CITY OF SAN BRUNO

COMMUNITY DEVELOPMENT DEPARTMENT

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ARCHITECTURAL REVIEW COMMITTEE
STAFF REPORT
AGENDA ITEM NO. 1.D.
August 11, 2016

Project Address: 345 El Camino Real
Assessor's Parcel No: 020-276-290, 020-293-040
Application No.: PRE-16-002
Zoning District: C (General Commercial)
General Plan Classification: Transit Oriented Development
Transit Corridors Plan: El Camino Real Character Area
Prepared by: Matt Neuebaumer, 650-616-7042

REQUEST

Request for an Architectural Review Permit to allow the construction of a five-story car dealership per Chapter 12.108 of the San Bruno Municipal Code. YSM Design (Applicant), Cappo Properties, LLC (Owner).

(A companion request for a Conditional Use Permit, and Vacation/Dedication of Right-of-Way will be analyzed as the project moves forward to the Planning Commission and City Council).

RECOMMENDATION

Staff recommends that the Architectural Review Committee provide feedback and further direction regarding the recommendations presented in this report.

PROJECT DESCRIPTION

The applicant proposes to demolish the current Honda Dealership, and construct a new five story dealership in its place. The first floor would consist of a showroom, various offices, and 11 total service bays (three of which are dedicated to wet detailing). The second floor would contain 30 additional service bays. Floors three to five would be dedicated to inventory parking. Inventory parking would be double stacked on all levels, thereby providing the ability to accommodate more vehicles. A total of 134 parking spaces are provided at the third floor and fourth floor, and 111 parking spaces are provided at the fifth floor level. There are 36 parking spaces provided at surface level along the southern portion of the site, which would accommodate customers. An additional ten parking spaces are provided along northern portion of the site and would accommodate test vehicles.

The proposed building would be constructed along the northern portion of the property. The proposed building footprint would be increasing from 15,127 square feet (existing) to 35,251 square feet. As a result, the proposed building would cross Memory Lane, a dedicated right-of-way for public use that current bisects the project site. Therefore, the applicant is proposing to relocate Memory Lane in the

southerly direction, adjacent to Walgreens. The relocated Memory Lane would incorporate an 8'-0" wide walking path, and would include 5'-0" wide landscaping strips on either side. There are also two water mains, and one sanitary sewer main that must be relocated from the current Memory Lane location.

Total building square footage would amount to 155,084 square feet, which corresponds to a 2.49 FAR, which meets C (General Commercial) Zoning Code standards and the El Camino Real Character Area development standards outlined within the TCP. The building would incorporate varying setbacks along the east property line, ranging from 3'-0" to 18'-0", where the TCP requires a 10'-0" average. Staff is further coordinating with the applicant to ensure compliance with this specific development standard. There are currently four existing curb cuts located along El Camino Real. The two southernmost curb cuts would be the main point of access for customers accessing the service component of the business and the surface parking lot.

ENVIRONMENTAL REVIEW

The project is located within the Transit Corridors Plan (TCP) Specific Plan 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. Therefore, site specific, individual projects, such as the proposed project, can be evaluated using the Program EIR to decide if all potentially significant environmental impacts of the individual project:

- Have been previously identified (are not new) and are not substantially more severe than those identified in the Program EIR;
- Will be avoided or mitigated to the extent feasible as a result of the EIR; and
- Have been examined in the EIR, site-specific project revisions, or the implementation of standards development standard regulations.

To determine if the above conditions are met, an Initial Study/Environmental Checklist must be prepared for the proposed project. The following studies/reports must be generated for the preparation of the Initial Study/Environmental Checklist: Tree Survey, Geotechnical Report, Phase 1 Environmental Site Assessment, Identify if any hazardous materials have ever been used on-site or will be used on-site, Asbestos Survey Report, FAA Notification or Exemption, Storm water treatment plan, Noise Assessment, Traffic Study and Feasibility Analysis, Transportation and Parking Demand Management Plan, and Estimates of water demand and wastewater generation. Staff is currently in the process of entering into a Consultant Services Agreement with an Environmental Consultant for the preparation of the Initial Study.

LEGAL NOTICE

There is no legal noticing requirement for an ARC agenda item though staff sent a courtesy notice to all property owners within 300 feet of the subject site on August 2, 2016.

PUBLIC COMMENT

Staff received one e-mail regarding the proposed project, which is attached as Exhibit F.

REVIEWING AGENCIES

Community Development Department
Public Services Department
Fire Department
Police Department

EXISTING CONDITIONS

The subject property is approximately 1.43 acres in area and is located directly across the street from the southern entrance to downtown San Bruno on El Camino Real. The project site is zoned C (General Commercial). The property consist of two parcels. The southernmost parcel is developed with the existing Victory Honda Showroom, associated offices, and surface parking for customers and vehicle inventory. The northernmost parcel includes additional surface parking for vehicle inventory. Additionally, one segment of Memory Lane currently bisects the subject property. Memory Lane is a pedestrian, bicycle-only way that runs roughly perpendicular to El Camino Real from Elm to Poplar (Block #1), from Poplar to Linden (Block #2), and then across the Victory Honda site to El Camino Real (Block #3).

Commercial uses are located to the north, south, and east of the subject property. Single-Family residential homes are located to the rear of the subject property on Linden Avenue.

SURROUNDING LAND USES

North: Jenevein Avenue – R-1 (Single Family Residential), C (General Commercial), C-N (Neighborhood Commercial), and C-B-D (Central Business District)
South: Crystal Springs Road – R-1 (Single Family Residential), C-N (Neighborhood Commercial)
East: San Mateo Avenue – C-B-D (Central Business District)
West: Linden Avenue – R-1 (Single Family Residential), C (General Commercial), C-N (Neighborhood Commercial)

ENTITLEMENT PROCESS

As proposed, staff anticipates the following entitlements:

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 is the primary subject of review and recommended action in this staff report.

Conditional Use Permit: In 2003, The City approved a modification to Honda's Conditional Use Permit. Staff has determined that a new Conditional Use Permit is required, as the proposed project is significantly increasing in size. Overall sales are anticipated to grow by 50%, and the service component of the business is anticipated to increase by at least 200%. The number of employees will be increasing from 70 to 140.

Parking: At this time, staff is actively reviewing the parking demand for the proposed use. Additional information and clarification from the applicant is needed in order to determine if all parking requirements are met.

STAFF'S PROJECT ANALYSIS

The proposed project is located within the Transit Corridors Plan (TCP) area. Staff has developed a formal pre-submittal process for specific project located within the TCP area. The intent of the pre-submittal process is to notify neighbors of the proposed project, receive public input, and receive initial feedback from staff, an outside design consultant, and the Architectural Review Committee (ARC). Preliminary plans were first submitted to staff in December 2015. More recently, staff received detailed plans on June 21, 2016, formally initiating the TCP pre-submittal process. The project was recently reviewed by Larry Cannon, Architectural Peer Review Consultant. Mr. Cannon's most recent memo is attached as Exhibit D. Mr. Cannon and staff have analyzed the preliminary plans against the TCP Design Guidelines. Areas of concern include site layout and circulation, and the overall massing and

scale of the proposed building.

Site Design & Circulation:
Staff is concerned with ingress/egress and overall on-site circulation. As proposed, the existing southernmost curb cuts would provide the main point of access to the subject property for customers accessing the service component of the business and the surface parking lot located at the south side of the subject site. The existing curb cuts are currently not utilized and are located within an existing intersection. Staff has distributed the plans to Caltrans for their review. Additionally, staff is requiring that a Traffic Study be conducted. At a minimum, the Traffic Study will require LOS intersection analysis, on-site circulation analysis, ingress/egress analysis, and a traffic signal analysis. The on-site circulation analysis needs to address how delivery vehicles, emergency response vehicles, and garbage/recycling trucks will access and navigate on-site. Additionally, the on-site circulation analysis needs to study the interaction between customers accessing and leaving the service/repair services versus people parking in the surface parking lot located on the south side of the subject site. Staff will identify and distribute the full scope of services required for the Traffic Study to the applicant once we have received initial feedback from Caltrans.

The project also proposes to incorporate a new curb but along Linden Avenue. Staff's primary goal is to maintain and be respectful of the residential character along Linden Avenue. Therefore, staff is recommending that access via the proposed Linden Avenue curb cut be limited to emergency service vehicles. Staff is recommending the incorporation of emergency service bollards, which would prohibit daily use of the Linden Avenue curb cut.

Below, are additional site design TCP Guidelines that are applicable to the proposed project:

- **A1-9:** Require continuous building facades along San Mateo Avenue. On El Camino Real, Huntington Avenue, and San Bruno Avenue encourage continuous building facades where possible. Where continuous building facades cannot be provided, minimize driveway curb cuts to no more than 25 feet wide and landscape alleys with plantings and trees.
- **A3-2**: Locate street trees and planter strips between sidewalks and roadway to provide a safety buffer for pedestrians from traffic. Allow tree wells and planters to be used instead of planter strips in cases where parking or bicycle lanes are located next to sidewalks.
- **A13-3:** Minimize impervious surfaces such as concrete, asphalt and hardscaping, especially for surface parking lots. Utilize permeable joint pavers, porous concrete and asphalt, reinforced grass pavement (turfcrete), cobblestone block pavement, and other similar material that allow water to infiltrate.

Staff further has the following site design and circulation recommendations:

a. Provide defined pedestrian walkways between the customer parking lot and the building.
b. Add additional street trees along the El Camino Real frontage. The street trees should be located within the site property lines and should be installed at a location where they do not conflict with existing utilities.
c. Add a low wall and architectural elements between the customer parking lot and the landscaping at the street edge to extend the architectural frontage.
d. Utilize permeable paving in the customer parking lot
e. Enhance Memory Lane by providing special paving, lighting, street furniture, and bike racks.

Massing and Scale

Staff finds that the overall massing and scale of the proposed project is not consistent with a number of TCP Design Guidelines. As proposed, the building includes little articulation and is not respecting the residential character of the adjacent single-family neighborhood located to the rear of the subject site along Linden Avenue. Applicable TCP Guidelines are as follows:

- **A2-1:** The design of new development must respect the scale, form, and development pattern of the existing residential neighborhoods surrounding/adjoining the Transit Corridors Area.
- **A2-2:** Ensure the transition between high-density development and lower density development, including surrounding existing residential neighborhoods, by carefully considering site design and architectural massing. Reduce the scale of building 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.
- **A2-7:** Break up long horizontal roof lines on buildings with flat or low pitched roofs by incorporating architectural elements such as parapets, varying cornices and roof lines. Roof lines should be broken at intervals no greater than 50-'long by change in height or roof form.
- **A2-8:** Encourage deep roof overhangs to create shadows and add depth to facades.
- **A3-1:** Provide transitions between commercial and residential buildings by encouraging upper-story stepbacks beyond what is required by the development standards.
- **A3-2:** Step down building heights along the secondary frontage and rear of buildings to reduce impact on adjacent properties. Stepping back upper stories will also minimize shadows cast on public amenities such as sidewalks, parks and greenways, and lessens privacy concerns with adjoining lots/neighbors.
- **A5-1:** Incorporate architectural elements on all facades to prevent blank walls. Though the highest level of articulation will occur on front facades, all exposed sides of a building should be designed with the same quality materials: Articulate facades with a variety of materials; All building sides should include glazing, awnings, projecting and recessed elements, or other details to add visual interest; and roof lines and cornice details should be designed in a three-dimensional manner so that the features on the back of the roof and/or unfinished areas are not visible.
- **A5-2:** Design buildings that contribute to the urban fabric by varying setback, roof heights, upper-story stepbacks, building articulation and landscaping treatments.

Staff finds that the following recommendations would address concerns regarding overall massing and scale and would better achieve consistency with the TCP Design Guidelines referenced above:

<u>El Camino Real Façade Recommendations:</u>

a. Within the El Camino Real character area, a stepback of 15'-0" is required above the fourth floor when facing a corridor street. The upper most portion of east elevation must be setback 15'-0" from the fourth story below.
b. Add a projecting cornice canopy just above the fourth floor elevation.
c. Incorporate individual sunshades above the second and third floor level, directly above the louvers. Staff recommends that the individual sunshades be installed in between the column elements.
d. Terminate the metal louvers at the columns rather than running them in front of the columns on the second floor.
e. Add further articulation to the large signage wall. One consideration would be to continue the metal louver design in the northerly direction.

f. Reduce the height of the entry feature so that it terminates at the top of the second floor level.
g. Add a canopy above the main entry to enhance the pedestrian scale of the street façade.
h. Use a grey/silver color for the ribbon bands in lieu of blue.

South Elevation Recommendations:

a. Continue the projecting canopy above the fourth floor.
b. Incorporate individual sunshades above the second and third floor level, direction above the louvers. Staff recommends that the individual sunshades be installed in between the column elements.
c. Terminate the metal louvers at the columns rather than running them in front of the columns on the second floor.
d. Use softer and varied colors.

West Elevation Recommendations:

a. Setback the fourth and fifth floors on the Linden Avenue façade to mitigate the impact and preserve the character of the adjacent single-family residential neighborhood.
b. Add a projecting cornice canopy just above the third floor elevation.
c. Incorporate individual sunshades directly above the second floor.
d. Terminate the metal louvers at the columns rather than running them in front of the columns on the second floor.
e. Replace trees along property line with taller species to better screen the rear elevation.
f. Use softer and varied colors.

North Elevation Recommendations:

a. Setback the fifth floor a minimum of 15 feet
b. Setback the north facade along the adjacent parking lot to allow articulation of the tall blank wall.
c. Include vine planting along the north side elevation. The vines shall be planted and trained to grow on the first story wall.
d. Add a projecting cornice canopy just above the fourth floor elevation.
e. The projecting cornice canopy along the north elevation shall continue along the
f. Incorporate individual sunshades or other devices above the second and third floor elevation.
g. Use softer and varied colors.

Lastly, staff recommends that the applicant consider incorporating solar panels on the roof-top. This is consistent with TCP Design Guideline A10-11, which states, "Encourage the installation of solar panels on roof-decks of parking structures, both as shading devices for vehicles and as a sustainable energy source." To meet this objective, staff recommends that the applicant consider adding solar panels to the roof.

RECOMMENDATION

Staff recommends that the Architectural Review Committee provide feedback and further direction regarding the recommendations presented in this report.

EXHIBITS

A: Site Location
B: Photographs
C: Site Plan, Floor Plans, and Elevations
D: Comments from Larry Cannon, Peer Review Architect
E: Preliminary Comments from Reviewing Departments
F: E-mail Correspondence from Property Owner

345 El Camino Real
020-276-290 & 020-293-040
PRE-16-002

Exhibit A: Site Location

Subject Site

Subject Site

Exhibit B: Photographs

Subject Site (Memory Lane)

Adjacent Residential District along Linden Avenue

Exhibit B: Photographs

YSM DESIGN
RETAILAUTOMOTIVEARCHITECTURE
305 N. Coast Highway, Suite L
Laguna Beach, CA 92651
tel: 949-715-4275

EXHIBIT C

Vicinity Map

Sheet Index

Project Description

Victory Honda - 345 El Camino Real, San Bruno, California
Zoned "C" General Commercial: Parcel number 0202993040
Project is the re-envisioning of an existing automobile sales and service facility. Community growth has increased the demand for automotive sales. Additional sales has created a greater need for vehicle service capacity.
Operations of the new facility will be based on existing facility hours of operations. Sales and Service will still be conducted between the hours of 7:00 AM to 7:00 PM, daily.
The larger facility will allow an expansion of staff from 70 full time employees to at least 140 full time employees.
Construction Gives us an opportunity to relocate and improve Memory lane. Memory lane is a public walk that bisects the existing dealership. Its current location causes pedestrians to cross two internal drives. Currently the walkway paving is in disrepair with uneven patches and trip hazards. Our plan shifts the walkway out of traffic and improves both paving and planting.
Building Foot print will grow from 15,127 square feet to 35,251 square feet. Total building area will grow from 19,097 square feet to 155,084 square feet.
Sales facilities will grow from 3,980 square feet to 8,053 square feet. The sales consultation will go from eight sales desks to sixteen sales desks. Financing offices will increase from two offices to four offices. Service writers will go from three advisors to six advisors. Service reception will grow from one car to eight cars.
Service stalls will grow from eleven productive stalls to thirtyeight productive stalls. On site inventory will grow from 111 vehicles to 395 vehicles.

Victory Honda of San Bruno

Victory Honda : Schematic Study
Scale: Not to Scale
6/10/2016

ysm DESIGN
RETAILAUTOMOTIVEARCHITECTURE

305 N. Coast Highway, Suite L
Laguna Beach, CA 92651
tel: 949-715-4275

Victory Honda of San Bruno

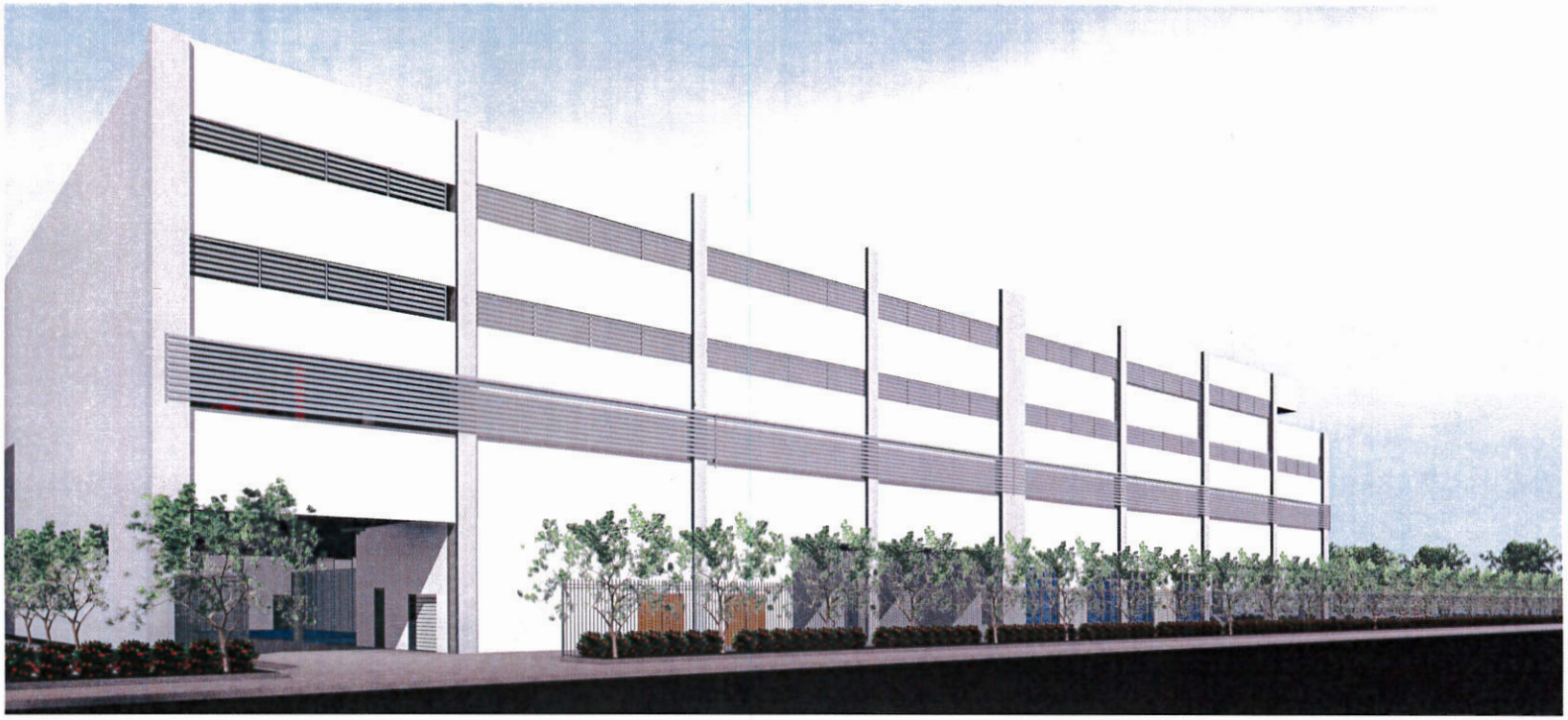
Victory Honda - Schematic Study - Rendering El Camino Real Looking North
Scale: Not to Scale
6/10/2016

ysm DESIGN
RETAILAUTOMOTIVEARCHITECTURE
305 N. Coast Highway, Suite L
Laguna Beach, CA 92651
tel. 949-715-4275

Victory Honda of San Bruno

Victory Honda_ Schematic Study - Rendering El Camino Real Looking South
Scale: Not to Scale
6/10/2016

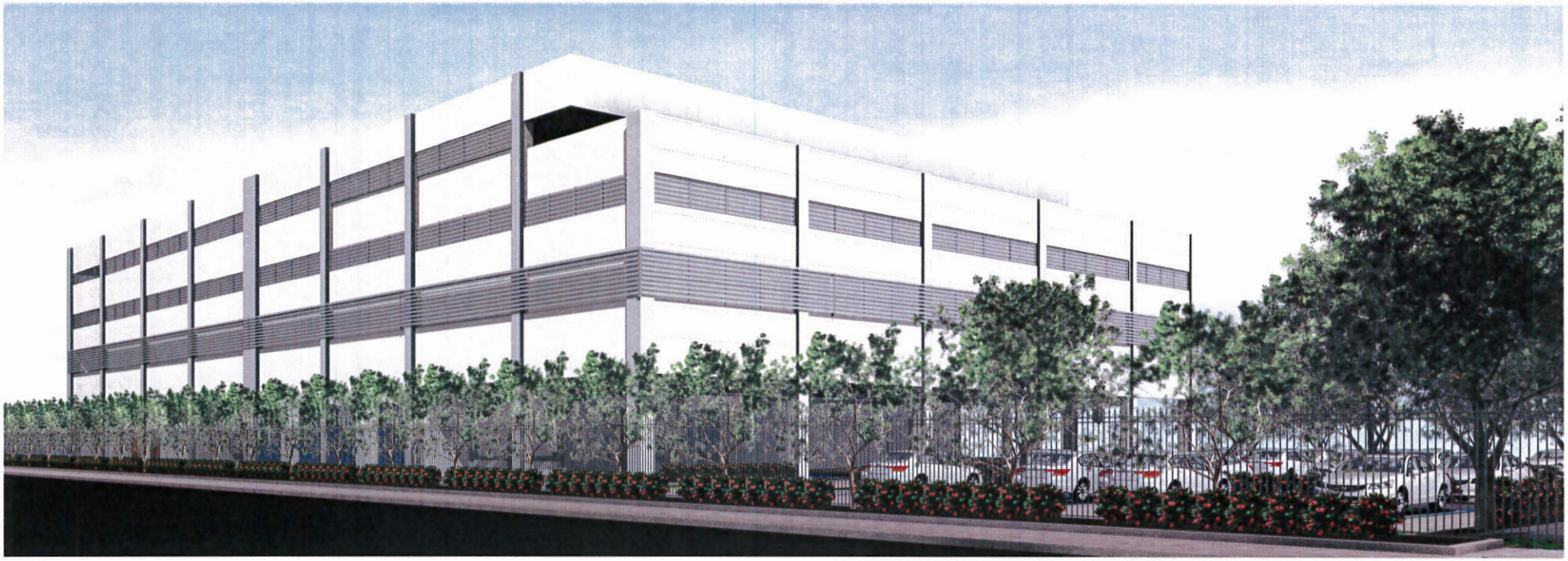
ysm DESIGN
RETAILAUTOMOTIVEARCHITECTURE
305 N. Coast Highway, Suite L
Laguna Beach, CA 92651
tel: 949-715-4275



Victory Honda of San Bruno

Victory Honda : Schematic Study - Rendering Linden Avenue Looking South
Scale: Not to Scale
6/10/2016

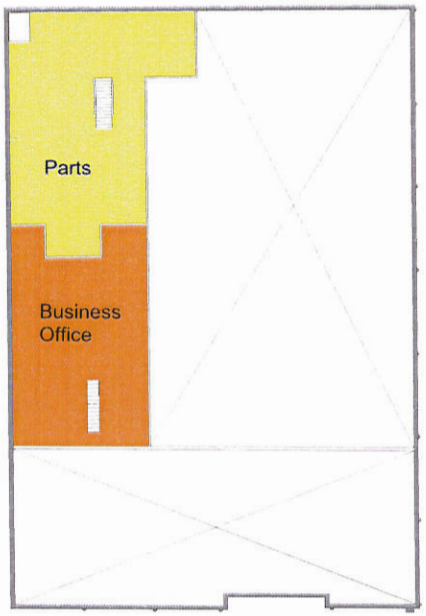
ysm DESIGN
RETAILAUTOMOTIVEARCHITECTURE
305 N. Coast Highway, Suite L
Laguna Beach, CA 92651
tel: 949-715-4275

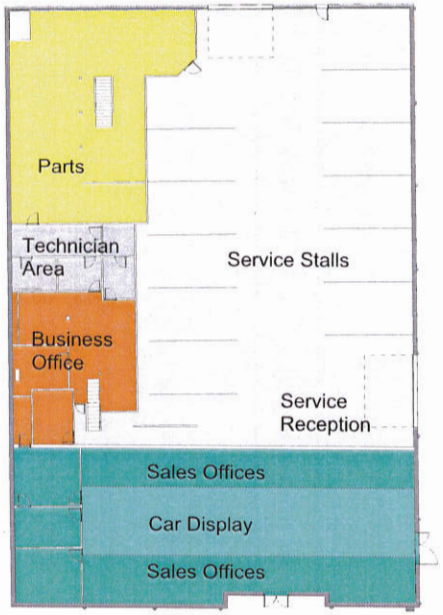


Victory Honda of San Bruno

Victory Honda - Schematic Study - Rendering Linden Avenue Looking North
Scale: Not to Scale
6/10/2016

ysm DESIGN
RETAILAUTOMOTIVEARCHITECTURE
305 N. Coast Highway, Suite L
Laguna Beach, CA 92651
tel. 949-715-4275





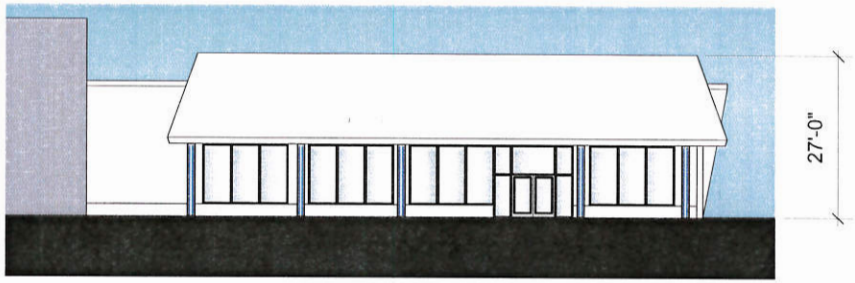
Existing Building - Two Floors

- Showroom Display - Area
- Showroom Office - Area
- Business Administration - Area
- Service Bays - Area
- Service Technician - Area
- Parts Inventory - Area

Service Department

Sales Department

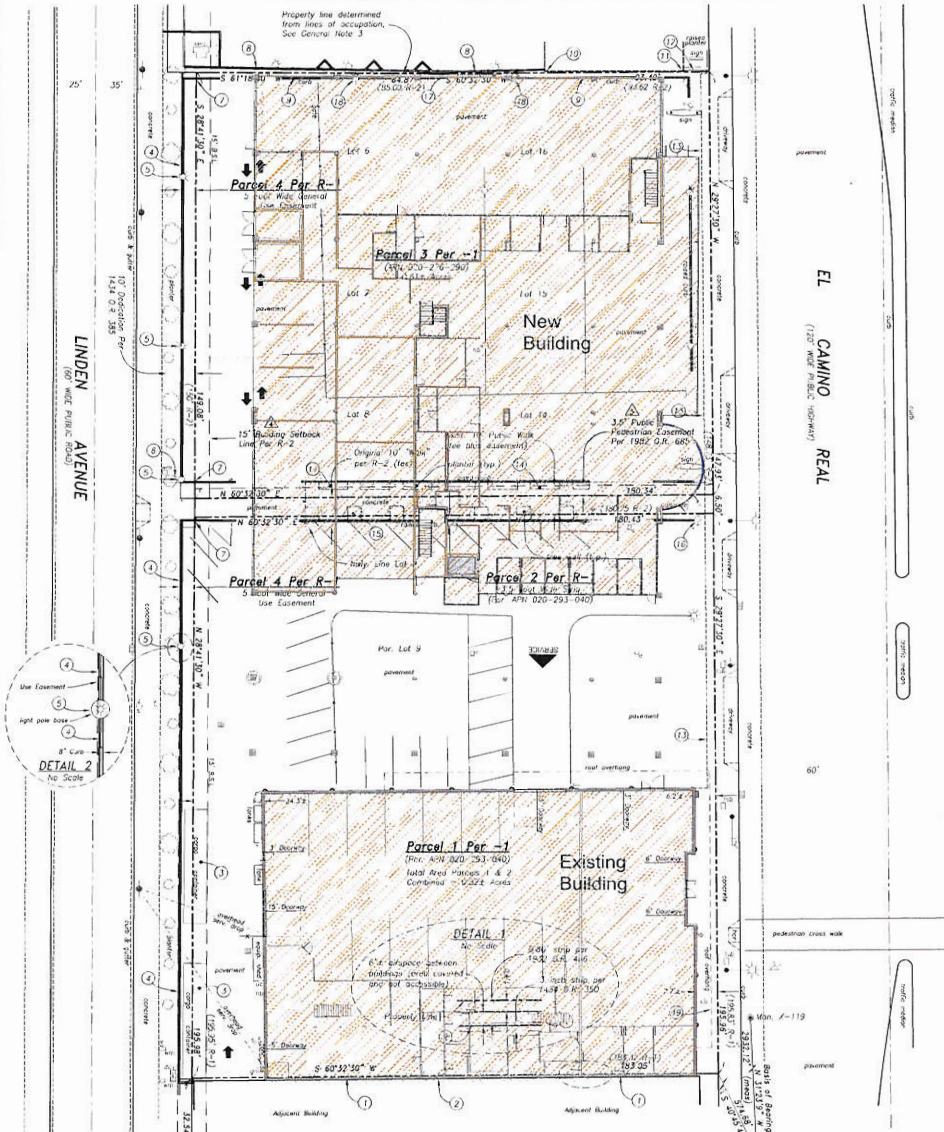
Site Inventory



Victory Honda of San Bruno

0 20 40 60 80 100 FT

Victory Honda : Schematic Existing Building Plan
Scale: 1"=30'-0"
6/10/2016



Legal Description:

The land referred to hereon is situated in the City of San Bruno, County of San Mateo, State of California, and is described as follows:

Parcel One:

Portion of Lot 9 as shown on that certain Map entitled "Uncle Tom's Park Subdivision No. 2, San Bruno, California", filed in the office of the County Recorder of San Mateo County, State of California on March 20, 1940 in Book 22 of Maps at Page 41, more particularly described as follows:

Beginning at the most Northerly corner of said Lot 9; thence from said point of beginning along the Northeasterly line of said Lot, South 29°26'30" East 192.33 feet to the Northwesterly line of that certain strip of land 0.80 of a foot wide as described in the deed to California-Western States Life Insurance Company, dated August 3, 1950 and recoded September 6, 1950 in Book 1932 of Official Records at Page 466 (File No. 83788-I), Records of San Mateo County, California; thence along the Northwesterly line of said strip, South 60°33'30" West 183.32 feet, more or less, to a point which is 10.00 feet Northeasterly from the Northeasterly line of Linden Avenue as shown on the above mentioned map, measured at right angles thereto; thence North 28°40'30" West parallel and 10 feet perpendicularly distant from the Northeasterly line of Linden Avenue, 192.45 feet, more or less, to a point on the Northwesterly line of said Lot 9; thence along said last mentioned line, North 60°33'30" East, 180.75 feet, more or less, to the point of beginning.

Parcel Two:

The Southeasterly 3 feet 6 inches of that certain 10 foot wide "Walk" lying between Lot 9 and Lots 8 and 14 as shown on that certain map entitled "Uncle Tom's Park Subdivision No. 2, San Bruno, California", filed in the office of the County Recorder of San Mateo County, State of California on March 20, 1940 in Book 22 of Maps at Page 41.

Excepting the Southwesterly 10 feet thereof as described in the Deed to the City of San Bruno, dated September 3, 1946 and recorded September 27, 1946 in Book 1293 of Official Records, at Page 385, Records of San Mateo County.

Parcel 3:

Lots 6, 7, 8, 14, 15 and 16 as shown on that certain map entitled "Uncle Tom's Park Subdivision No 2, San Bruno, California", filed in the office of the County Recorder of San Mateo County, State of California on March 20, 1940 in Book 22 of Maps at Page 41.

Excepting from said Lots 6, 7 and 8, the Southwesterly 10 feet thereof as described in the Deed to the City of San Bruno, dated September 3, 1946 and recorded September 27, 1946 in Book 1293 of Official Records, at Page 385, Records of San Mateo County.

Parcel Four:

An easement in, through, over and upon a strip of land 5 feet wide and more particularly described as follows:

The Northwesterly 5 feet of a 10 foot wide strip of land lying adjacent to and Northeasterly of the Northeasterly line of Linden Avenue as designated on the Map entitled "Uncle Tom's Park Subdivision No. 2, San Bruno, California", filed in the office of the County Recorder of San Mateo County, State of California on March 20, 1940 in Book 22 of Maps at Page 41, bounded on the Northwest by the Northwesterly line of Lot 6 and the Southeast by a line 225 feet distant Southeasterly from and parallel to the Northwesterly line of Lot 9.

Excepting therfrom so much as lies within the area designated "Walk" on said map.

Said easement is for the purposes set forth in and was created by deed recorded April 23, 1951 in Book 2056 of Official Records at Page 86 (File No. 31764-J), Records of San Mateo County.

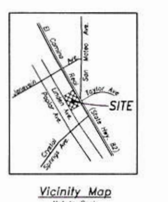
Basis of Bearings:

Bearings shown hereon are based on found monuments designated X-116 & X-119 as shown on California Dept. of Transportation Monument Map Nos. S79002 through S79004. The bearing between found monuments was taken as North 31°23'09" West. Rotate bearings shown 0°01'00" clockwise to obtain bearings consistent with 22 Maps 41 (this difference is not a discrepancy, merely a consistent rotation).

(IN FEET)
1 inch = 20 ft.

Table of Encroachments and/or Structures Adjacent to Property Line

(1) Subject building encroachs 0.4' into adjacent parcel
(2) Adjacent building 0.9' outside property
(3) Cargo containers straddle property line, but inside Use Easement
(4) 8" retaining curb varies 0.1' to 0.3' inside Use Easement. Fence centered on curb varies 0.4' to 0.6 inside Use Easement
(5) Light pole straddles Use Easement line
(6) Exposed ¾" water line crosses Use Easement line, purpose unknown
(7) Curb crosses property line
(8) Curb varies between 0.4' to 1.6' outside property
(9) Curb varies between 1.2' to 1.9' inside property
(10) Face of building trim 0.3' outside property
(11) Face of building trim 0.1' outside property
(12) Planter wall 0.5' outside property
(13) Back of sidewalk 2.9' inside property (No public easement disclosed in Title report)
(14) Planters/shrubs straddle easement line (typ. along "Walk")
(15) Tree wells/trees straddle property line (typ. along "Walk")
(16) Center fire hydrant 1.9' inside property
(17) Exposed electrical conduit meanders property line from 0.5' inside to 0.5' outside property
(18) Light pole base 0.5' inside property
(19) Building overhang 2.0' inside property



Vicinity Map
Not to Scale

Legend

	Boundary Line		Fire Hydrant	tsb	Traffic Signal Box
	Building Line at Gnd. Level	gm	Gas Meter		Tree
	Curb & Gutter	hb	Hose Bib		Utility Pole
	Fenceline	(1)	See Table of Encroachments and/or Structures Adjacent to Property Line	wm	Water Meter
co	Cleanout		Sign	wv	Water Valve
	Drainage Structure		Site Light	R-1	Fidelity National Title Report Title Order No. 12-3585155-A-PM, Amended
dcv	Detector Check Valve	6	Title Report Item Number - See General Notes	R-2	Book 22 of Maps, Page 41
e	Electrical Utility Box				

General Notes:

1) The boundary and related information shown hereon is based on Preliminary Title Report prepared by Fidelity National Title Company as Title Order No. 12-3585155-A-PM Amended and dated Oct. 2, 2012. The exceptions and exclusions noted therein are discussed as follows:

A) Items 1 and 2 – Property Taxes, including any personal taxes and assessments for the fiscal year 2012-2013. Not addressed on this map.

B) Item 3 – The lien of supplemental taxes, if any. Not addressed on this map.

C) Item 4 – 15' Building Setback Line as disclosed by Book 22 of Maps, Page 41. Location of setback line shown hereon.

D) Item 5 – Public Pedestrian Walk easement as described in Book 1982 of Official Records, Page 685, Instrument No. 2103-J. Location of easement shown hereon.

E) Item 6 – Covenants, Conditions, and Restrictions as described in Book 2058 of Official Records, Page 86, Instrument No. 31764-J. Not addressed on this map, see document for particulars.

F) Item 7 – The terms and conditions contained in an Agreement between Gem Advertising Inc. and the City of San Bruno in Book 4560 of Official Records, at Page 519, Instrument No. 45405-W. Not addressed on this map, see document for particulars.

G) Item 8 – Unrecorded lease disclosed by Book 5661 of Official Records at Page 464, Instrument No. 49056-AC. Not addressed on this map.

H) Items 9 and 10 – Deed of Trusts. Not addressed on this map.

I) Item 11 – The terms and conditions contained in an Agreement between Thomas C. Grace and the City of San Bruno filed for record as Instrument No. 1982-079960. Not addressed on this map, see document for particulars.

J) Item 12 – Deed of Trust. Not addressed on this map.

K) Item 13 – The fact the subject property is located within the project area of the San Bruno Redevelopment Agency. Not addressed on this map.

L) Item 14 – Matters which may be disclosed by an inspection and/or by a correct ALTA/ACSM Land Title Survey, and/or by inquiry of parties in possession. Plottable matters of survey shown hereon; other non-plottable matters not addressed hereon.

M) Item 15 – Rights and claims of parties in possession or which are not disclosed by the public record. Not addressed on this map.

N) Item 16 – Invalidity or Defect in the title of the vestees. Not addressed on this map.

O) Item 17 – Certain requirements of the Title Company. Not addressed on this map.

2) All features shown hereon represent surface conditions of the project area compiled from a field survey in October of 2012. No attempt has been made to determine the extent or existence of underground utilities or other features not surface visible.

3) The subject parcel lies within Flood Zone "D" as depicted on the Federal Emergency Management Agency "Flood Insurance Rate Map" Community Panel No. 06081C0131E dated October 16, 2012. Zone D is defined as areas in which flood hazards are undetermined, but possible.

4) The zoning designation for the subject site is C, General Commercial. The basic development regulations defined for the the C designation are outlined as follows: (1) Lots shall be minimum 50' in width, (2) Required minimum front, side, and rear yard setback are zero, (3) Buildings or structures shall not occupy more than 80% of the lot area, (4) the maximum building height is 50 feet or 3 stories, whichever is more restrictive, and (5) Parking requirements are one parking space for each 1,000 sq. ft. of display floor area; one parking space for each 800 sq. ft. of storage area; and one parking space for each 250 sq. ft. of office floor area and garage floor area.

5) The surveyor observed no evidence of earth moving, building construction, right of way changes, sidewalk construction or repairs. Furthermore, surveyor found no visual or record evidence that the site is or was used as a cemetery, solid waste dump or sanitary landfill.

6) The subject property has direct vehicular and pedestrian access to and from El Camino Real, a duly dedicated public highway. Additionally, the site has frontage along Linden Ave., a duly dedicated public street, however there is currently no constructed pedestrian or vehicular access directly from the property to Linden Ave.

Boundary Narrative:

No existing monumentation from the underlying original 1940 subdivision (22 Maps 41) was recovered. Suitable monumentation from a 1964 Cal Trans Monument Map was recovered to establish the right of way for El Camino Real and Crystal Springs Road, each in harmony with the existing street improvements. Linden Avenue was established from a split of the existing curbs, the result of which is in reasonable agreement with record data per 22 Maps 41. The northerly line of Lot 9 and the 10 foot "Walk" was established holding record dimensions from Crystal Springs Road per Cal-Trans and 22 Maps 41 data. From these locations I calculated the most southerly line of the subject parcels and find an encroachment of the existing building onto the adjoining parcel as shown hereon. The location of this line has been modified twice previously, in apparent attempts to rectify this encroachment. First, in 1947, a 3 inch strip was granted, which I presume was for the purpose of curing a slight encroachment, and consistent with my boundary resolution the transfer of this 3 inch strip did in fact cure the building encroachment. Next, in 1950 a second strip with a width of 0.80 feet was deeded to the adjacent owner, which created the location of the current property line and created the "new" encroachment (see Detail 1 hereon).

Next, for the resolution of the northerly Lots (6-8 & 14-16), when continuing northerly from the previously established 10 foot "Walk" an approximate 0.8 foot discrepancy (most likely unrelated to the 0.8' strip referenced above) with the location of improvements on Lots 5 and 17 was discovered. Hence, the northerly line of Lots 6 and 16 of this survey were established from a best fit of existing improvements in the general area, with greater weight given to older, longstanding improvements. This approach yields an approx. 0.8' shortage along the frontage of Lots 6-8 and Lots 14-16, however by observation of the grants required to cure the mis-located "Walk" and the apparent ambiguity in the location of the most southerly line of this subject parcel this discrepancy is in line with the overall accuracy of the surrounding area. It must be noted that an alternate and equally reasonable resolution of the location of this most northerly boundary would create a 0.6' encroachment of the adjacent hotel building into the subject parcel (generally across the n/y. line of Lot 16). Owners should consider pursuing a boundary line agreement with the adjacent owners to permanently resolve these issues.

Surveyor's Certificate:

To: (i) **LENDER,** (ii) Fidelity National Title Company, and (iii) Jeffrey Cappo, Buyer.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Table A items 2, 3, 4, 6b, 8, 9, 11a, and 16-18. This map is based upon a field survey completed in November of 2012.

By: Charles M. Weakley, L.S. 6421 Expires 12/31/12

This certification is provided in accordance with, and within the meaning of, State of California Business and Professions Code Section 8770.6.

REV.	DATE	DESCRIPTION	BY
	11.06.12	submit pre. draft to client for review	cmw

APPROVED | DATE

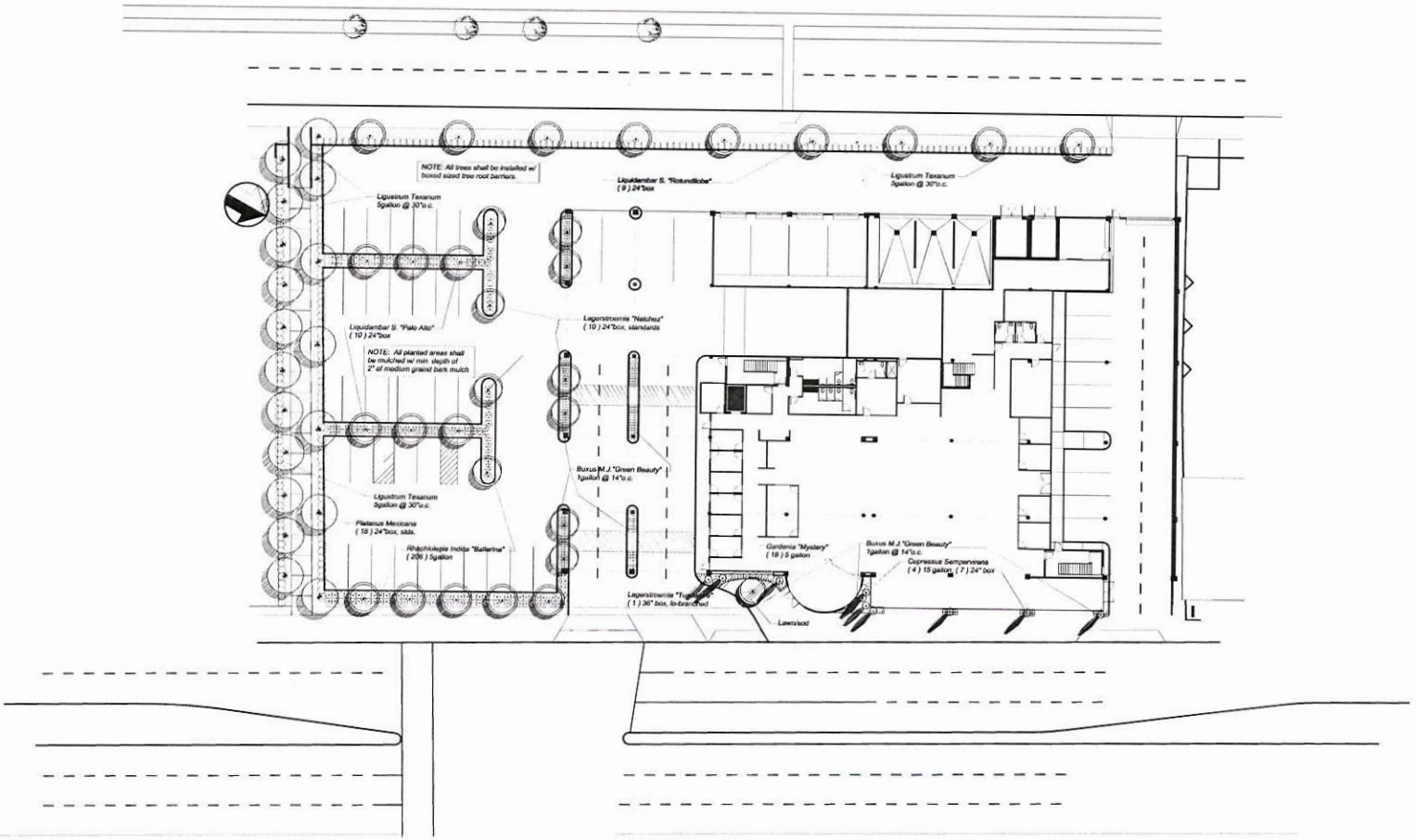
Mountain Pacific Surveys
Land Surveying • Mapping • Planning
1505 W. Texas Street
Fairfield, CA 94533
PH (707) 425-6334
FAX (707) 425-1969

ALTA / ACSM LAND TITLE SURVEY
A Portion of "UNCLE TOM'S PARK SUBD. NO. 2"
345 EL CAMINO REAL
City of San Bruno, San Mateo County, California

6

ysm DESIGN
RETAILAUTOMOTIVEARCHITECTURE

305 N. Coast Highway, Suite L
Laguna Beach, CA 92651
tel: 949-715-4275



Victory Honda of San Bruno

Victory Honda : Schematic Study - Landscape Plan
Scale: Not to Scale
6/10/2016

PETER BRANDOW, AIA, ASLA
& ASSOCIATES
LANDSCAPE ARCHITECTS

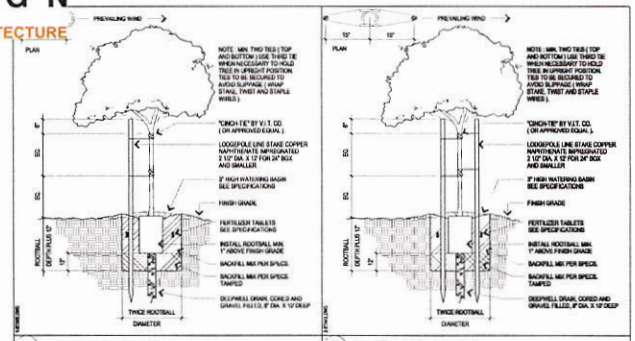
PROJECT
VICTORY HONDA
SAN BRUNO

Issued 04 June 2016

DESCRIPTION
Site Planting Plan

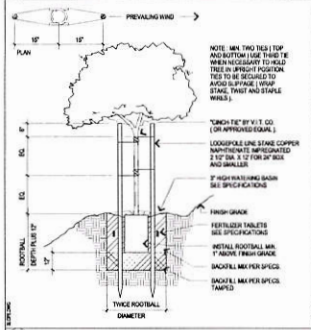
7

ysm DESIGN
RETAILAUTOMOTIVEARCHITECTURE
305 N. Coast Highway, Suite L
Laguna Beach, CA 92651
tel: 949-715-4275

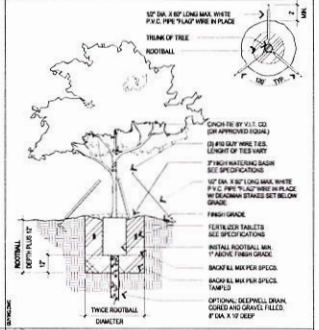


A SINGLE STAKING DETAIL

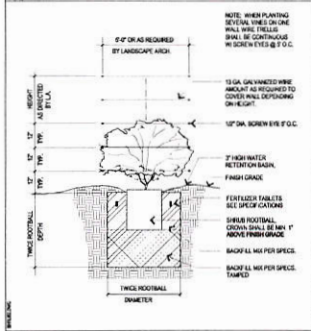
B DOUBLE STAKING DETAIL



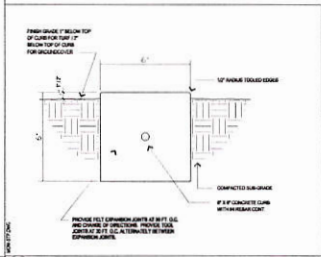
C TREE SLOPE PLANTING DETAIL



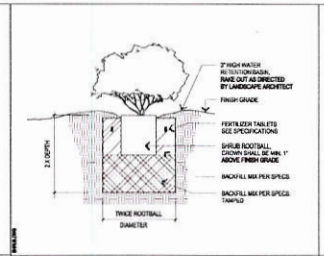
D TREE GUYING DETAIL



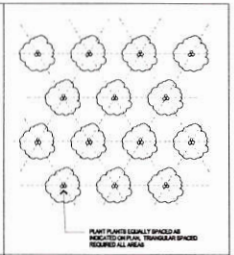
F TREE / VINE ESPALIER DETAIL



H CONCRETE MOW STRIP DETAIL



I SHRUB / VINE PLANTING PIT DETAIL



J GROUNDCOVER SPACING

GENERAL PLANT LIST	THIS PLANT COUNT / LIST IS FOR THE CONVENIENCE ONLY OF THE CONTRACTOR AND MUST BE VERIFIED BY PLAN CHECK AND ON-SITE INSPECTION OF CONDITIONS. PRIOR TO BID SUBMITTAL AND CONSTRUCTION.				
BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SUPPORT	REMARKS
TREES:					
Cupressus Sempervirens	*Italian Cypress*	*4*	*15 gallon*		
Cupressus Sempervirens	*Italian Cypress*	*7*	*24" box*		
Lagerstroemia "Natchez"	*White Crape Myrtle*	*10*	*24" box*		
Lagerstroemia "Tuscarora"	*Red Crape Myrtle*	*1*	*36" box*		*Lo-branched*
Liquidabmar Styraciflua "Palo Alto"	*Sweet Gum*	*19*	*24" box*		
Platanus Mexicana	*Mexican Sycamore*	*18*	*24" box*		
SHRUBS:					
Buxus M.J. "Green Beauty"	*Green Beauty Boxwood*	*@ 14"o.c.*	*1 gallon*		
Gardenia "Mystery"	*Gardenia*	*18*	*5 gallon*		
Ligustrum Texanum	*Texas Privot*	*@ 30"o.c.*	*5 gallon*		
Rhaphiolepis Indica "Ballerina"	*India Hawthorn, var. Ballerina*	*206*	*5 gallon*		
NOTE: Top dress all planting areas with min. 2" of medium grind bark.					

PBA
PETER BRANDOW, AIA, ASLA
& ASSOCIATES
LANDSCAPE ARCHITECTS

PROJECT
VICTORY HONDA SAN BRUNO

Issued: *04 June 2016*

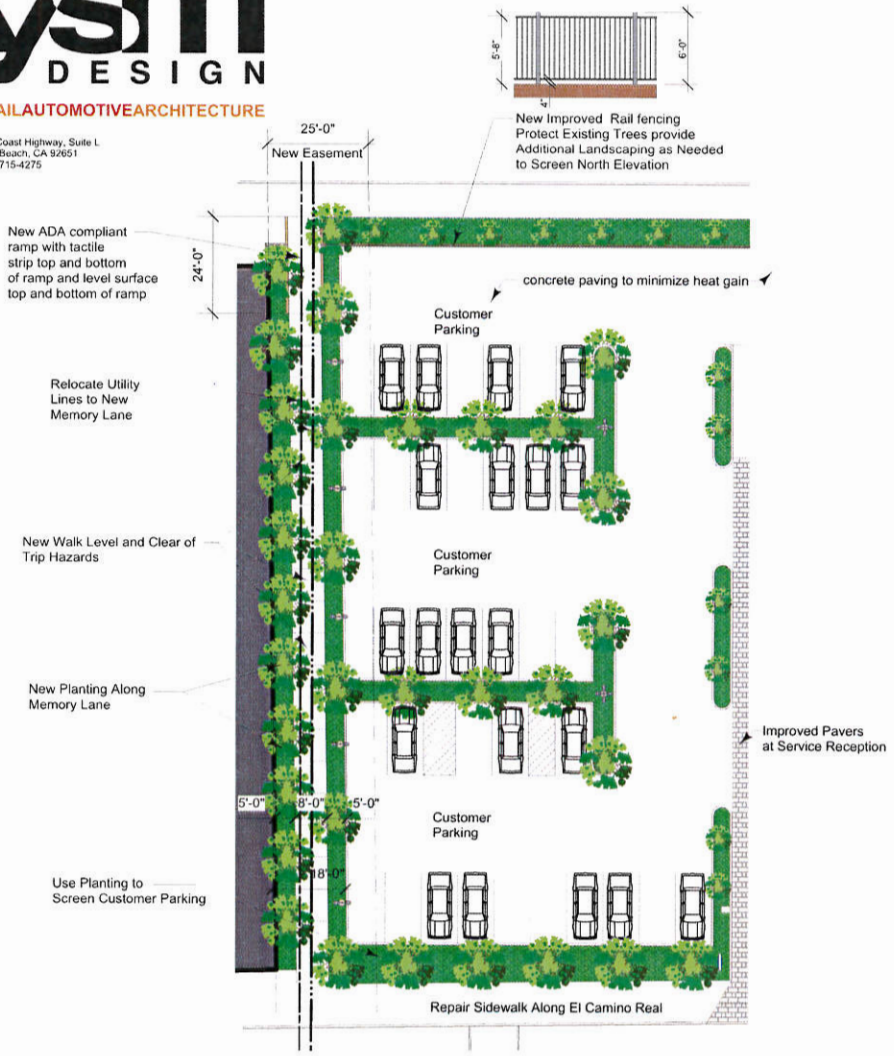
DESCRIPTION
Site Planting Plan

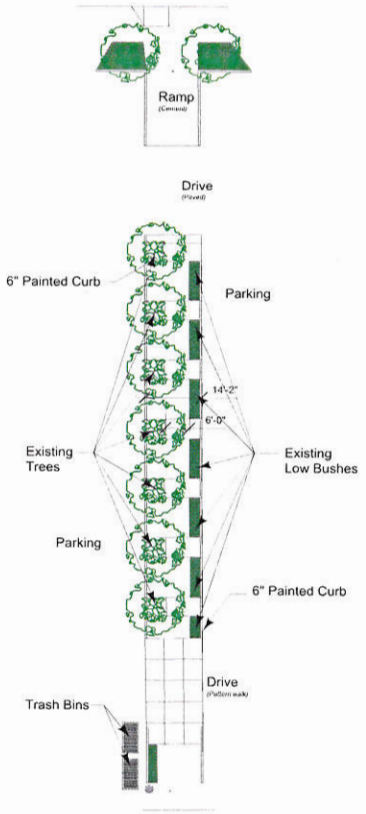
8

Victory Honda of San Bruno

Victory Honda : Schematic Study - Landscape Details
Scale: Not to Scale
6/10/2016

ysm DESIGN
RETAILAUTOMOTIVEARCHITECTURE
305 N. Coast Highway, Suite L
Laguna Beach, CA 92651
tel: 949-715-4275






Memory Lane


Memory Lane


Memory Lane

Victory Honda of San Bruno

Victory Honda : Memory Lane Schematic Study
Scale: 1"=10'-0"
6/10/2016

0 20 40 60 80 100 FT

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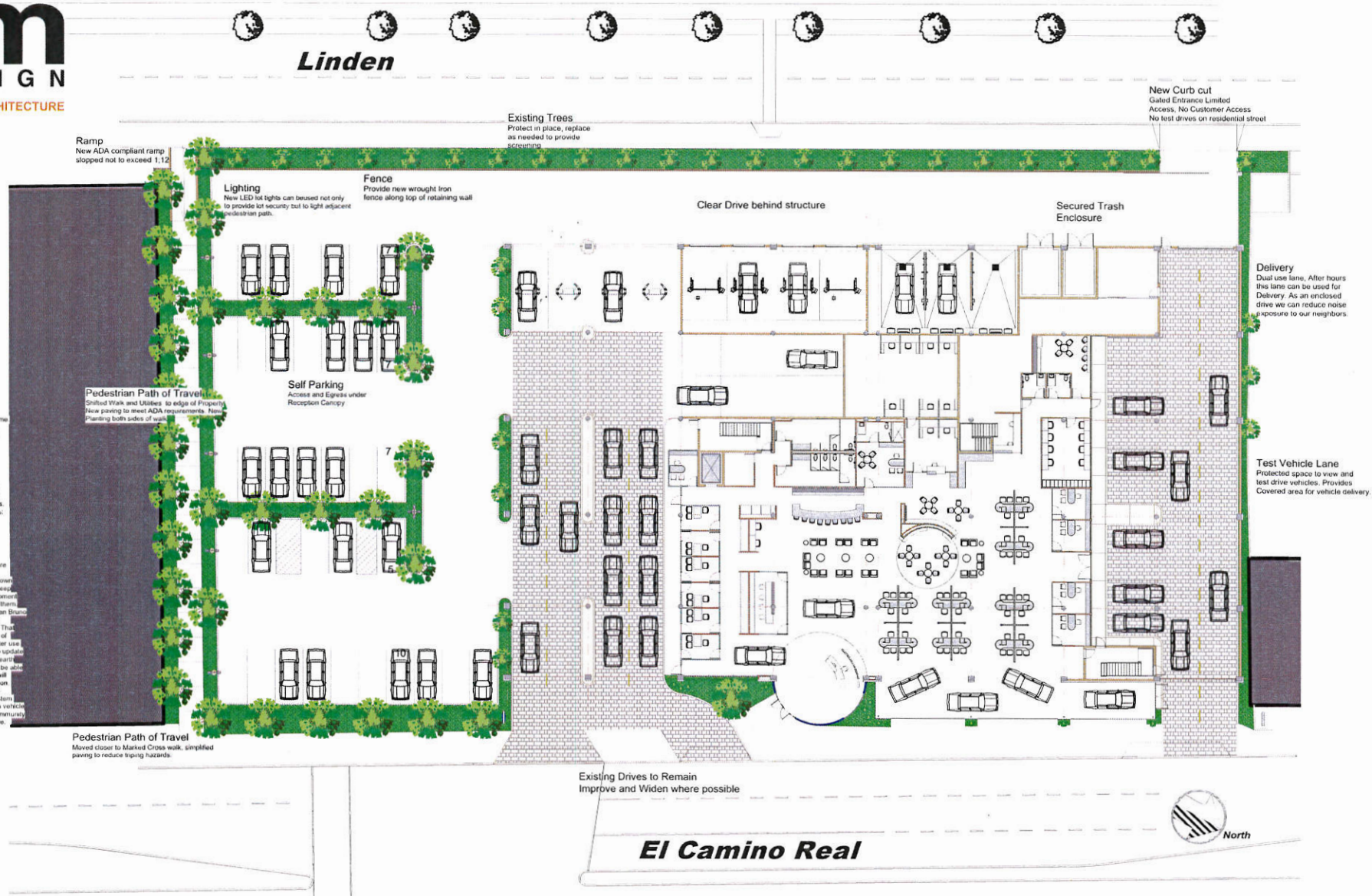

Victory Honda of San Bruno

0 20 40 60 80 100 FT

Victory Honda : Site Plan Schematic Study
Scale: 1"=30'-0"
6/10/2016

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RETAILAUTOMOTIVEARCHITECTURE
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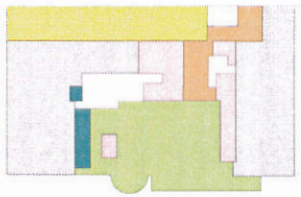
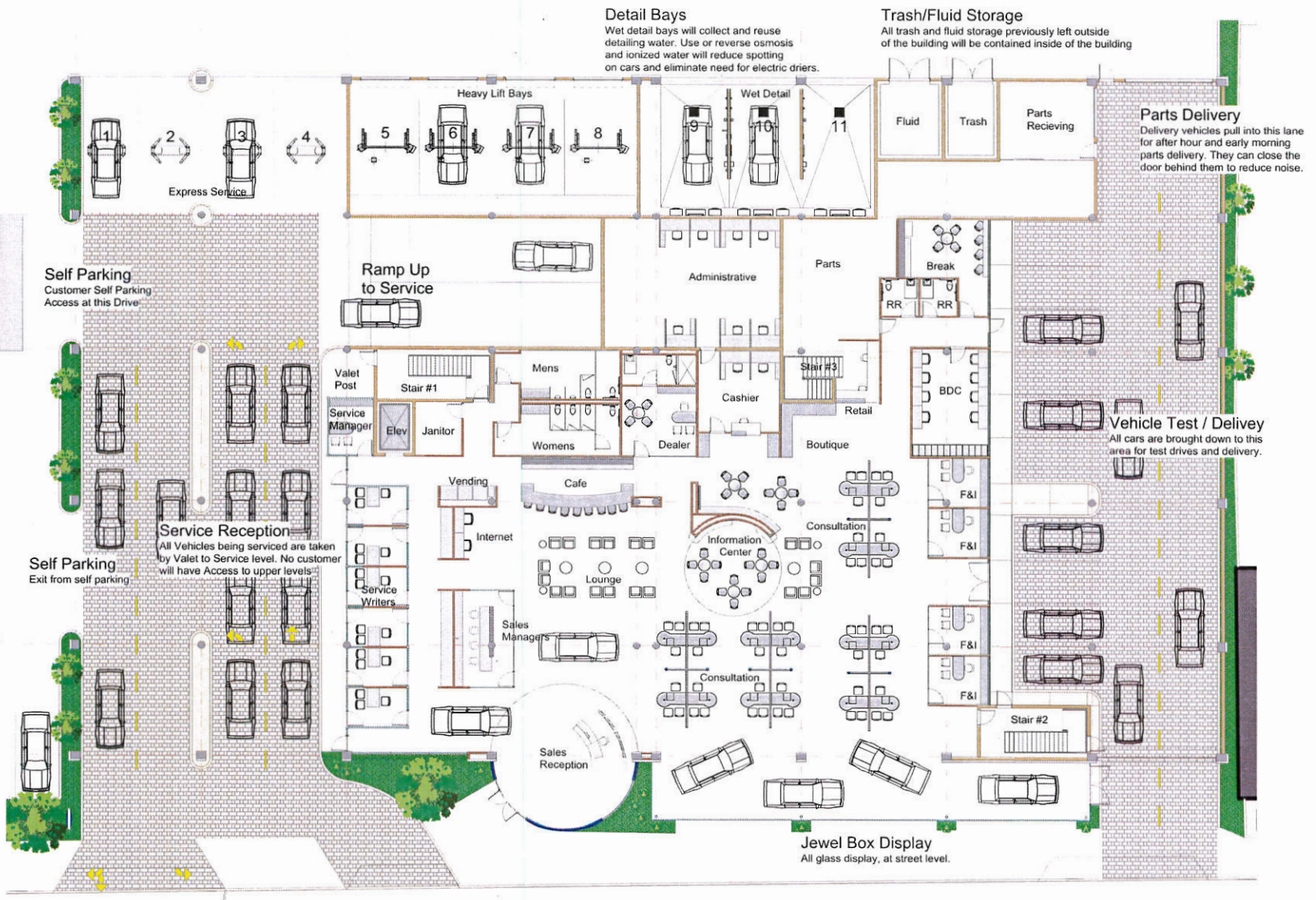


Showroom Sales	8,053 sf
Service Administration	764 sf
Sales Administration	3,229 sf
Service Department	4,814 sf
Parts Department	2,041 sf
Unoccupied Space	2,300 sf
Covered Drive	14,050 sf
Building Foot Print	35,251 sf

Showroom Parking	1:1000 sf	8 spaces
Administrative Office Parking	1:250 sf	16 spaces
Storage Space	1:800 sf	2 spaces
Repair Garage	1:250 sf	19 spaces



Victory Honda of San Bruno

Victory Honda : Showroom Level Schematic Study
Scale: 1"=20'-0"
6/10/2016

0 20 40 60 80 100 FT

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Laguna Beach, CA 92651
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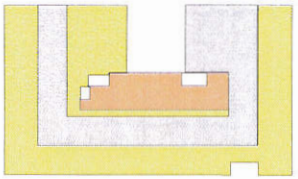
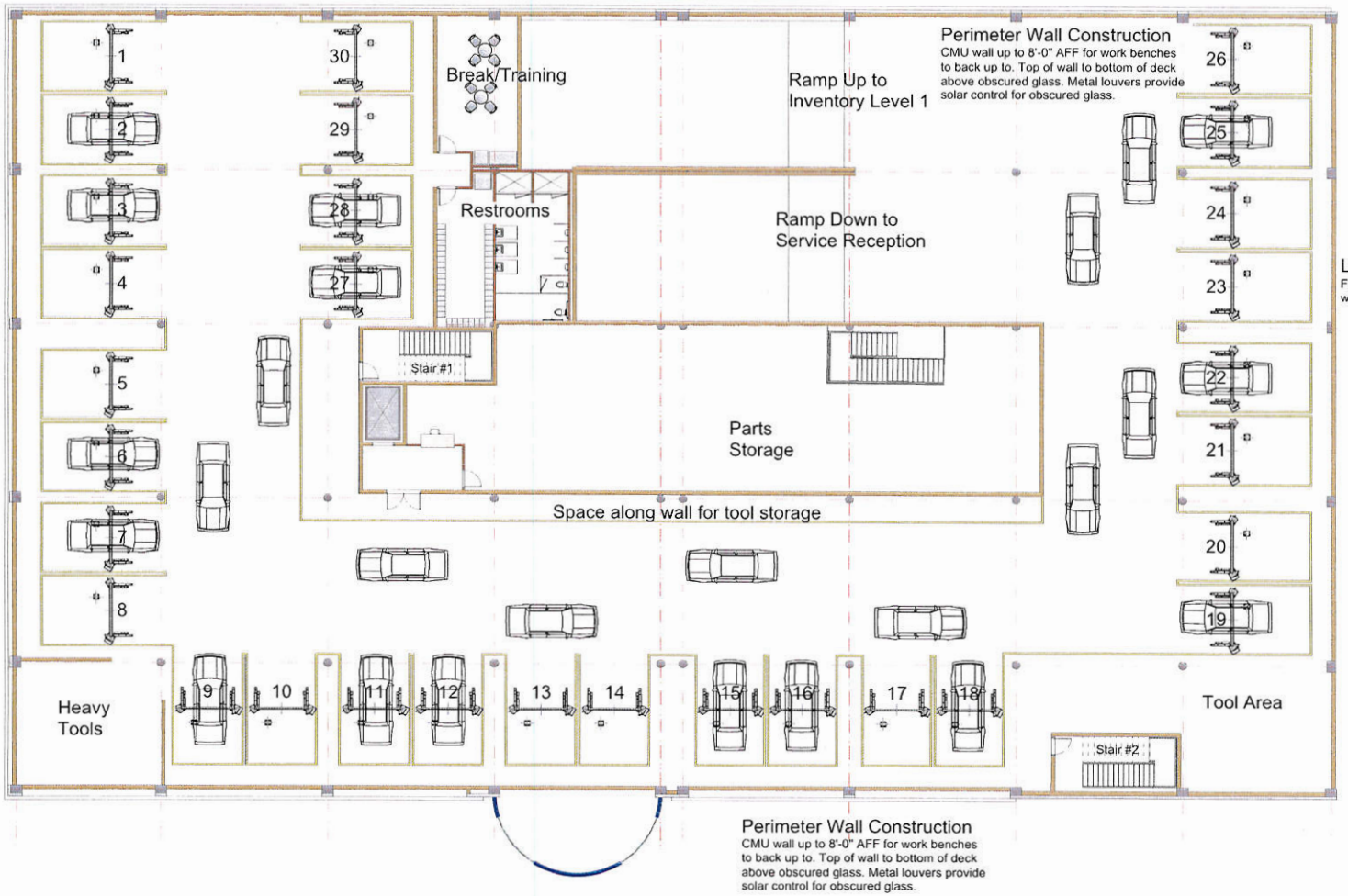


Service Department	16,195 sf	
Parts Department	3,221 sf	
Circulation	10,817 sf	
Storage Space	1:800 sf	4 stalls
Repair Garage	1:250 sf	65 stalls

Service / Parts

All Vehicles on this level are Driven by Staff only, No Customer Contact is permitted on this level.



Lot Line Wall

Full height Concrete wall, no penetration.

Victory Honda of San Bruno

Victory Honda : Service Level Schematic Study
Scale: 1"=20'-0"
6/10/2016

0 20 40 60 80 100 FT

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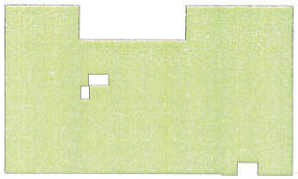

Inventory Display	30,739 sf	
Inventory	1:800 sf	38 spaces

Inventory Storage

All Vehicles on this level are Valet parking only, Provides Over flow parking as needed No customer access to this Level. Cars are brought down to Delivery drive for viewing.

Victory Honda of San Bruno

Victory Honda : Inventory Level 1 Schematic Study
Scale: 1"=20'-0"
6/10/2016

0 20 40 60 80 100 FT

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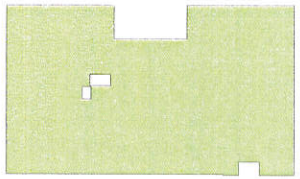
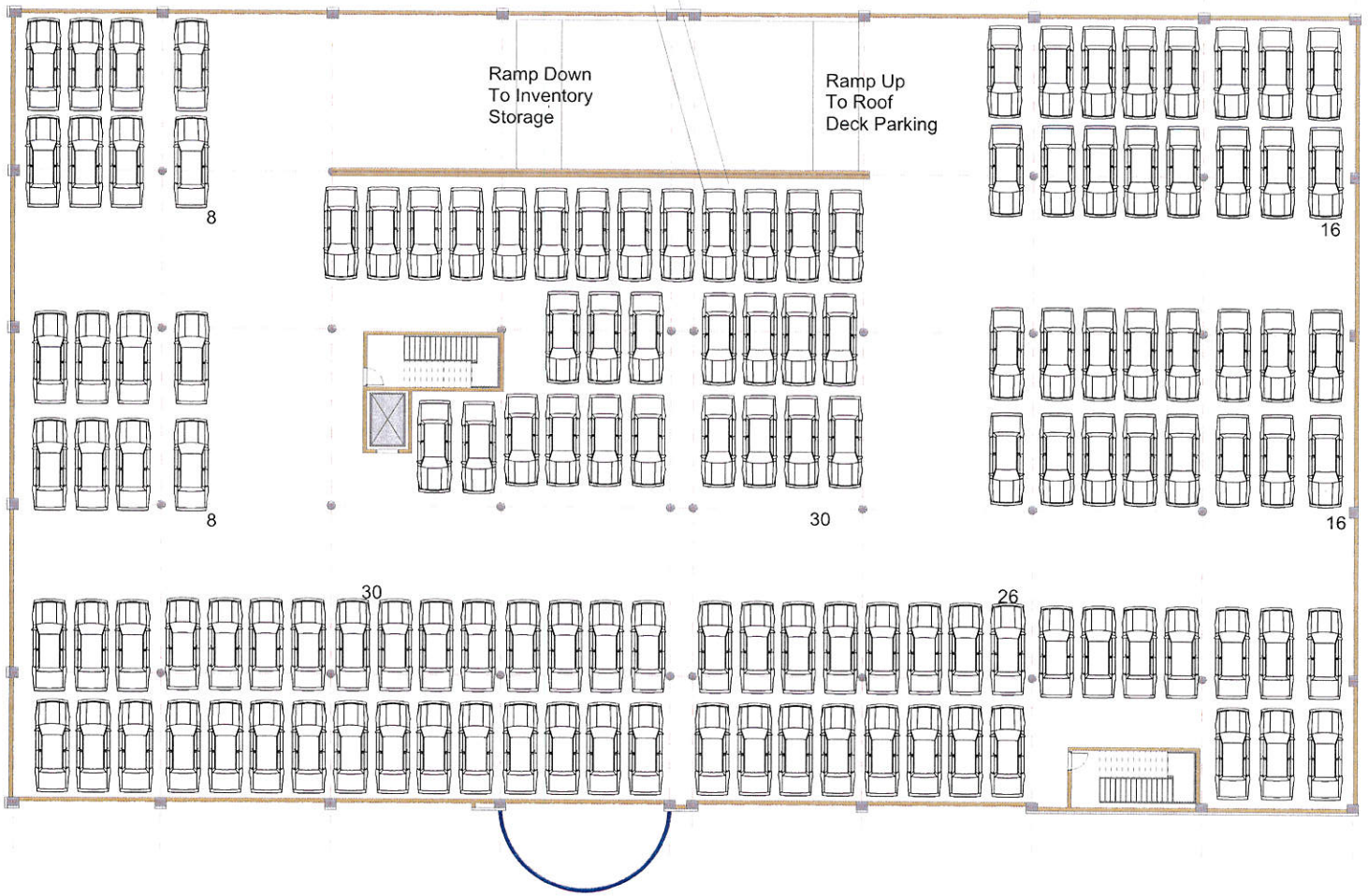


Inventroy Storage	31,568 sf	
Storage	1:800 sf	39 spaces

Inventory Storage

All Vehicles on this level are Valet parking only, Provides Over flow parking as needed No customer access to this Level. Cars are brought down to Delivery drive for viewing.



Victory Honda of San Bruno

Victory Honda - Inventory Level 2 Schematic Study
Scale: 1"=20'-0"
6/10/2016

0 20 40 60 80 100 FT

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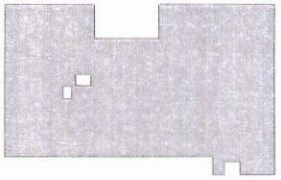
tel: 949-715-4275



Parking 27,293 sf

Parking No Occupancy

Parking Deck
All Parking on this level is Valet only. This area is not open to the General Public

Victory Honda of San Bruno

Victory Honda - Roof Deck Schematic Study
Scale: 1"=20'-0"
6/10/2016

0 20 40 60 80 100 FT

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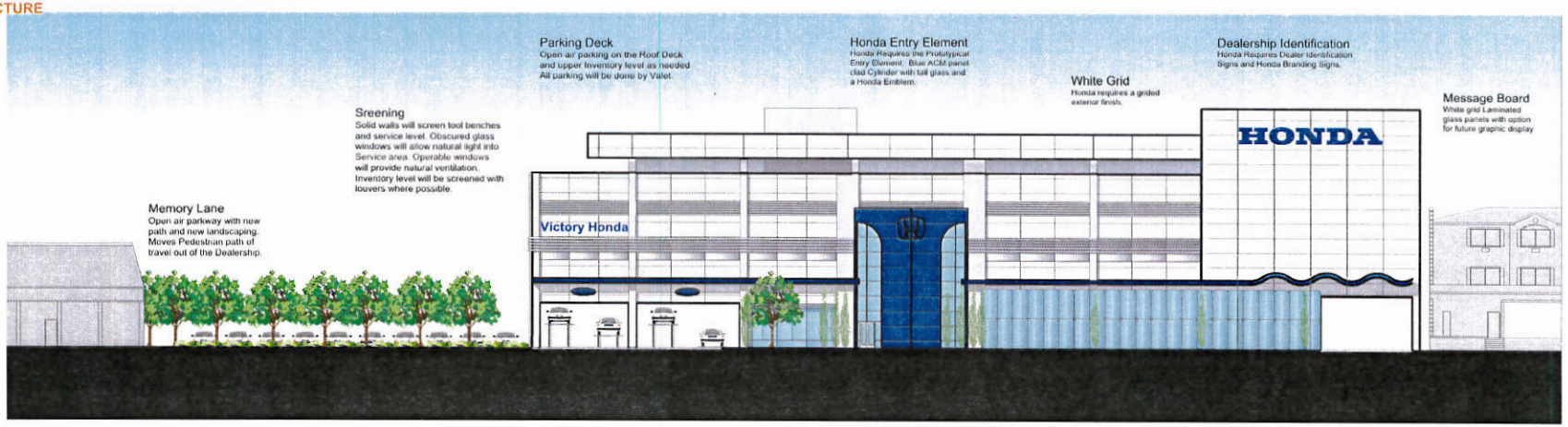

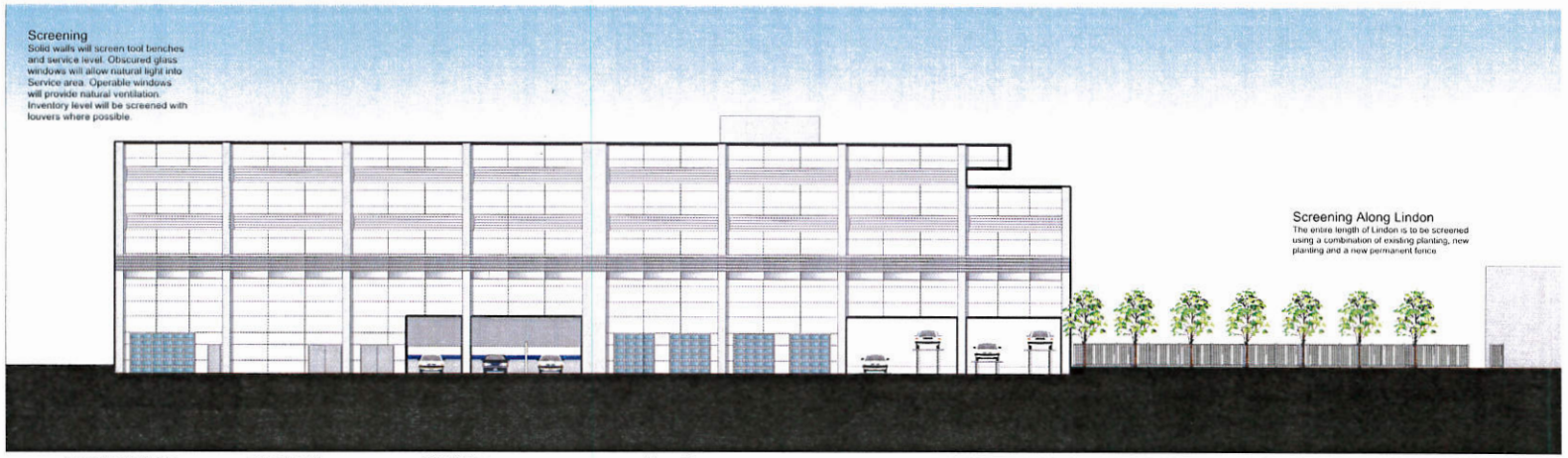

Victory Honda of San Bruno

0 20 40 60 80 100 FT

Victory Honda _ Elevations Schematic Study
Scale: 1"=30'-0"
6/10/2016

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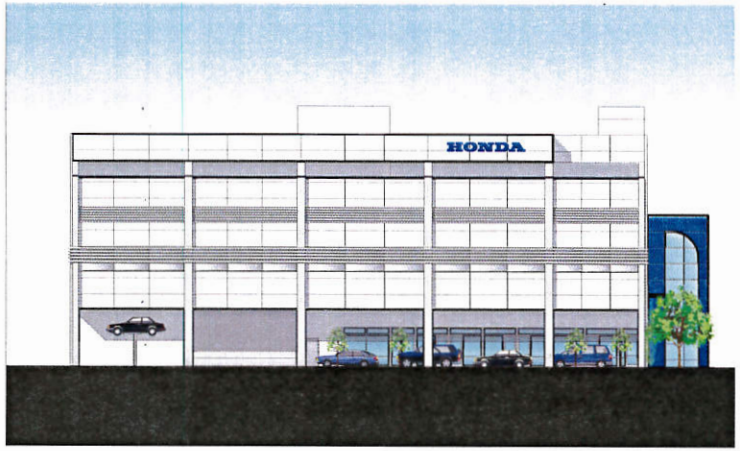
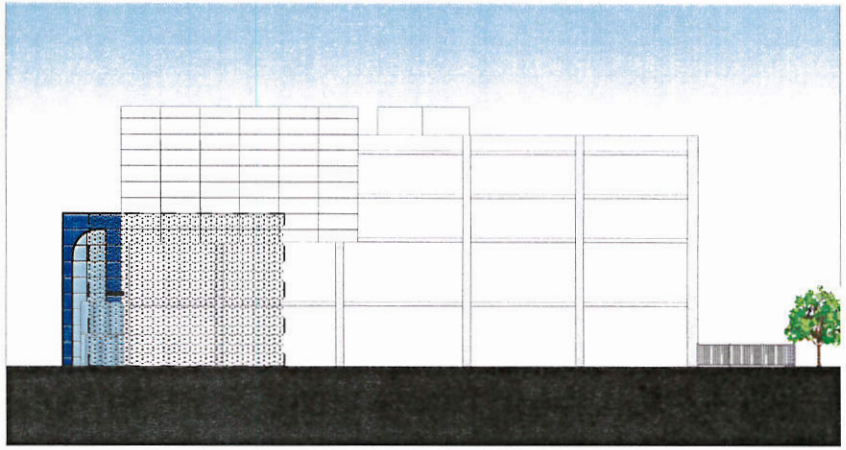
White smooth plaster
finish align reveals to
ACM reveals for cylinder
and center between
columns

Recessed Louvers
Silver Inset between
Vertical Metal Columns

Vertical Metal Columns
Grey ACM

Horizontal louvers
over Vertical Metal Columns
wraping outside corner,
8" blades covering 2/3
of frosted glass at
service level





Zero Lot line Wall
Wall will have not penetration
Articulate the cloumn line and
edge of floor thru wall element
to provide detail for this elevation

Fencing
New Fencing along Resedencial
Street, Provide New Gate to Match
with Fryable lock

Victory Honda of San Bruno

Victory Honda , Elevations Schematic Study
Scale: 1"=30'-0"
6/10/2016

0 20 40 60 80 100 FT

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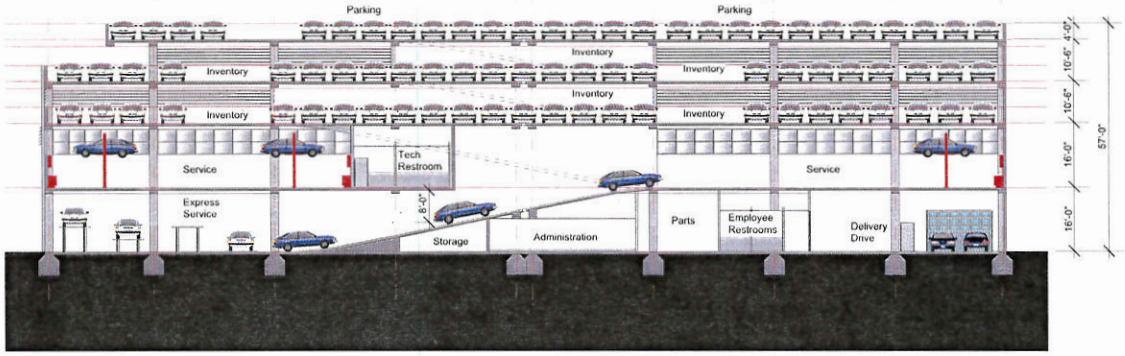
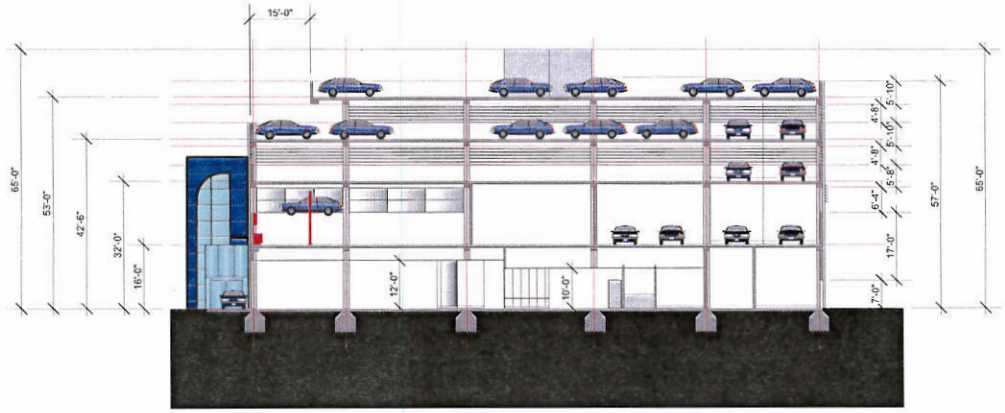




Victory Honda of San Bruno

Victory Honda : Section Cuts Schematic Study
Scale: 1"=30'-0"
6/10/2016

0 20 40 60 80 100 FT

CDG
CANNON
DESIGN
GROUP

ARCHITECTURE PLANNING URBAN DESIGN

July 26, 2016

Mr. Matthew Neuebaumer
Department of Community Development
City of San Bruno
567 El Camino Real
San Bruno, CA 94066

RE: 345 El Camino Real | HONDA

Dear Matt:

I reviewed the drawings, and visited the site. My comments are as follows:

NEIGHBORHOOD CONTEXT

The site is located on El Camino Real directly across the street from the southerly entry to the San Mateo Avenue Downtown corridor. It is currently occupied by the Honda Dealership showroom and display lot. Photographs of the site and surrounding development are shown on the following page.

700 LARKSPUR LANDING CIRCLE . SUITE 199 . LARKSPUR . CA . 94939

TEL: 415.331.3795
CDGPLAN@PACBELL.NET

EXHIBIT D

View of the site

View from San Mateo Drive Downtown Entry/Exit

Immediately adjacent Drugstore to the south

Immediately adjacent Motor Inn to the north

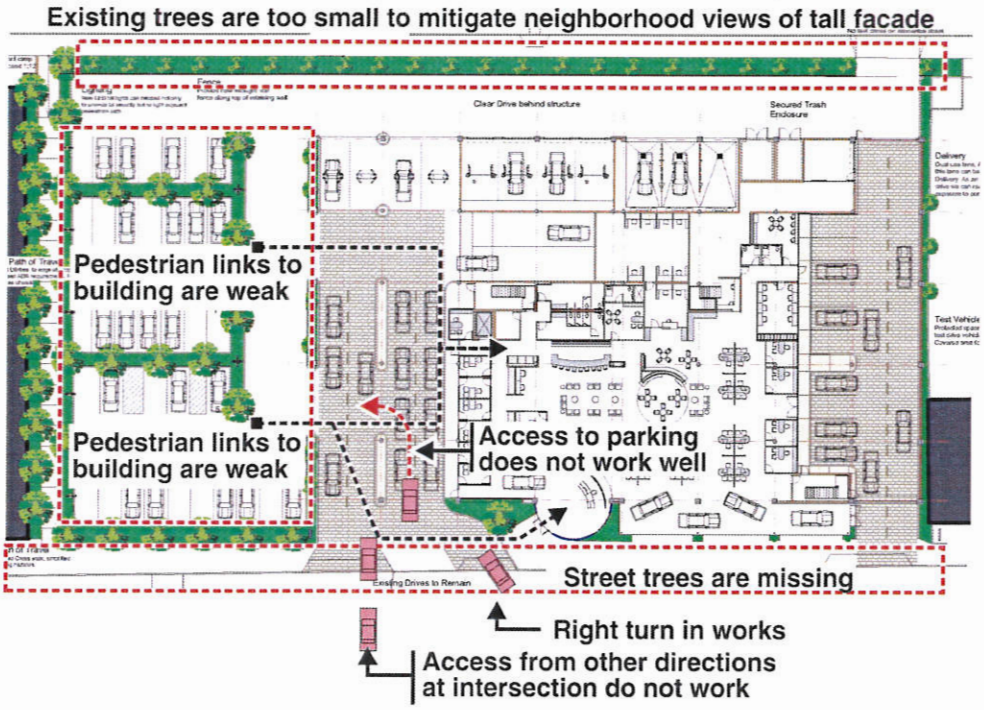
The site (left) and adjacent single family residential neighborhood across Linden Avenue

Single family residential neighborhood across Linden Avenue

Single family residential neighborhood across Linden Avenue

CONCERNS AND ISSUES

SITE PLAN

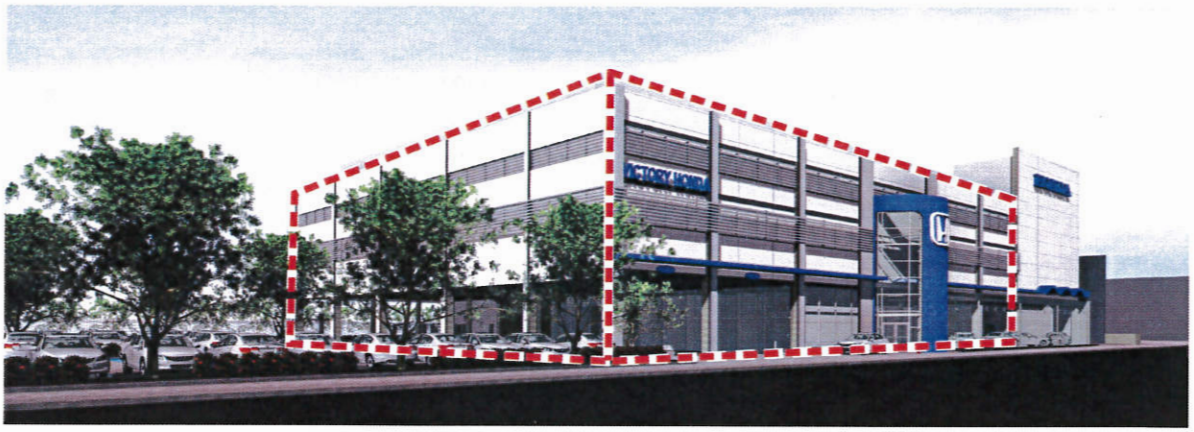


1. Access to the facility appears to be available only via southbound traffic on El Camino Real. A traffic analysis will be required to further analyze ingress/egress.
2. Access to the customer parking lot would be very limited at any time that the auto drop off area was fully occupied.
3. Pedestrian links between customer parking and the Showroom and Parts Department are weak.
4. Street trees are missing which would be in conflict with the following TCP guideline.

   3-2 Locate street trees and planter strips between sidewalks and roadway to provide a safety buffer for pedestrians from traffic. Allow tree wells and planters to be used instead of planter strips in cases where parking or bicycle lanes are located next to sidewalks.
5. The large amount of exterior concrete paving on the site would not be consistent with the following TCP guideline.

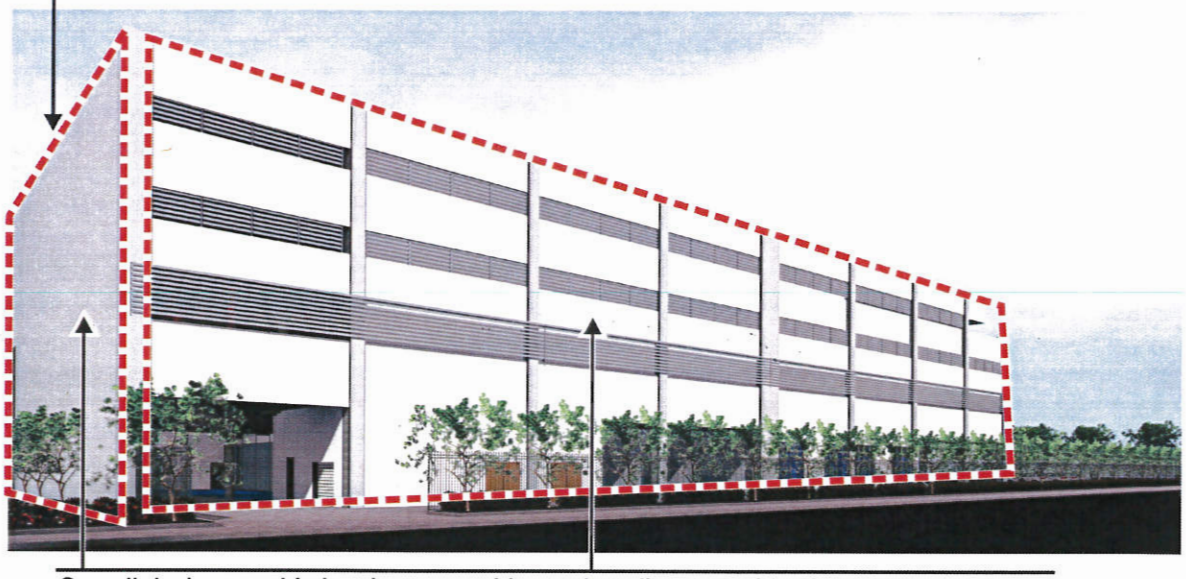
   A13-3 Minimize impervious surfaces such as concrete, asphalt and hardscaping, especially for surface parking lots. Utilize permeable joint pavers, porous concrete and asphalt, reinforced grass pavement (turfcrete), cobblestone block pavement, and other similar materials that allow water to infiltrate.
6. The existing trees along Linden Avenue are too small to effectively buffer views to the large building from the adjacent street and neighborhood.

BUILDING



Overall design as a big box with a few embellishments is not consistent with the Transit Corridors Plan Design Guidelines

This large blank wall will be prominently seen from the street and nearby homes



Overall design as a big box is not sensitive to the adjacent residential neighborhood and is not consistent with the Transit Corridors Plan Design Guidelines

1. The overall design as a big box with a few embellishments is not consistent with the following TCP guidelines.

   As new development occurs in the Transit Corridors Area, the General Plan emphasizes the need to be sensitive to surrounding lower density residential uses to ensure the transition is designed effectively to minimize impacts.

   A2-1 The design of new development must respect the scale, form, and development pattern of existing residential neighborhoods surrounding/adjoining the Transit Corridors Area.

   A2-2 Ensure the transition between high-density development and lower density development, including surrounding existing residential neighborhoods, by carefully considered 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:

A2-7 Break up long horizontal roof lines on buildings with flat or low pitched roofs by incorporating architectural elements such as parapets, varying cornices and roof lines. Roof lines should be broken at intervals no greater than 50' long by changes in height or roof form.

A2-8 Encourage deep roof overhangs to create shadows and add depth to facades.

A3-1 Provide transitions between commercial and residential buildings by encouraging upper-story stepbacks beyond what is required by the development standards.

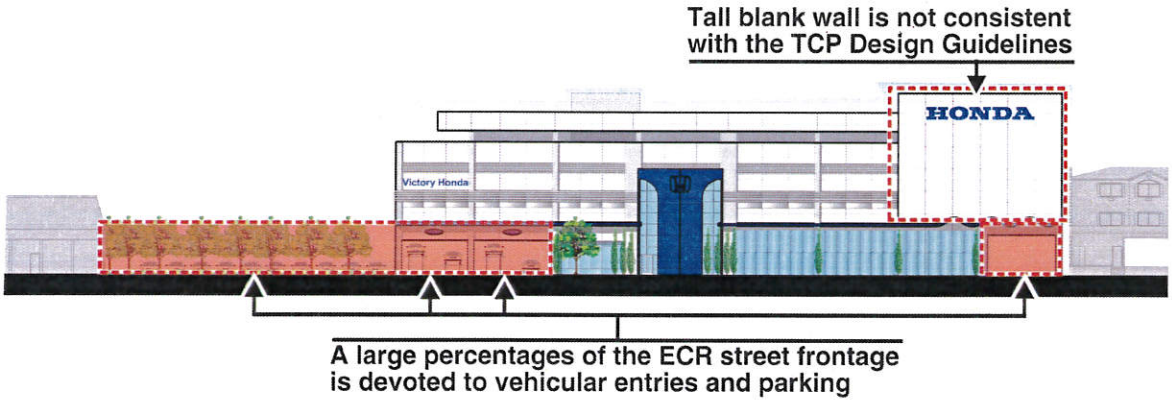
A3-2 Step down building heights along the secondary frontage and rear of buildings to reduce impact on adjacent properties. Stepping back upper stories will also minimize shadows cast on public amenities such as sidewalks, parks and greenways, and lessens privacy concerns with adjoining lots/neighbors.

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 facades with a variety of materials;*
- *All building sides should include glazing, awnings, projecting and recessed elements, or other details to add visual interest; and*
- *Roof lines and cornice details should be designed in a three-dimensional manner so that the features on the 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 stepbacks, building articulation and landscaping treatments.

BUILDING

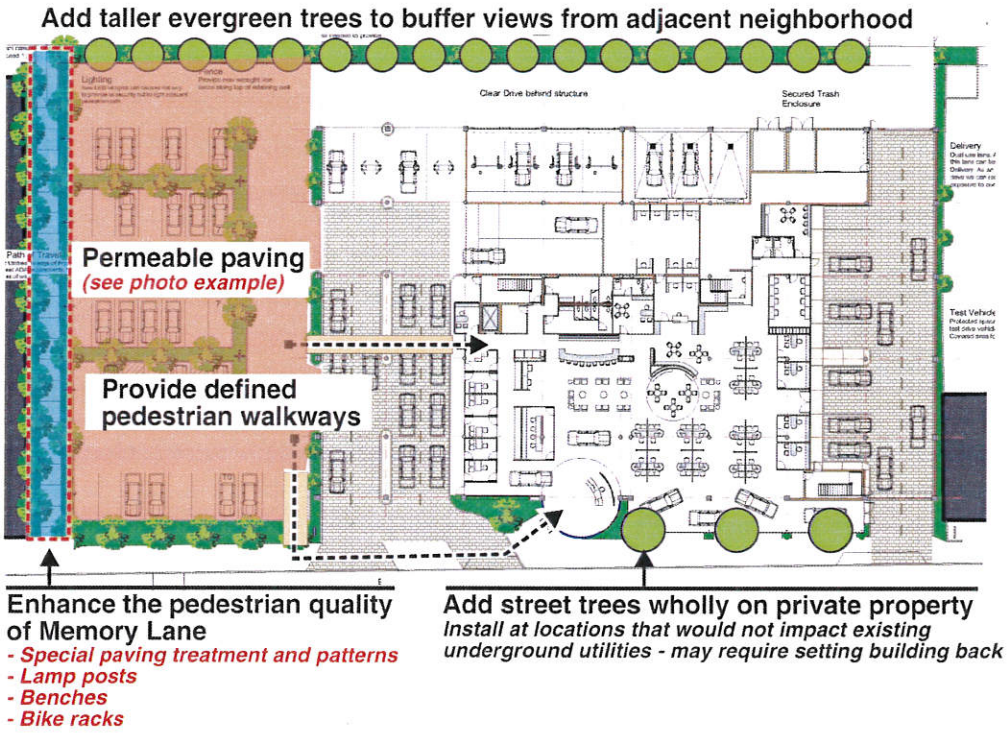


2. The tall blank signage wall facing El Camino Real is not consistent with the TCP Design Guidelines or Development Standards, which require a 15 foot step back.
3. A large percentage of the El Camino Real street frontage is devoted to vehicular entries and parking. This would not be consistent with the following TCP guideline.

A1-9 Require continuous building facades along San Mateo Avenue. On El Camino Real, Huntington Avenue, and San Bruno Avenue encourage continuous building facades where possible. Where continuous building façades cannot be provided, minimize driveway curb cuts to no more than 25 feet wide and landscape alleys with plantings and trees.

RECOMMENDATIONS

SITE PLAN



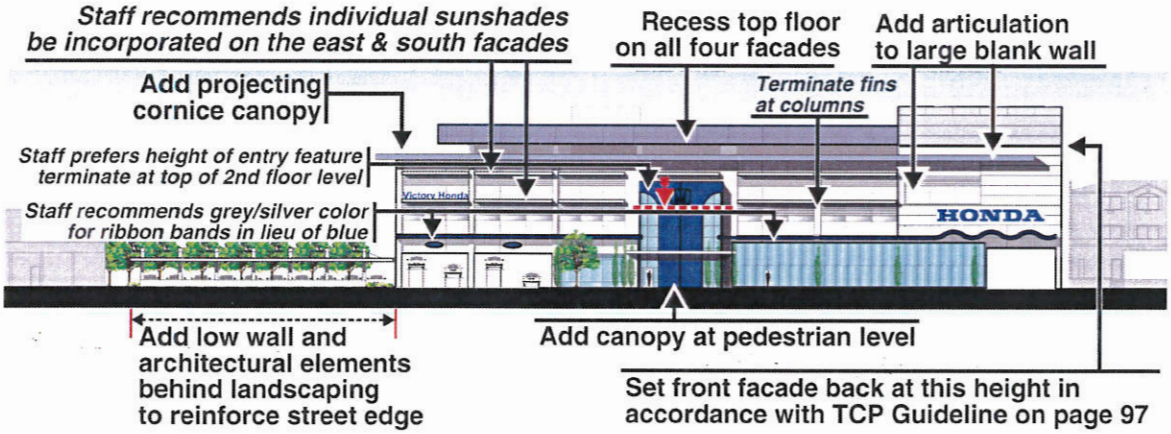
1. Utilize permeable paving in the customer parking lot - see example below.

2. Provide defined pedestrian walkways between the customer parking lot and the building.
3. Add street trees along the El Camino Real frontage. These should be located within the site property lines and not conflict with existing utilities. An adjustment in the building setback may be required.

4. Add taller evergreen trees along the Linden Avenue property edge to buffer views from the adjacent neighborhood - see photo example below.

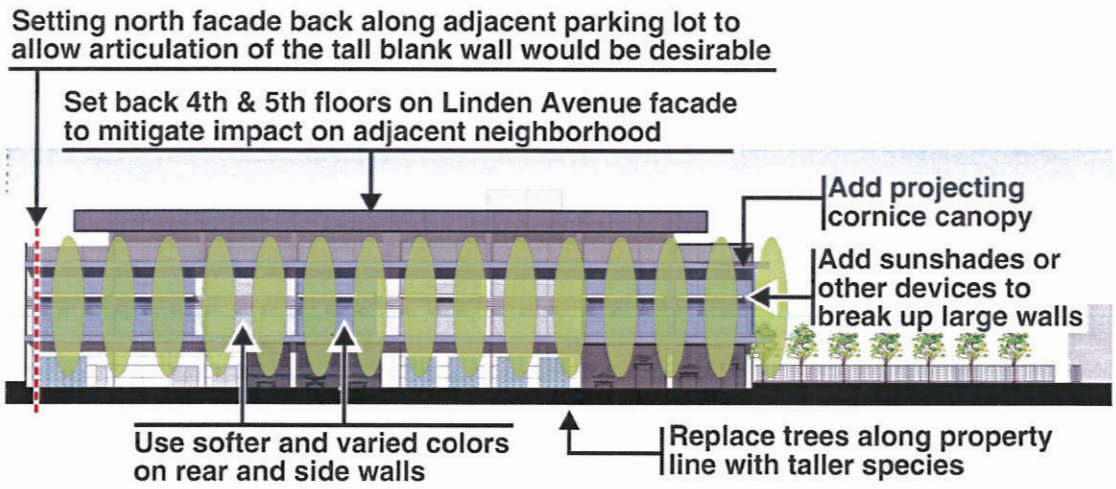
5. Enhance the pedestrian quality of Memory Lane with special paving, lighting and street furniture in addition to the proposed landscaping.

BUILDING

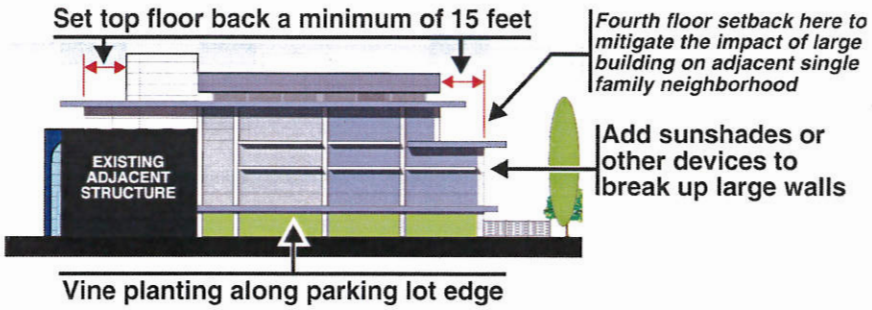


6. Set back all portions of the front facade, including the signage wall, above the fifth floor a minimum of 15 feet.
7. Add a projecting cornice canopy.
8. Add articulation to the large signage wall.
9. Staff prefers that the height of the entry feature terminate at the top of the second floor level. Therefore, the entry feature would have to be slightly reduced in height.
10. Add a canopy above the main entry to enhance the pedestrian scale of the street facade.
11. Staff recommends using a grey/silver color for the ribbon bands in lieu of blue.
12. Terminate the horizontal fins at the columns rather than running them in front of the columns on the second floor.
13. Staff also recommends that individual sunshades be incorporated along the El Camino Real elevation above the second and third floor level, directly above the louvers. The indivisual sunshades should be installed between the column features. The staff further recommends that the sunshades continue on the south side elevation.
14. Set back the top floor on the upper level at all facades.

15. Add a low wall and architectural elements between the customer parking lot and the landscaping at the street edge to extend the architectural frontage and better address TCP Guideline A1-9 - see two examples below.



West Elevation Recommendations



North Elevation Recommendations

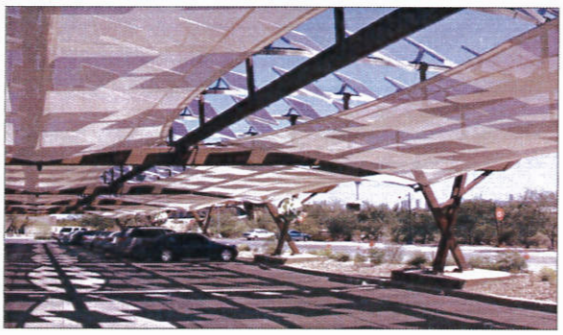
16. Set back the facade above the third floor on the Linden Avenue facade. While this is not mandatory based on the TCP Standards and Guidelines since it is separated from the adjacent residential neighborhood by Linden Avenue, it would be consistent with the spirit of the TCP which encourages larger commercial building to respect the scale of nearby homes.

A2-1 The design of new development must respect the scale, form, and development pattern of existing residential neighborhoods surrounding/adjoining the Transit Corridors Area.

17. Add additional detail elements (e.g., sunshades) to the rear and side facades to reduce the box-like massing of the structure by adding facade depth and shadow patterns, and to better relate it to the adjacent neighborhood.
18. Provide more attention to the north facade of the building which is currently shown as a large blank wall since it will be very visible from Linden Avenue, surrounding homes and the adjacent parking lot. Setting the north facade back from the north property line would be desirable to allow more facade articulation and landscaping.
19. Use softer and varied colors on the rear and side facades than the bright white color currently proposed.
20. Strongly consider adding solar panels to the roof top as encouraged by the TCP guidelines.

    A10-11 Encourage the installation of solar panels on roof-decks of parking structures, both as shading devices for vehicles and as a sustainable energy source.

    Two examples are shown obelow.



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

Sincerely,
CANNON DESIGN GROUP

Larry Cannon

Honda – Comments from Reviewing Departments

Please note, the comments identified below are preliminary in nature, and were based on the review of the preliminary plans that were submitted on June 21, 2016. A full completeness check will be conducted once the project is formally submitted.

Planning Division Comments:

Architectural Recommendations: Please see the attached memo from our Peer Review Architect, which contains specific recommendations.

Environmental Review: The project is subject to the environmental review process. The subject property is located within the Transit Corridors Plan (TCP). A program EIR and Mitigation Monitoring and Reporting Program were prepared for the TCP and adopted by the City Council. Therefore, site specific individual projects, such as the proposed project, can be evaluated using the program EIR to decide if all potentially significant environmental impacts of the individual project:

(a) Have been previously identified (are not new) and are not substantially more severe than those identified in the program EIR;
(b) Will be avoided or mitigated to the extent feasible as a result of the EIR; and
(c) Have been examined in sufficient detail in the EIR to enable the impacts to be avoided or mitigated by the mitigations in the EIR, site-specific project revisions, or the implementation of standard development regulations.

To determine if the above conditions are met, an Initial Study/Environmental Checklist must be prepared for the proposed project. The following studies/reports must be generated for the preparation of the Initial Study/Environment Checklist.

- Tree Survey
- Geotechnical Report
- Phase 1 Environmental Assessment
- Identify if any hazardous material have ever been used on-site, or will be used on-site
- Asbestos survey report
- FAA notification – The FAA requires review of projects within close proximity to airports. There are two options for your consideration:
    - Option #1: Submit the required documentation (Form 7460-1) to the FAA, and submit proof that the FAA has reviewed and approved the project.
    - Option #2 – An exemption form may be submitted to the City in-lieu of FAA notification. If you elect to proceed with this option please submit the attached exemption form to the Community Development Department.
- Storm water treatment plan
- Noise Assessment (generation and exposure)
- Traffic study and feasibility analysis (staff will follow up and identify the scope of the analysis). Please note, staff distributed the preliminary plans to Caltrans. I will forward you their comments as soon as I receive them.
- Transportation and Parking Demand Management Plan
- Estimates of water demand and wastewater generation

EXHIBIT E

Written Statement: Please provide one consolidated written statement describing the proposal in detail. The written statement should be a stand-alone document and shall include information comparing existing operations versus proposed operations, hours of operation, delivery of vehicles and other associated parts, on-site circulation, quantity of vehicle inventory, employees parking, etc. Please identify how often deliveries will take place, when they will take place, how delivery trucks will access and leave the site, how long delivery trucks would be present on-site, and the dimensions of all delivery trucks.

TCP Development Standards: Within the El Camino Real character area, a step back of 15'-0" is required above the fourth floor when facing a corridor street. The upper most portion of the east elevation (the portion of the building with the "Honda" sign) must be setback 15'-0" from the fourth story below. Update the plans accordingly.

The TCP also requires a 10'-0" average front setback. Per the Survey on Sheet #6, the building would incorporate varying setback in relation to the front property line along El Camino Real. Please submit supporting calculations and identify if a 10'-0" average is being achieved.

Parking: The parking requirements for Motor Vehicle sales are as follows:

- One (1) parking space for each one thousand (1000) square feet of display floor area.
- One (1) space for each eight hundred (800) square feet of storage area.
- One (1) space for each two hundred fifty (250) square feet of office floor area.
- One (1) space for each two hundred fifty (250) square feet of repair/garage floor area.

- **1st Floor Parking:** Only the area where vehicles are on display should utilize the 1/1000 parking ratio. The other areas (consultation, information center, lounge, etc.) are considered office floor area and are subject to a 1/250 parking ratio.
- **2nd Floor:** All areas identified as "circulation" are considered garage floor area and must utilize the 1/250 parking ratio
- **Overall Comment:** The areas identified as unoccupied are not exempt from the required parking ratios. Update the calculations throughout the plans accordingly.

Plans: Please address the following comments when plans are formally submitted at the conclusion of the TCP pre-submittal process.

Site Plan: The site plan must incorporate the following:

- Include an existing site plan
- Clearly identify where the property line is and include dimensions.
- Show the locations and setbacks of neighboring buildings
- Roof plans showing slopes and eave widths
- Show all rights-of-way and easements
- Identify distances between property line and face of structure

Project Data Chart: Include a project data chart that incorporates all of the information below:

- Lot size in square feet
- Existing and proposed lot coverage
- Existing and proposed floor area
- Total number of parking spaces
- Impervious surfaces in square feet
- Landscaping in square feet.

Elevations – The elevations must incorporate the following:

- Label and accurately depict all exterior material, roof materials, trim windows, doors, gutter and downspouts.
- Identify what is located behind the metal louvers.
- Indicate overall building height (see Municipal Code 12.80.245 for definition)

Color and Material Sample Board – Submit a color and material board sample

Photometrics Plan – Submit a photometrics plan.

C.3 Project Development Checklist – The checklist can be found at the following website: http://www.flowstobay.org/newdevelopment

Building Division: Based on the limited plan provided, it appears further clarification will be necessary to address conformance with disability accessibility, means of egress, fire separations, type of construction, occupancy classifications, soils, foundation, seismic resistance and analysis of proposed live loads as well as mechanical, electrical, plumbing, T24 Energy Efficiency Standards, non-residential and California Green Building Standards (Commissioning).

Fire Department:

1. Building to be constructed to the currently adopted California Fire and San Bruno Municipal Codes at time of permit application.
2. Building fire flow requirements (square footage and construction type) in accordance with California Fire Code Appendix B shall be calculated.
3. Fire hydrant locations and distribution to comply with CFC Appendix C. If new fire hydrants are required, the hydrants shall be Clow 960 models.
4. Manual pulls to initiate a general alarm to be installed in stairwells at ground level and shall provide horn/strobes throughout the building, service bay and garage floors.
5. Provide NFPA 13 fire sprinkler system throughout the building and garage levels. Fire sprinkler system shall be under a separate fire permit.
6. 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.
7. The fire sprinkler system to include Class 1 standpipe connections at each stairwell floor landing, including service bay and garage levels.
8. Standpipe connections shall meet the hydraulic calculations of NFPA 14.
9. Provide a NFPA 72 fire alarm system throughout the building and garage levels. System to be submitted under separate fire permit.
10. The fire alarm system shall be a UL certified installation.
11. A master graphic annunciator panel shall be provided showing the building in alarm and type of alarm.
12. 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.

13. 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.
14. A recessed Knox Box shall be provided at the main entrance. Two sets of keys shall be provided for the Knox Box.
15. 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.
16. Fire extinguishers shall not be obstructed or obscured from view.
17. In the event of power failure, an emergency electrical system shall automatically illuminate the means of egress.
18. Exit and exit access doors shall be marked by approved exit signs readily visible from any direction of egress travel.
19. Exit signs shall be internally or externally illuminated at all times. Signs shall be connected to an emergency power system that provides illumination for not less than 90 minutes in case of primary power loss.
20. FACP and other utility rooms shall be identified on entry door faces.
21. FACP shall be located on the primary (first) floor.
22. Electrical service equipment shall have a 36 inch working space at all times.
23. If utilized in final design, garage entrance control gates for street level access to parking levels shall comply with CFC Appendix D.
24. Garage level exit signs shall be visible and not obstructed.
25. Provide address numbers on exterior elevations as required by Fire Marshal.
26. Provide electronic files of floor and site plans, color coordinated, of building utility locations, shut-offs, FDC locations, standpipes, etc., upon completion of the project.
27. The Fire Department requests coordination of project management to allow for destructive training of the existing building for training purposes prior to its demolition.
28. A Safety Plan for demolition of the existing building to be submitted to and approved by the Fire Marshal.
29. Fire Department access shall be maintained throughout construction, with a minimum of 20 feet of width at all locations.
30. Required means of egress shall be continuously maintained free of obstructions.

Police Department

1. The address number for the business needs to be displayed on the front of the business and should be at least 6" high on a contrasting background, easily visible when approaching the business.
2. It is highly recommended that the applicant consider installing a robbery/burglary alarm system that is monitored by an offsite alarm company.
3. It is highly recommended that the applicant consider installing a video surveillance system capable of recording and saving any crimes that are committed on the premises.

4. The applicant is responsible to submit emergency contact information to the Police Department for after hour's emergency contact.
5. I recommend that the interior/exterior stairways be constructed in an open air manner or of glass to allow natural surveillance. If necessary to have the stairway enclosed I recommend that cameras be included with in the stairway to help prevent any criminal activity.
6. Stairwell landings should allow for a sixty-inch turning radius for use by the police and fire departments.
7. I recommend that bushes/shrubbery be no taller than two feet tall and that the lowest branch of any tree be no shorter than six feet tall. This is to allow natural surveillance around the exterior of the building, and to deter criminal activity and loitering. I recommend that all landscaping be continuously maintained to meet this standard.
8. 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.
9. Parking lots, driveways, circulation areas, aisles, passageways, recesses, and grounds contiguous to building 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.
10. 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 and provide adequate illumination for persons entering and exiting the building.
11. 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.
12. All handicap parking stalls shall be appropriately painted and marked as per the California Vehicle Code.
13. Compact-parking spaces shall be clearly marked on the pavement.
14. Designated fire lanes shall be properly painted and signage that reflects the red zone is a fire lane, for proper enforcement purposes.

Public Services Department

1. All damaged curb, gutter, sidewalk or driveway in the public right-of-way fronting the property not caused by a City street tree and curb, gutter, sidewalk or driveway not installed per City standards shall be removed and replaced.
2. Obtain an Encroachment Permit from Public Services Department prior to commencing any work within the City's public right-of-way. Obtain an Encroachment Permit from State Department of Transportation (Caltrans) prior to commencing any work within State right of way on El Camino Real.
3. An erosion control plan and storm water pollution prevention plan will be required. All work shall conform to the current NPDES requirements.
4. The project must include C.3 site Design Measures as required by the Municipal Regional Permit. A C.3 Checklist must also be completed and submitted for review.
5. Show adequacy and safety of proposed turning movements for vehicles exiting the site in the middle of the intersection along El Camino Real. Show there is adequate turning radius for vehicles to make the left turn from the driveway onto El Camino Real north. Address any modifications to the Caltrans-owned traffic signals and provide approvals from Caltrans for any changes. Account for vehicle movements and alignment of the Taylor Avenue leg of the

intersection. Although there is an existing driveway approach in the intersection on El Camino Real, it does not currently appear to be in use for vehicle movements, only to store cars. Please provide any background about why this driveway is not currently being used.

6. Provide copies of any comments/approvals from Caltrans for any proposed work along El Camino Real. Confirm Caltrans has been provided with the opportunity to review the proposed project.
7. As there are City utility mains within the easement in the middle of the property (2 water mains and 1 sanitary sewer main), Applicant shall be responsible for preparing a design to relocate the utilities and the associated construction costs to relocate the utilities. The utility lines cannot remain in their current locations with the proposed project, as access to them would be problematic and disruptive for both the City and the Applicant.
8. Applicant shall be responsible for the preparation of any legal documents should any easements or right of way be abandoned or created. Applicant shall also be responsible to pay for City costs to review any legal documents including City costs to hire a third-party consultant reviewer.
9. Show preliminary locations of utility service connections to the site including domestic water, fire service, irrigation, sanitary sewer and storm drain.
10. Applicant shall be responsible for costs to prepare a design to remove poles, overhead wires, and associated overhead structures and the underground installation of wires and facilities for supplying electric, communication, or similar or associated service along the Linden Avenue frontage including the costs to construct.
11. Show how the existing pedestrian path within the property will be re-routed to provide pedestrian access between Linden Avenue and El Camino Real.

Matthew Neuebaumer

From: Barry Lowery <barryclowery@gmail.com>
Sent: Friday, August 05, 2016 12:27 PM
To: Matthew Neuebaumer
Subject: 5 story Honda building

Mr. Neuebaumer,
I am an absentee landlord owner of 361 Linden Ave, San Bruno and am responding to the Aug 2nd letter you mailed regarding the proposed 5 story Honda building.
5 stories seems too high for the neighborhood. Are we talking 50ft high? I could not read the plans and text on the back side of your letter is it way too small.
I read where Memory lane is going to be relocated adjacent to Walgreens. That makes no sense as it current location breaks up a long block. Please leave Memory Lane crossing the dealership where it is.
Linden elevation drawing shows metal fencing shrubs and trees. For decades that side of Linden has been a favorite stretch for dog walkers. Please keep it dog friendly.
For decades parking along Linden has been overcrowded due to the Honda work force parking along Linden. It is terrible when a resident cannot park in front of their home.
Has the Honda employee parking issue been addressed?
Sincerely, Barry Lowery

EXHIBIT F