HARRIMAN KINYON ARCHITECTS, INC.
 1801 OAKLAND BLVD., SUITE 320
 WALNUT CREEK, CA 94596
 925-934-1160 (FAX) 925-934-8132
 CONTACT: DAVID KIM

CIVIL:
 GENESIS ENGINEERING
 1402 "D" STREET
 MARYSVILLE, CA 95901
 530-742-1300 (FAX) 530-742-1331
 CONTACT: JEFF SANDGREN

LANDSCAPE:
 SIERRA DESIGN GROUP
 5320 BARTON ROAD
 LOOMIS, CA 95650
 916-660-9022
 CONTACT: DARYL MARTIN

PROJECT DESCRIPTION

PROJECT DESCRIPTION:

THE SCOPE OF WORK COVERED BY THE SITE PLAN REVIEW APPLICATION INCLUDES:

- DEMOLISH EXISTING 10,000 SF OFFICE BUILDING ON THE PROPERTY.
- CONSTRUCT NEW TWO STORY 15,223 SQ.FT. MEDICAL OFFICE BUILDING (DIALYSIS TREATMENT CENTER) WITH 24 DIALYSIS STATIONS AND SUPPORT SERVICES.
- APPROXIMATELY 21% OF LANDSCAPE AREA
- NEW PARKING LOT ON GRADE WITH 32 PARKING STALLS
- BELOW GRADE PARKING WITH ADDITIONAL 11 PARKING STALLS

PLANNING REVIEW SHEET INDEX

- | | |
|-----------|---------------------------------------|
| 1 | COVER SHEET |
| 2 | PRELIM SITE PLAN |
| 3 | PRELIM LOWER FLOOR PLAN |
| 4 | PRELIM MAIN FLOOR PLAN |
| 5 | PRELIM TENANT IMPROVEMENT MAIN FLOOR |
| 6 | PRELIM ELEVATIONS |
| 7 | PRELIM ELEVATIONS |
| 8 | PRELIM ROOF PLAN |
| 9 | EXISTING SITE PHOTO |
| PS-1 of 1 | PRELIMINARY SITE PLAN |
| PT-1 of 1 | PRELIMINARY TOPOGRAPHIC PLAN |
| PS-1 of 2 | PRELIMINARY STORMWATER CONTROL PLAN 1 |
| PS-2 of 2 | PRELIMINARY STORMWATER CONTROL PLAN 2 |
| PG-1 of 1 | PRELIMINARY GRADING PLAN |
| PE-1 of 1 | PRELIMINARY EROSION CONTROL PLAN |
| PU-1 of 1 | PRELIMINARY UTILITY PLAN |
| CR-1 | CROSS SECTION |
| L1 | PRELIMINARY LANDSCAPE PLAN |
| E1.2 | PHOTOMETRIC CALCULATION |

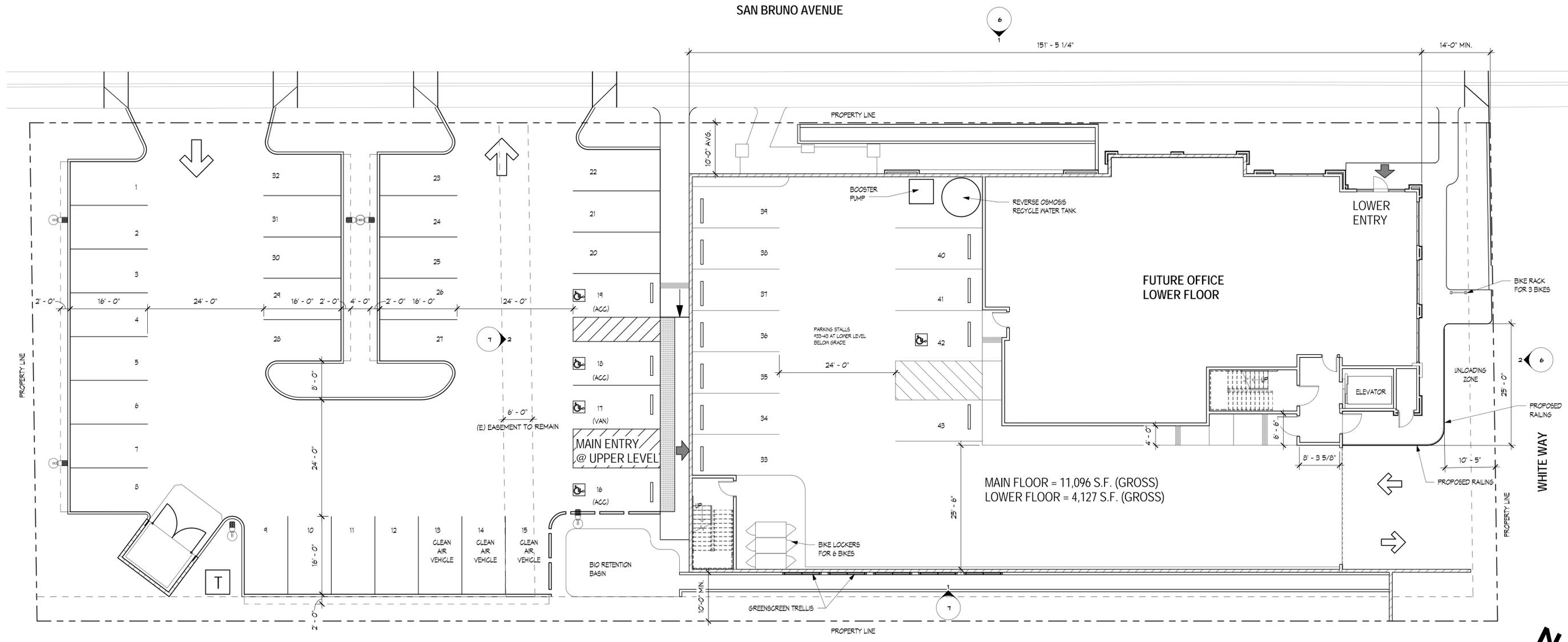
Harriman Kinyon
 Architects, Inc.

1801 Oakland Blvd., Suite 320
 Walnut Creek, CA 94596
 (925) 934-1160
 Fax: 934-8132

San Bruno Medical Office Building

841 San Bruno Avenue
 San Bruno, CA 94066





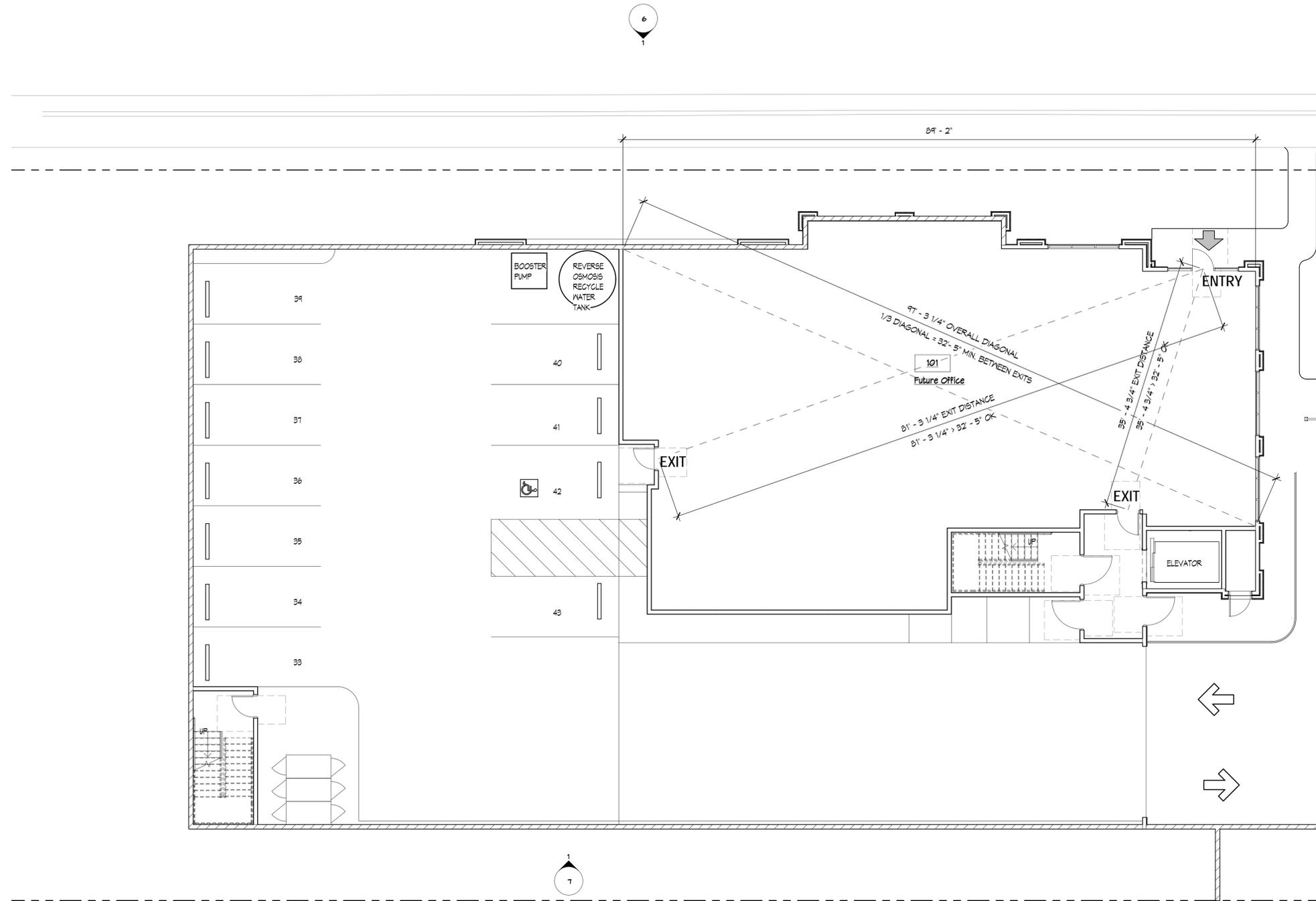
PRELIM SITE PLAN
 0' 2.5' 5' 10' 20 FEET
 1" = 10'-0"

Harriman Kinyon
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 Walnut Creek, CA 94596
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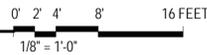


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NUMBER OF STORIES: 2
OCCUPANCY: BUILT FOR FUTURE
 I-2.1 & B OCCUPANCIES
FIRE SPRINKLER (YES/NO): YES - NFPA 13
CONSTRUCTION TYPE: TYPE II-A, 1-HR
BUILDING AREA: 15,229 SF
OCCUPANCY LOAD: (AREA / OLF PER TABLE 1004.1.2)
LOWER FLOOR
FUTURE "B" OCCUPANCY: 4,127 S.F. / 100 = 41 OCCUPANTS
MINIMUM NUMBER OF EXITS REQUIRED:
 2 PER TABLE 1021.3(1) FOR 1-500 OCCUPANTS PER STORY
NUMBER OF EXITS PROVIDED: 3
MINIMUM EXIT WIDTH REQUIRED: 41 * 0.20 INCHES = 8.2 INCHES
EXIT WIDTH PROVIDED: 108 INCHES

PRELIM LOWER PLAN



Harriman Kinyon
Architects, Inc.

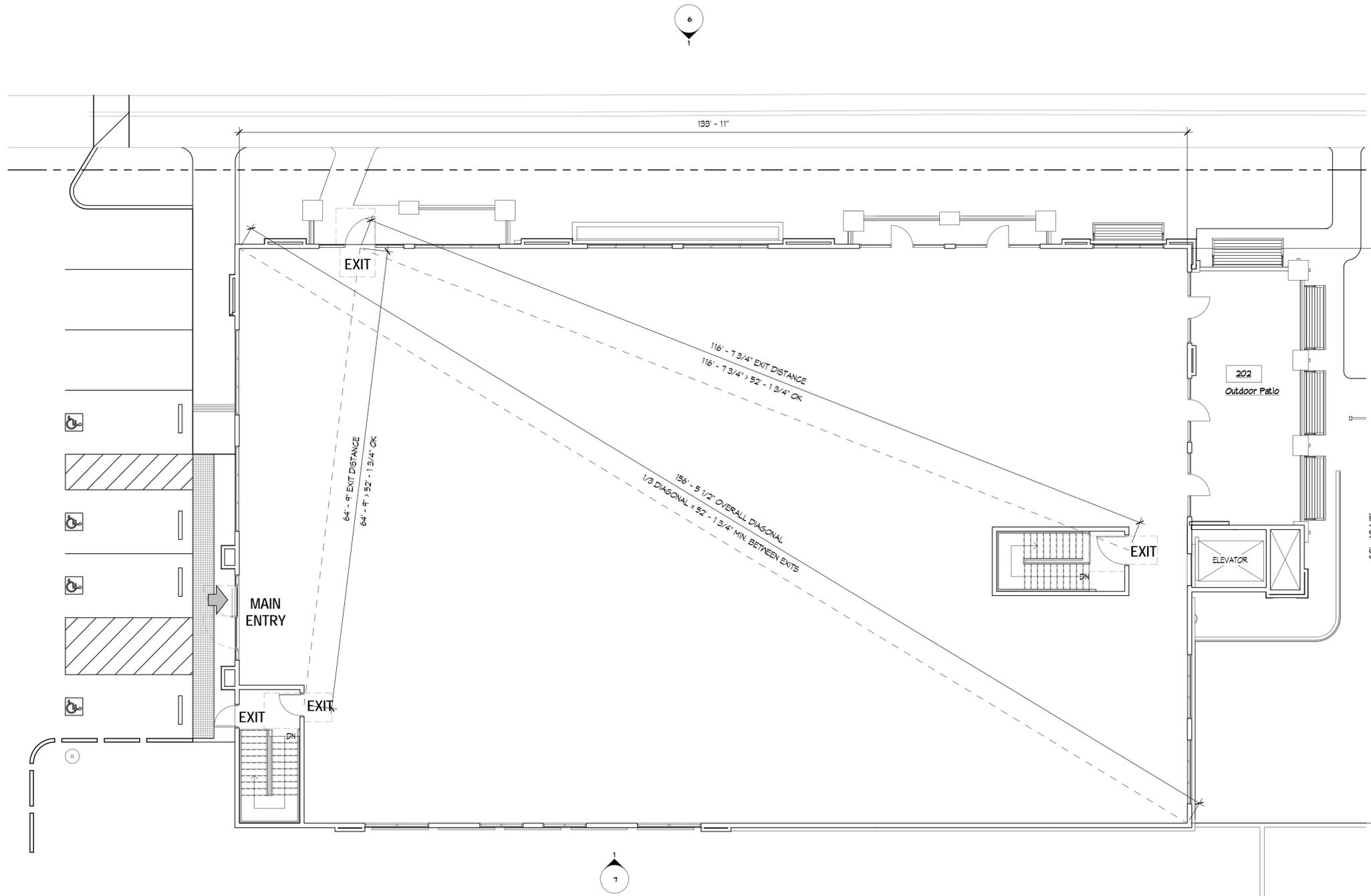


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San Bruno Medical Office Building

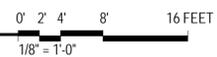
841 San Bruno Avenue
San Bruno, CA 94066





NUMBER OF STORIES: 2
 OCCUPANCY: BUILT FOR FUTURE
 OCCUPANCIES: I-2.1 & B
 FIRE SPRINKLER (YES/NO): YES - NFPA 13
 CONSTRUCTION TYPE: TYPE II-A, 1-HR
 BUILDING AREA: 15,229 SF
 OCCUPANCY LOAD: (AREA / OLF PER TABLE 1004.1.2)
 MAIN FLOOR
 FUTURE "I-2.1" OCCUPANCY: 11,096 S.F. / 100 = 111 OCCUPANTS
 MINIMUM NUMBER OF EXITS REQUIRED:
 2 PER TABLE 1021.3(1) FOR 1-500 OCCUPANTS PER STORY
 NUMBER OF EXITS PROVIDED: 4
 MINIMUM EXIT WIDTH REQUIRED: 111×0.20 INCHES = 22.2 INCHES
 EXIT WIDTH PROVIDED: 160 INCHES

PRELIM MAIN FLOOR



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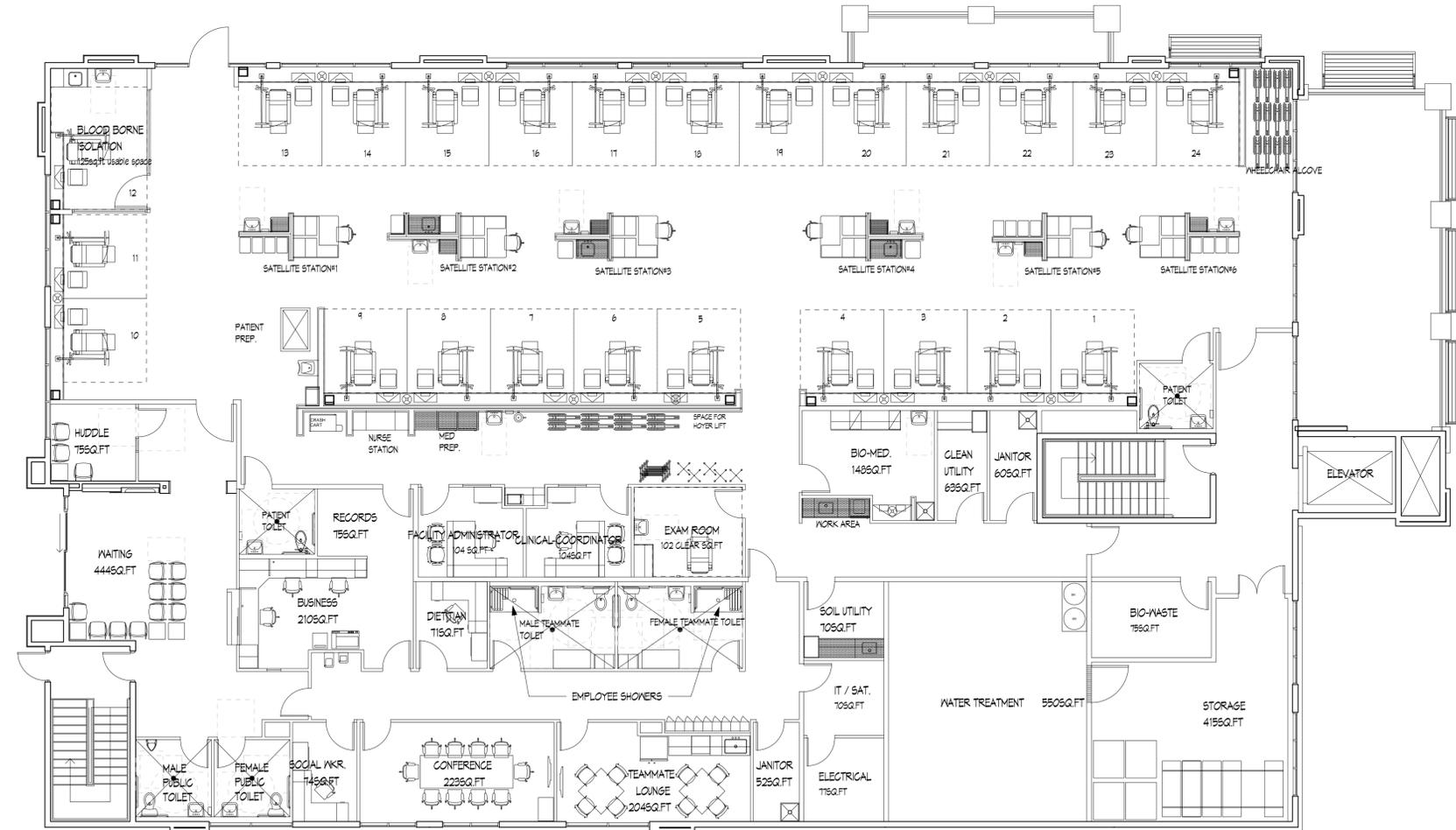


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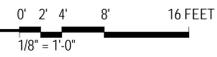
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PRELIM TENANT IMPROVEMENT
PLAN (FOR REFERENCE ONLY)



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San Bruno Medical Office Building

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FINISH MATERIAL & COLOR SCHEDULE

- A** EXTERIOR CEMENT PLASTER SYSTEM
BENJAMIN MOORE: HC-21 MONTEREY WHITE
- B** EXTERIOR CEMENT PLASTER SYSTEM
BENJAMIN MOORE: HC-30 PHILADELPHIA CREAM
- C** EXTERIOR CEMENT PLASTER SYSTEM
BENJAMIN MOORE: 112 PEACH BRANDY
- D** EXTERIOR CEMENT PLASTER SYSTEM
BENJAMIN MOORE: 2066-20 EVENING BLUE
- E** BRICK
H.C. MUDDOK: OLD SACRAMENTO BLEND
- F** STONE BASE
DAL TILE GRANITE: ABSOLUTE BLACK (HONED) 6TT1
- G** STOREFRONT FRAMING SYSTEM
CLEAR ANODIZED FINISH
- H** GLAZING
CLEAR INSULATED GLASS
- J** ALUMINUM METAL SURFACE
CLEAR ANODIZED FINISH
- K** METAL ROOFING SYSTEM
SILVER METALIC FINISH

1 PRELIM NORTH ELEVATION
1/8" = 1'-0"



View from Southeast Corner



2 PRELIM EAST ELEVATION
1/8" = 1'-0"

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1 PRELIM NORTH ELEVATION
1/8" = 1'-0"
0' 2' 4' 8' 16 FEET



View from Southeast Corner



2 PRELIM EAST ELEVATION
1/8" = 1'-0"
0' 2' 4' 8' 16 FEET

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MARKET STREET
DEVELOPMENT, LLC

6 ALT
09/25/15



FINISH MATERIAL & COLOR SCHEDULE.

- A** EXTERIOR CEMENT PLASTER SYSTEM
BENJAMIN MOORE: HC-21 MONTEREY WHITE
- B** EXTERIOR CEMENT PLASTER SYSTEM
BENJAMIN MOORE: HC-30 PHILADELPHIA CREAM
- C** EXTERIOR CEMENT PLASTER SYSTEM
BENJAMIN MOORE: 112 PEACH BRANDY
- D** EXTERIOR CEMENT PLASTER SYSTEM
BENJAMIN MOORE: 2066-20 EVENING BLUE
- E** BRICK
H.C. MUDDOX: OLD SACRAMENTO BLEND
- F** STONE BASE
DAL TILE GRANITE: ABSOLUTE BLACK (HONED) 6T11
- G** STOREFRONT FRAMING SYSTEM
CLEAR ANODIZED FINISH
- H** GLAZING
CLEAR INSULATED GLASS
- J** ALUMINUM METAL SURFACE
CLEAR ANODIZED FINISH
- K** METAL ROOFING SYSTEM
SILVER METALIC FINISH

1 PRELIM SOUTH ELEVATION
1/8" = 1'-0"
0' 2' 4' 8' 16 FEET



View from Northwest Corner



2 PRELIM WEST ELEVATION
1/8" = 1'-0"
0' 2' 4' 8' 16 FEET

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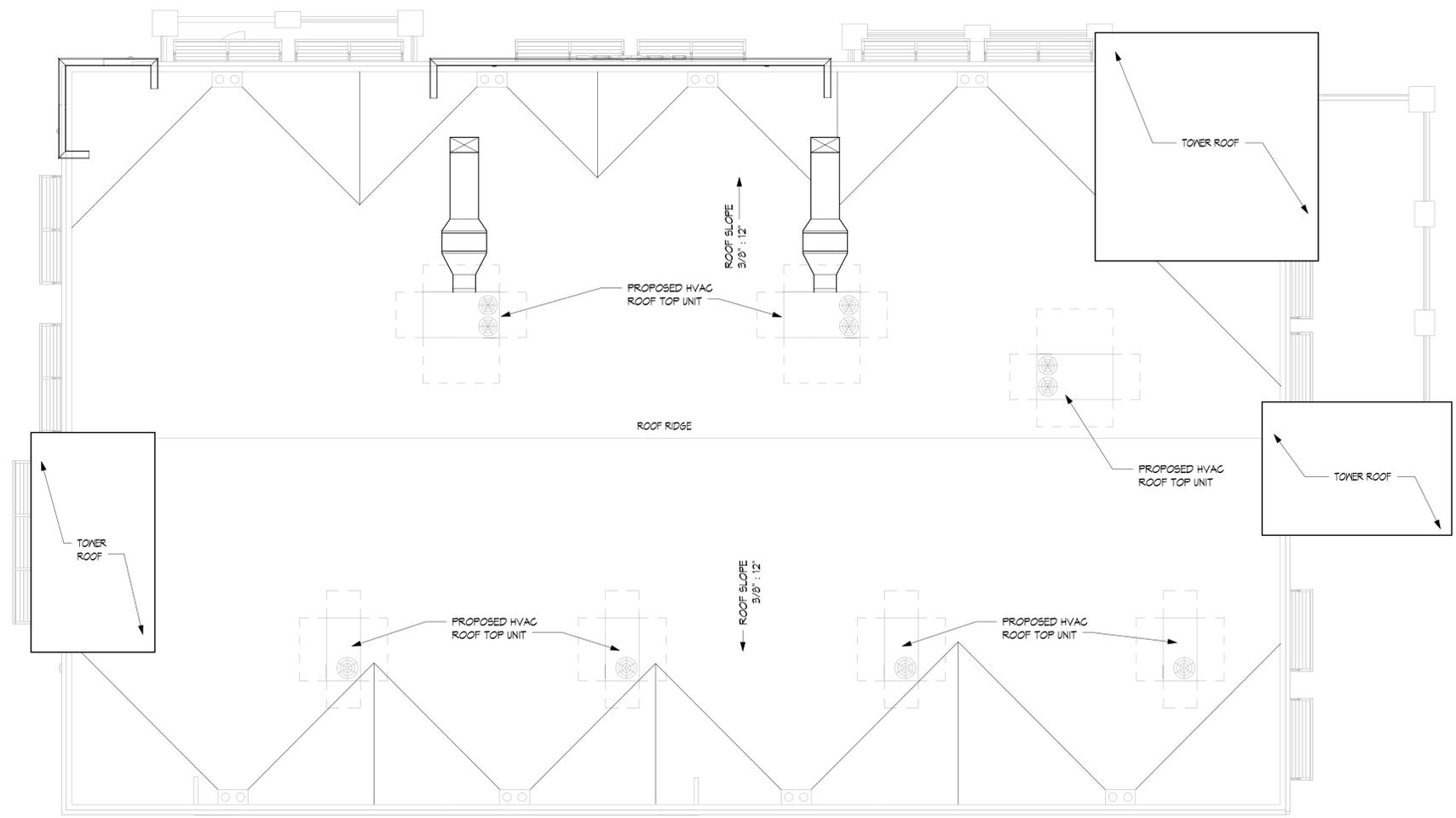
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PRELIM ROOF PLAN
0' 2' 4' 8' 16 FEET
1/8" = 1'-0"

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PROPOSED VIEW FROM SOUTH



EXISTING VIEW FROM SOUTH

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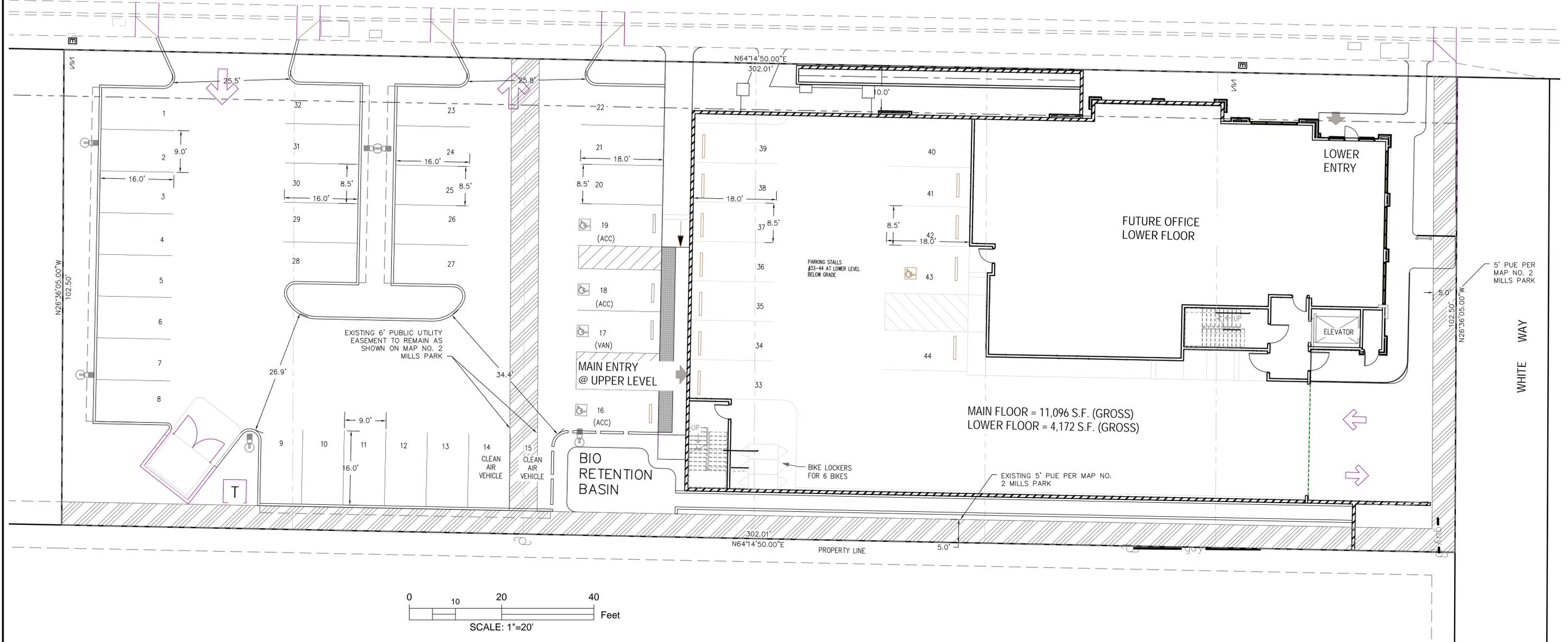
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SAN BRUNO AVENUE



REVISIONS		
DATE	DESCRIPTION	BY



CITY OF SAN BRUNO COUNTY OF SAN MATEO 841 SAN BRUNO AVENUE PRELIMINARY SITE PLAN		DESIGN BY: CHECKED BY: S.M.O.	AGENCY CHECK BY: SHEET PS-1 OF 1
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SAN BRUNO AVENUE

AREA 5

IMPERVIOUS-130 SQ. FT.
PERVIOUS-487 SQ. FT.
TOTAL-617 SQ. FT.

AREA 3

IMPERVIOUS-4,356 SQ. FT.
PERVIOUS-1,742 SQ. FT.
TOTAL-5,134 SQ. FT.

AREA 4

IMPERVIOUS-662 SQ. FT.
PERVIOUS-1,252 SQ. FT.
TOTAL-1,914 SQ. FT.

AREA 2

IMPERVIOUS-7,405 SQ. FT.
PERVIOUS-1,742 SQ. FT.
TOTAL-9,147 SQ. FT.

AREA 1

IMPERVIOUS-11,607 SQ. FT.
PERVIOUS-2,509 SQ. FT.
TOTAL-14,116 SQ. FT.

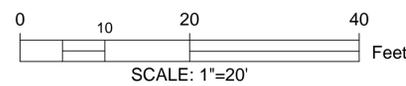
BIORETENTION 1
20'X14' BASIN
18" SOIL PLANT MIX
12" ROCK SECTION
SEE DETAIL 1 SHEET PS-2

BIO
RETENTION
BASIN

FLOW THROUGH 2
60'L X 0.5'D
18" SOIL MIX
12" ROCK LAYER SEE
DETAIL 3 SHEET PS-2

FLOW THROUGH 1
145'L X 0.5'D
18" SOIL MIX
12" ROCK LAYER
SEE DETAIL 2 SHEET PS-2

CONCRETE TO
BE PERVIOUS
FOR C.3
COMPLIANCE
SEE DETAIL 4
SHEET PS-2



REVISIONS		
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CITY OF SAN BRUNO
COUNTY OF SAN MATEO
841 SAN BRUNO AVENUE
PRELIMINARY STORMWATER
CONTROL PLAN 1

DESIGN BY:	AGENCY CHECK BY:
DRAWN BY:	SHEET PS-1
CHECKED BY: S.M.O.	OF 2

SUMMARY OF MAINTENANCE REQUIREMENTS:

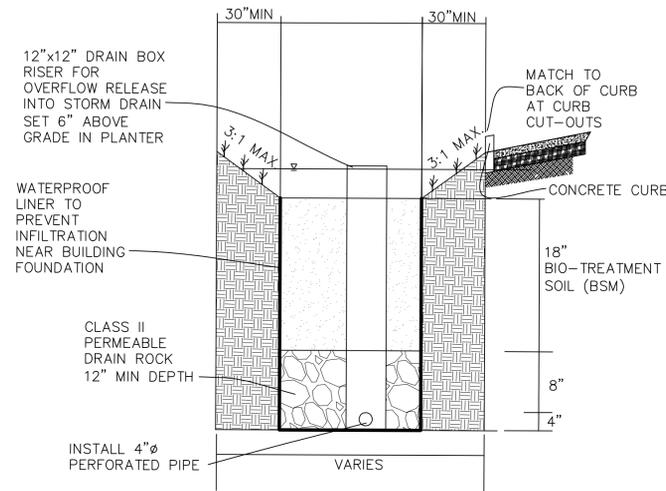
BIORETENTION AREAS OR "RAIN GARDENS", FUNCTION AS SOIL AND PLANT BASED FILTRATION DEVICES THAT REMOVE POLLUTANTS THROUGH A VARIETY OF PHYSICAL, BIOLOGICAL, AND CHEMICAL TREATMENT PROCESS. PERCOLATION OF STORED WATER IN THE BIO-RETENTION AREAS PLANTING SOIL WILL ENTER THE UNDERDRAIN, SO THAT THE BIORETENTION AREA EMPTIES OVER TWO DAYS.

TYPICAL ROUTINE MAINTENANCE CONSISTS OF THE FOLLOWING:

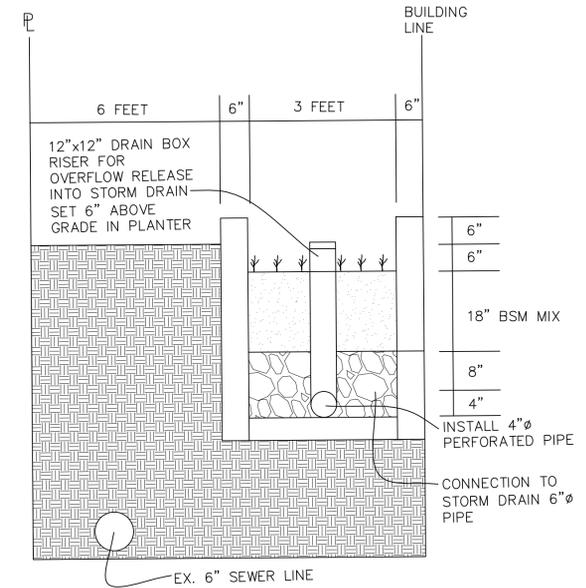
1. REMOVE OBSTRUCTIONS, DEBRIS AND TRASH FROM BIORETENTION AREA AND DISPOSE OF PROPERLY.
2. INSPECT BIORETENTION AREA TO ENSURE THAT IT DRAINS BETWEEN STORMS AND WITHIN FIVE DAYS AFTER RAINFALL.
3. INSPECT INLETS FOR CHANNELS, SOIL EXPOSURE OR OTHER EVIDENCE OF EROSION, CLEAR OBSTRUCTIONS AND REMOVE SEDIMENTS.
4. REMOVE AND REPLACE ALL DEAD AND DISEASED VEGETATION.
5. MAINTAIN VEGETATION AND THE IRRIGATION SYSTEM, PRUNE AND WEED TO KEEP BIORETENTION AREA NEAT AND ORDERLY IN APPEARANCE.

BIO TREATMENT MAINTENANCE SCHEDULE	
ACTIVITY	SCHEDULE
RE-MULCH VOID AREAS	AS NEEDED
TREAT DISEASED TREES AND SHRUBS	AS NEEDED
WATER PLANTS DAILY FOR TWO WEEKS	AT PROJECT COMPLETION
INSPECT SOIL AND REPAIR ERODED AREAS	MONTHLY
REMOVE LITTER AND DEBRIS	MONTHLY
REMOVE AND REPLACE DEAD AND DISEASED VEGETATION	TWICE PER YEAR
ADD ADDITIONAL MULCH	ONCE PER YEAR
REPLACE TREE STAKES AND WIRE	ONCE PER YEAR

SITE CONDITIONS	
SOIL TYPE	SILTY CLAY LOAM
DEPTH TO GROUNDWATER	200 FEET
100 YEAR FLOOD ELEVATION	ZONA D
RECEIVING WATER BODY	SAN BRUNO CREEK
POLLUTANTS	Sediment, Grease, Oil, Trash, Nutrients, Pesticides
POLLUTANT SOURCE AREAS	Roofs, Parking lot, Landscaping
SOURCE CONTROL MEASURES	Sweeping Parking lot, Landscape Maintenance, Irrigation Controls



1 BIORETENTION BASIN



2 FLOW THROUGH PLANTER-REAR OF BUILDING

Table I.B.1 Impervious and Pervious Surfaces

Type of Impervious Surface	I.B.1.a Pre-Project Impervious Surface (sq.ft.)	I.B.1.b Existing Impervious Surface to be Retained (sq.ft.)	I.B.1.c Existing Impervious Surface to be Replaced (sq.ft.)	I.B.1.d New Impervious Surface to be Created (sq.ft.)	I.B.1.e Post-Project Impervious Surface (sq.ft.) (=b+c+d)
Roof area(s)	7901	0	7901	3860	11761
Impervious ⁵ sidewalks, patios, paths, driveways, streets	1085	0	1085	243	1308
Impervious ⁵ uncovered parking ⁷	20544	0	10127	0	10127
Totals of Impervious Surfaces:	29510	0	19093	4103	23196
I.B.1.f - Total Impervious Surface Replaced and Created (sum of totals for columns I.B.1.c and I.B.1.d):				22534	
Type of Pervious Surface	Pre-Project Pervious Surface (sq.ft.)				Post-project Pervious Surface (sq.ft.)
Landscaping	1418				6480
Pervious Paving	0				1252
Green Roof	0				0
Totals of Pervious Surfaces:	1418				7732
Total Site Area (Total Impervious+Total Pervious=I.A.1)	30928				30928

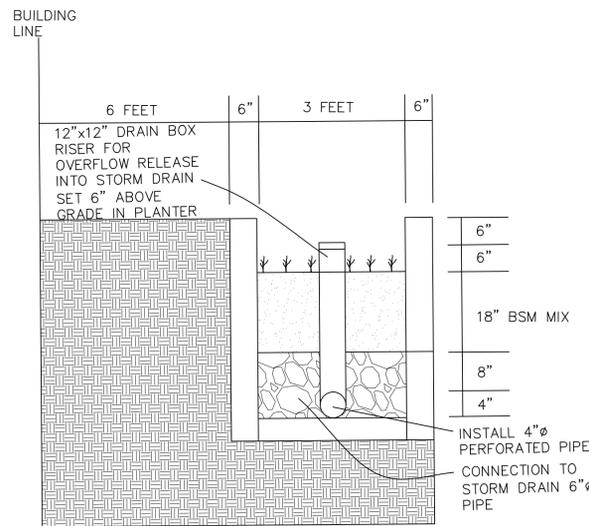
TREATMENT CONTROL SUMMARY TABLE

AREA #	TCM #	TYPE	DRAINAGE AREA (SF)	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	TREATMENT AREA REQUIREMENT (SF)	ACTUAL TREATMENT AREA (SF)
1	1	BIO-RETENTION *	14116	11607	2509	565	741
2	1	FLOW THROUGH 1 *	9147	7405	1742	297	435
3	2	FLOW THROUGH 2 *	5134	4356	1742	174	186
4	3	PERMEABLE PAVEMENT	1914	662	1252	N/A	N/A
5	4	SELF-TREATING *	617	130	487	5	487

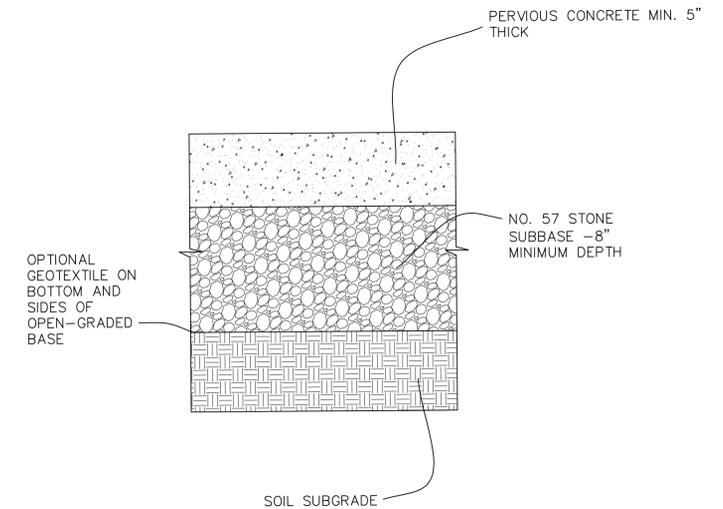
Permeable Pavement: Weighted C=0.46, Region 6 the required volume needed is 62 cu. Ft.
Proposed volume: 1251 sq. ft. x 1' depth rock base with 40% Void = 500 cu. Ft.
*SIZING BASED ON 4% METHOD (0.04 X IMPERVIOUS AREA)

CONSTRUCTION BMP NOTES:

1. CONTROL AND PREVENT THE DISCHARGE OF ALL POTENTIAL POLLUTANTS, INCLUDING PAVING CUTTING WASTES, PAINTS, CONCRETE, PETROLEUM PRODUCTS, CHEMICALS, WASH WATER OR SEDIMENTS, RINSE WATER FROM ARCHITECTURAL COPPER, AND NON-STORMWATER DISCHARGES TO STORM DRAINS AND WATERCOURSES.
2. STORE, HANDLE, AND DISPOSE OF CONSTRUCTION MATERIALS/WASTES PROPERLY TO PREVENT CONTACT WITH STORMWATER.
3. DO NOT CLEAN, FUEL, OR MAINTAIN VEHICLES ON-SITE, EXCEPT IN A DESIGNATED AREA WHERE WASH WATER IS CONTAINED AND TREATED.
4. TRAIN AND PROVIDE INSTRUCTION TO ALL EMPLOYEES/SUBCONTRACTORS REGARDING ALL CONSTRUCTION BMPs.



3 FLOW THROUGH PLANTER-FRONT OF BUILDING



4 PERVIOUS CONCRETE



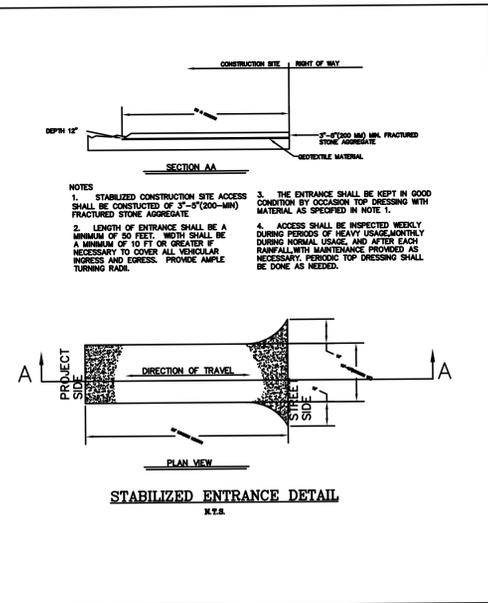
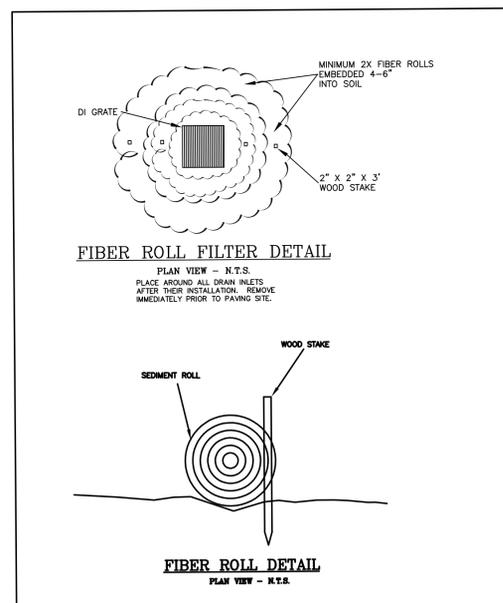
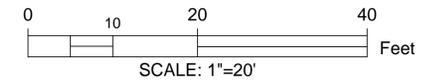
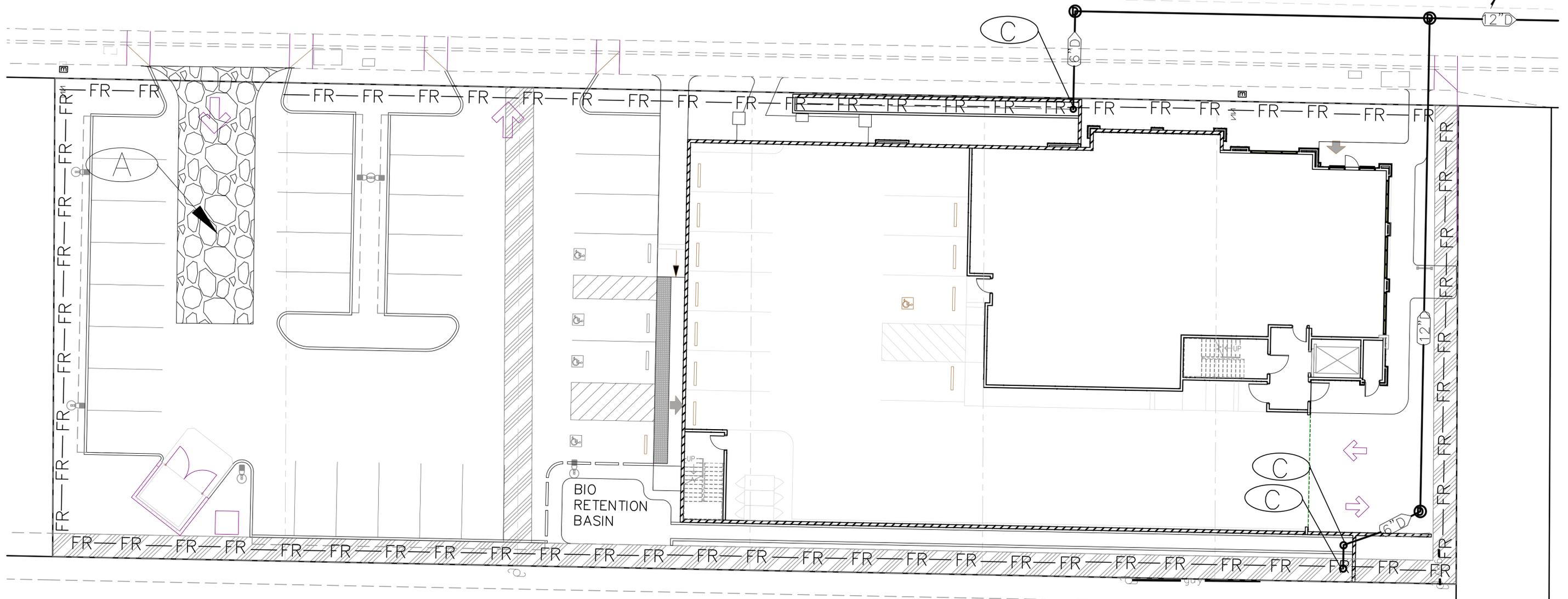
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**CITY OF SAN BRUNO
COUNTY OF SAN MATEO
841 SAN BRUNO AVENUE
PRELIMINARY STORMWATER
CONTROL PLAN 2**

DESIGN BY: _____ AGENCY CHECK BY: _____
DRAWN BY: _____ SHEET PS-2 OF 2
CHECKED BY: S.M.O.

SAN BRUNO AVENUE



EROSION CONTROL LEGEND & NOTES

- (A) INSTALL STABILIZED CONSTRUCTION ENTRANCE SEE DETAIL
- (B) ANY EXISTING D.I FOUND ON FRONATAGE ROAD INSTALL A CATCH BASIN INLET FILTER AND FILTERING SANDBAGS, SEE SAND BAG FILTER DETAIL
- (C) D.I LOCATION INSTALL FIBER ROLL FILTER SEE FIBER ROLL FILTER DETAIL
- FR—FR— INSTALL FIBER ROLL AT PERIMETER LOCATION SEE THIS DETAIL
- SF—SF— INSTALL SILT FENCE AT PERIMETER LOCATION SEE THIS DETAIL



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DATE	DESCRIPTION	BY

GENESIS ENGINEERING
 1402 D Street - Marysville, CA 95901
 office (530) 742-1300 • fax (530) 742-1331
 email sean@genesisengineering.us

CITY OF SAN BRUNO COUNTY OF SAN MATEO 841 SAN BRUNO AVENUE PRELIMINARY EROSION CONTROL PLAN		DESIGN BY: CHECKED BY: S.M.O.	AGENCY CHECK BY: SHEET PE-1 OF 1
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SAN BRUNO AVENUE

inv=67.52

INV=49.40±

INSTALL 4"Ø SEWER LATERAL, INVERT ELEVATION TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION

INSTALL 76LF 12" STORM DRAIN LINE

INSTALL 165LF 8"Ø WATERLINE FOR SERVICES

INSTALL 6" FIRE WATERLINE WITH DCDA AND STUB TO BUILDING

INSTALL 2" DOMESTIC LINE WITH METER AND BACKFLOW DEVICE

INSTALL CITY STD. FDC CONNECTION

INSTALL CITY STD. FIRE HYDRANT AND VALVE ASSEMBLY

INSTALL 105 LF 12" STORM DRAIN LINE

INSTALL 18LF 6" STORM DRAIN LINE FROM PERFORATED PIPE TO MANHOLE

MATCH LINE
THIS SHEET

REPLACE EXISTING METER WITH NEW METER FOR LANDSCAPE IRRIGATION AND INSTALL BACKFLOW DEVICE

BIO RETENTION BASIN

SCALE: 1"=10'
0 5 10 20 Feet

WATERLINES TO BE CONNECTED TO EX. 8" MAIN LOCATED AT CAMINO PLAZA. FLOWS TO BE CONFIRMED PRIOR TO CONSTRUCTION TO ENSURE THE 8" IS ADEQUATE. INSTALL WATERVALVES AT CONNECTION

INSTALL 17LF 12" STORM DRAIN LINE AND CONNECT TO EX. SDMH

EL CAMINO PLAZA

EL CAMINO REAL



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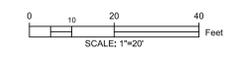
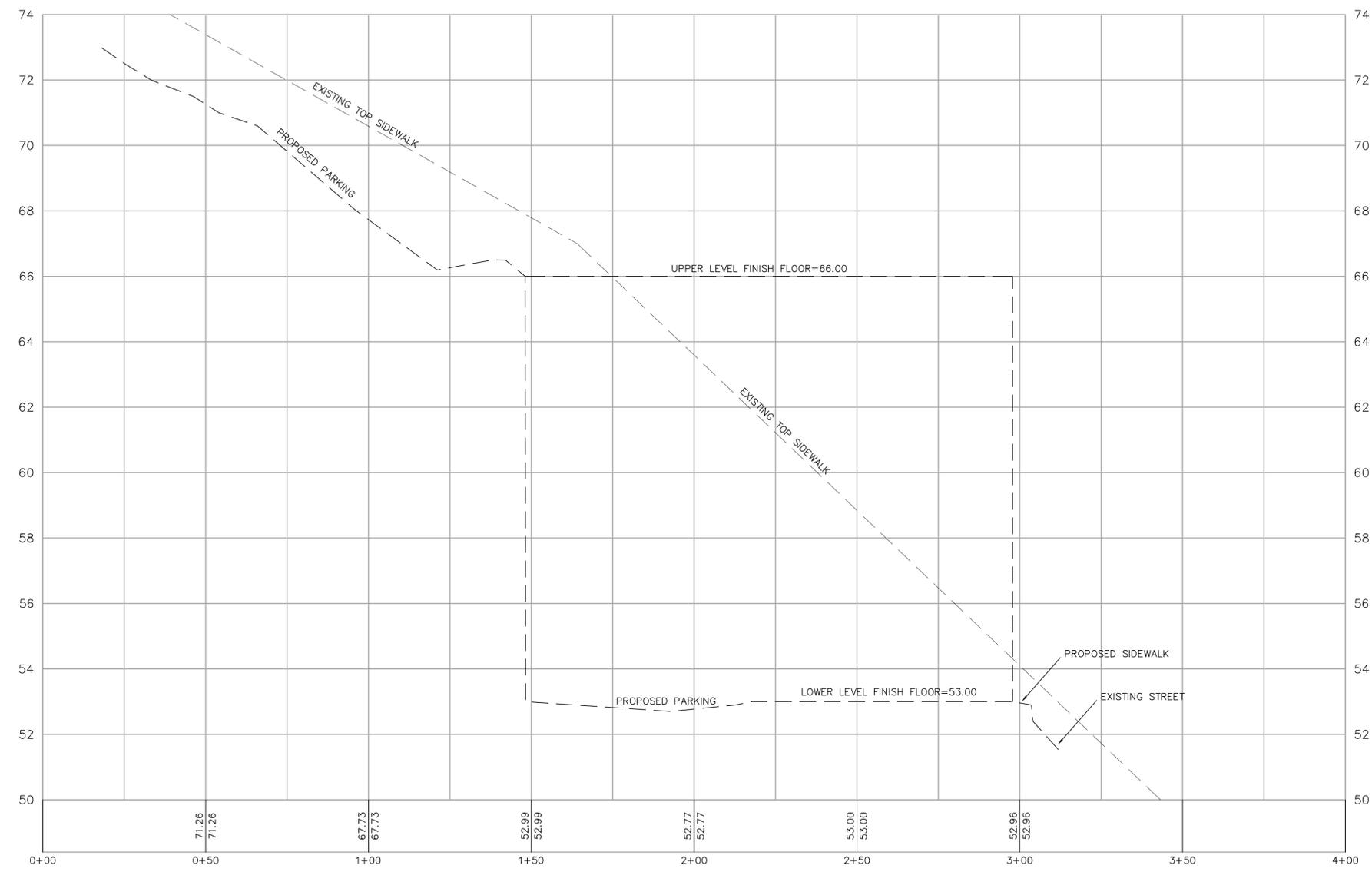
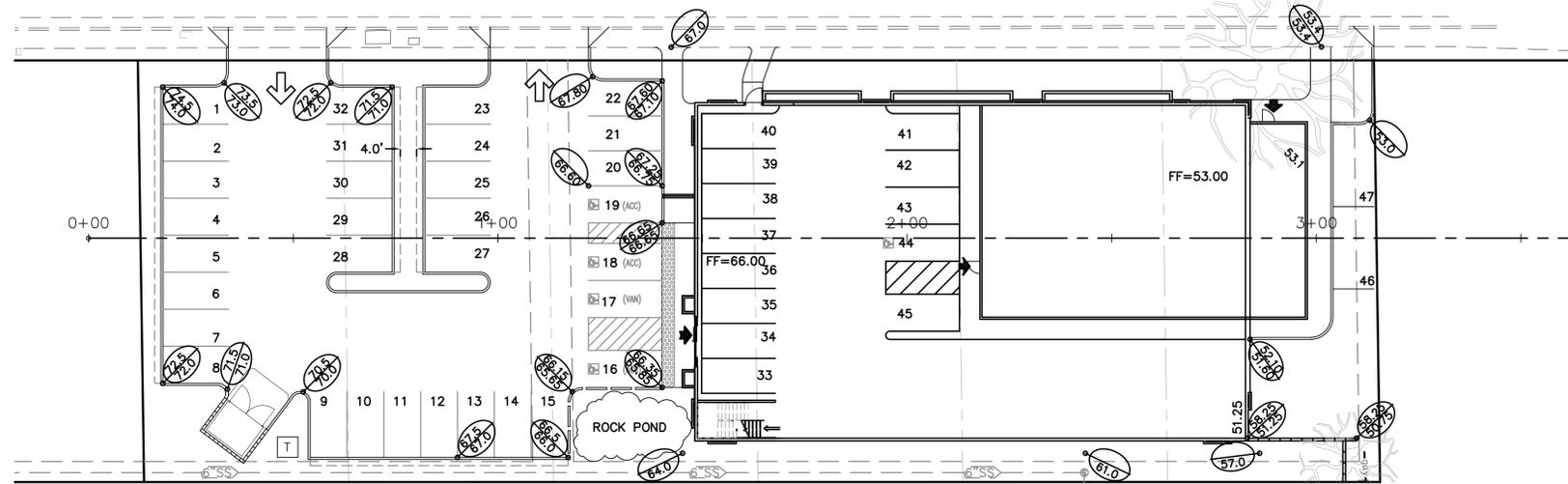
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email sean@genesisengineering.us

CITY OF SAN BRUNO
COUNTY OF SAN MATEO
841 SAN BRUNO AVENUE
PRELIMINARY UTILITY PLAN

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OF 1

SCALE: 1"=10'
0 5 10 20 Feet

MATCH LINE
THIS SHEET

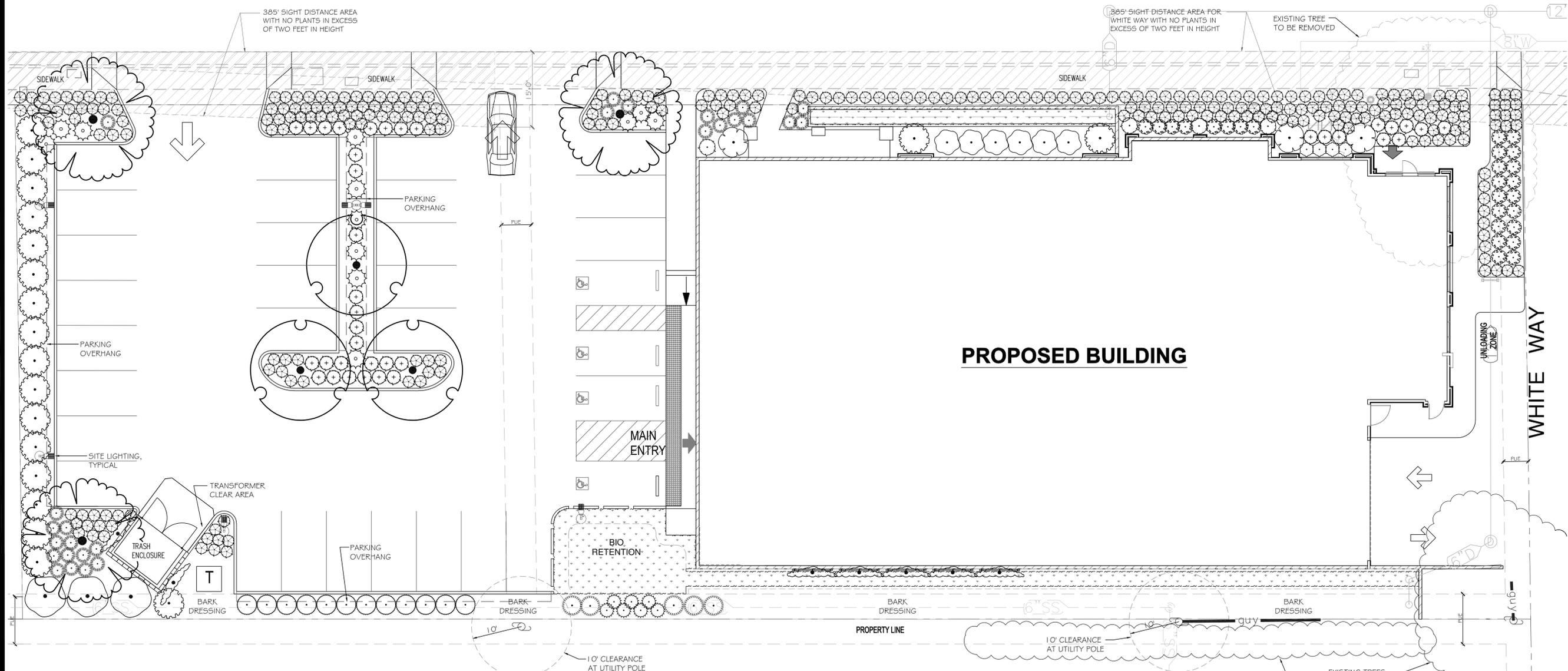


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		DRAWN BY:	SHEET
		CHECKED BY:	CR-1
			OF 1

SAN BRUNO AVE. WEST



PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT	QTY	REMARKS
	Lagerstroemia x 'Bilow'	Crape Myrtle	15 gal	3	Low Water Use: 25' Ht./20' Spd.
	Rhus lancea	African Sumac	15 gal	3	Low Water Use: 25' Ht./25' Spd.
SHRUBS	BOTANICAL NAME	COMMON NAME	CONT	QTY	REMARKS
	Coprosma repens 'Marble Queen'	Marble Queen Mirror Plant	5 gal	37	Low Water Use: 36" Ht./36" Spd.
	Dietes vegeta	African Ins	5 gal	26	Low Water Use: 36" Ht./36" Spd.
	Feijoa sellowiana	Pineapple Guava	5 gal	3	Low Water Use: 10' + Ht./6' + Spd.
	Loropetalum chinense 'Chang Nian Hong'	Ever Red Fringe Flower	5 gal	19	Low Water Use: 6' Ht./6' Spd.
	Muhlenbergia capillans 'Regal Mist'	Muhly	5 gal	5	Low Water Use: 3-4' Ht./3-4' Spd.
	Nandina domestica 'Gulf Stream' TM	Heavenly Bamboo	5 gal	4	Low Water Use: 36" Ht./36" Spd.
	Pennisetum setaceum 'Eaton Canyon'	Eaton Canyon Fountain Grass	5 gal	7	Low Water Use: 3' Ht./3' Spd.
	Phormium tenax 'Apricot Queen'	Apricot Queen Flax	5 gal	4	Low Water Use: 3-4' Ht./3-4' Spd.
	Phormium x 'Platt's Black'	Platt's Black New Zealand Flax	5 gal	12	Low Water Use: 3-4' Ht./3-4' Spd.
	Pittosporum tobira 'Turner's Variegated Dwarf'	Variegated Dwarf Pittosporum	5 gal	26	Low Water Use: 30" Ht./36" Spd.
	Pittosporum tobira 'Variegata'	Variegated Mock Orange	5 gal	6	Low Water Use: 5-6' Ht./5-6' Spd.
	Rosmannius officinalis 'Tuscan Blue'	Tuscan Blue Rosemary	5 gal	12	Low Water Use: 6' Ht./2-4' Spd.

PLANT SCHEDULE CONTINUED

SHRUBS	BOTANICAL NAME	COMMON NAME	CONT	QTY	REMARKS
	Verbena canadensis 'Homestead Purple'	Homestead Purple Verbena	1 gal	273	Low Water Use: 18" Ht./30" Spd.
VINE/ESPALIER	BOTANICAL NAME	COMMON NAME	CONT	QTY	REMARKS
	Macfadyena unguis-cati	Yellow Trumpet Vine	5 gal	7	Low Water Use
GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT	QTY	REMARKS
	Turf - Native Mow Free	Mow-Free Turf	sod	1,047 sf	Native Mow-Free Sod - Available from Delta Bluegrass 800-637-8873 - Low Water Use

Note: Trees are expected to mature in ten to fifteen years, and shrubs and vines generally mature in two to five years.

PRELIMINARY LANDSCAPE PLAN NOTES

- ALL EXISTING PLANT MATERIAL SHALL BE REMOVED FROM SITE AND REPLACED WITH PROPOSED PLANTING.
- LANDSCAPE CONSTRUCTION IRRIGATION AND PLANTING PLANS CONFORMING TO THE WATER USE REQUIREMENTS OF THE CITY OF SAN BRUNO MUNICIPAL CODE SHALL BE SUBMITTED AFTER APPROVAL OF THE PRELIMINARY LANDSCAPE PLAN.
- ALL EXISTING PLANTING AREAS SHALL BE IRRIGATED WITH A FULLY AUTOMATED IRRIGATION SYSTEM CONFORMING TO CITY OF SAN BRUNO AND STATE OF CALIFORNIA WATER USE REQUIREMENTS. IRRIGATION MAY CONSIST OF DRIP, BUBBLERS, SUBSURFACE, AND SPRAY.
- PLANTS WITH SIMILAR WATER NEEDS SHALL BE GROUPED WITHIN HYDROZONES CONTROLLED BY SEPARATE VALVES.
- PLANTING BED SOIL SHALL BE AMENDED TO CORRECT IN-PLACE SOIL DEFICIENCIES TO SUPPORT THE NEEDS OF THE SPECIFIED PLANTS.
- A MINIMUM TWO (2)-INCH LAYER MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS.

MAXIMUM APPLIED WATER ALLOWANCE CALCULATION

$$MAWA = (Eto) (0.62) (0.7 \times LA) + (0.3 \times SLA)$$

Where: MAWA = Maximum Applied Water Allowance per year (gallons)
 Eto = Evapotranspiration per year (inches)
 0.62 = Conversion Factor (to gallons)
 0.7 = ET Adjustment Factor
 LA = Landscape Area including SLA (square feet)
 0.3 = Additional Water Allowance for SLA
 SLA = Special Landscape Area (square feet)

$$MAWA = (38.3) (0.62) (0.7 \times 6,685) + (0.3 \times 0) = 111,119 \text{ (gallons / year)}$$

ESTIMATED TOTAL WATER USE CALCULATION

$$ETWU = (Eto) (CF) \left(\frac{ETWU}{E} + SLA \right) = \text{Gallons per year}$$

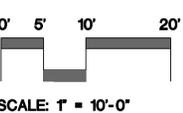
Where: ETWU = Estimated Total Water Use per year (gallons)
 Eto = Evapotranspiration per year (inches)
 CF = Plant factor
 Low water use = 0 - 0.3
 Medium water use = 0.4 - 0.6
 High water use = 0.7 - 1.0
 HA = Hydrozone Area (square feet)
 SLA = Special Landscape Area (square feet)
 0.62 = Conversion factor
 IE = Irrigation Efficiency (minimum 0.71)

High Water Use Hydrozones:
 $ETWU = (38.3) (0.62) \left(\frac{0.7(0)}{0.71} + 0 \right) = 0 \text{ Gallons / year}$

Medium Water Use Hydrozones (shrub and ground cover areas):
 $ETWU = (38.3) (0.62) \left(\frac{0.5(2,066)}{0.71} + 0 \right) = 35,549 \text{ Gallons / year}$

Low Water Use Hydrozones (shrub and ground cover areas):
 $ETWU = (38.3) (0.62) \left(\frac{0.2(4,619)}{0.71} + 0 \right) = 30,897 \text{ Gallons / year}$

TOTAL ETWU = 66,446 Gallons / year



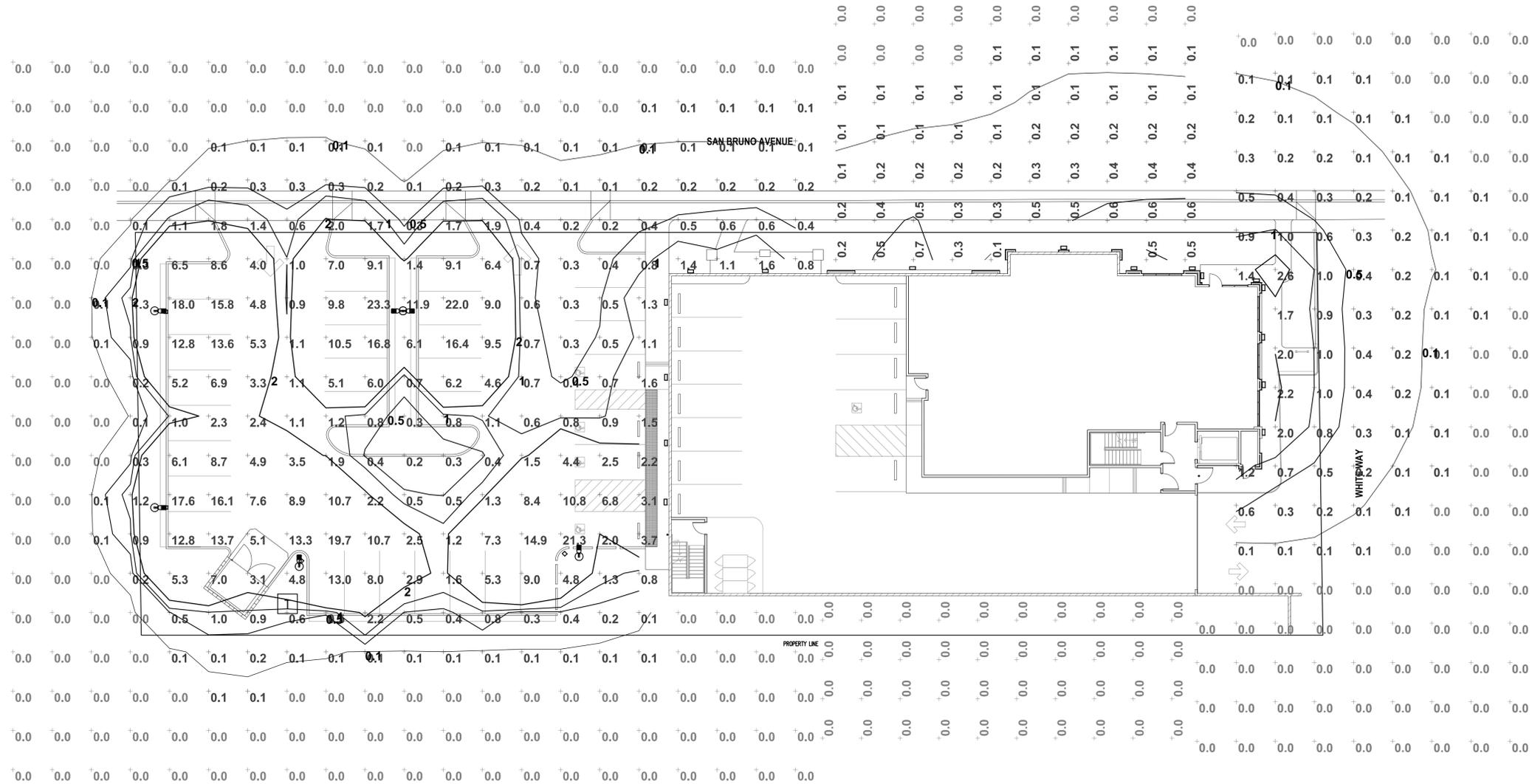
DELTA	DATE	REVISIONS

PRELIMINARY LANDSCAPE PLAN

MOB
 841 SAN BRUNO AVE. WEST, SAN BRUNO, CA

 5350 Barton Road
 Livermore, California 94551
 (916) 666-9022
 www.sierradesigngroup-la.com

DRAWN: DFM
 CAD FILE NAME: PRELIM
 DATE: 9-23-15
 SCALE: 1" = 10'
 JOB NO.: C-116-14
 SHEET: 41
 OF 1 SHEETS



A SITE PLAN - PHOTOMETRIC CALCULATION
E1.2 1/8" = 1'-0"

SHEET NOTES

- 1 PHOTOMETRIC CALCULATION PREPARED USING VISUAL 2.0 SOFTWARE AND INDICATES AVERAGE-MAINTAINED FOOT-CANDLES. NO CONTRIBUTIONS FROM ADJACENT EXISTING LIGHTING OR AMBIENT LIGHTING CONSIDERED.

General Notes

Submittal History

No.	Description	Date	By
	BUILDING PERMIT SUBMITTAL	xxx	AA

Architect's Stamp



Job Number | xxxx

CADD Path | v/

Drawn By | AA

Checked By | WJ

Drawing Title
SITE PLAN - PHOTOMETRIC
CALCULATION

Sheet Number

E1.2

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