CITY OF SAN BRUNO **COMMUNITY DEVELOPMENT DEPARTMENT**

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ARCHITECTURAL REVIEW COMMITTEE
STAFF REPORT
AGENDA ITEM NO. 1.B.
November 10, 2016

Project Address: 111 San Bruno Ave. and 761 – 767 Huntington Ave.
Assessor's Parcel No: 020-276-290, 020-293-040
Application No.: PRE-16-003
Zoning District: C (General Commercial)
General Plan Classification: Transit Oriented Development
Transit Corridors Plan: San Bruno Avenue Character Area
Prepared by: Michael Smith, 650-616-7062

REQUEST

Request for Architectural Review Committee input pursuant to the Transit Corridors Plan (TCP) pre-submittal process for specific projects located within the TCP area, for a project proposing to construct a 5-story, 55' tall, mixed use building with 60 dwelling units, approximately 8,500 sq. ft. of ground floor commercial space, with 77 residential parking spaces, and 9 commercial parking spaces. Moshe Dinar, AIA (Applicant), San Bruno Development, LLC and Welch Family Partnership (Owners).

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 existing vacant commercial building at 111 San Bruno Avenue and the adjacent commercial shopping center at 761 – 767 Huntington Avenue, and construct a new five story mixed-use building in their place. The first floor would consist of approximately 8,500 square-feet of commercial space, 77 residential parking spaces located in mechanical parking stackers, and 9 commercial parking spaces. Usable open space would be located at the podium level at the rear of the building and on the roof adjacent to a gym. The building would have 60 dwelling units, including 6 studio units, 23 1-bedrooms units, and 31 2-bedroom units. Units would range in size from 550 square-feet to 1,830 square-feet. The project site is Catalytic Opportunity Site #2 within the TCP.

At the ground floor, the proposed building would be set back 5'-0" along its San Bruno Avenue frontage and extend to the rear property line. A 12'-0" rear setback would be provided at the 2nd, 3rd, and 4th floors, with an 18'-6" rear setback at the 5th floor. An 8'-2" front stepback would be provided at the 5th floor.

The project would require the merger of two lots, totaling 28,180 square-feet of area. Total building

square footage would amount to 111,350 square feet, which corresponds to a 3.95 FAR.

Vehicular access to the residential parking garage would be from San Bruno Avenue and vehicular access to the commercial parking garage would be from Huntington Avenue. Fifty-one of the residential parking spaces would be located in mechanical parking devices that accommodate three parking spaces each. The remaining 26 parking spaces would be located in mechanical parking devices that accommodate two parking spaces each. The nine commercial parking spaces would not be located within mechanical parking devices.

Every floor of the building would have a dedicated room for bicycle parking/storage. The residential bicycle parking rooms would accommodate 64 bicycles and the ground floor bicycle storage room would be dedicated for use by the commercial tenant(s) and could house five employee bicycles.

Most of the dwellings would have access to private usable open space in the form of roof decks and balconies. Common usable open space would be provided within a fifth floor roof deck that is adjacent to a resident gym.

The building's exterior would be clad in a mixture of terra cotta panels, varying colors and textures of fiber cement panels, with porcelain tiles at the base. The building would be accented with metal storefront type windows, a metal trellis, and perforated aluminum sunshade. The building's color palette is earth-toned with off-white, tawny brown, sage green, and medium gray.

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 Checklist.

LEGAL NOTICE

There is no legal noticing requirement for this ARC agenda item though staff sent a courtesy notice to

all occupants and property owners within 600 feet of the subject site on October 28, 2016.

PUBLIC COMMENT

The applicant held a neighborhood meeting on September 19, 2016 at the Bay Area Entrepreneur Center at 485 San Mateo Avenue. The meeting was attended by 16 members of the public. Staff was also in attendance at the meeting. The applicant gave a brief presentation on the project and then answered questions from the public. Most of the questions were a request for additional project information. One member of the public raised the concern that the project would not provide enough off-street parking.

REVIEWING AGENCIES

Community Development Department
Public Services Department
Fire Department
Police Department

EXISTING CONDITIONS

The subject property is approximately 28,180 square-feet in area and is located directly across the street from the San Bruno Caltrain Station at the northern entrance San Bruno's central business district. The project site is currently zoned C (General Commercial) but would be rezoned to a Transit Oriented District (TOD) that permits high-density, mixed-use buildings within close proximity to transit.

The site consist of two parcels. The corner parcel, 111 San Bruno Avenue, is occupied by a vacant bank building and surface parking lot. The southernmost parcel, 761 – 767 Huntington Avenue, is developed with a commercial shopping center and surface parking. The shopping center has one vacant storefront, a rental car business, and a liquor/convenience store that occupies two storefronts. The parcel includes surface parking for 12 vehicles.

The American Legion assembly hall occupies the adjacent property to the south of the site, and the adjacent properties to west of the site are zoned low-density residential and occupied by a mixture of single-family residences and low scale, multi-family residences on Mills Avenue.

SURROUNDING LAND USES

North: San Bruno Avenue – C (General Commercial District)
South: San Mateo Avenue – C-B-D (Central Business District)
East: Huntington Avenue – C (General Commercial District)
West: Mills Avenue – R-2 (Low Density Residential District)

STAFF'S PROJECT ANALYSIS

Early in the TCP planning process three catalytic sites were identified to stimulate development and significantly influence and transform the TCP area. The sites are considered catalytic due to their prime location at key gateways within the plan area and their ability to provide much needed services and/or land uses currently lacking in the TCP area. Development of these opportunity sites should be considered a top priority. The proposed project site is Catalytic Opportunity Site #2 within the TCP area.

Staff has developed a formal pre-submittal process as directed by the City Council for specific projects located within the TCP area which are in proximity to low-density residential development or properties with that designation. 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). The applicant submitted plans and an application to the Community Development Department on August 24, 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 intrusions on privacy to the adjacent properties from the rear of the building, and adding visual interest to the 20 foot high wall located at the rear of the building. Staff is also requesting additional information about the garage door material.

Site Design:
The proposed building would have usable open space at the podium level at the rear of the building abutting the rear yards of the adjacent apartment buildings on Mills Avenue. Because the podium is located above grade level, approximately 20 feet, the users of the open space would be able to look down upon the adjacent yards at grade level creating a privacy impact. To address this privacy concern staff is requesting that the edge of the roof deck incorporate additional screening.

The proposed building would include landscaping at the roof deck and within the open space located at the podium level at the rear of the building. Additionally, the curb would be extended and planted with nine new street trees to create separation between the on-street parking spaces and create a greater buffer between pedestrians and street traffic. The proposed curb extension would result in the removal of one south bound lane of traffic on Huntington Avenue which will need to be studied in further detail. More information is also needed about the species of these trees to ensure that they are appropriate for the location.

Within the San Bruno Character Area, the TCP requires that buildings provide an average 10 foot front setback from the back of sidewalk. The proposed building would provide a five foot front setback along the Huntington Avenue frontage and no setback along the San Bruno Avenue frontage. The five foot setback along Huntington Avenue would provide for an 11'-6" sidewalk, not including the curb extensions that are located in between the on-street parking spaces. The site is very narrow which makes it difficult to meet the front setback requirement. As proposed with the five foot front setback, the ground floor commercial space is only 26'-9" in depth, therefore, any additional setback would directly reduce the depth of an already shallow commercial space. It is anticipated that the ground floor commercial space would be occupied by a restaurant or café with sidewalk seating, consistent with the vision of the TCP.

The building's ground floor is primarily occupied by storefronts. The garage entrances are pushed towards the edges of the building so that the active space is prominent within the design. The garage itself is "wrapped" by the commercial space so that parking does not dominate the character of the building.

The building would have 77 off-street residential parking spaces that could be accessed from San Bruno Avenue driving east bound and from Huntington Avenue driving south bound. Nine commercial parking spaces could also be accessed from the Huntington Avenue garage entrance. The curb cuts to access the parking would be located in nearly the same location as the existing curb cuts.

Below, are additional site design TCP Guidelines that are applicable to the building's site layout and orientation:

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.

A1-3: Encourage end and corner units to be visual anchors by orienting primary façades toward major streets and intersections and using architectural design features to accentuate key vertical and horizontal features (i.e. roofline, entries, etc.).

A1-4: Corner buildings should be accentuated through height, articulation and unique roof silhouettes to emphasize their presence.

A1-6: Encourage ground-floor retail uses to activate the street where possible.

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.

Massing and Scale

Staff finds that the overall massing and scale of the proposed project is consistent with a number of TCP Design Guidelines. The building is well articulated with bay windows and balconies and changes in material add further interest to the façade and provide appropriate massing. The corner of the building is distinguished by a unique corner treatment that is not replicated anywhere else on the building to give it significance. The top floor is setback 8'-2" from the building edge below to break up the building scale and the roof line is logically broken in several locations to break up what would otherwise be a long horizontal roof line. Furthermore, the top floor is broken into two segments that are separated by a roof top garden which further reduces the building's scale. Ground floor storefronts exhibit transparent windows to activate the street.

The building's ground floor ceiling height is taller than normal to accommodate the mechanical parking stackers within the garage which require a minimum ceiling height of 17 feet for stackers that hold three vehicles. As a result, the presence of mechanical parking stackers dictate the ground floor plate height resulting in a taller than normal rear wall abutting the adjacent low-density residences. Additional care must be taken to ensure that the outward facing wall that results from this condition is not a harsh blank wall. To address this concern, staff is recommending to architecturally treat the wall to soften its appearance. Treatment suggestions include planting vines on the wall and adding texture to the wall. If done in an architectural manner, the wall could be an improvement over the existing perimeter conditions.

Below, are additional site design TCP Guidelines that are applicable to building's massing and scale:

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 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.

A2-6: Encourage building articulation and break up building mass with alleys or open spaces to allow access through developments and to create visual breaks.

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.

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 Heights and Stepbacks

The proposed building incorporates upper story stepbacks at the front and rear. The top floor would be stepped back 8'-2" from the front edge of the building, 10'-0" from the side edges of the building, and 6'-6" from the rear edge of the building. The rear stepback varies due to the irregular shape of the site but in general the top floor would be setback 17'-6" or greater from the rear property line.

Below, are additional site design TCP Guidelines that are applicable to building's height and stepbacks:

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.

A3-3: Utilize upper-story stepbacks fronting major streets to encourage active uses, such as balconies or roof gardens, which provide additional open spaces for residents and add more "eyes on the street".

A3-4: Encourage stepbacks to vary in depth to allow variation and architectural interest. Stepbacks can be measured as an average as described in the Development Standards.

Building Setbacks

The proposed building would provide a five foot front setback along the Huntington Avenue frontage and

no setback along the San Bruno Avenue frontage. The five foot setback along Huntington Avenue would provide for an 11'-6" sidewalk, not including the curb extensions that are located in between the on-street parking spaces. The site is very narrow which makes it difficult to meet the 10'-0" front setback requirement specified within the TCP. Café and/or restaurant seating is anticipated for the setback area against the edge of the building.

Below, are additional site design TCP Guidelines that are applicable to building's setbacks:

> **A4-1:** Utilize building setbacks as an extension of the sidewalk to provide adequate space for pedestrian movement and activity. This space can be used for outdoor cafe seating, street furniture, landscaping, and public art that can enliven the streetscape.
>
> **A4-3:** Utilize building setbacks for ground-floor retail uses for spillover activity such as outdoor café seating. Design front setbacks for pedestrian use and consider using paving patterns or installing seating and tables, public art and decorative plantings. Use fences, railings and/or windscreens to define the semi-private space.

Building Façade Design

The proposed building incorporates a modern architectural vernacular that takes its design cues from the architecture of the Caltrain Station across the street. The most evident connection is the use of neutral tone colors and clear anodized metal. The building would be finished primarily in fiber cement panels in earth tone colors that are accented by terracotta panels, clear anodized storefront type windows, perforated aluminum sunshades, and a durable gray porcelain tile base.

Below, are additional site design TCP Guidelines that are applicable to the building's façade design:

> **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.
>
> **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.

A5-7: Encourage 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.

A5-9: 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.

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:

Staff recommends to architecturally treat the rear (west) podium wall to soften its appearance. Treatment suggestions include planting vines on the wall and adding texture to the wall. Staff further recommends to incorporate additional screening that the edge of the rear deck to address potential privacy impacts to the adjacent low-density residential properties to the west of the site. The applicant will also need to provide more information about the garage doors and lastly, staff recommends that the applicant incorporate 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."

RECOMMENDATION

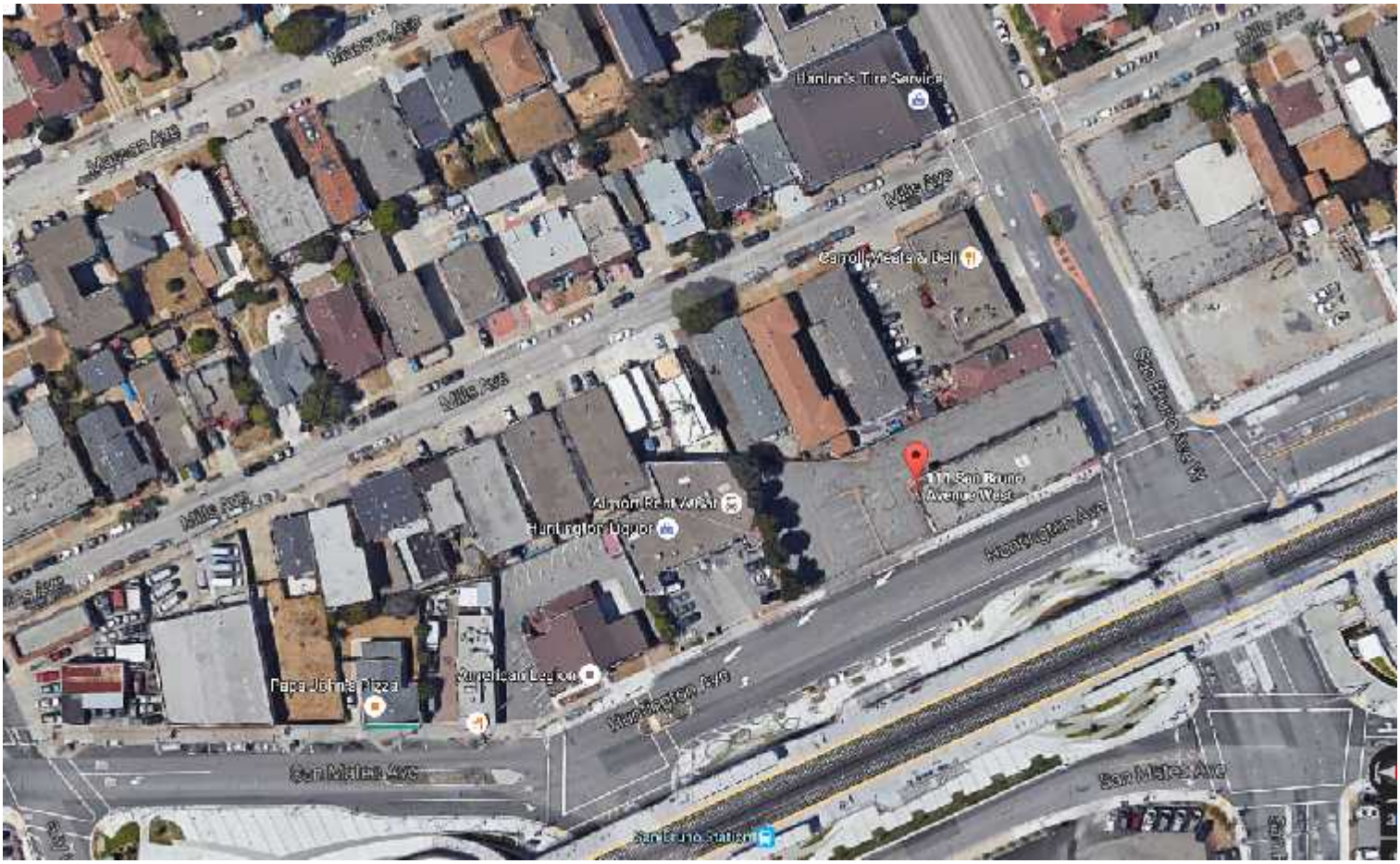
Staff recommends that the Architectural Review Committee provide feedback and further direction regarding staff's recommendations presented in this report and summarized below:

- Architecturally treat the rear (west) wall of the podium level to soften its appearance as viewed from the adjacent properties on Mills Avenue. Treatment suggestions include planting vines on the wall and adding texture to the wall.
- Incorporate additional screening at the edge of the deck to protect the privacy of the adjacent low-density residential properties that abut the property to the west.
- Add information about the garage doors to the project's materials board.

EXHIBITS

A: Site Location
B: Photographs
C: Materials Board
D: Renderings, Site Plan, Floor Plans, and Elevations
E: Comments from Larry Cannon, Peer Review Architect
F: Transit Corridors Plan excerpt

Exhibit A: Site Location



111 San Bruno Ave.
020-276-290 & 020-293-040
PRE-16-003

Subject Site (111 San Bruno Avenue)

Subject Site (761-767 Huntington Avenue)

Exhibit B: Photographs

Subject Site

Exhibit B: Photographs

Backside of the adjacent low-density residential district along Mills Avenue

Exhibit B: Photographs

Caltrain Station on the across the street from the subject site.

Exhibit B: Photographs

Exhibit C

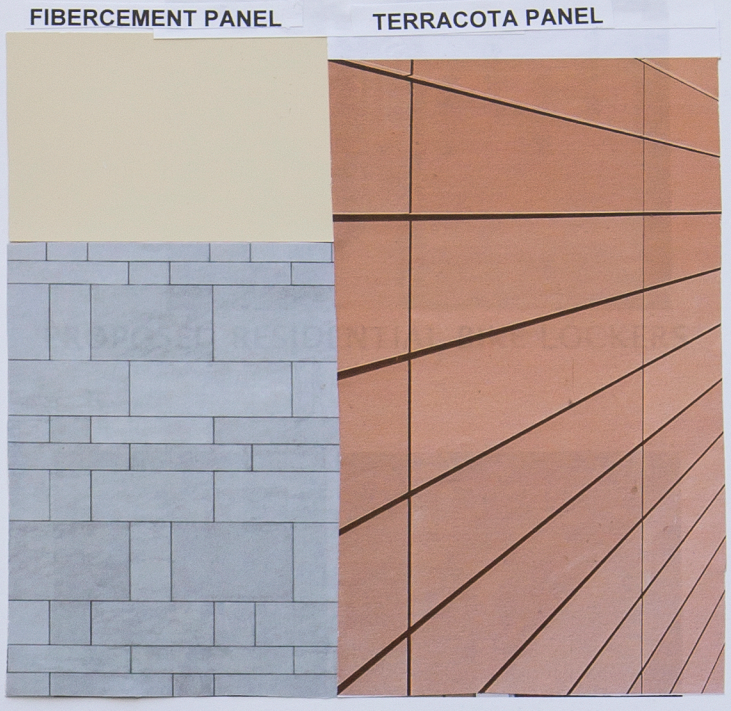
EXTERIOR WOOD
AT RAILING

METAL TRELLIS

CONCEPT OUTDOOR PLANTERS

FIBERCEMENT PANEL

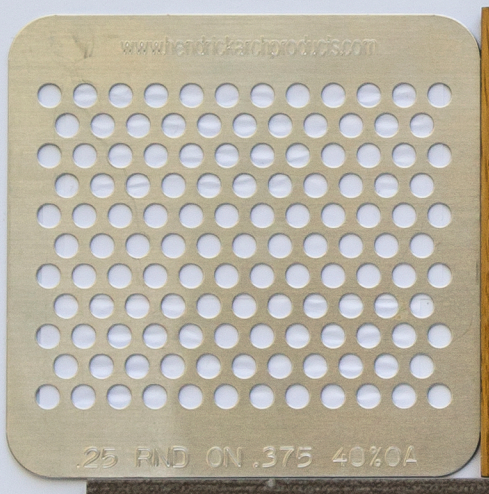
TERRACOTA PANEL



EXTERIOR PANEL CLADDING

1. CEMENT PANEL COLOR
2. SOFFIT COLOR
3. ACCENT COLOR A
4. ACCENT COLOR B

PERF. ALUM. SUNSHADE



ALUMINUM STOREFRONT
AND WINDOWS FINISH

PORCELAIN TILE AT FIRST FLOOR

PAVER OR TILE AT SIDEWALK

111 SAN BRUNO AVE, SAN BRUNO
MATERIALS BOARD

DINAR
& ASSOCIATES
architecture • planning • interiors
P.O. BOX 70601
OAKLAND
CALIFORNIA 94612
TEL.510.893.8300
FAX.510.893.8305

Exhibit D

111 SAN BRUNO AVE

SAN BRUNO, CA

VIEW FROM HUNTINGTON AVE

111 SAN BRUNO

111 SAN BRUNO AVE.
SAN BRUNO, CA

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NOT FOR CONSTRUCTION

DESIGN DEVELOPMENT
July 15, 2016

G-1

111 SAN BRUNO AVE

SAN BRUNO, CA

VIEW FROM SAN BRUNO AVE

111 SAN BRUNO

111 SAN BRUNO AVE.
SAN BRUNO, CA

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DESIGN DEVELOPMENT
July 15, 2016

G-3

111 SAN BRUNO AVE

SAN BRUNO, CA

VIEW FROM HUNTINGTON AVE

111 SAN BRUNO

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SAN BRUNO, CA

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NOT FOR CONSTRUCTION

DESIGN DEVELOPMENT
July 15, 2016

G-2

111 SAN BRUNO

111 SAN BRUNO AVE,
SAN BRUNO, CA

PROJECT TEAM

San Bruno Development LLC
Property Owner

- Mr. Ling Li is owner of San Bruno Development LLC. Mr. Ling Li is owner and/ or Director of the following businesses which are in operation: Ouro Mining Inc., Oklahoma, USA - Chairman, Keywell International Development Co. Ltd. Hong Kong - Managing Director, Mineria Andimex Sur SPA, Copiapo, Chile -Director.
- From 1987 to 1994, Mr. Li began career in non-ferrous metal industry working for China State-owned companies in different positions responsible for metals and minerals marketing and corporation management.
- From 2010 to present, continuing business in mineral and mining, Mr. Li has completed some acquisitions of the mining projects of coking coal and iron ore in the US and South America.

Welch Family Partnership
Property Owner

- Welch Family Partnership is dedicated to providing quality retail and warehouse spaces in the Bay Area Peninsula.
- As an investor and entrepreneur, Joseph W. Welch, Jr. founded the Welch Family Partnership and San Bruno Investment in 1958
- San Bruno Investment Reality Company is our in-house property management located in San Bruno. SBIRC was established along with Welch Family Partnership. We successfully provide full leasing services for our Commercial Properties and tenants from our office, located in the heart of San Bruno,

Moshe Dinar
Architect
Dinar & Associates

- Dinar & Associates is a full service architecture, planning and interior design firm with 30 years' experience in residential, commercial, transportation, hospitality and mixed-use developments.
- Established in 1984, the firm has maintained a loyal group of clients by adhering to the following basic precepts: Quality Design, Scheduling, Sustainability & Budget Control.
- Moshe Dinar, As design director at VBN Architects, his designs for Millbrae BART station and Fourth & Townsend Caltrain station received AIA awards. Moshe has completed several multi-unit residential, mixed-use, retail, hospitality and custom residence projects in the United States and abroad.

DRAWING INDEX

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A7.3 ENLARGED UNIT PLANS

PROJECT SUMMARY

NEW 5 STORY MIXED USE BUILDING. PARKING & COMMERCIAL / RETAIL ON FIRST FLOOR. RESIDENTIAL UNITS ON 2 ND TO 5TH FLOOR.

SEISMIC ZONE : 4

CONSTRUCTION TYPE TYPE V-A

OCCUPANCY : R-2/M

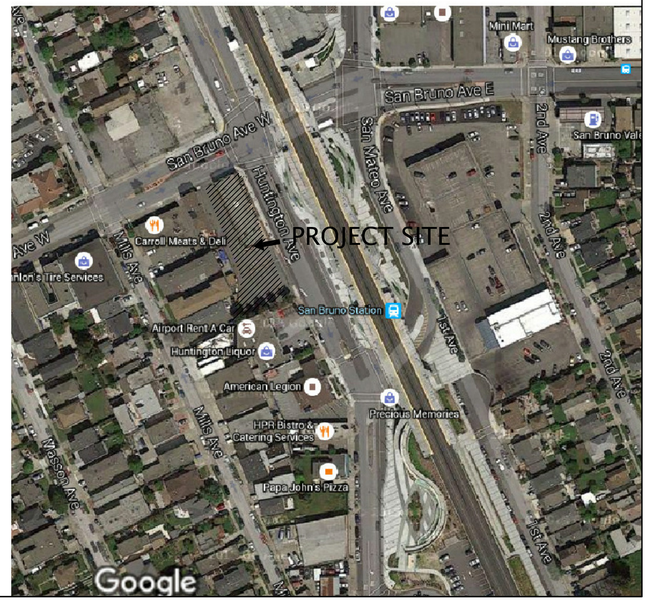
USE: MULTIFAMILY RESIDENTIAL/ COMMERCIAL

ZONING: C-B-D

CODES: CALIFORNIA BUILDING CODE 2013
CURRENT NEC,UMC,UPC,UFC

EXISTING PICTURES

VICINITY MAP



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NOT FOR CONSTRUCTION

ARC REVIEW
OCTOBER 25, 2016

DESIGN DEVELOPMENT
SEPTEMBER 15, 2016

111 SAN BRUNO

111 SAN BRUNO AVE,
SAN BRUNO, CA

PARKING REQUIREMENTS

RESIDENTIAL

UNIT TYPE	NO.UNITS	REQUIRED
STUDIO	6	0.75/UNIT=4.5
1 BEDROOM	23	1/UNIT=23
2 BEDROOM	31	1 OR 2/UNIT=31 TO 62

TOTAL NO. OF PARKING REQUIRED: 59 TO 90 SPACES
TOTAL NO. OF PARKING PROVIDED: 77 SPACES

COMMERCIAL

GENERAL RETAIL	AREA	REQUIRED
TBD	8,478 SF	1.5 TO 3 SPACE / KSF GFL.

TOTAL NO. OF PARKING REQUIRED: 13 TO 26 SPACES
TOTAL NO. OF PARKING PROVIDED: 9 SPACES

BICYCLE PARKING REQUIREMENTS

RESIDENTIAL

REQD LONG TERM	REQD SHORT TERM	PROPOSED
1 OR 2 /UNIT = 60 TO 120	1 OR 2 /10 UNITS= 6 TO 12	2ND FLR =18 3RD FLR =18 4TH FLR= 18 5TH FLR= 10

COMMERCIAL

REQD LONG TERM	REQD SHORT TERM	PROPOSED
1 OR 2 /3000 SF = 3 TO 6	1 OR 2 / 10,000SF 1	7

DEVELOPMENT STANDARDS

	REQUIRED	PROPOSED
FRONT SETBACK FROM BACK OF SIDEWALK (EAST-HUNTINGTON AVE)	10'-0" AVERAGE	5'-0" AT GROUND FLOOR 0'-0" AT 2,3,4 FLOOR
SIDE SETBACK (NORTH-San Bruno Ave)	None	0'-0" AT GROUND FLOOR 0'-0" AT 2,3,4 FLOOR
SIDE SETBACK (SOUTH)	None	0'-0" AT GROUND FLOOR 10'-0" AT 2,3,4 FLOOR
REAR SETBACK (WEST)	10'-0"	0'-0" AT GROUND FLOOR 12'-0" AT 2,3,4 FLOOR
HEIGHT LIMIT MAXIMUM	65'-0"	55'-0"
STEPBACK ADJACENT TO LOW DENSITY RESIDENTIAL	ABOVE 3RD FL. 15'-0" AT FRONT & REAR	0'-0" AT 4 FLOOR 8'-2" FRONT STEPBACK 6'-6" REAR STEPBACK AT 5TH FLOOR
FAR	NO MAXIMUM	3.95

PROJECT INFORMATION

LOT AREA	28,180 SF
1ST FLOOR PARKING GARAGE, CIRCULATION, SERVICES COMMERICAL	17,527 SF 8,478 SF
2ND FLOOR	23,015 SF
3RD FLOOR	23,015 SF
4TH FLOOR	23,015 SF
5TH FLOOR	16,300 SF
TOTAL FLOOR AREA	111,350 SF

FLOOR AREA ALLOCATIONS

	AREA ABOVE SETBACKS -	AREA BELOW SETBACKS +
FIRST FLOOR	4867	0
SECOND FLOOR	2564	2374
THIRD FLOOR	2564	2374
FOURTH FLOOR	2564	2374
FIFTH FLOOR	0463	7008
TOTAL	AREA ABOVE SETBACKS: - 13022 SF	AREA BELOW SETBACKS: +14130 SF

OPEN SPACE CALCULATIONS

RESIDENTIAL OPEN SPACE

PUBLIC OPEN SPACE

2ND FLOOR	1950 SF
5TH FLOOR	3322 SF

PRIVATE OPEN SPACE:
+/-60 SF TO +/-700 SF EACH UNIT

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ARC REVIEW
OCTOBER 25, 2016

DESIGN DEVELOPMENT
SEPTEMBER 15, 2016

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SAN BRUNO, CA

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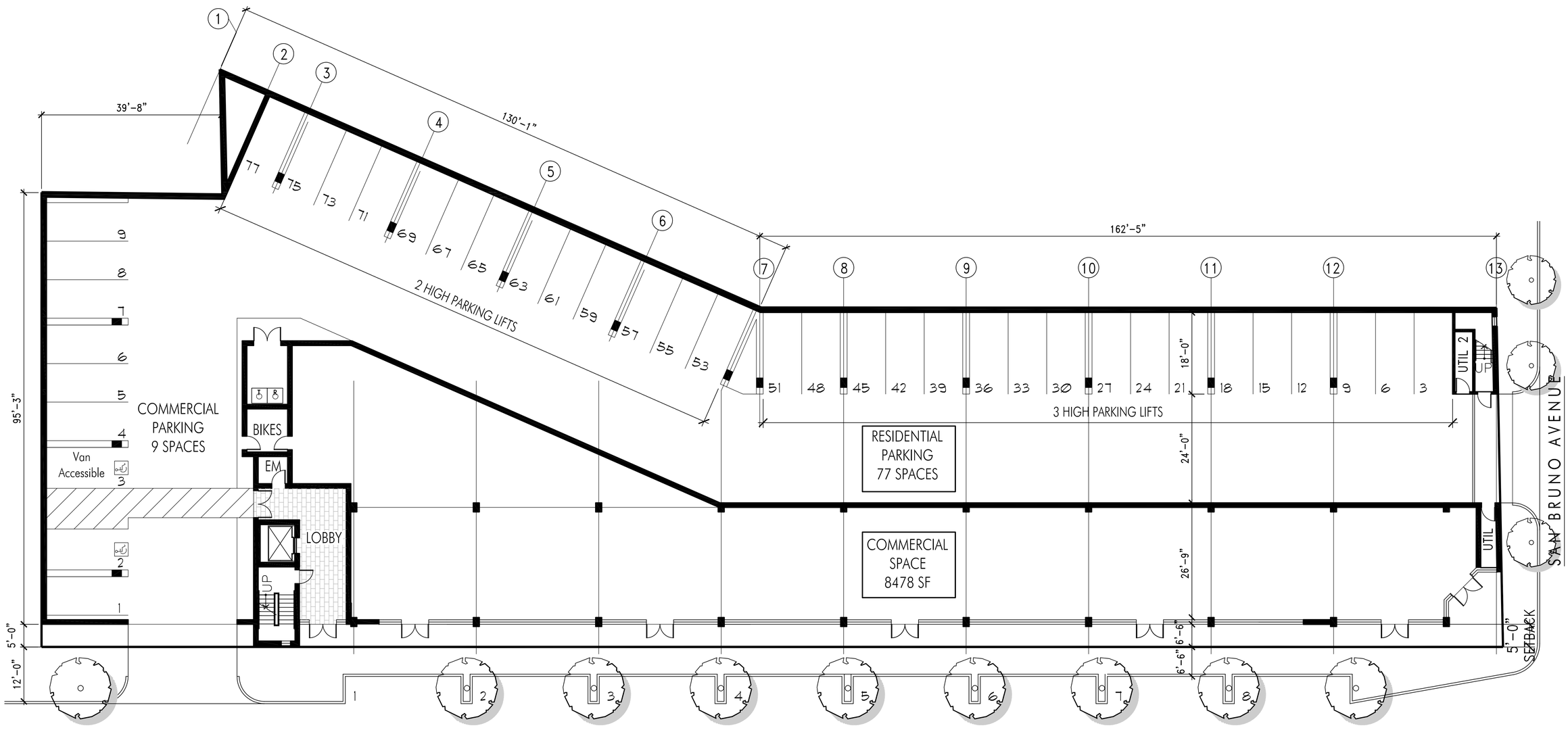

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FIRST FLOOR PLAN

scale 3/32"

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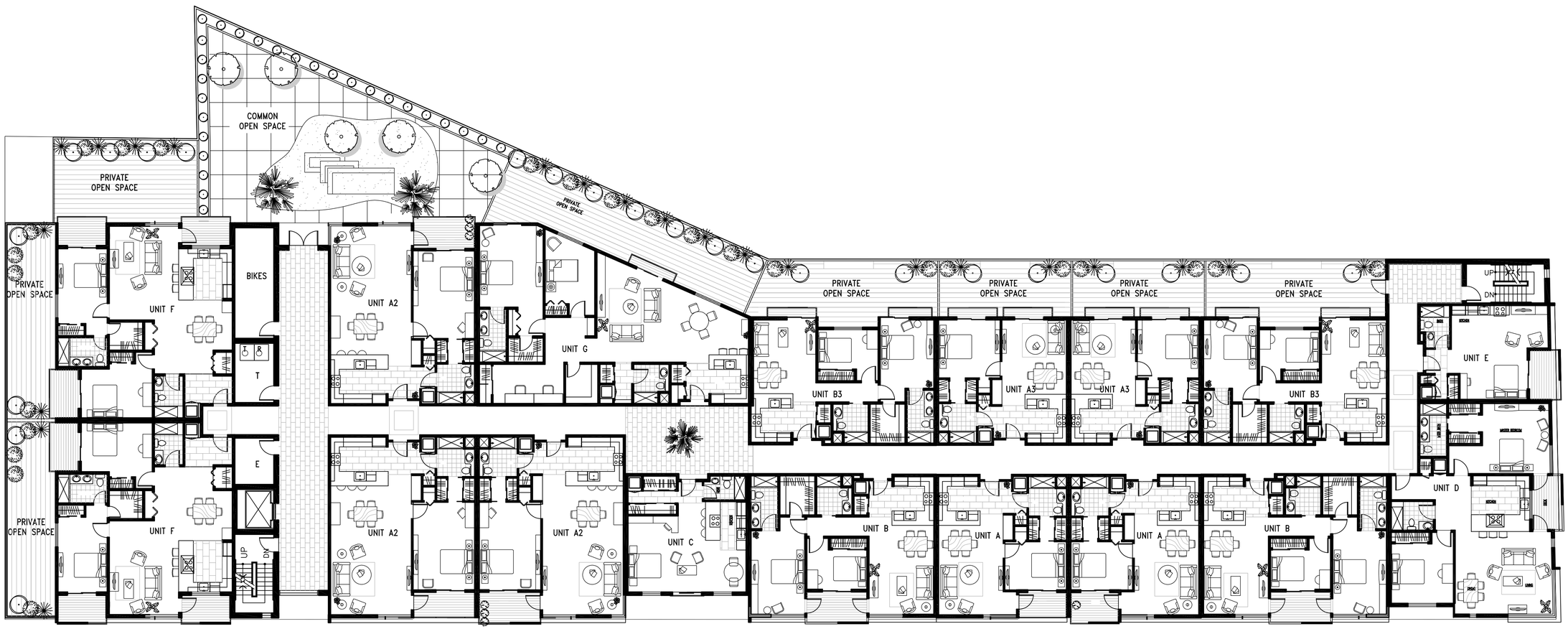

HUNTINGTON AVENUE

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SECOND FLOOR PLAN

scale 3/32"

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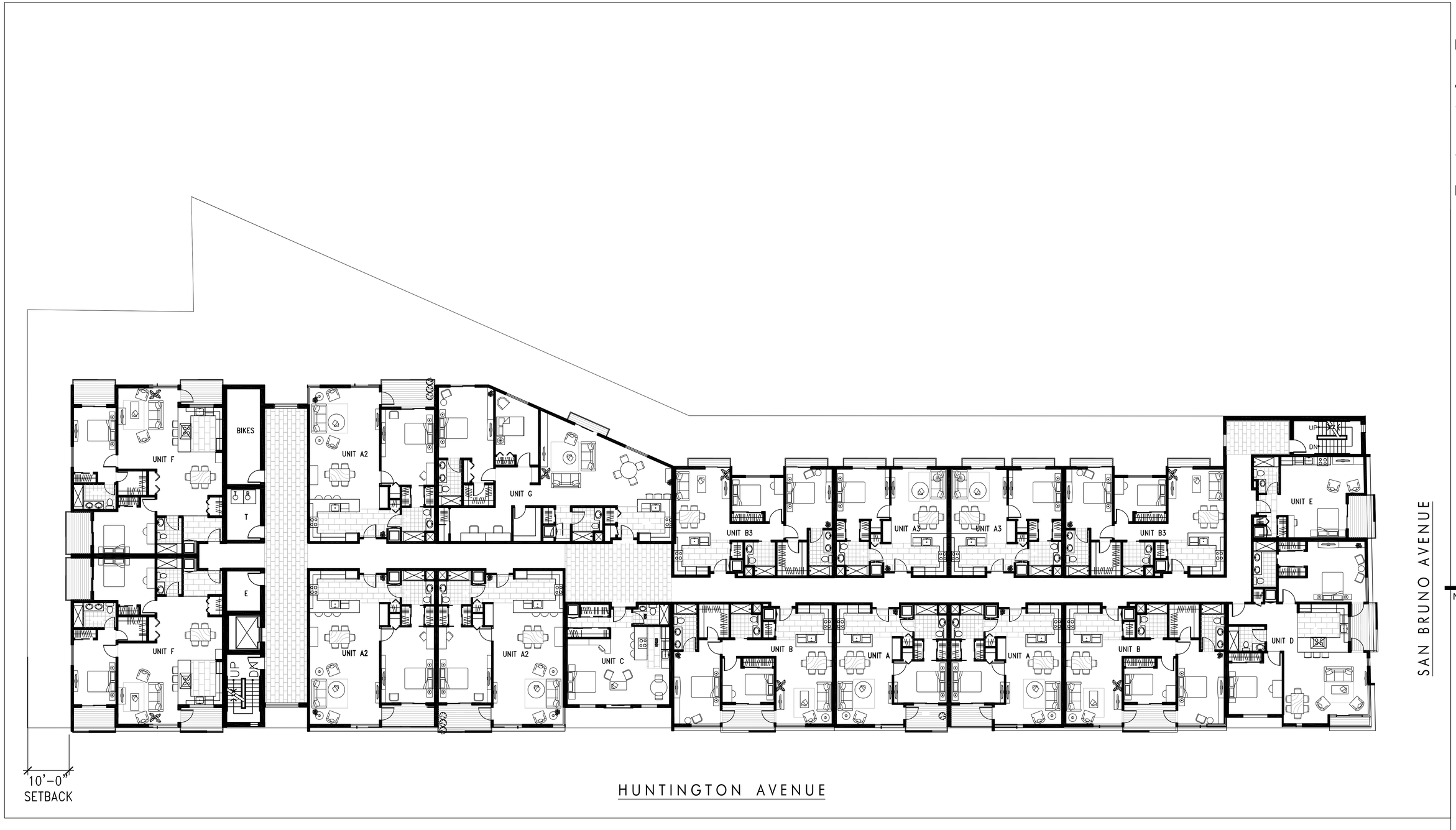

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THIRD FLOOR PLAN

scale 3/32"

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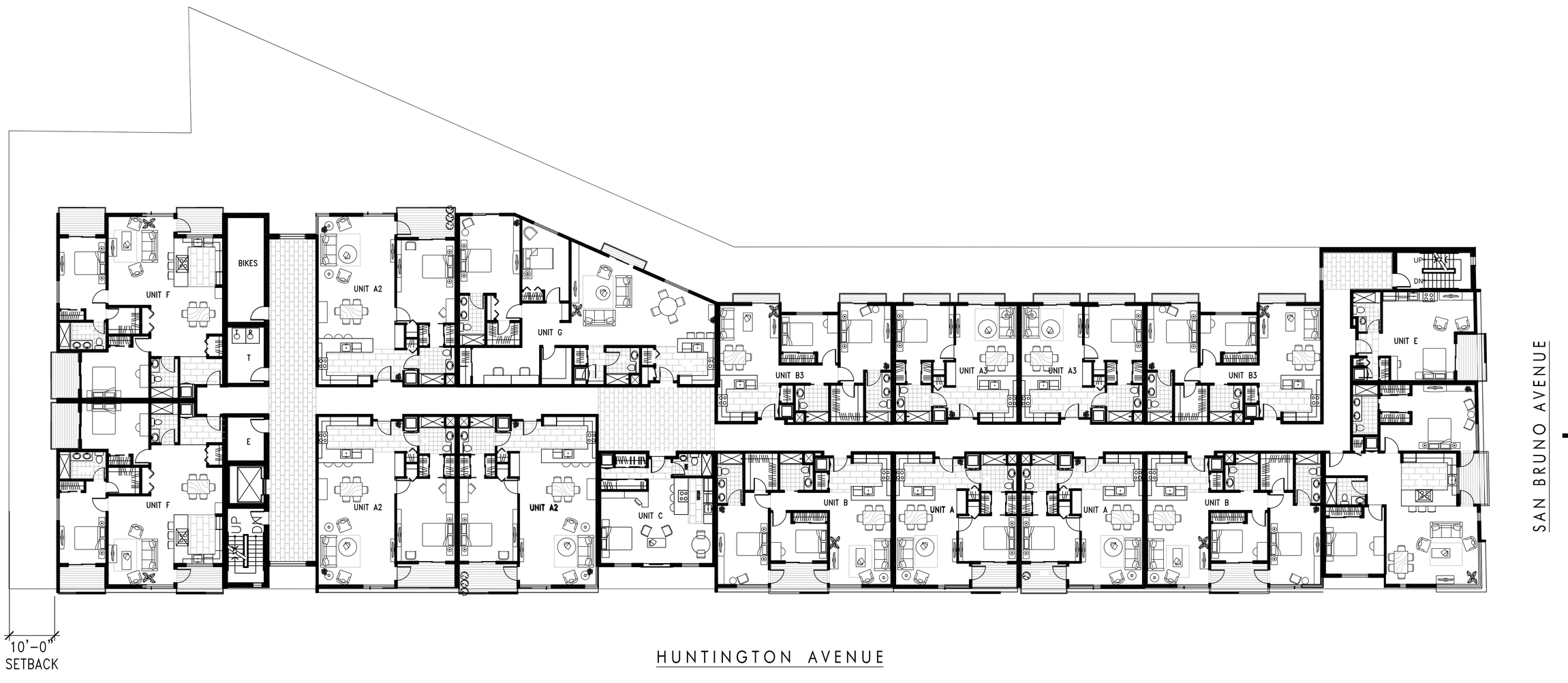

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FOURTH FLOOR PLAN

scale 3/32"

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SEPTEMBER 15, 2016

A-4.0

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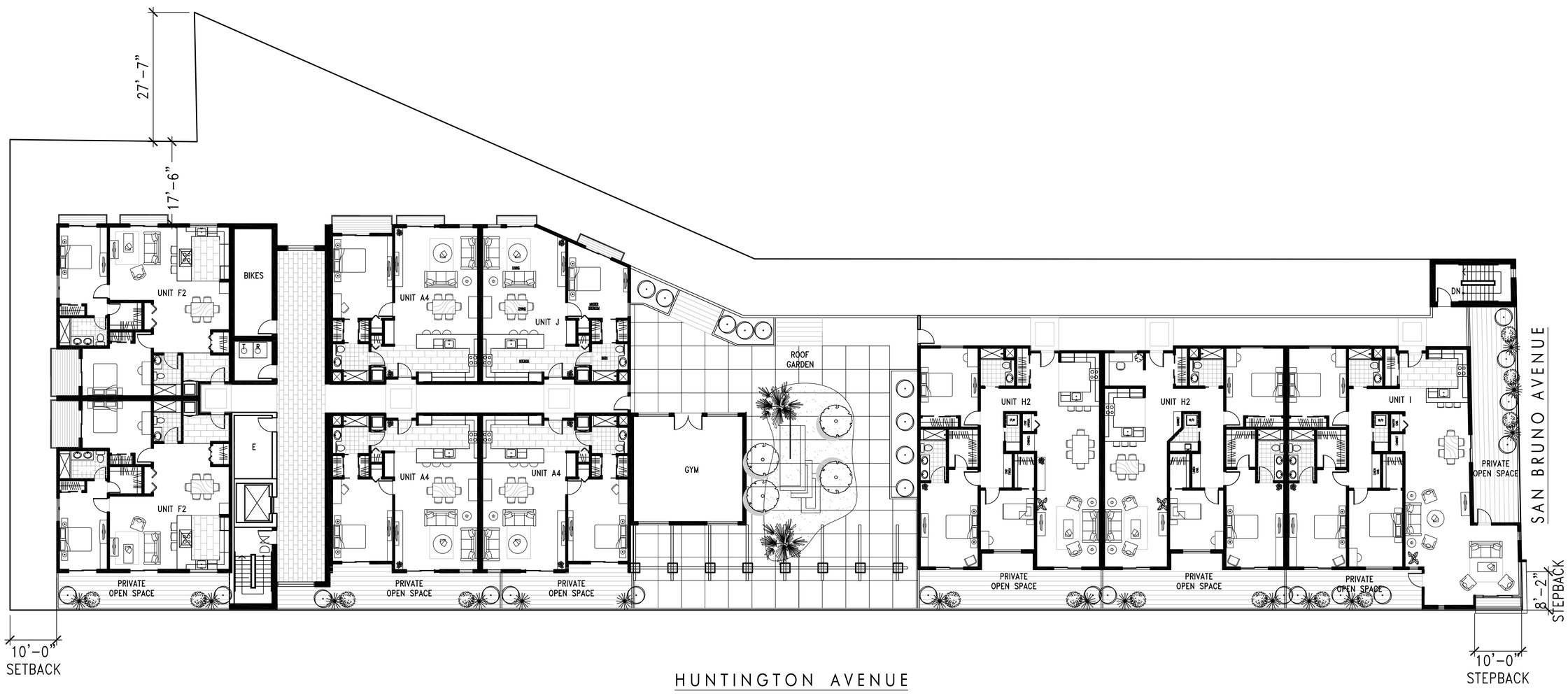

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FIFTH FLOOR PLAN

scale 3/32"

ARC REVIEW
OCTOBER 25, 2016

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SEPTEMBER 15, 2016

A-5.0

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EXTERIOR ELEVATION -REAR / WEST

scale 3/32"

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EXTERIOR ELEVATION -FRONT - HUNTINGTON AVE.

scale 3/32"

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OCTOBER 25, 2016

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SEPTEMBER 15, 2016

A 6.1

111 SAN BRUNO

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PARTIAL EXTERIOR ELEVATION- REAR(WEST) LEFT

scale 1/8"

PARTIAL EXTERIOR ELEVATION-REAR (WEST) RIGHT

scale 1/8"

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A 6.3

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PARTIAL EXTERIOR ELEVATION- FRONT LEFT - HUNTINGTON AVE.

scale 1/8"

PARTIAL EXTERIOR ELEVATION- FRONT RIGHT - HUNTINGTON AVE.

scale 1/8"

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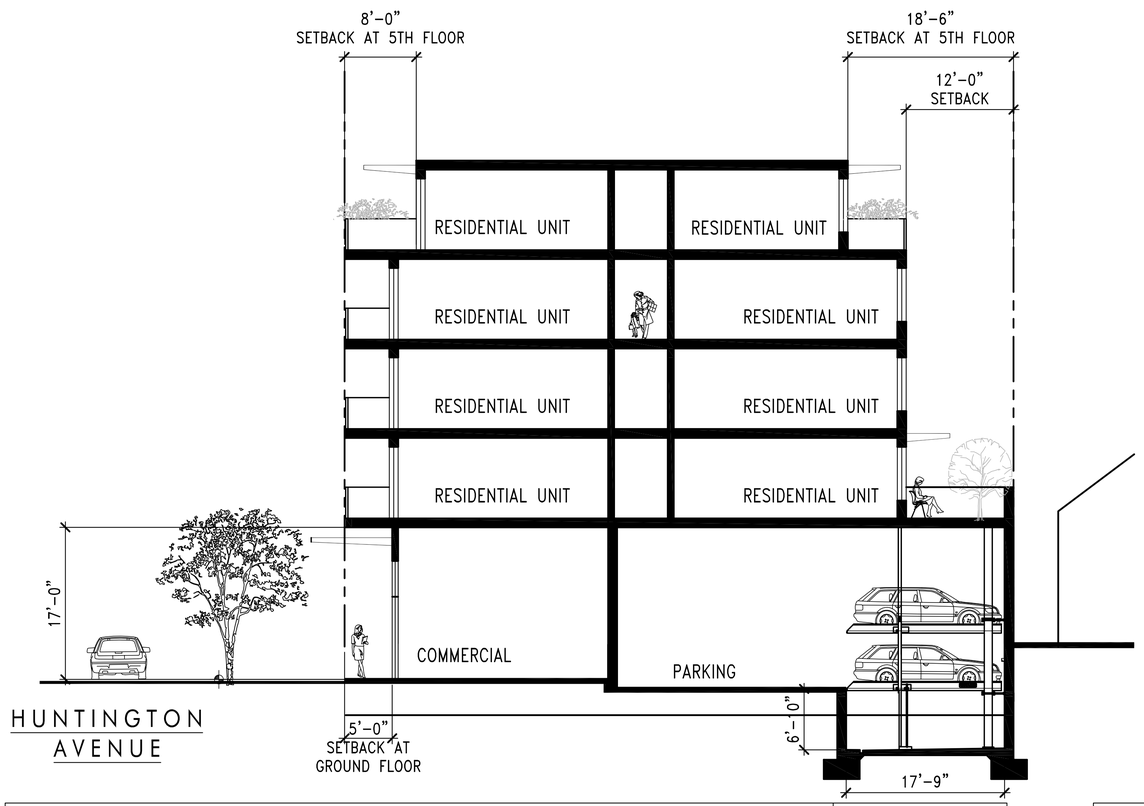
EXTERIOR ELEVATION - SOUTH

scale 1/8"



SCHEMATIC SECTION

scale 3/32"

EXTERIOR ELEVATION - NORTH- SAN BRUNO AVE.

scale 1/8"

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ARC REVIEW
OCTOBER 25, 2016

DESIGN DEVELOPMENT
SEPTEMBER 15, 2016

A 6.4

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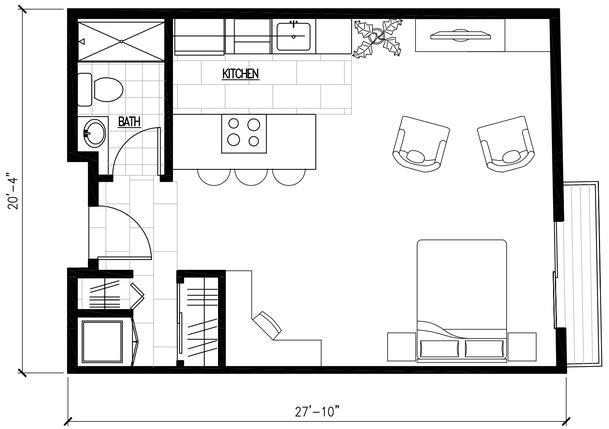
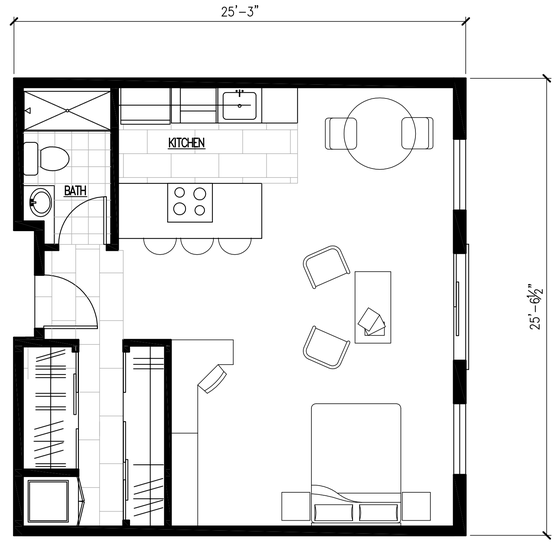
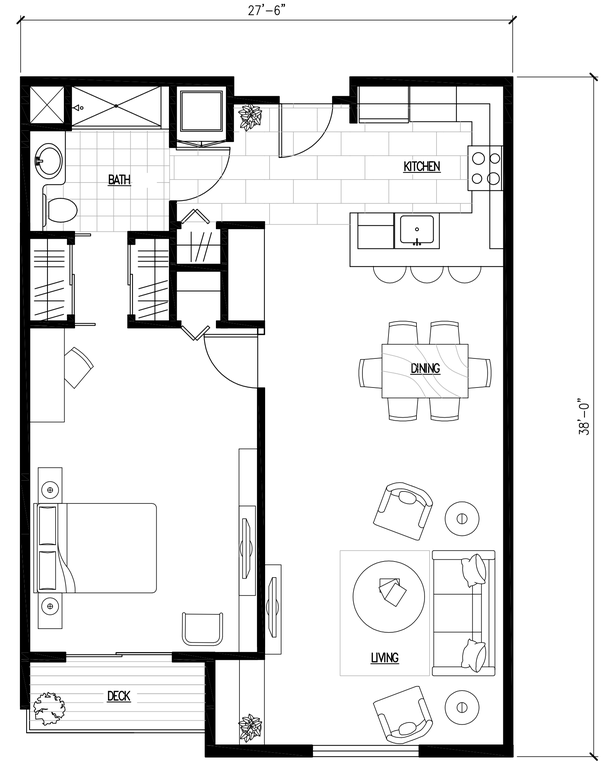


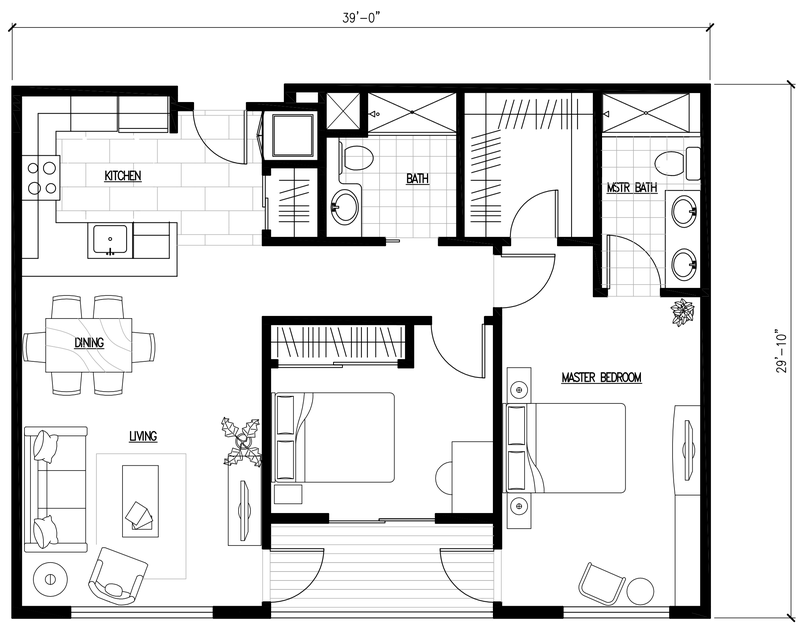
UNIT E - STUDIO
550 sqft
SCALE: 1/4" - 1'-0"



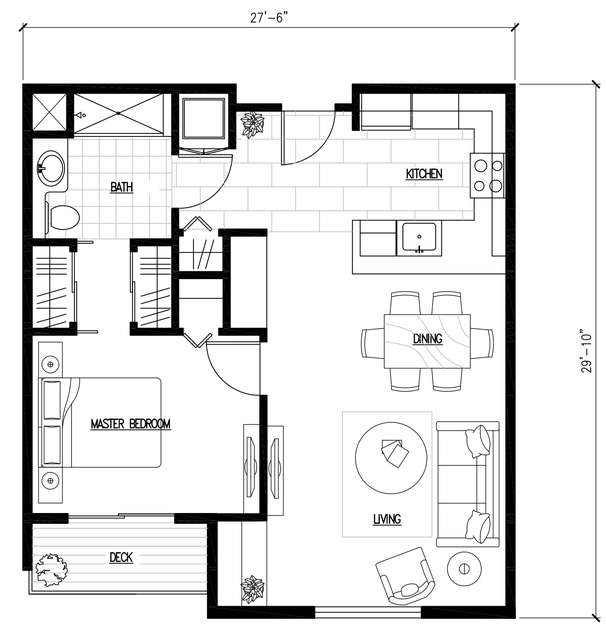
UNIT C - STUDIO
685 sqft
SCALE: 1/4" - 1'-0"



UNIT A2 - 1 BR
1045 sqft
SCALE: 1/4" - 1'-0"



UNIT B - 2 BR
1,010-1,080 sqft
SCALE: 1/4" - 1'-0"



UNIT A - 1 BR
770 sqft
SCALE: 1/4" - 1'-0"

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ARC REVIEW
OCTOBER 25, 2016

DESIGN DEVELOPMENT
SEPTEMBER 15, 2016

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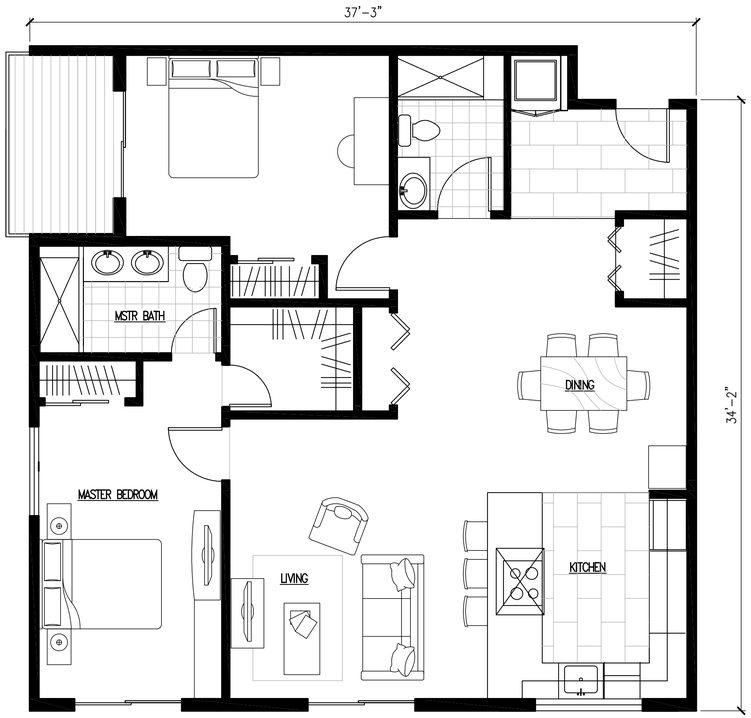
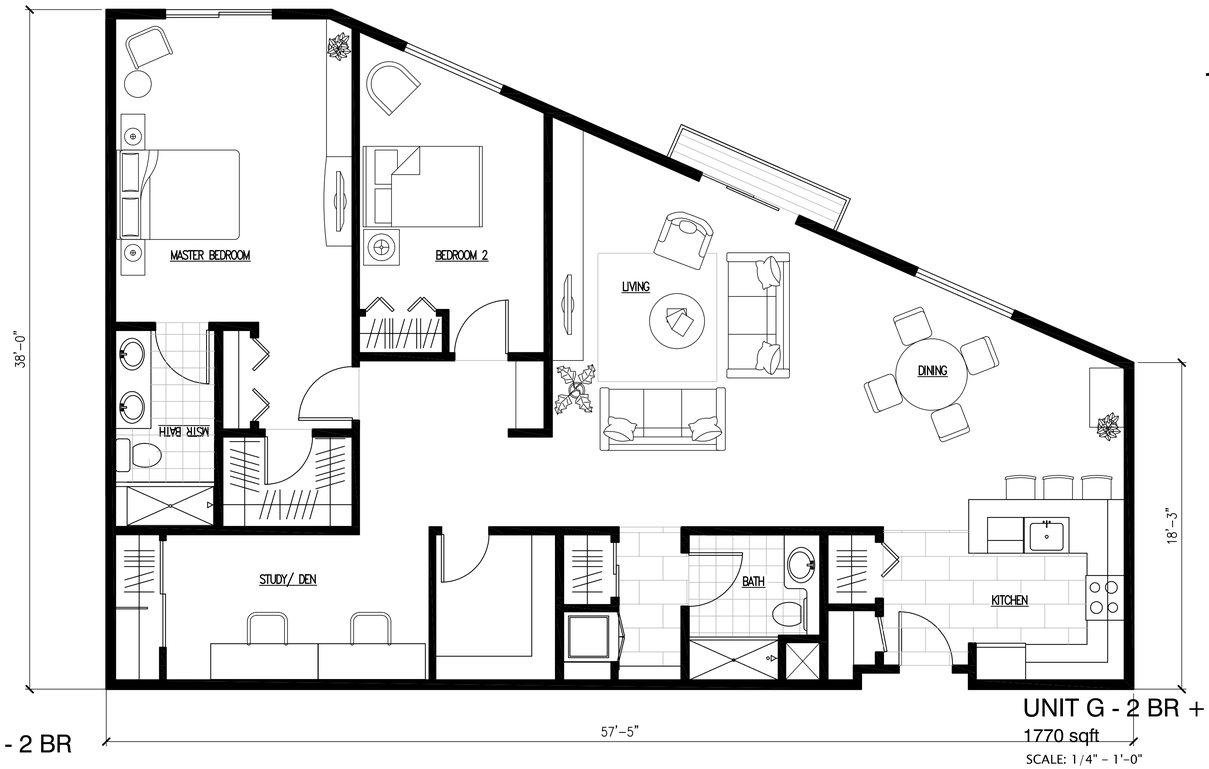
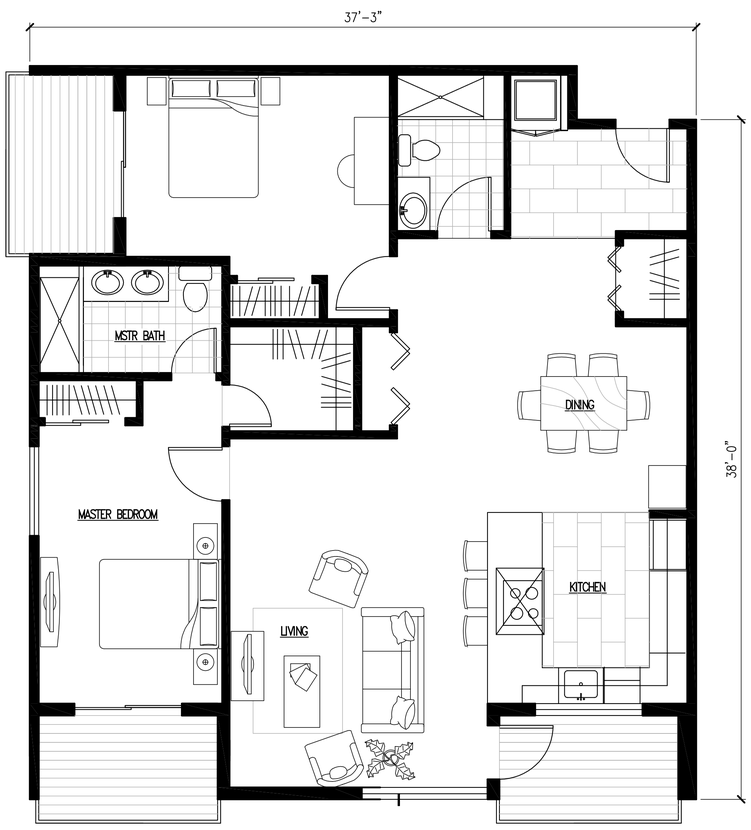


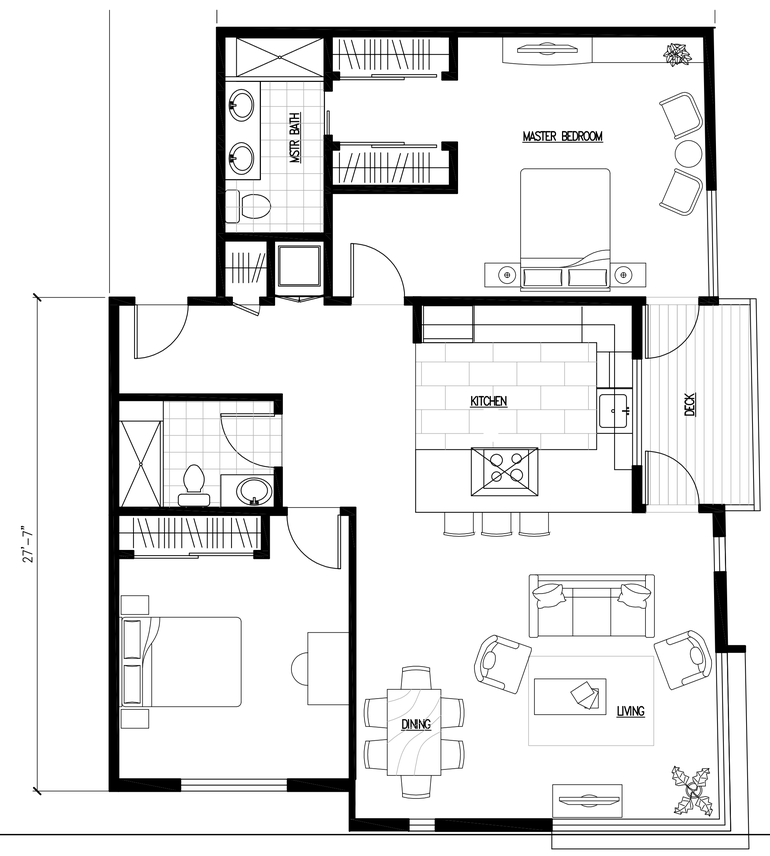
UNIT F2 - 2 BR
1,315 sqft
SCALE: 1/4" - 1'-0"



UNIT G - 2 BR + DEN
1770 sqft
SCALE: 1/4" - 1'-0"



UNIT F - 2 BR
1,810 sqft
SCALE: 1/4" - 1'-0"



UNIT D - 2 BR
1350 sqft
SCALE: 1/4" - 1'-0"

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OCTOBER 25, 2016

DESIGN DEVELOPMENT
SEPTEMBER 15, 2016

A 7.2

BASIS OF BEARINGS

THE BEARING S64°08'00"W OF THE SOUTHEASTERLY LINE OF SAN BRUNO AVENUE AS SHOWN OF THAT CERTAIN MAP ENTITLED "MAP OF BLOCKS A, B, C, D, E & F, FIRST ADDITION TO SAN BRUNO PARK, SAN MATEO COUNTY, CAL.", FILED IN VOLUME 3 OF MAPS AT PAGE 48, SAN MATEO COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS SHOWN UPON THIS MAP.

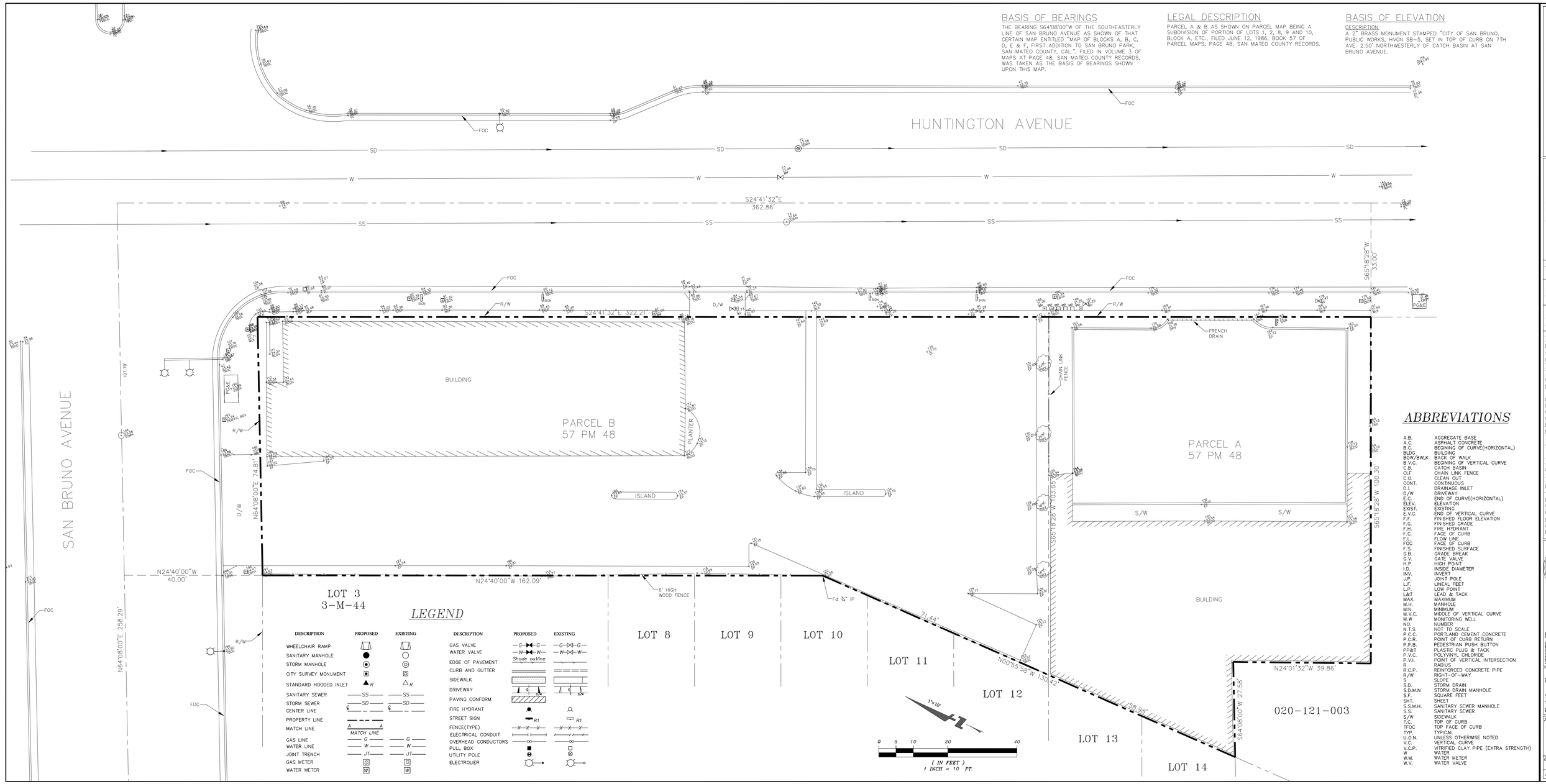
LEGAL DESCRIPTION

PARCEL A & B AS SHOWN ON PARCEL MAP BEING A SUBDIVISION OF PORTION OF LOTS 1, 2, 8, 9 AND 10, BLOCK A, ETC., FILED JUNE 12, 1986, BOOK 57 OF PARCEL MAPS, PAGE 48, SAN MATEO COUNTY RECORDS.

BASIS OF ELEVATION

DESCRIPTION

A 2" BRASS MONUMENT STAMPED "CITY OF SAN BRUNO, PUBLIC WORKS, HVCN SB-5, SET IN TOP OF CURB ON 7TH AVE, 2.50' NORTHWESTERLY OF CATCH BASIN AT SAN BRUNO AVENUE.



LEGEND

DESCRIPTION	PROPOSED	EXISTING
WHEELCHAIR RAMP		
SANITARY MANHOLE		
STORM MANHOLE		
CITY SURVEY MONUMENT		
STANDARD HOODED INLET	R	R
SANITARY SEWER	SS	SS
STORM SEWER	SD	SD
CENTER LINE	℄	℄
PROPERTY LINE		
MATCH LINE	A — MATCH LINE — A	
GAS LINE	G	G
WATER LINE	W	W
JOINT TRENCH	JT	JT
GAS METER	G	G
WATER METER	W	W

DESCRIPTION	PROPOSED	EXISTING
GAS VALVE	G	G
WATER VALVE	W	W
EDGE OF PAVEMENT	Shade outline	
CURB AND GUTTER		
SIDEWALK		
DRIVEWAY		SDW
PAVING CONFORM		
FIRE HYDRANT		
STREET SIGN	R1	R1
FENCE(TYPE)	X X X	X X X
ELECTRICAL CONDUIT		
OVERHEAD CONDUCTORS		
PULL BOX		
UTILITY POLE		
ELECTROLIER		

ABBREVIATIONS

A.B.	AGGREGATE BASE
A.C.	ASPHALT CONCRETE
B.C.	BEGINING OF CURVE(HORIZONTAL)
BLDG	BUILDING
BOW/BWLK	BACK OF WALK
B.V.C.	BEGINING OF VERTICAL CURVE
C.B.	CATCH BASIN
CLF	CHAIN LINK FENCE
C.O.	CLEAN OUT
CONT.	CONTINUOUS
D.I.	DRAINAGE INLET
D/W	DRIVEWAY
E.C.	END OF CURVE(HORIZONTAL)
ELEV.	ELEVATION
EXIST.	EXISTING
E.V.C.	END OF VERTICAL CURVE
F.F.	FINISHED FLOOR ELEVATION
F.G.	FINISHED GRADE
F.H.	FIRE HYDRANT
F.C.	FACE OF CURB
F.L.	FLOW LINE
FOC	FACE OF CURB
F.S.	FINISHED SURFACE
G.B.	GRADE BREAK
G.V.	GATE VALVE
H.P.	HIGH POINT
I.D.	INSIDE DIAMETER
INV.	INVERT
J.P.	JOINT POLE
L.F.	LINEAL FEET
L.P.	LOW POINT
L&T	LEAD & TACK
MAX.	MAXIMUM
M.H.	MANHOLE
MIN.	MINIMUM
M.V.C.	MIDDLE OF VERTICAL CURVE
M.W	MONITORING WELL
NO.	NUMBER
N.T.S.	NOT TO SCALE
P.C.C.	PORTLAND CEMENT CONCRETE
P.C.R.	POINT OF CURB RETURN
P.P.B.	PEDESTRIAN PUSH BUTTON
PP&T	PLASTIC PLUG & TACK
P.V.C.	POLYVINYL CHLORIDE
P.V.I.	POINT OF VERTICAL INTERSECTION
R	RADIUS
R.C.P.	REINFORCED CONCRETE PIPE
R/W	RIGHT-OF-WAY
S.	SLOPE
S.D.	STORM DRAIN
S.D.M.N	STORM DRAIN MANHOLE
S.F.	SQUARE FEET
SHT.	SHEET
S.S.M.H.	SANITARY SEWER MANHOLE
S.S.	SANITARY SEWER
S/W	SIDEWALK
T.C.	TOP OF CURB
TFOC	TOP FACE OF CURB
TYP.	TYPICAL
U.O.N.	UNLESS OTHERWISE NOTED
V.C.	VERTICAL CURVE
V.C.P.	VITRIFIED CLAY PIPE (EXTRA STRENGTH)
W	WATER
W.M.	WATER METER
W.V.	WATER VALVE

ADVANCED DEVELOPMENT
2933 BENJAMIN COURT
SAN JOSE, CALIFORNIA 95124
(408) 376-6570
JACOB SAIDIAN - CIVIL ENGINEER

Revision	Date	App'd	Description

TOPOGRAPHICAL & RECORD BOUNDARY SURVEY FOR APN: 020-121-350 AND 020-121-360
761 HUNTINGTHON AVE & 111 SAN BRUNO AVE
SAN BRUNO
CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
JACOB SAIDIAN
No. 33609
CIVIL
STATE OF CALIFORNIA

APPROVED BY:
JACOB SAIDIAN
R.C.E. NO. 33609
EXPIRES 06/30/16

Checked: JS
Drawn: RA
Designed: JS
Surveyed: JS
Scale: 1"=10'
Date: 11/12/15

Sheet No.
T-1

of 1

Job No. 330

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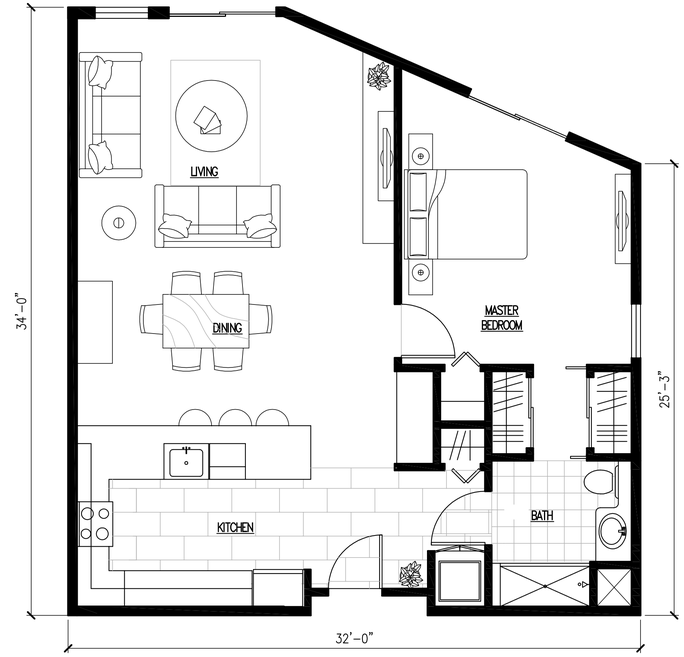
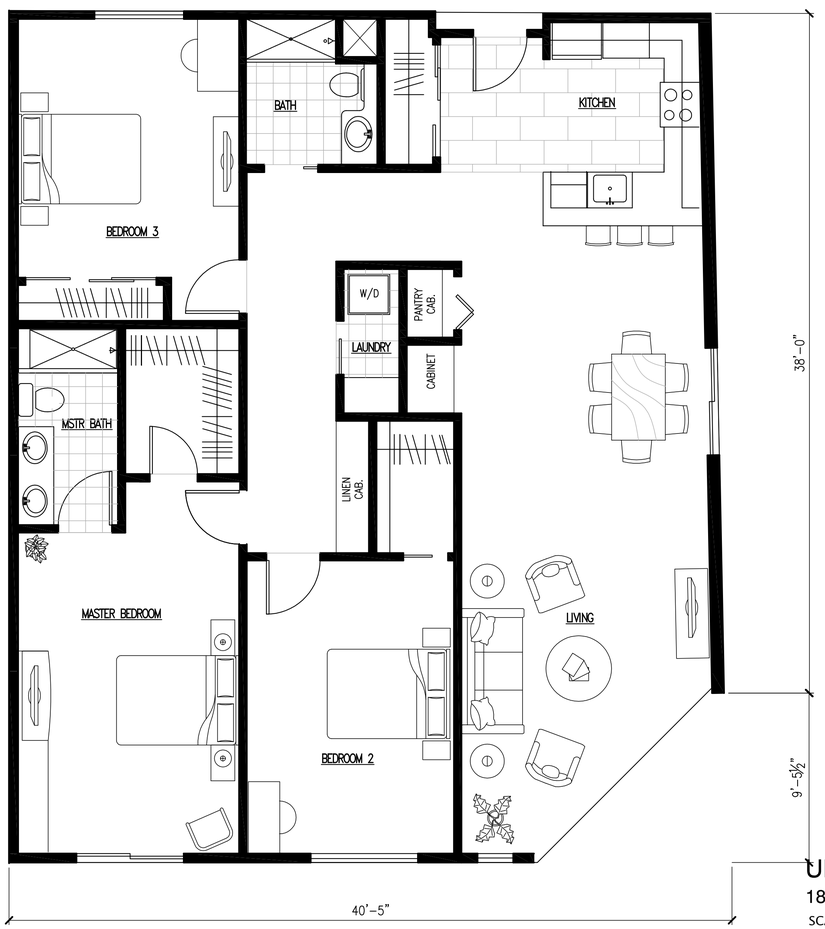
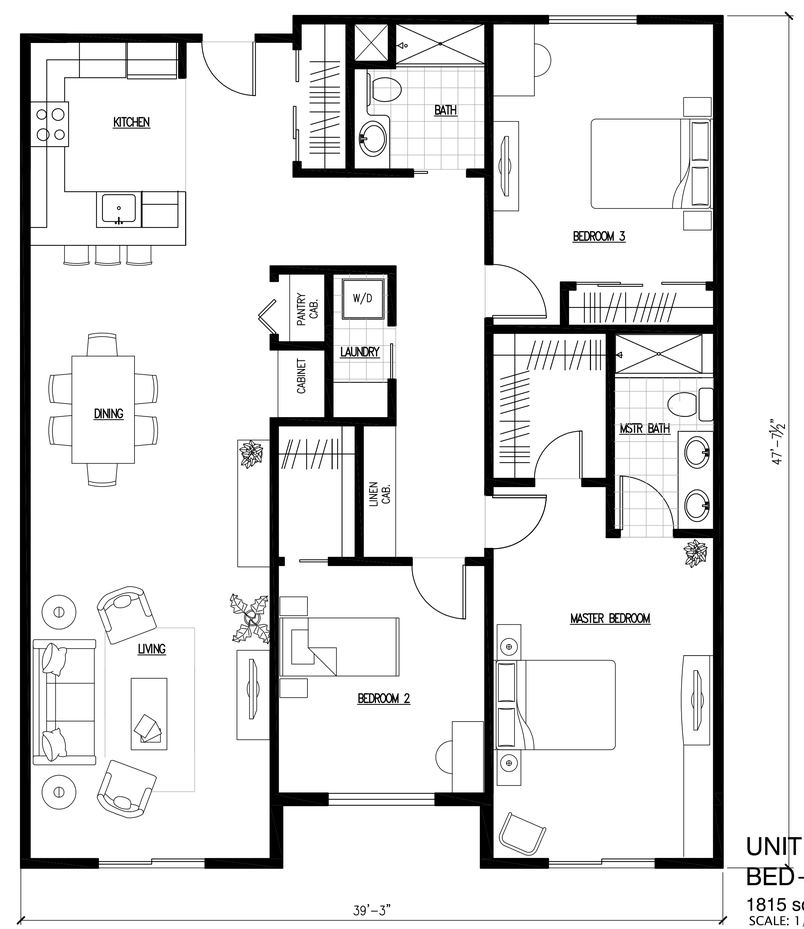


UNIT J- 1 BR
1000 sqft
SCALE: 1/4" - 1'-0"



UNIT I- 3 BR
1835 sqft
SCALE: 1/4" - 1'-0"



UNIT H- 3 BR /3
BED+STUDY
1815 sqft
SCALE: 1/4" - 1'-0"

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OCTOBER 25, 2016

DESIGN DEVELOPMENT
SEPTEMBER 15, 2016

A 7.3

Exhibit E

CDG
CANNON
DESIGN
GROUP

ARCHITECTURE PLANNING URBAN DESIGN

November 2, 2016

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

RE: 111 San Bruno Avenue

Dear Michael:

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

NEIGHBORHOOD CONTEXT

The site is located at the corner of San Bruno and Huntington Avenues adjacent to both older residential and commercial development. It is immediately across the street from the Caltrain Station. 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

Site and neighborhood context

Site frontage on Huntington Avenue

Caltrain platform immediately across Huntington Avenue

Adjacent Downtown on San Mateo Avenue

House immediatel to the right on San Bruno Avenue

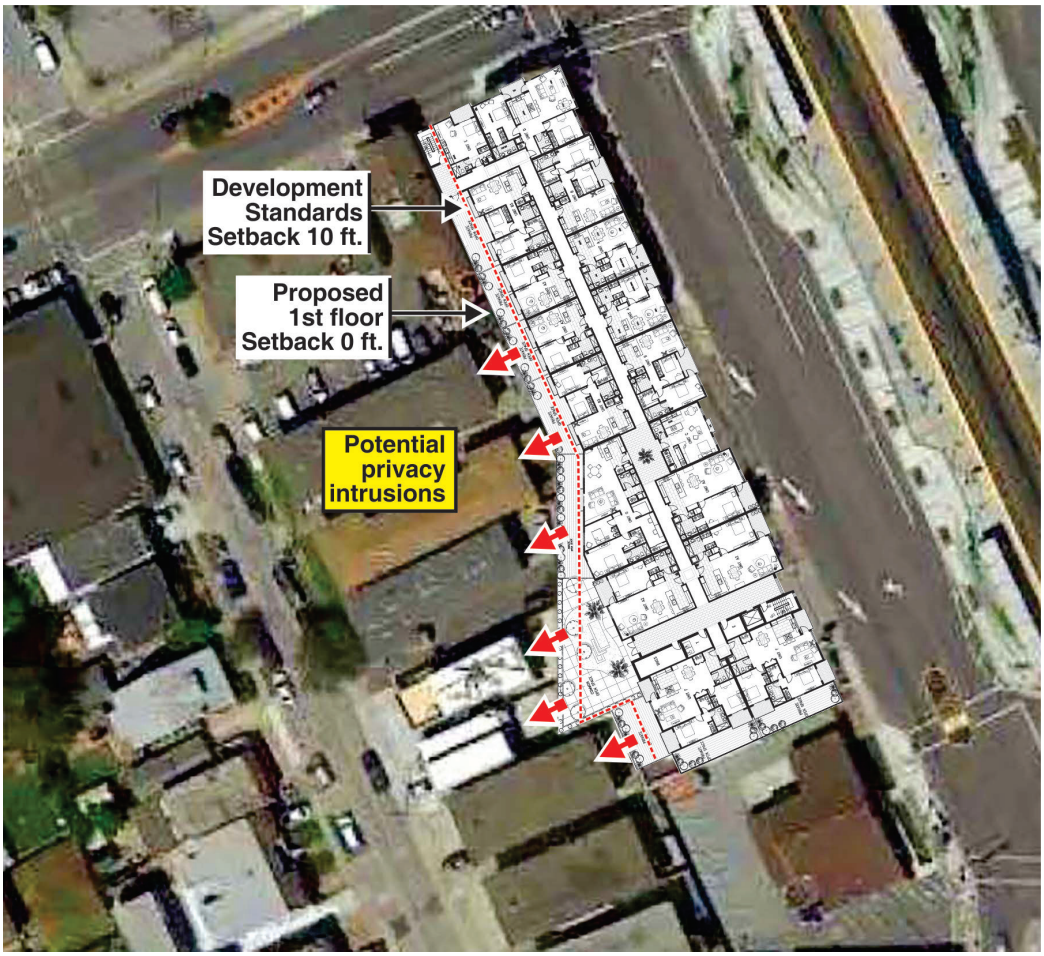
CONCERNS AND RECOMMENDATIONS

Overall, the project is well designed with good variety in facade articulation and materials usage - see project rendering below.

I have only a few concerns that staff may wish to discuss further with the applicant.

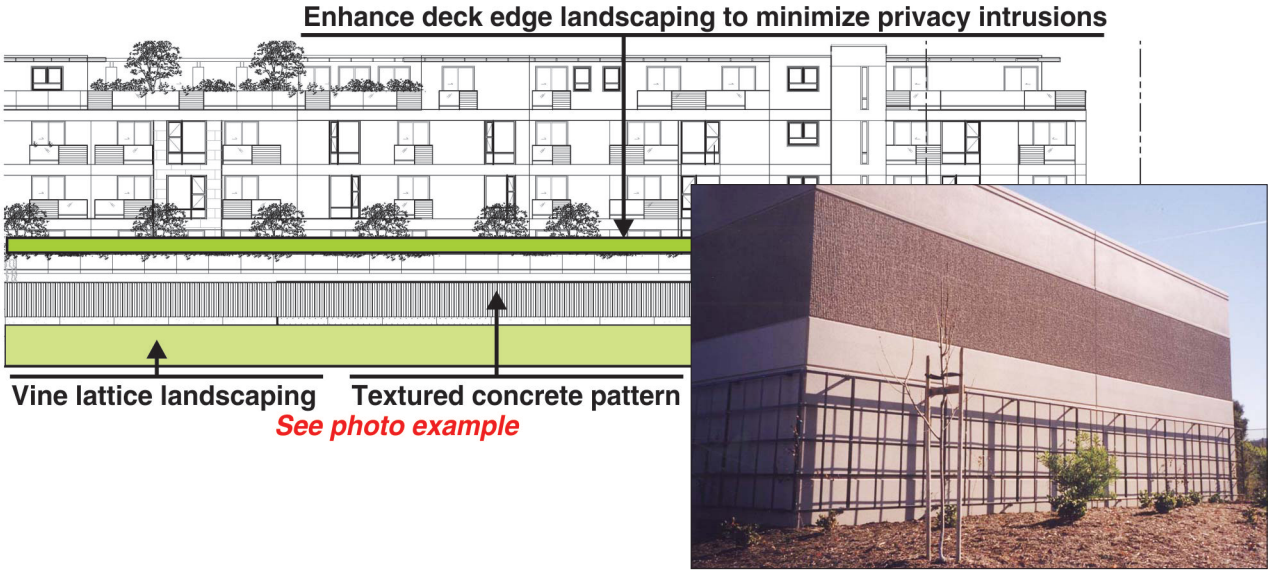
1. As noted on the applicant's drawings, the setback along the west property line is 10 feet while the drawings and table reflect a zero setback. This would present two issues relative to the immediately adjacent multifamily residential units:
   - There is a strong potential for privacy intrusions on those residences and their private outdoor spaces from residents of this project utilizing the second floor decks.
   - The approximately 20 foot high concrete wall on the property line would create a harsh new edge clearly visible from adjacent residential windows and outdoor private yard spaces.

View of immediately adjacent multifamily residences from Huntington Avenue



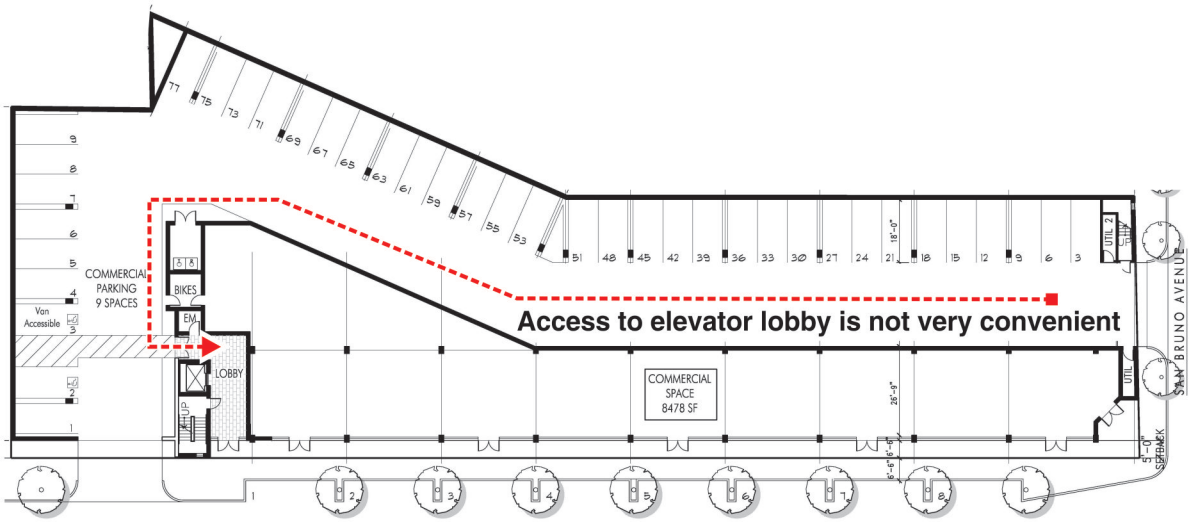
Recommendations:

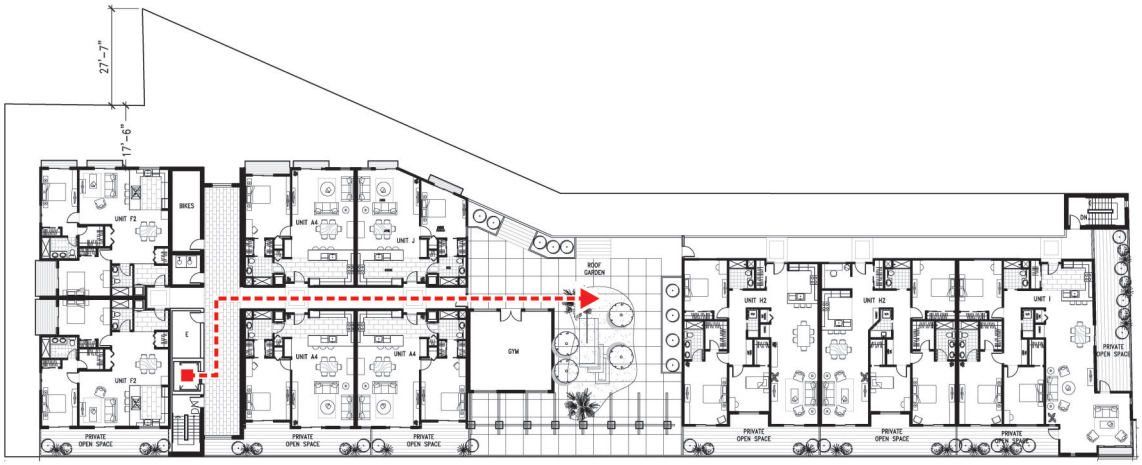
1. Add lattices with climbing vines to soften the appearance of the concrete wall.
2. Utilize concrete form inserts to add texture to the tall wall facing the adjacent residences.
3. Enhance the deck edge landscaping to minimize privacy intrusions.



Wall treatment example

2. The project's elevator and stair lobby is not very well located for access from the residential garage and for access by the residents to the Common Roof Garden on the fifth floor.

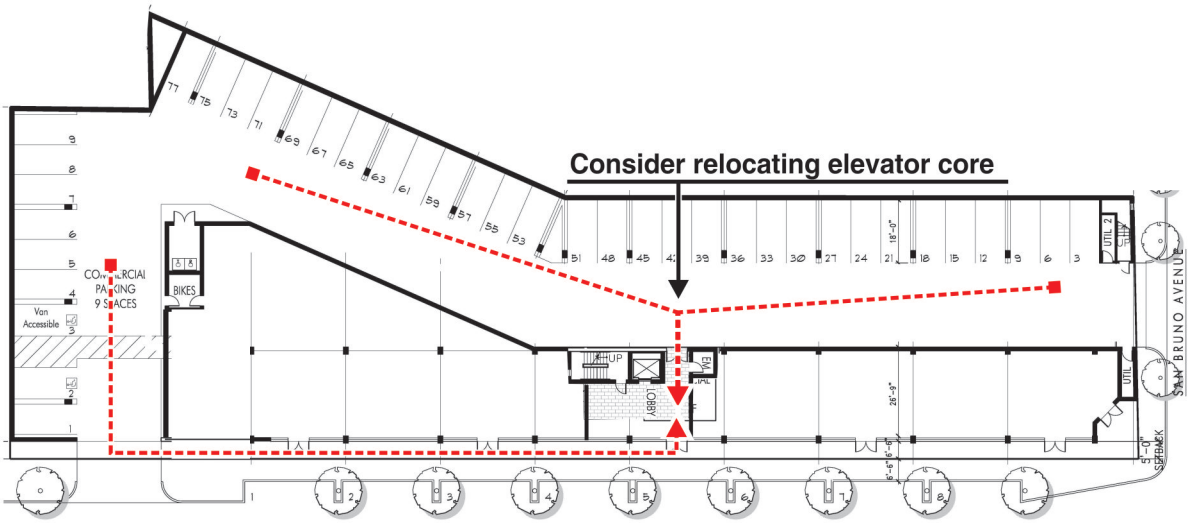




Elevator is not well located to serve the common open space

Recommendation:

1. Consider relocating the elevator and stair to a more central location.



3. A couple of minor clarification items.
   - The San Bruno Avenue sketch and the floor plans do not match regarding the western most balconies. The sketch shown small faux balconies while the floor plans show deeper inset balconies as shown to the left in the sketch.
   - Since the garage gate is very prominent on both the San Bruno Avenue and Huntington Avenue elevations, requesting a photo showing the proposed material and pattern would be desirable.

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

Sincerely,
CANNON DESIGN GROUP

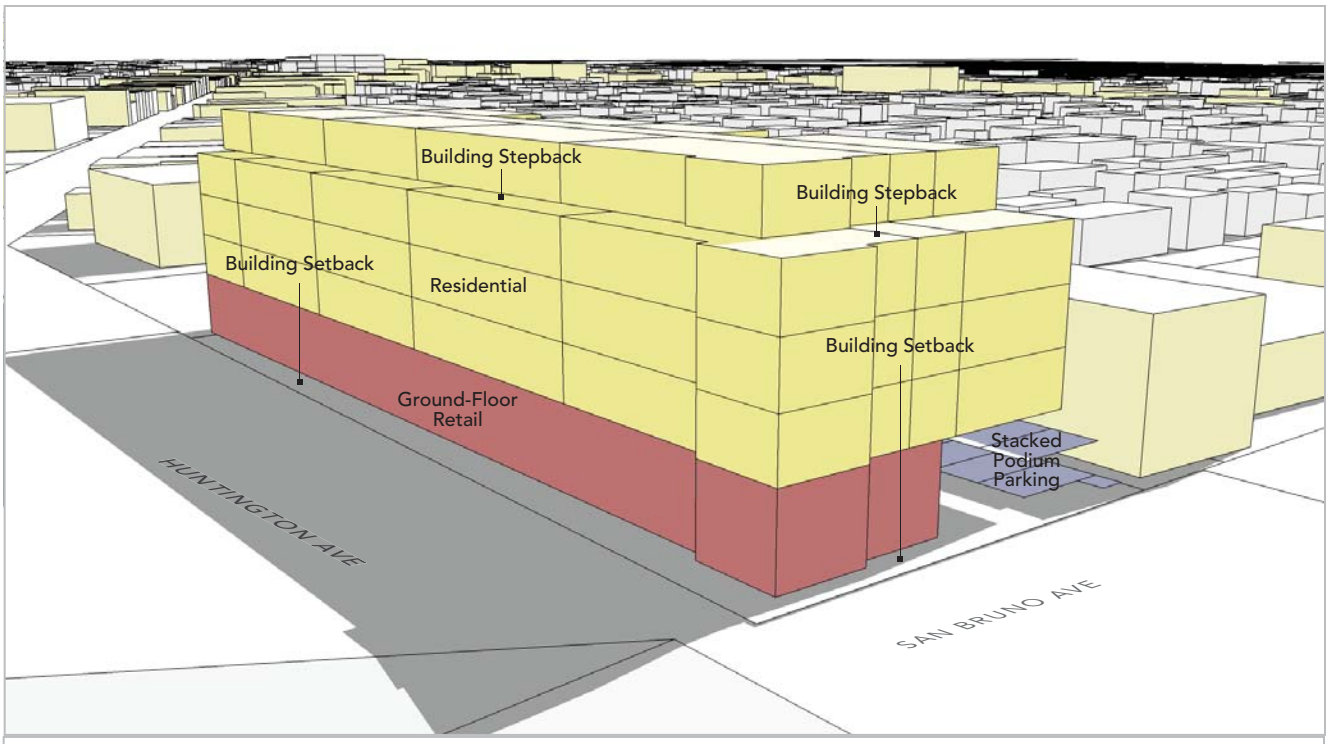
Larry Cannon

Exhibit F

Catalytic Opportunity Site #2: Southwest Corner of San Bruno and Huntington Avenues

This site is located just west and south of the future Caltrain station at the corner of Huntington and San Bruno avenues. Strategically located, it provides an opportunity to develop a gateway connection that ties the Station Area to Downtown. The site is a prime location for a prominent building with active storefronts and uses such as outdoor dining. The building should include strong and distinctive architectural elements, particularly at the corner facing San Bruno and Huntington avenues that announces entry into Downtown. The Transit Corridors Plan envisions a five story mixed-use building with approximately 9,000 s.f. of ground floor retail and residential above (see Figure 4.4: Catalytic Site #2 - Mixed-Use San Bruno Avenue at Huntington Avenue).

A concept representing a mixed-use building at the gateway location that is connected to the pedestrian realm. Any actual project will be subject to the development standards and a public meeting and may vary from this design in massing, site planning, and architectural



Project Description

5 StoryMixed Use Building

9,000 s.f. of ground floor retail (across from new Caltrain station)

10' setback along Huntington Ave to allow outdoor seating/plaza

15' high ground floor

9 street parking stalls (for shoppers/retail users)

loading area at rear garage

2nd to 5th floors with residential units

residential units with rear stacked parking

one parking stall per residential unit

double loading building structure (from central distribution hallway)

west facing units with balconies

Mixed-use, Residential over Retail

Land Use	Product/Type	SF/unit	# of Units/ Parking	Total SF
Residential	Studios	600	4	2,500
	1 bedroom	800	8	6,400
	2 bedroom	900-1100	20	19,800
	3-4 bedroom	1,300	8	10,200
	Total Units		40	
Retail	Ground-Floor Retail	9,000		9,000
Parking	Residential Parking: Stacked		40	
	Street Parking (for commercial use)		8	
	Total Parking		48	
			Subtotal Land Area (SF)	20,623 (0.47 acres)
			Total Building (SF)	47,900
			Density (du/ac)	85
			Parking Ratio for Residential (spaces/unit)	1.00
			Parking Ratio for Retail (spaces/SF)	1 per 1000 sf

Figure 4.4: Catalytic Site #2 - Mixed-Use San Bruno Avenue at Huntington Avenue