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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.

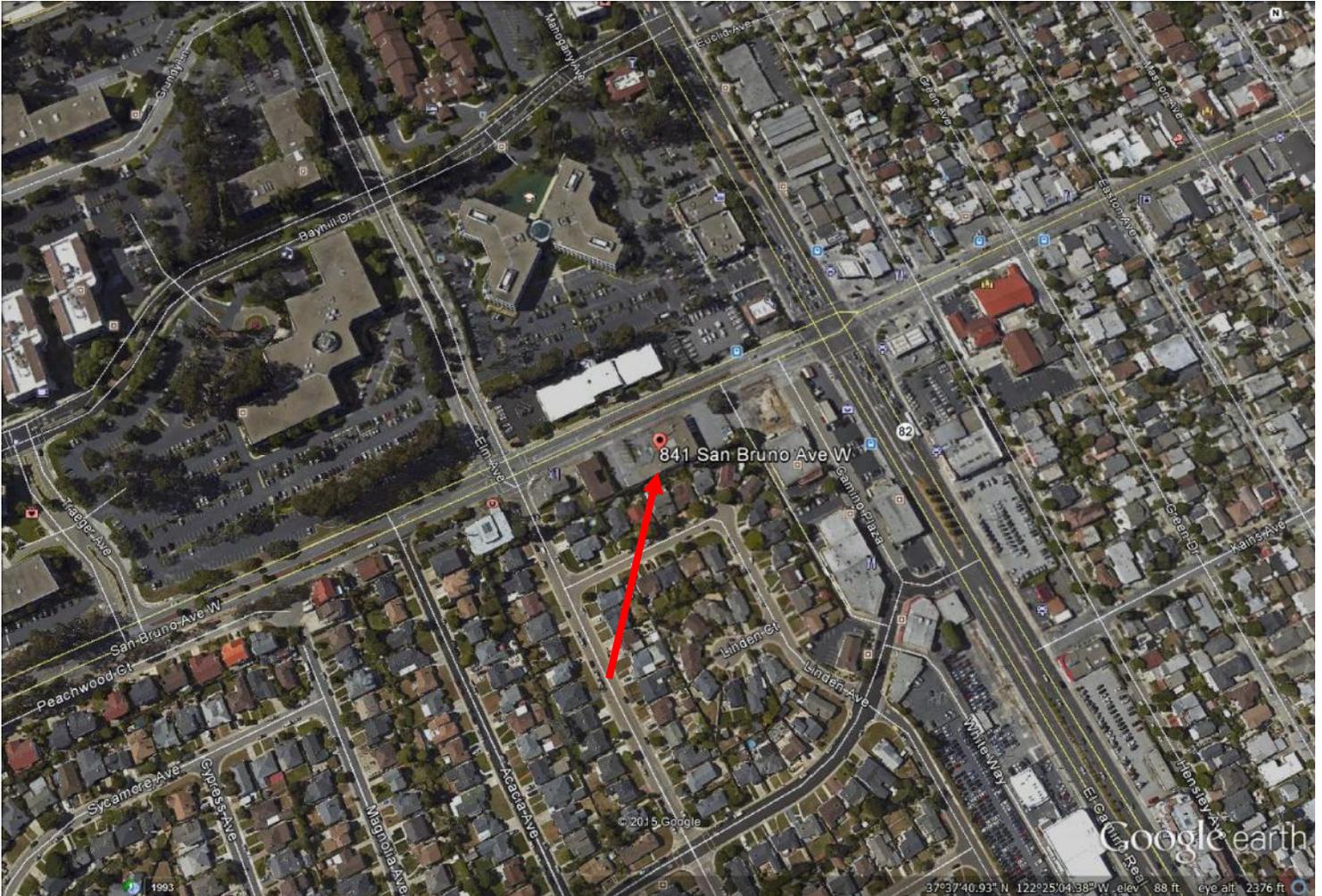
Staff recommends that the Planning Commission adopt the Resolution recommending an amendment to the San Bruno Municipal Code to amend the Zoning Map to establish the P-D District and related Development Plan as well as the Resolution recommending approval of a Planned Development Permit and an Architectural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



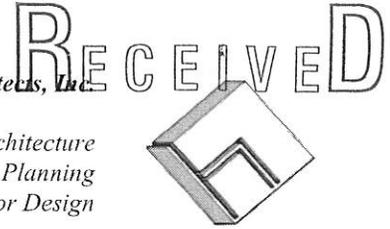
Commercial property to the north across San Bruno Avenue

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.



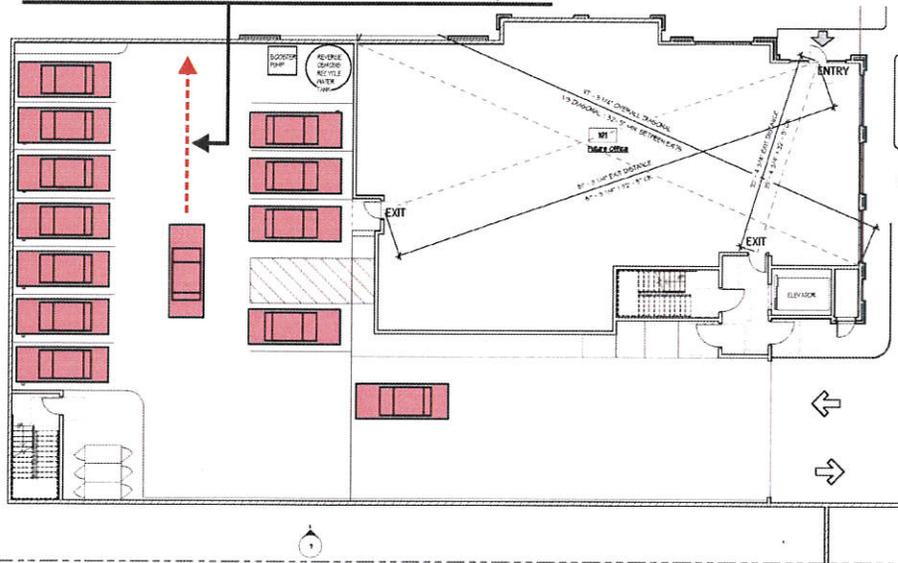


CONCERNS AND RECOMMENDATIONS

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.

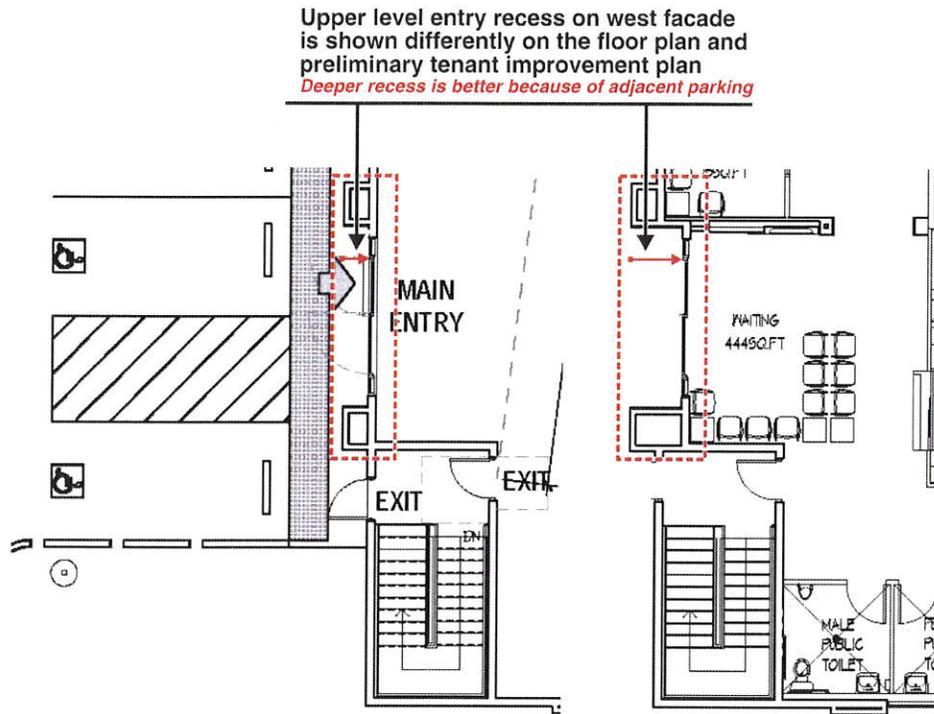
Dead end parking aisle would make turn around difficult if all spaces were occupied



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

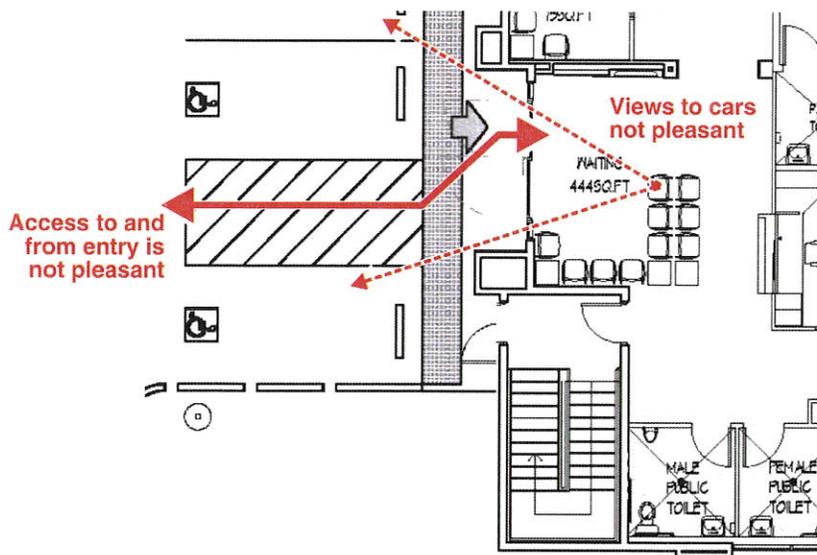
2. The floor plan for the east entry at the upper level is shown with different recessed depths for the entry doors on the Upper Level Floor Plan and the Preliminary Tenant Plan.

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 overhands 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

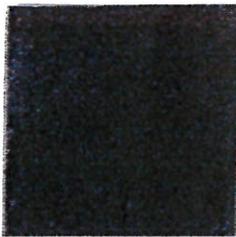


BRICK VENEER
HC MUDCOX OLD SACRAMENTO BLEND

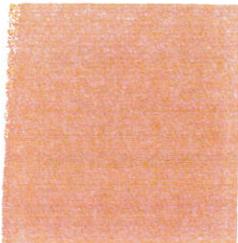
HC 30

philadelphia cream

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



STONE BASE
DAL-TILE: GRANITE ABSOLUTE BLACK
HONED 6T11



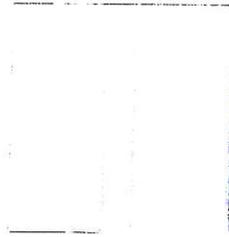
EXTERIOR CEMENT PLASTER FINISH
BENJAMIN MOORE: 112 PEACH BRANDY



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 403
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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