



CCCA, LLC

755 LINDARO ST. (OFFICE) AND 788 LINCOLN AVE. PHASE 2 (PARKING GARAGE)

PLANNING APPLICATION

JUNE 2, 2015

REVISED OCTOBER 8, 2015



DGA planning | architecture | interiors

October 8, 2015

Mayor Gary Phillips and Members of the San Rafael City Council
City of San Rafael
1400 Fifth Avenue
San Rafael, CA 94901

Reference: BioMarin 755 Lindaro Street and 788 Lincoln Avenue Phase 2 Proposed Project

Honorable Mayor and Council Members:

BioMarin is a Marin County based Pharmaceutical Company that focuses on the development of drug therapies for rare diseases. BioMarin has developed and commercialized five products since 1997, a remarkable accomplishment in the biopharmaceutical industry, and a testament to the company's passion and dedication to patients with serious unmet medical needs. From its headquarters in San Rafael, BioMarin has operations in over 50 countries worldwide.

BioMarin Purchase of San Rafael Corporate Center and Completion of Entitled Projects

In early 2014 BioMarin purchased the San Rafael Corporate Center (SRCC) to augment its facilities in Novato and to serve as its Corporate Headquarters. The campus was comprised of four office buildings and a parking structure on eight parcels bounded by 2nd Street and Andersen Drive, spanning across Lindaro Street and Lincoln Avenue. In order to support its planned growth BioMarin immediately initiated development of the remaining two previously entitled buildings on the campus which are now under construction. These are a research and development building on the southwest corner of 2nd Street and Lincoln Avenue, and a parking structure on the southeast corner of the same intersection. Because these buildings were entitled in the original Planned Development approvals, they were reviewed and approved at the Design Review level, prior to issuance of building permits.

BioMarin Proposal for Additional Development on the SRCC Site

In response to continued growth and the need for additional space, BioMarin has been working with DG Architects (DGA) to develop an additional building on the SRCC campus and a second phase of the Lincoln Avenue parking garage to accommodate the associated required parking. These two proposed projects are within the FAR limits of the General Plan but require an amendment to the Planned Development approvals.

Site Considerations

The 755 Lindaro Street site is adjacent to a PG&E substation and is overlain with a variety of PG&E easements and overhead transmission lines that significantly constrict its development potential. The design of the office building has been carefully woven into the site geometry to take the best advantage of the site while respecting these easements. BioMarin and the design team have worked closely with PG&E throughout the design process to ensure their concurrence with the proposed design. The proposed development of the site will help to screen the overhead power lines and PG&E substation, and will complete the development of the SRCC Campus.

BioMarin 755 Lindaro and 788 Lincoln Phase 2

October 8, 2015

Conceptual Design Review

In September 2014 DGA presented the Preliminary Design for the abovementioned project to the Design Review Board at a Conceptual Design Review hearing for initial feedback. At that time the proposed project included a new approximately 80,000 square foot research and development building on Parcel 1 of the SRCC and an addition to the entitled parking structure at 788 Lincoln Avenue on Parcel 8 of the SRCC.

Neighborhood Outreach

Following the Conceptual Design Review hearing a series of meetings were also scheduled with interested neighborhood and local interest groups including the Gerstle Park Neighborhood Association, Sustainable San Rafael, and TransDef, to gain their input and hear concerns that might be addressed during the design of the project.

Formal Design Review

DGA incorporated comments from the Conceptual Design Review hearing and neighborhood outreach and studied several project alternatives as requested by the DRB. At the same time, an analysis of BioMarin's space needs resulted in a change in the project direction from a proposed research and development building to a proposed office building.

In April 2015 DGA submitted a revised application proposing an approximately 73,000 square foot office building and a Phase 2 expansion to the Lincoln Avenue parking garage. This application was presented to the Design Review Board at a public hearing in May 2015. The Design Review Board was in support of the siting and massing of both the office building and the parking garage but proposed numerous improvements to the exterior articulation of both projects.

DGA revised the design to incorporate the Design Review Board's comments and the project was presented again to the Design Review Board at a public hearing in June 2015. The DRB was in unanimous support of the project at that hearing and approved the project with several minor recommended refinements to the design.

Environmental Review

Concurrent with the Design Review process, the City of San Rafael undertook environmental review of the project with the assistance of the environmental consulting firm Kimley Horn & Associates. Pursuant to the California Environmental Quality Act and the City's Environmental Review Guidelines, the environmental review addressed a variety of potential impacts including noise, visual, traffic, and hazardous materials, among others. A Draft Mitigated Negative Declaration was prepared and circulated for public review in June 2015.

Planning Commission Review

On August 25, 2015 DGA presented the project to the Planning Commission at a regular public hearing. The Planning Commission unanimously recommended that the Council approve, with a request that BioMarin strengthen its TDM (Transit Demand Management) plan and that BioMarin adopt a goal to reduce trip generation during peak commute hours by 15%. BioMarin has revised and strengthened its TDM and has adopted the 15% reduction. The revised TDM document is incorporated into the October 8, 2015 response to Planning Commission revised submittal package on pages 8 and 9.

There was discussion of parking supply and demand and the Commission requested that BioMarin commit to analyzing parking demand at intervals 2 years and 5 years after BioMarin fully occupies the site. BioMarin has agreed to perform this parking analysis.



The Commission also requested that BioMarin participate in upgrading the crosswalks adjacent to the campus to 'high visibility crosswalks'. BioMarin has agreed to participate in upgrading the crosswalks and an exhibit showing the proposed locations and improvements is included in the October 8, 2015 response to Planning Commission revised submittal package on page 7.

Finally, the Commission requested that the project include improvements to landscaping along the west bank of Mahon Creek adjacent to the current and proposed parking structures.

Subsequent to the Planning Commission hearing, BioMarin and Planning Staff met on site with representatives of neighborhood and local interest groups to develop consensus on appropriate improvements in this area. The resulting proposal includes a path and landscape improvements along the eastern edge of the parking structure site adjacent to Mahon Creek. The proposed improvements are illustrated in the October 8, 2015 response to Planning Commission revised submittal package on pages 38 and 39. In order to maximize the landscaped area the proposal includes 26 at grade parking spaces and a landscaped parking reserve of 15 spaces. An Alternate Plan shows the parking configuration if the landscape reserve is exercised at a future date.

Parking and Traffic

During the public Design Review hearings and in meetings with neighborhood groups, comments have been received regarding the traffic and parking aspects of the project, ranging from requests for BioMarin to provide more off-street parking to requests for less parking, with no clear consensus. BioMarin's application includes parking that meets the 3.3 spaces/1000 square feet requirement of the Planned Development approval for the SRCC campus.

The existing entitlements for the site include an allowance for medical office use which carries a higher trip generation factor than the proposed office building. As part of this application, BioMarin proposes to relinquish the entitlement to the medical office use. The addition of the proposed office space and the elimination of the medical office use results in a net reduction in the overall trip generation from the current entitlements.

BioMarin currently employs numerous methods to further reduce peak hour trip generation. A copy of BioMarin's Transportation Demand Management Plan for the SRCC campus has been provided for review.

Public Amenities

As part of the original entitlements, SRCC is required to provide several public amenities. The surface parking at the corner of Lindaro Street and Andersen Drive is required to be offered for public use after business hours. BioMarin proposes that public-accessible parking spaces displaced by the development of the office building will be provided in the adjacent surface parking lots on the campus to retain the same quantity of free after-hours parking. A public path is also required to be maintained along the south side of the campus providing a connection to an existing path that runs along the east side of Mahon Creek. This path remains unchanged with the current proposal. Public-use meeting rooms are also required and will continue to be provided according to the PD requirements.

Sustainability

The proposed projects will be designed to meet the requirements of CalGreen for new construction. In addition to this, the proposed parking structure will be partially powered by the rooftop photovoltaic panel system currently being installed on the roof of the Phase 1 parking structure. BioMarin will study the energy used and will consider adding further PV panels to the Phase 2 parking structure if the energy usage warrants it. The proposed office building will include roof space reserved for future photo voltaic panels.

The design team initially proposed a plant palette for the project consistent with the existing plantings on the campus. We propose to study and refine this plant palette in the development of the design to reduce irrigation water use.

Summary

BioMarin and the design team have worked carefully with the input of City staff, neighborhood representatives, local interest groups, the Design Review Board, and the Planning Commission over the past year to develop a carefully considered and well-designed project that will complete the San Rafael Corporate Center Campus while enhancing the fabric of San Rafael's downtown.

We look forward to presenting this project to you and welcome your comments.

Sincerely,



David McAdams, AIA LEED AP
Principal

DGA Planning Architecture Interiors

Copy: Paul Jensen, Community Development Director
Raffi Boloyan, Planning Manager
James Redenbarger, BioMarin

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OVERALL PROJECT DESCRIPTION

BioMarin, a global biopharmaceutical company headquartered in San Rafael, is proposing to develop a new Office building on Parcel 1 of the San Rafael Corporate Center Campus (SRCC) at 755 Lindaro St. Parcel 1, which is currently developed as surface parking, is located to the west of Lindaro Street and to the south of the existing Parking Garage at 775 Lindaro. To support the parking requirements for the proposed new office building a Phase 2 extension is proposed to the entitled Lincoln Parking Garage on Parcel 8 of the SRCC at 788 Lincoln.

The 15.54-acre SRCC campus is bounded to the north by 2nd Street; to the south and west by Andersen Drive; and to the south and east by Mahon Creek (San Rafael Creek). The overall development is divided into three main parcels (west, central, and east) by Lindaro Street to the west and Lincoln Avenue to the east. The existing campus consists of four office buildings (A, B, C and D) in the center parcel, a parking garage (Lindaro garage), surface parking on the west parcel, and surface parking on the east parcel.

In early 2014 final Design Review Approval was granted for a fifth building (Building E, also referred to as NLB1) on the center parcel and for a parking structure (Lincoln Parking Garage Phase 1 or LPG1) on the east parcel. These two projects are in progress and are anticipated to be completed late in 2015. BioMarin is the sole owner and the largest tenant of the SRCC campus where it maintains its corporate headquarters. BioMarin intends to ultimately occupy the entire campus.

This proposed new project includes a four-story 72,396 sf Office building with related support spaces on parcel 1 and a Phase 2 expansion to the Lincoln Parking Garage with approximately 256 structured stalls and approximately 26 stalls on grade on parcel 8. The proposed building & garage and associated site developments will be designed to be compatible with the architectural character of the current SRCC campus and in compliance with the established design, planning and development goals of the City of San Rafael. The project will meet CalGreen Mandatory measures plus Tier 1 Voluntary measures in accordance with San Rafael standards for sustainability and efficiency, and will be designed to minimize impact to the site and surrounding areas.



- EXISTING BUILDINGS
- APPROVED BUILDINGS IN PROGRESS
- PROPOSED BUILDINGS



OVERALL PROJECT DATA

PROJECT INFORMATION

Campus Zoning PD (ED14-015)
 Overall Campus Site Area 15.54 Acre (676,923 SF)
 FAR 0.75 (507,693 SF Maximum) per UP11-033 and ED-97-24.
 Parking Requirement 3.3 parking spaces per 1000 square feet of building area.(UP11-033)

EXISTING CONDITIONS (Includes Buildings A, B, C, D and Lindaro Garage)	ENTITLED CONDITIONS (Includes EXISTING plus In-progress Building E and Lincoln Parking Garage)	PROPOSED CONDITIONS (Includes ENTITLED plus Office at 755 Lindaro and Lincoln Parking Garage Phase 2 at 788 Lincoln)
314,160	400,700	473,096
0.46	0.59	0.70
1,037	1,322	1,561
880	1397	1558
-157	75	-3
2.8	3.5	3.3

SUMMARY

Overall Building Area(OFFICE,LAB)
 FAR (Maximum 0.75)
 Required parking
 Existing/Proposed parking
 Surplus (Deficit)
 Actual Parking Ratio (per 1000)

PARKING SUMMARY

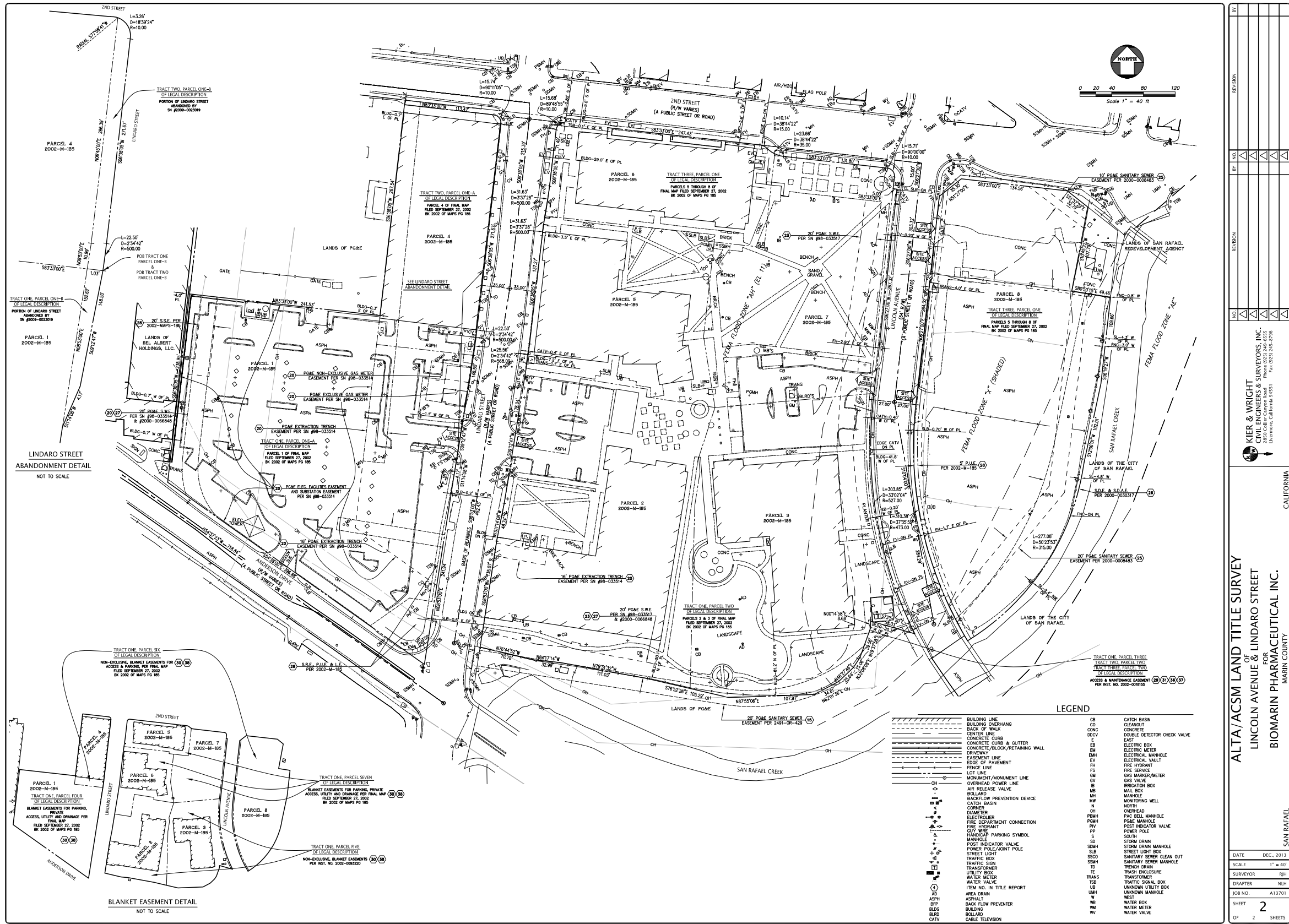
750 Lindaro Visitor Lot
 781 Lincoln Visitor Lot
 775 Lindaro Parking
 West Lot Surface , Parcel 1
 755 Lindaro Parking
 East Lot Surface Parking (Existing)
 788 Lincoln Parking Garage Phase 1 Surface Parking (temporary)
 788 Lincoln Parking Garage Phase 1
 788 Lincoln Parking Garage Phase 2 Surface Parking
 788 Lincoln Parking Garage Phase 2
 TOTAL

24	24	24
27	8	8
399	399	399
249	249	-
-	-	185
181	-	-
-	56	-
-	661	660
-	-	26
-	-	256
880	1,397	1,558

Maximum Building Height

Both the 755 Lindaro site (parcel 1) and the 788 Lincoln Phase 2 site (parcel 8) have a 54' height limit as measured according to 1997 UBC standards. Both projects are consistent with the height limits as further elaborated in the individual project descriptions.





DATE	DEC. 2013
SCALE	1" = 40'
SUBMITTOR	BMH
DRAWN	NLH
JOB NO.	A13701
SHEET	2
OF	2 SHEETS

ALTA/ACSM LAND TITLE SURVEY
 LINCOLN AVENUE & LINDARO STREET
 FOR
 BIOMARIN PHARMACEUTICAL INC.
 MARIN COUNTY
 CALIFORNIA

KIER & WRIGHT
 CIVIL ENGINEERS & SURVEYORS, INC.
 1000 S. GARDEN STREET
 LIVERMORE, CALIFORNIA 94551
 PHONE (925) 254-2796
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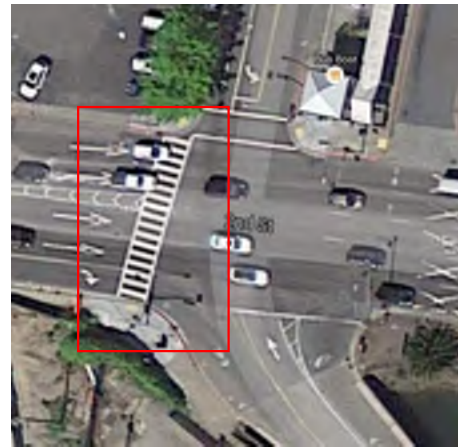
LADDER



SAN RAFAEL



RITTER ST & LINCOLN AVENUE

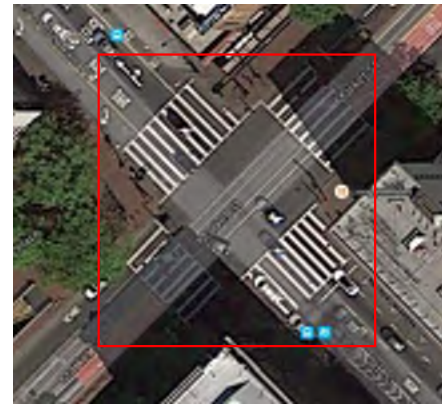


2ND ST & FRANCISCO BLVD



B ST & TREANOR ST

SAN FRANCISCO



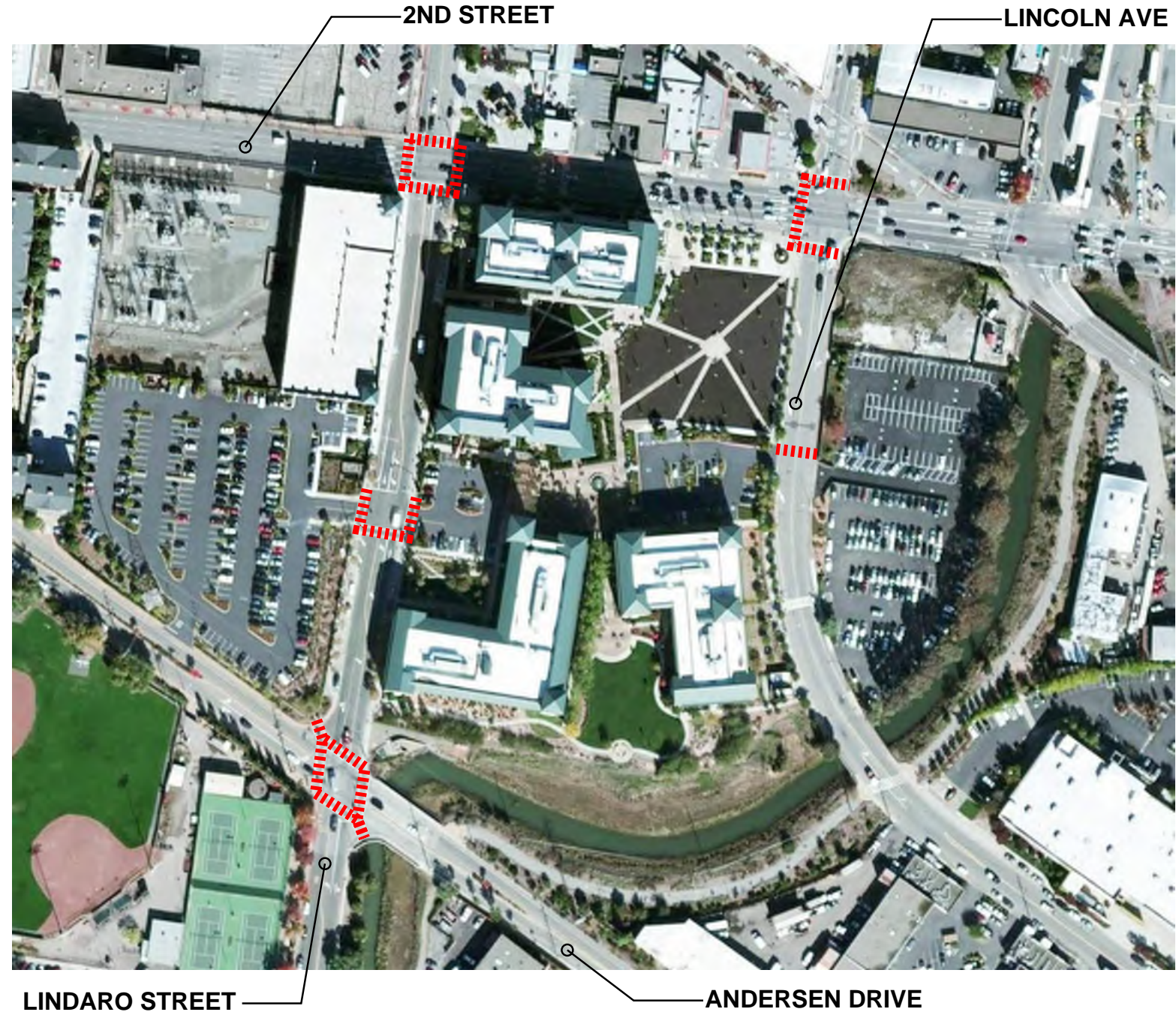
MARKET ST & 7TH STREET



MARKET ST & DUBOCE AVE



MARKET ST & GOUGH ST



BiOMARIN

BiOMARIN

BiOMARIN

Transportation Demand Management (TDM) Program

BioMarin strongly supports employees' use of alternative modes of transportation and has adopted and enhanced the Fair, Isaac transportation system management program for their San Rafael Campus. This TDM program is a combination of policies and programs designed to reduce the number of cars traveling to and from the BioMarin campus at SRCC during the peak commute hours by 15%. The following is a summary of programs currently offered to BioMarin employees:

BioMarin Work Hour Policies:

- **Flexible Work Hours:** BioMarin employees have flexibility to start and end their work day to avoid peak commute times. Specific hours are left up to the employee and his or her supervisor to work out. Typically employees arrive on campus between the hours of 6 A.M. and 10 A.M. They leave the campus between the hours of 3 P.M. and 7 P.M.
- **Flexible Workplace:** BioMarin's policies support employees to work from home or alternative campuses that may be closer to home. Specific arrangements of the number of days are left up to the employee and his or her supervisor to work out. All BioMarin campuses provide touch down spaces and proper technology infrastructure to support this flexibility.

BioMarin On-going TDM Program:

BioMarin encourages its employees to use public transportation or carpool. All employees are offered the following incentives and programs which complement one another:

- **Mass Transit:** BioMarin offers a "Bay Area Trip Planner" program that facilitates planning and makes available mass transit options and schedules. Employees can connect to mass transit schedules directly through BioMarin's internal website.

BioMarin's San Rafael campus greatly expands mass transit use opportunities for employees due to its adjacency to the San Rafael Transit Center.
- **Flexible Spending Account:** BioMarin sponsors a Flexible Spending Account designed to encourage employees to set aside pre-tax money from their paychecks to pay for qualified transportation expenses such as bus, train and ferry tickets.

- **Carpool - Vanpool:** BioMarin has established a partnership with the 511 Rideshare organization to establish a sophisticated "ride-match" database exclusively for BioMarin employees. Taking advantage of 511's database platform, a BioMarin dedicated site has been established, by which employees can find other carpoolers in the area and set up on-going or as-needed carpools or vanpools.
- **Shuttle Program:** BioMarin provides shuttle service between its campuses. The frequency of the service varies and is based on employee demand.
- **Preferred Parking:** Carpools, vanpools and hybrid/alternative vehicles get preferential parking on-site. Electric car charging stations are offered on-site as well. The new Lincoln Avenue parking structure will provide additional preferred parking and charging stations.
- **Guaranteed Ride Home:** BioMarin is a participating member in the Marin Emergency Ride Home (ERH) program, which provides reimbursement for an emergency ride home for employees who use alternative transportation, such as carpool, vanpool, public transit, and bicycle or walk to work in cases of emergency or delayed departure caused by work. This program eases the worry of being stranded at the office if an unexpected situation arises, so commuters can leave their cars at home.
- **Bicycling & Walking to Work:** Over 10% of the employees who work at the San Rafael campus live in San Rafael and can bike or walk to work. BioMarin offers bike racks, showers, and lockers for employees who bicycle or walk to work. Currently there are over 55 bike racks on campus. An additional 55 bicycle racks will be provided in the new Lincoln Avenue parking garage.
- **Local Business Discounts:** BioMarin employees can enjoy the negotiated discounted rates in local restaurants, many of them within walking distance to the campus, further reducing trip generation, especially at lunch time.

Tracking Mechanisms:

In order to track the success of this program, upon BioMarin's full occupancy of the all buildings at SRCC, BioMarin will regularly assess and track the above program. Once the campus is fully occupied by BioMarin as a single tenant, we will conduct annual parking surveys which will inform us as to the number of cars on campus as well as available parking spaces. At that time BioMarin may also use *the Marin County Employee Transportation Survey* form (see sample survey following) or other TDM tracking methods such as observation studies to assure accuracy of the findings to adjust and enhance the program as needed.



BIOMARIN



MARIN COUNTY EMPLOYEE TRANSPORTATION SURVEY

Please complete this confidential survey describing your commute during the survey week, or

Monday _____ through Friday _____
 return the survey to _____ by _____

Your name: _____

Work phone: _____

A. What is your home postal zip code? _____

B. What is the distance one-way from your home to your work site? _____ miles

C. Describe your work schedule during the survey week (Check 1 response)

- Full-time (5 or more days per week)
- Compressed workweek (3/36, 4/40, 9/80)
- Part-time, 20 hours or more per week
- Part-time, less than 20 hours per week
- Did not work during survey week
- Other (describe) _____

D. What time did you start work during the survey week? (Please write the appropriate number for each day in the boxes below.)

Monday	1. 12 midnight - 5:59 am
	2. 6:00 am - 6:59 am
Tuesday	3. 6:30 am - 6:59 am
	4. 7:00 am - 7:29 am
Wednesday	5. 7:30 am - 7:59 am
	6. 8:00 am - 8:29 am
Thursday	7. 8:30 am - 8:59 am
	8. 9:00 am - 9:29 am
Friday	9. 9:30 am - 9:59 am
	10. 10:00 am - 11:59 pm
	11. Didn't report to work

E. How did you travel to work each day during the survey week? (Please write the appropriate number for each day in the boxes below. One number per box. If you used more than one means of transportation during the trip to work, choose the number which accounts for the longest segment of your trip.)

Monday	Commute Modes
	1. Drive alone
Tuesday	2. Carpool (2-6 people)
	3. Carpool (7-10 people)
Wednesday	4. Public transit
	5. Club bus/buspool
Thursday	6. Motorcycle/Moped
	7. Bicycle
Friday	8. Walk
	9. Other (describe) _____

Reason for Not Reporting

- 10. Compressed work week day off
- 11. Work at home/telecommute
- 12. Time off (regular day off, vacation, sick, jury)
- 13. Work at other business

F. If you commute in a carpool or vanpool, how many people, including the driver, are usually in the vehicle? _____

G. If you commute by public transit, how do you normally get from your home to the transit stop or station? (Check 1)

- Drive alone, carpool, dropped off, or motorcycle
- Bus, bicyclist, walk, or other

H. If you are a passenger in a carpool, vanpool, or club bus/buspool, how do you normally get to the pick-up point? (Check 1)

- Drive alone, dropped off
- Picked up at home, bus, bicycle, walk, or other

I. If you drive to work, what kind of fuel does your vehicle use? (Check 1)

- Gasoline
- Diesel
- Other (describe) _____

J. What factors do you consider when choosing your means of transportation to work? (Check up to 3)

- Travel time
- Cost
- Convenience/maximum
- Comfort and safety
- Reducing pollution, conserving energy
- Ability to make stops en route

K. If you do not use public transit, why not? (Check up to 3)

- No transit service available
- Can't match transit schedules with work
- Too costly
- Too costly to be useful
- Bus stops/transfers too inconvenient
- Use my car on the job
- Need to make stops en route
- Prefer to drive my own car
- Unaware of transit service/schedules

Continue survey on reverse

BIOMARIN



L. If you drive alone to work, what is preventing you from using another commute alternative such as ridesharing, bicycling, or walking? (Check up to 3)

- Difficult to find others to rideshare
- Work late/irregular hours
- Cannot get home in an emergency
- Poor bicycle or pedestrian access
- Use my car on the job
- Need to make stops en route
- Prefer to drive my own car
- Other (describe) _____

M. If you drive alone to work, would you be willing to use any of the following commute alternatives one or more days per week? (Check all that apply)

- Carpool
- Vanpool
- Transit
- Bicycle
- Walk
- Telecommute

N. If you drive alone to work, which of the following incentives would encourage you to use a commute alternative? (Check up to 3)

- Financial subsidies
- Guaranteed ride home in an emergency
- Awards/prizes
- Sale of transit passes at work
- Assistance with transit information
- Shuttle from transit station to work
- Preferential parking for carpools/vanpools
- Assistance finding carpool/vanpool
- Bicycle lockers/showers at work
- Better bicycle/pedestrian access
- Flexibility of work schedule
- On-site services (e.g., ATM machine)
- Other (describe) _____

Comments:

Yes! I want free **Carpool/Vanpool/Transit Information**. Complete this optional section to receive a list of neighbors and co-workers who want to share the ride to work; or to receive transit information and schedules.

Name (please print) _____ Home Phone: (_____)

Home Address (include apt. #) _____ (Home address will remain confidential)

Federal Cross Street _____ Home City _____ Home Zip Code _____

Employer _____ Work Phone: (_____)

Work Address _____

Nearest Cross Street _____ Work City _____ Work Zip Code _____

Please check as many as apply:

- I want to add passengers to my car or share driving
- I want information about becoming a vanpool driver/backup driver
- I want to get into a carpool
- I want to join a vanpool as a passenger
- I want information and schedules about using transit to get to: (list locations) _____

What time do you... Start work (Hr:Min) _____ Leave Work (Hr:Min) _____

Are the hours you work flexible at all? Yes No By how much? _____ (minutes)



755 LINDARO - PROJECT DESCRIPTION

DESIGN

The design of the proposed new office building (755 Lindaro) is responsive to and is shaped by its site conditions and the existing SRCC campus buildings.

Parcel 1 is overlain with a variety of easements related both to PG&E's access to the adjacent substation and to PG&E's access to extraction and monitoring facilities pertaining to the 1998 remediation of the SRCC site. The extraction trenches and monitoring facilities are required to be accessible at the ground level and thus restrict the footprint of the building. Care has also been taken to not encroach on PG&E access easement. The proposed design also maintains the existing intersection and crosswalk at the Lindaro entry to the campus as well as access to the Lindaro Parking garage via parcel 1.

The design of the building responds to the existing SRCC buildings via the use of corner and entry tower elements, mansard roof forms, and punched window openings. The design intent is to closely match the color palette and detailing of the existing buildings to create consistency on the campus.

BUILDING HEIGHT

The proposed office building is located within the Lindaro Office District and has a mandated building height limit of 54 feet for the primary structure as measured by 1997 UBC standards. Additional architectural features including the mansard roofs, mechanical enclosures and towers are permitted to extend above the 54' height limit.

The proposed design is consistent with the height limits as the main portion of the building is 54' to the roof deck. The proposed design includes mansard roofs consistent in size, shape and material with the character of the SRCC campus. The design also includes roof top mechanical equipment housed in tower structures and roof screens. The midpoint of the highest tower roof extends approximately 13 feet above the 54' height limit. Any additional rooftop equipment will be screened according to City of San Rafael requirements.

PARKING

As a part of the proposed project, additional structured parking will be created at 788 Lincoln Ave. (east parcel). BioMarin's desire is to provide parking meeting the 3.3/1000 (3.3 auto spaces to 1,000 square feet of occupied space) requirement for the campus. The proposed design includes 1,558 campus-wide stalls which would yield a parking ratio of 3.3/1000.

CIVIL

The Office building site (755 Lindaro) is currently developed as a surface parking lot. The site will be designed to manage storm water runoff consistent with CalGreen and Marin County standards. Specifically, there will be no net increase to the current run-off rates (overall hardscape is assumed not to increase), and pretreatment will be included prior to discharge to the public drainage system (e.g. bioswales). Site utilities will connect to existing mains within Lindaro Street.

LANDSCAPE

The office building (755 Lindaro) landscape design will continue the existing campus treatments utilizing site features, paving, stone mulches and plantings to provide a cohesive continuity with the previous campus development phases. The plant palette will consist of trees, shrubs, ground covers, grasses and perennials that conform to Marin Municipal Water District requirements, the California water efficient landscape ordinance (WELO) and new Marin County storm water pollution prevention practices. The plants will be selected for low water use and low maintenance and will be irrigated with an emitter type spot application system. The plantings in bio-retention areas will be selected for their ability to handle seasonal inundation and for compatibility with the fast-draining bio-retention soils. These areas will be irrigated by overhead, low precipitation stream spray rotors. The tree palette will be a continuation of street and shade trees utilized in the previous phases of the campus development with deep root watering irrigation elements.

STRUCTURAL

The proposed new office building (755 Lindaro) is anticipated to be constructed with a structural steel building frame, utilizing W section columns and beams. The primary lateral force resisting system will likely be SMRF (Steel Moment Resisting Frames) with built up steel box section columns at the common perpendicular SMRF's. The building is expected to be designed with a seismic importance factor of $I_e=1.0$, with no voluntary higher standard, and to the current version of the California Building Code.

The elevated floors and roof will be concrete fill over metal deck due to the seismic shear requirements associated with the location of the lateral resisting SMRF frames. Floor vibrations are expected to be held to a 16,000 MIP level over 75% of the column bay area. The roof may include concrete housekeeping pads for the rooftop HVAC units.

Due to a desired open office space layout at the upper floors and a lack of potential braced frame locations due to parking and easement issues at the ground floor, SMRF frames are anticipated to be the ideal lateral force resisting system for this building. The SMRF frame locations are expected to be strategically located for two primary reasons:

- 1) To limit the number of box columns required at orthogonal frames
- 2) To minimize the force requirements for columns and foundations near easements, thus reducing the size of foundations locally.

The ground floor is anticipated to be a +/-12" thick concrete structural slab. Interior/exterior slab transitions will be accommodated with a folded plate design. The slab will be supported on grade beams that interconnect pile caps over Auger Grouted Displacement Piles (AGDP). AGDP's will be utilized for the deep foundations to minimize the amount of soil spoils, off-hauling, noise, and vibrations during installation. Grade beams and structural slab will not be placed over the easements. Some structural columns over pile caps and deep pile foundations with interconnected grade beams are anticipated to be installed longitudinally along the western side of the primary NORTH-SOUTH extraction trench easement.

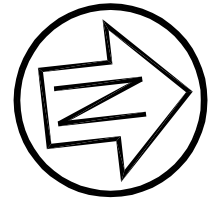
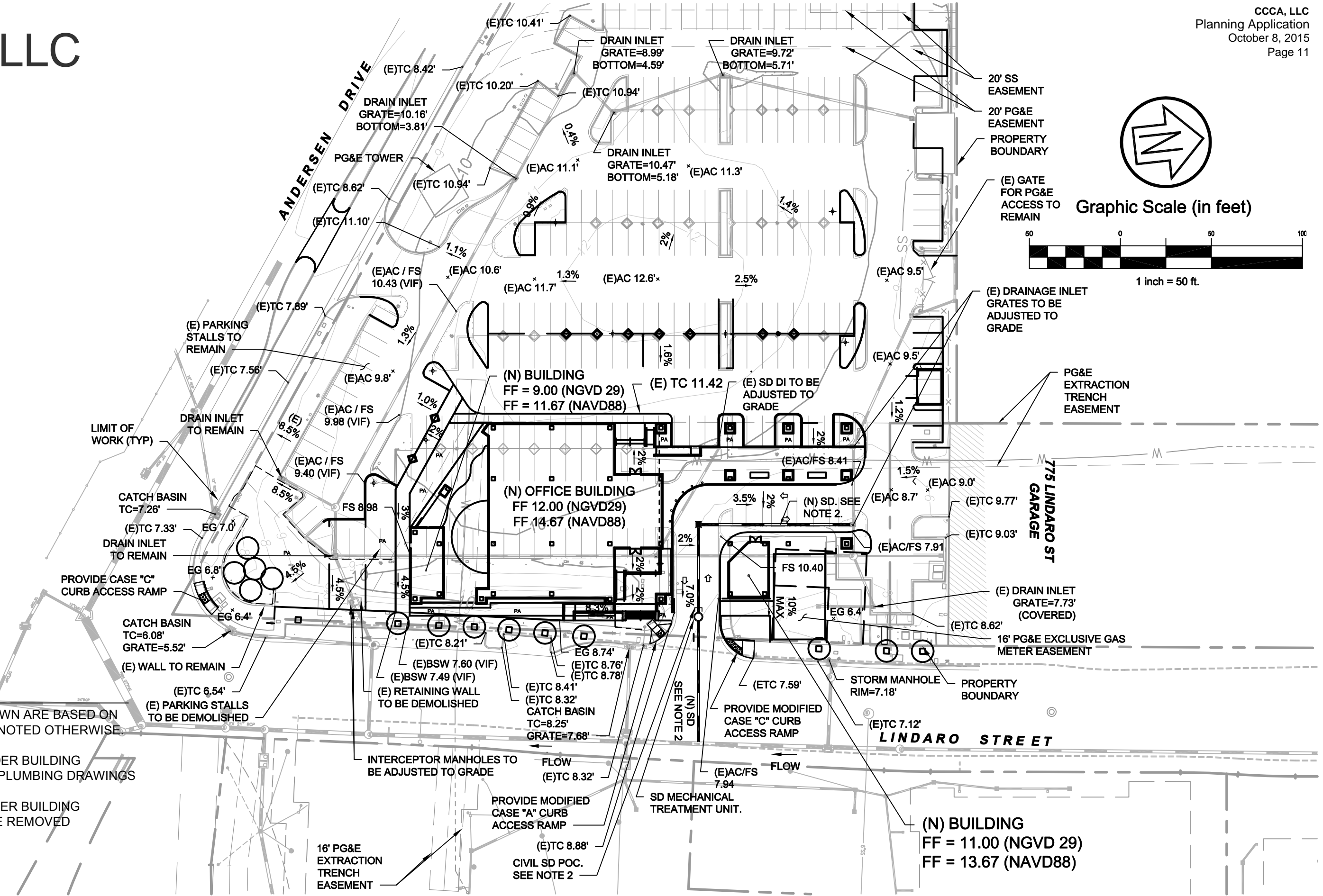
The exterior façade is anticipated to be supported by light gage metal studs.

Concrete specifications will include recycled materials (slag, flyash) and will be specified to have a strength greater than 3,000 psi to provide sustainable enhancements, reduce the total amount of concrete, and meet CALGREEN recommendations.

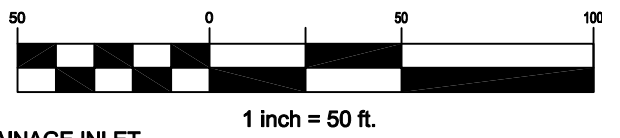
SOIL MANAGEMENT

On February 26, 1998, in association with City of San Rafael-entitled site redevelopment plans for the San Rafael Corporate Center, the Department of Toxic Substance Control (DTSC) approved a Soil Management Work Plan ("SWMP"), which addressed soil and groundwater management procedures associated with construction. This plan includes Parcel 1 which is the site for the proposed office building at 755 Lindaro. A Soil Management Work Plan Addendum ("SWMP Addendum"), with slightly modified procedures for construction of the 775 Lindaro Street Garage, was approved by DTSC in 2008. In 2014, DTSC confirmed its continued concurrence with the procedures established in the 2008 SWMP Addendum for construction of Building E, NLB1. Similarly, the SWMP Addendum will be implemented for managing contaminants during construction of the proposed office building at 755 Lindaro.



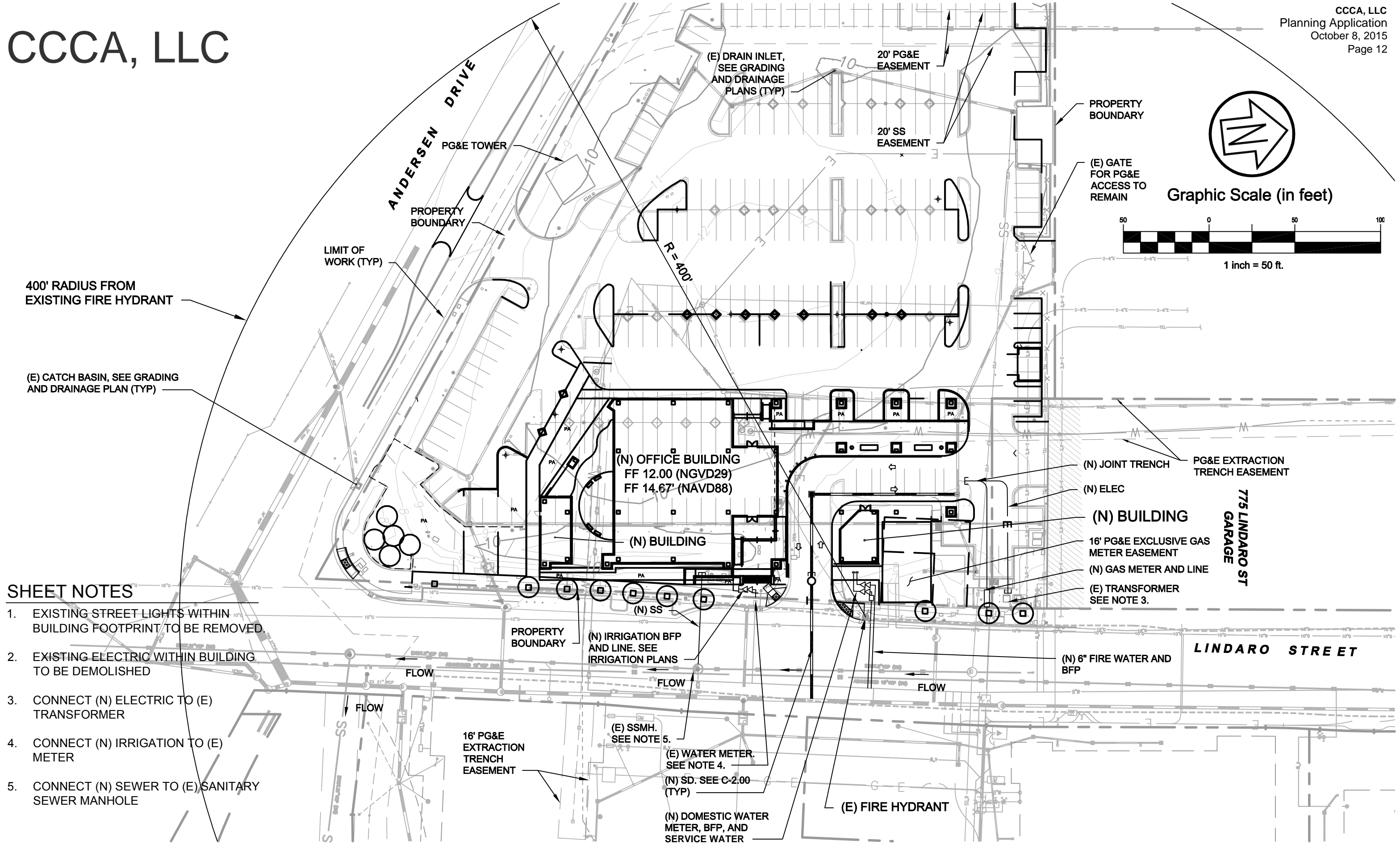


Graphic Scale (in feet)



SHEET NOTES





1. ELEVATIONS SHOWN ARE BASED ON NGVD29 UNLESS NOTED OTHERWISE.
2. FOR NEW SD UNDER BUILDING OVERHANG, SEE PLUMBING DRAWINGS
3. EXISTING SD UNDER BUILDING FOOTPRINT TO BE REMOVED

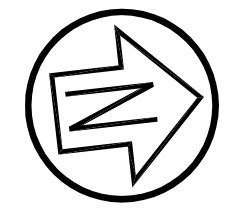
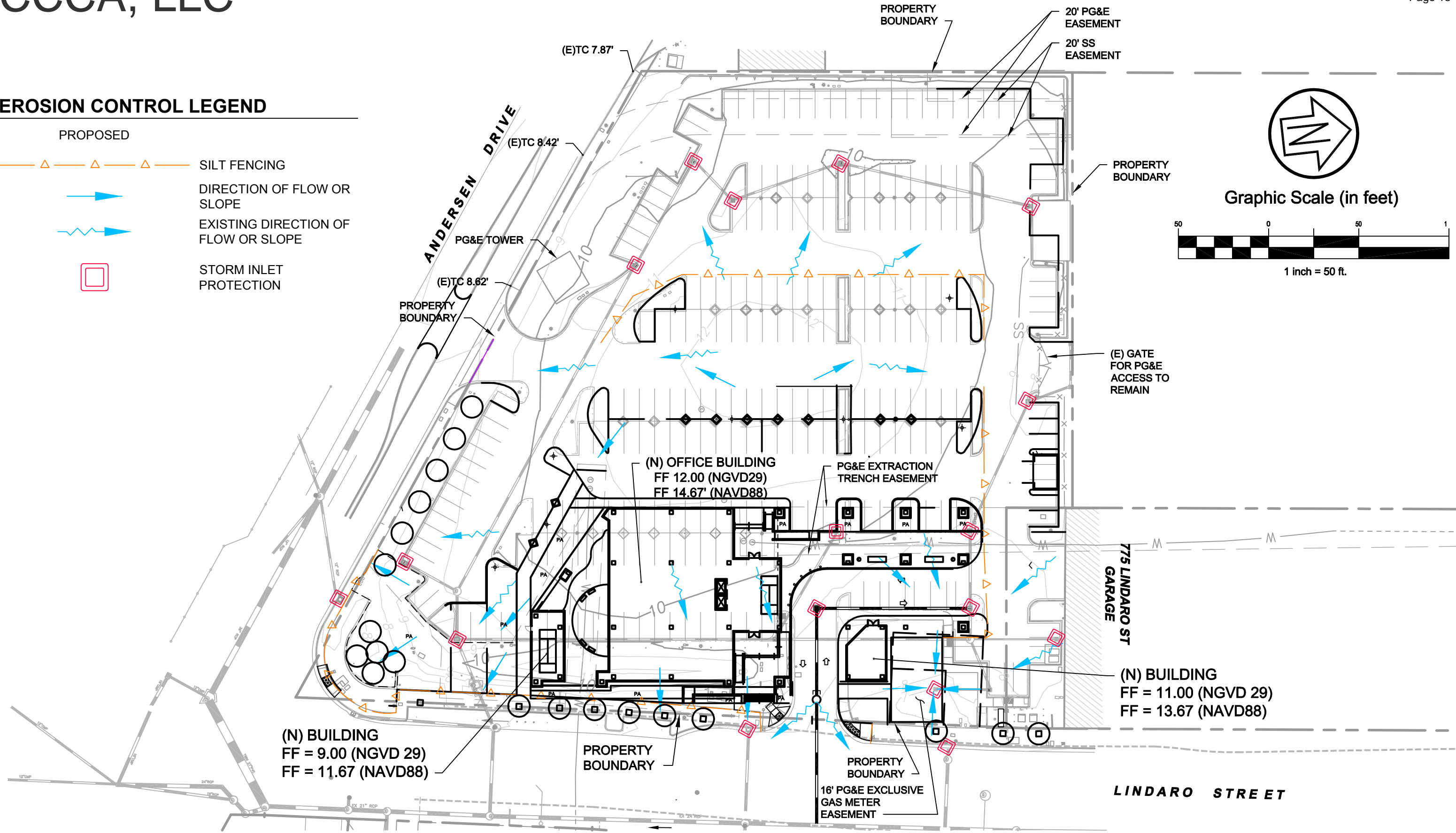


SHEET NOTES

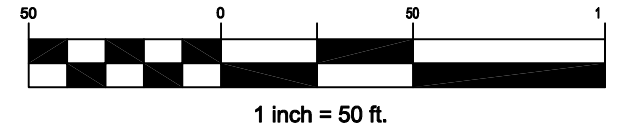
1. EXISTING STREET LIGHTS WITHIN BUILDING FOOTPRINT TO BE REMOVED.
2. EXISTING ELECTRIC WITHIN BUILDING TO BE DEMOLISHED
3. CONNECT (N) ELECTRIC TO (E) TRANSFORMER
4. CONNECT (N) IRRIGATION TO (E) METER
5. CONNECT (N) SEWER TO (E) SANITARY SEWER MANHOLE

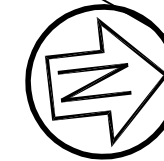
EROSION CONTROL LEGEND

- PROPOSED**
-  SILT FENCING
 -  DIRECTION OF FLOW OR SLOPE
 -  EXISTING DIRECTION OF FLOW OR SLOPE
 -  STORM INLET PROTECTION

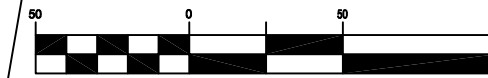


Graphic Scale (in feet)

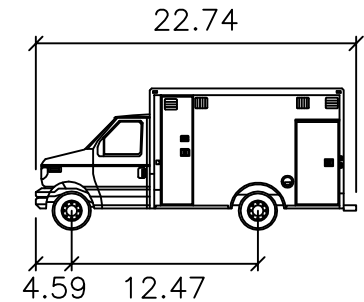




Graphic Scale (in feet)

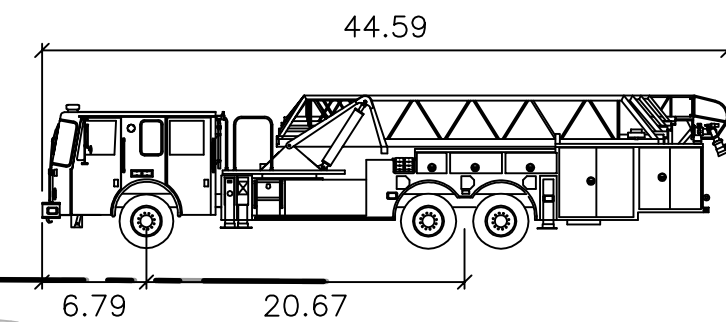


1 inch = 50 ft.



B-AUTO	feet
Width	: 7.71
Track	: 7.71
Lock to Lock Time	: 6.0
Steering Angle	: 47.8

AMBULANCE TEMPLATE



Smeal Aerial MM 100ft	feet
Width	: 8.17
Track	: 7.75
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

FIRE TRUCK TEMPLATE

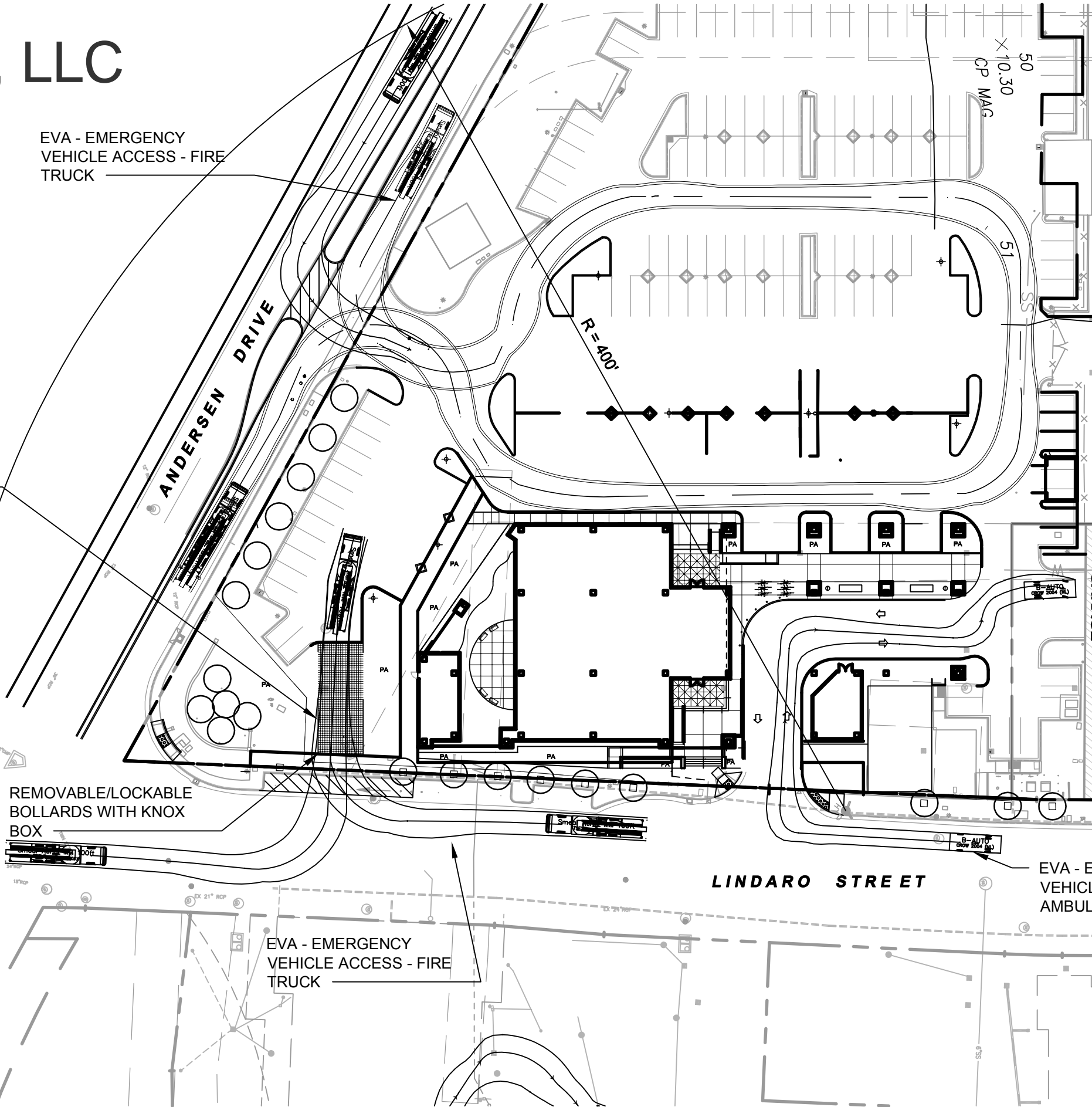
EVA - EMERGENCY
 VEHICLE ACCESS - FIRE
 TRUCK

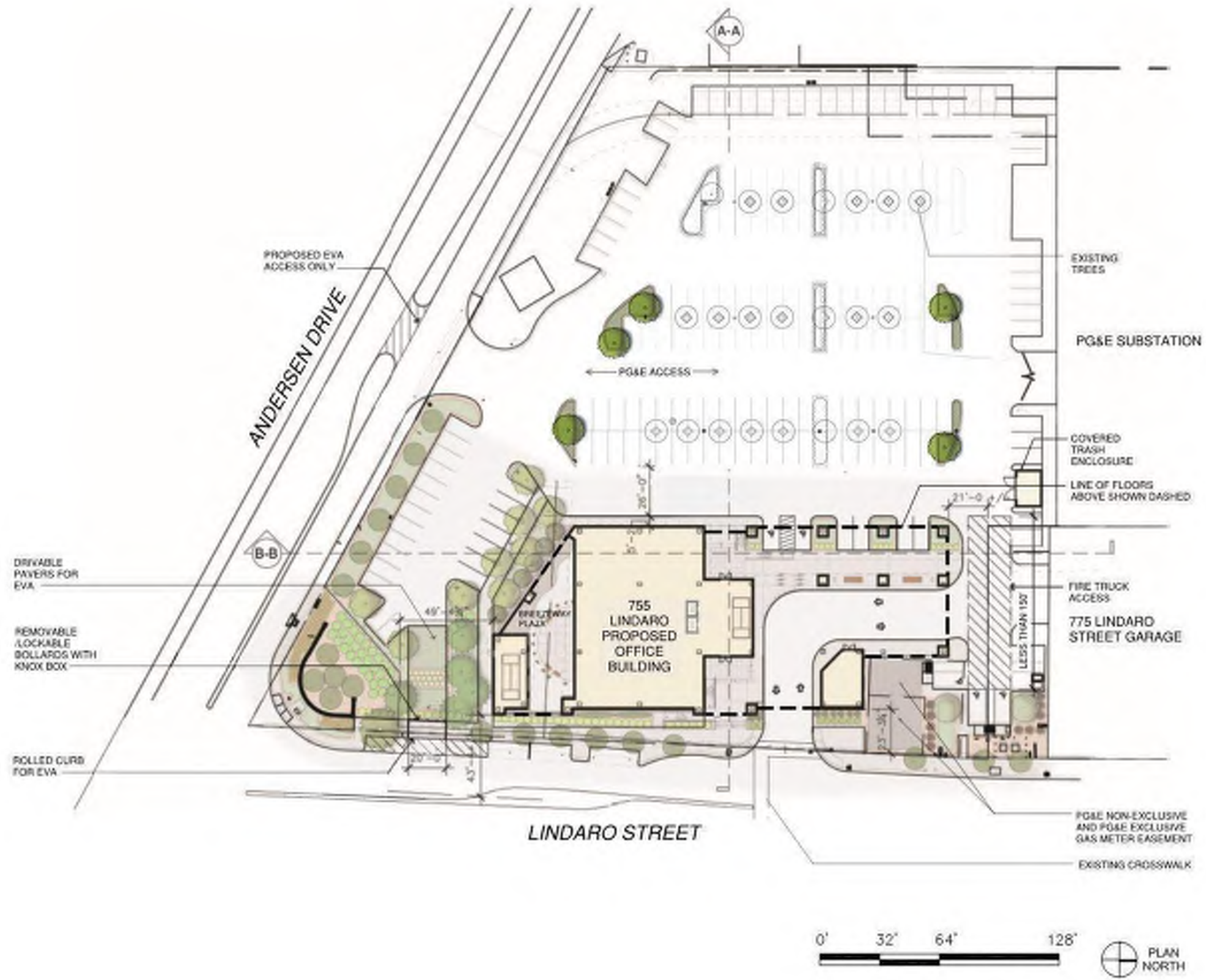
DRIVABLE PAVERS
 FOR EVA







REMOVABLE/LOCKABLE
 BOLLARDS WITH KNOX
 BOX

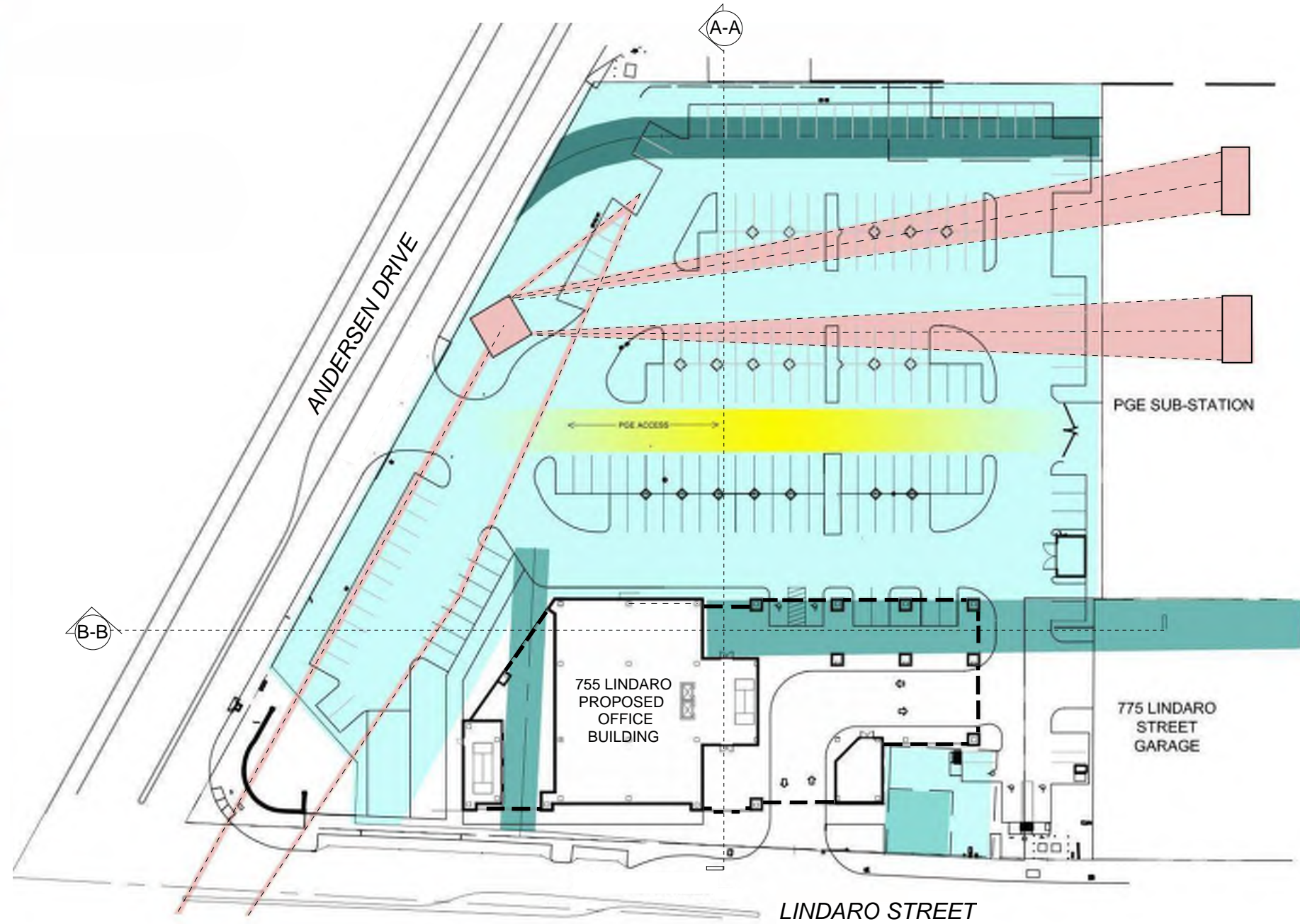
EVA - EMERGENCY
 VEHICLE ACCESS - FIRE
 TRUCK

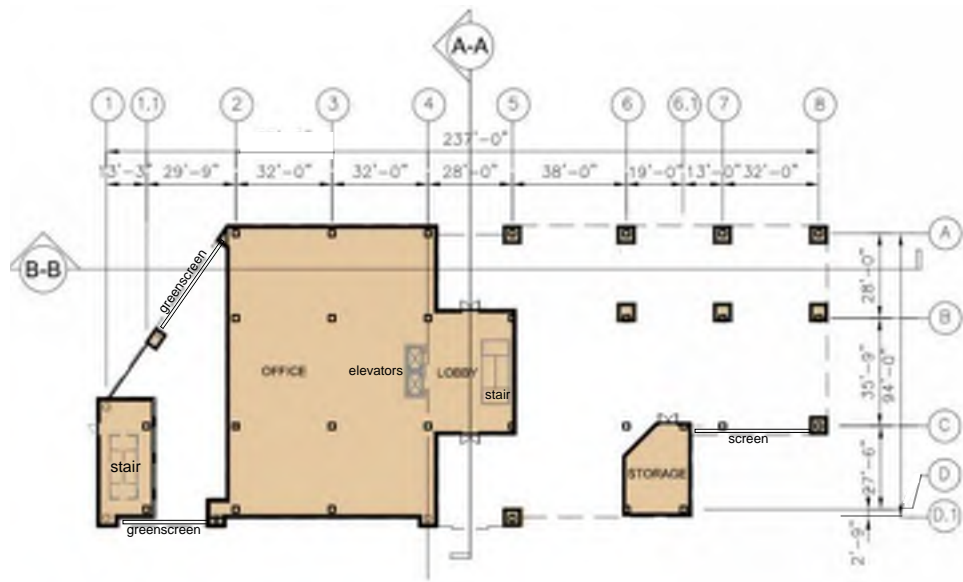
EVA - EMERGENCY
 VEHICLE ACCESS -
 AMBULANCE



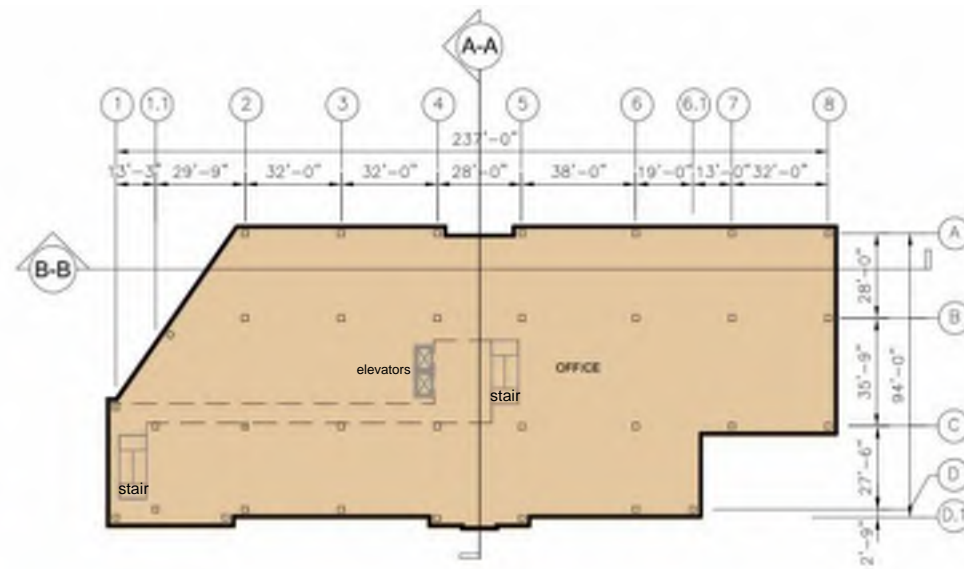


- PGE ACCESS EASEMENT 
- OVERHEAD POWER/TOWERS 
- PROPOSED PGE ACCESS 
- SLURRY WALL EASEMENT 
- PGE EASEMENT 
- PGE EXTRACTION TRENCH EASEMENT 

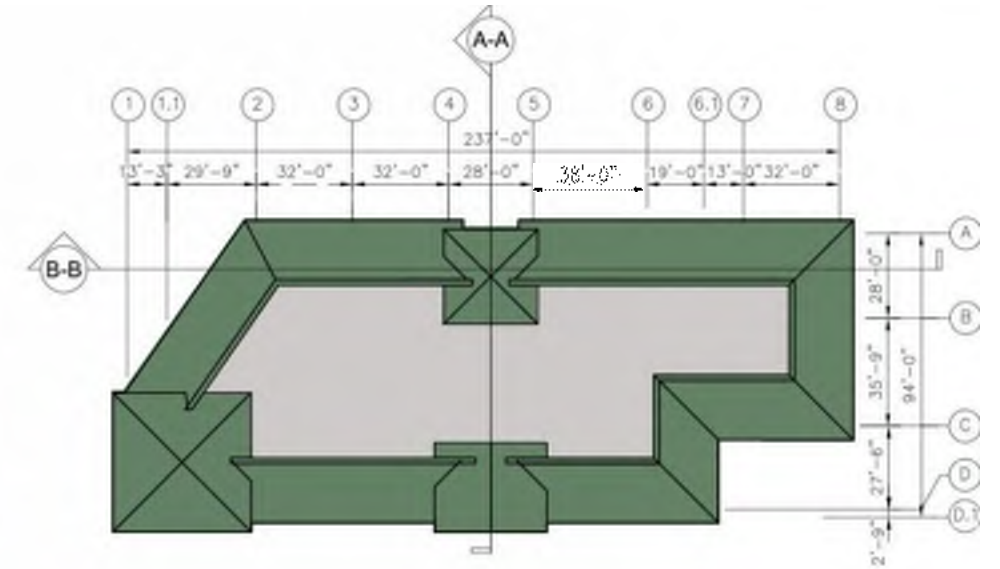




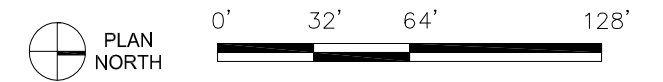
FIRST LEVEL



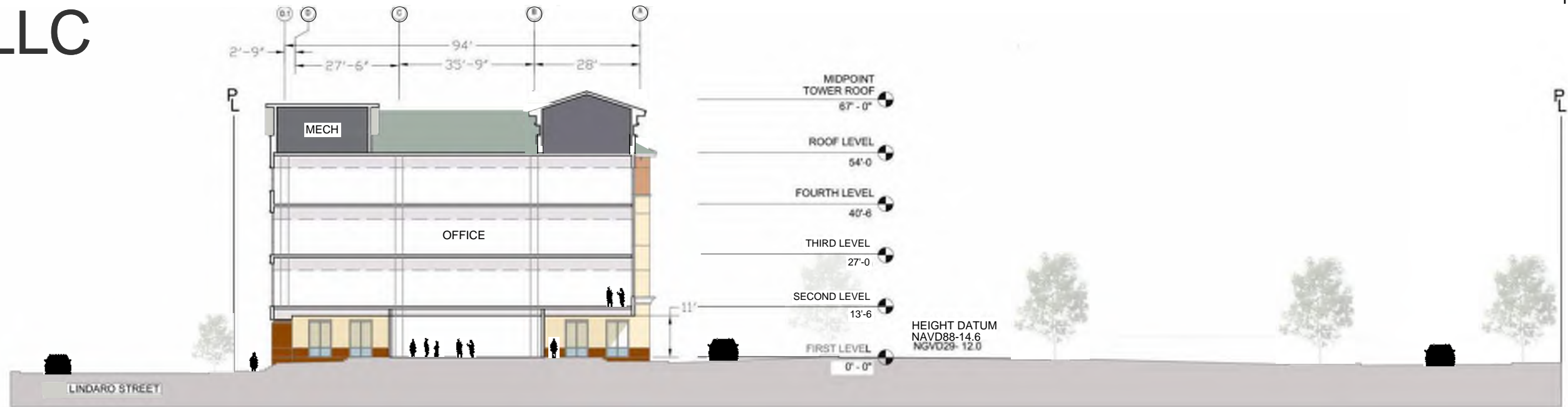
SECOND THRU FOURTH LEVELS



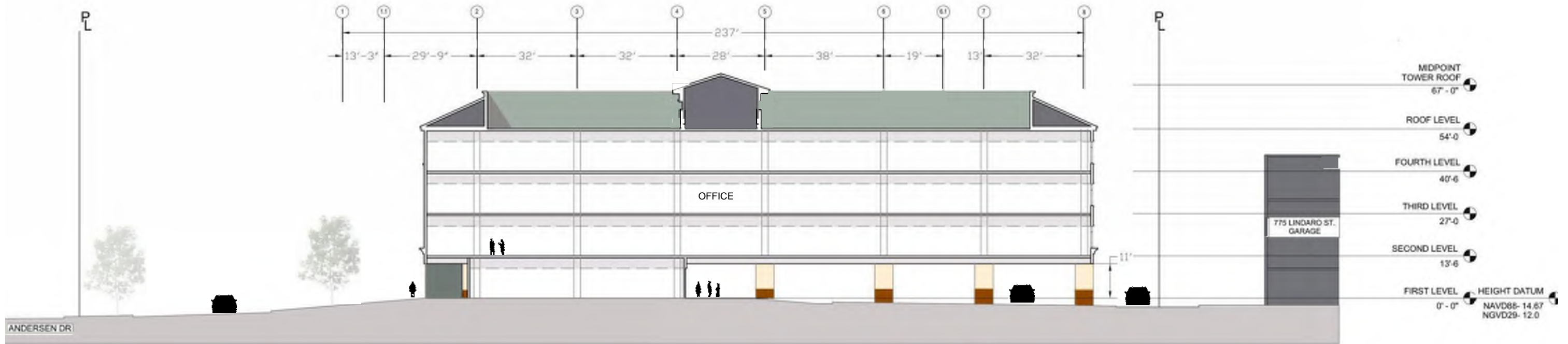
ROOF LEVEL



FLOOR	AREA	TOTAL
1	9,276 SF	9,276 SF
2-4	21,040 SF x 3	63,120 SF
TOTAL		72,396 SF



SECTION A-A



SECTION B-B

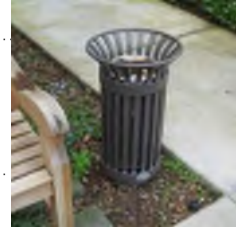




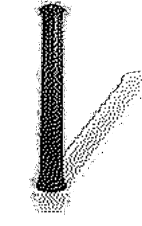
PROPOSED AREA LIGHT TO MATCH EXISTING



BIKE RACK



TRASH BIN

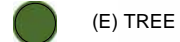


BOLLARD

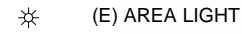


BENCH

LEGEND



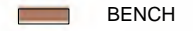
(E) TREE



(E) AREA LIGHT



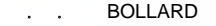
AREA LIGHT



BENCH



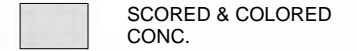
BIKE RACK



BOLLARD



TRASH BIN



SCORED & COLORED CONC.



SCORED & COLORED CONC. OR OPTIONAL EMBELLISHED PAVING



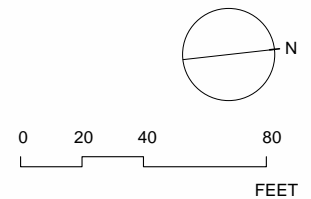
'GRASSPAVE2' DRIVABLE PLANTABLE PAVING SYSTEM



2' AGGREGATE @ BUILDING PERIMETER

PLANT LEGEND

SCIENTIFIC NAME	COMMON NAME	SIZE	MATURE SIZE (HXW)	REMARKS
TREES				
LAGERSTROEMIA 'NATCHEZ' OR	Crape Myrtle	24" BOX	20'X20'	MULTI-TRUNK
CARPINUS BETULUS 'FRANS FONTAINE'	European Hornbeam	24" BOX	35'X15'	STANDARD
OLEA EUROPEA 'WILSONII'	Olive	24" BOX	15'X15'	MATCH (E)
PLATANUS ACERIFOLIA SPP.	London Plane Tree	24" BOX	40'X30'	MATCH (E)
SEQUOIA SEMPERVIRENS	Coastal Redwood	24" BOX	50'X30'	N. STANDARD
SHRUBS				
ARBUTUS U. 'ELFIN KING'	Strawberry Tree	5 GAL.	5'X5'	
GREVILLEA 'NOELII'	Grevillea	5 GAL.	4'X4'	
MYRTUS COMMUNIS 'COMPACTA'	Dwarf Myrtle	5 GAL.	3'X3'	
ROSA CALIFORNICA	California Wild Rose	5 GAL.	4'X8'	N
PERENNIALS/ GRASSES				
ALOE 'BLUE ELF'	Blue Elf Aloe	1 GAL.	18"X24"	
BULBINE FRUTESCENS	Bulbine	1 GAL.	18"X4"	
CAREX DIVULSA	Berkeley Sedge	1 GAL.	18"X18"	
CHONDROPETALUM TECTORUM	Cape Rush	1 GAL.	3'X3'	
ECHEVERIA ELEGANS	Hen and Chicks	4" POTS	1'X1'	
EUPHORBIA C. 'MARTINI'	Euphorbia	5 GAL.	30"X18"	
FESTUCA CALIFORNICA	California Fescue	1 GAL.	2'X2'	N
HELICTOTRICHON SEMPERVIRENS	Blue Oat Grass	1 GAL.	18"X18"	
JUNCUS PATENS	California Gray Rush	1 GAL.	18"X18"	N
LAVANDULA ANGUSTIFOLIA SPP.	Munstead Lavender	1 GAL.	18"X18"	
PHORMIUM TENAX	New Zealand Flax	5 GAL.	6'X4'	
PHORMIUM 'DUET'	New Zealand Flax	5 GAL.	2'X2'	
SEDUM 'AUTUMN JOY'	Stonecrop	1 GAL.	18"X18"	
GROUNDCOVERS AND VINES				
ARCTOSTAPHYLOS SPP.	Manzanita	1 GAL.	8"X4"	N
CEANOETHUS GRISEUS HORIZONTALIS	Carmel Creeper	1 GAL.	2'X8"	N
CLEMATIS JACKMANII	Clematis	5 GAL.	25'X	
DISTICTIS BUCCINATOR	Bloodred Trumpet Vine	5 GAL.	20'X	
HARDENBERGIA 'HAPPY WONDERER'	Purple Vine Lilac	5 GAL.	10'X	
RUBUS ROLFEI	Bramble	1 GAL.	6'X2'	



TREES



LAGERSTROEMIA
'NATCHEZ'



OLEA EUROPEA



PLATANUS X
'BLOODGOOD'



SEQUOIA
SEMPERVIRENS

SHRUBS



ARBUTUS U. 'ELFIN KING'



GREVILLEA 'NOELII'

PERENNIALS/ GRASSES



MYRTLE COMMUNIS
COMPACTA



ROSA CALIFORNICA



ALOE 'BLUE ELF'



BULBINE
'TINY TANGERINE'



CAREX DIVULSA



CHONDROPETALUM
TECTORUM



DESCHAMPSIA
CESPITOSA



ECHEVERIA ELEGANS



EUPHOBIA C. 'MARTINI'



FESTUCA
CALIFORNICA



HELICTOTRICHON
SEMPERVIRENS



JUNCUS PATENS



LAVANDULA A.
'MUNSTEAD'



LOMANDRA LONGIFOLIA
'BREEZE'

GROUNDCOVERS



PHORMIUM
'ATROPURPUREUM'



PHORMIUM 'DUET'



SEDUM 'AUTUMN JOY'



ARCTOSTAPHYLOS SPP.



CEANOTHUS G.H.
'CARMEL CREEPER'



RUBUS ROLFEI

VINES



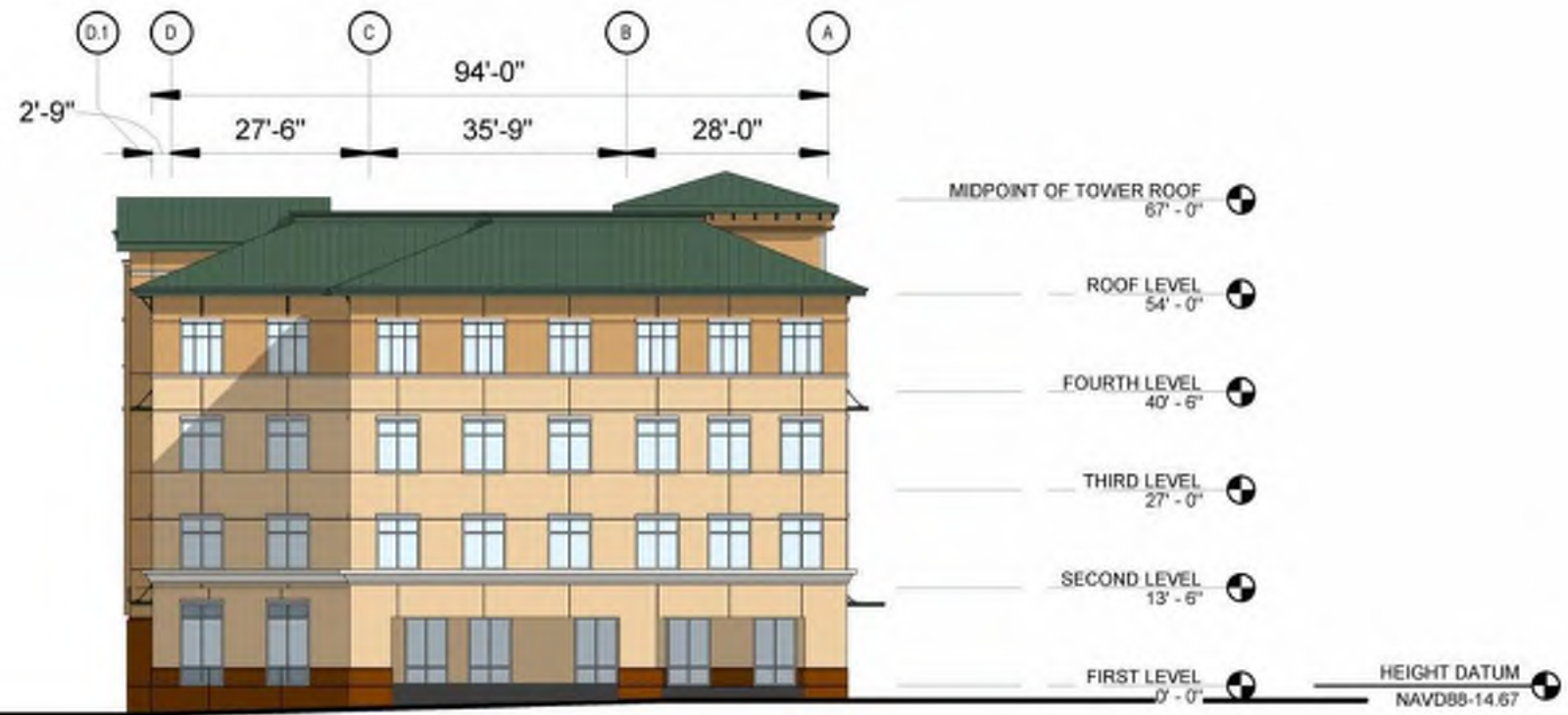
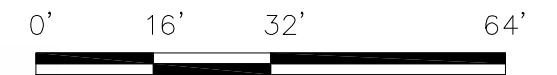
CLEMATIS JACKMANII



TRACHELOSPERMUM
JASMINOIDES

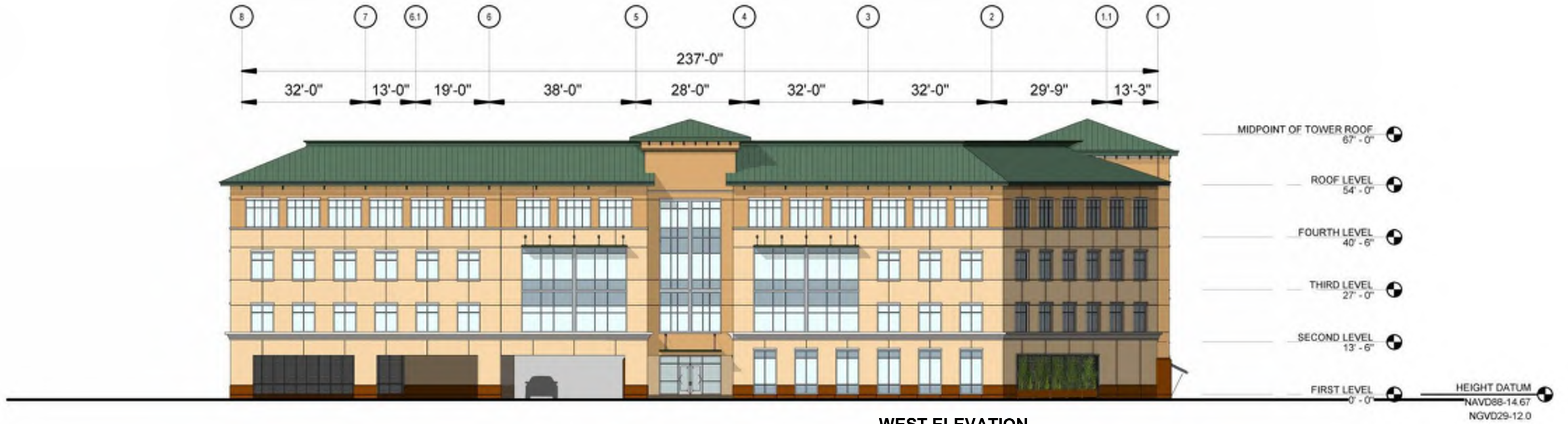


EAST ELEVATION



NORTH ELEVATION





WEST ELEVATION



SOUTH ELEVATION







788 LINCOLN PHASE 2 - PROJECT DESCRIPTION

DESIGN

The architectural style of the proposed Phase 2 of the Lincoln Parking Garage (788 Lincoln Phase 2) was established to fit into the context of the existing campus and the phase 1 portion of the garage. The level parking decks will be flat and will allow the architectural features to follow the clean rectilinear shapes of the adjacent buildings. There are no new stairs, elevators, or ramps in the proposed garage; circulation will be shared with the phase 1 portion of the garage. The overall height of the building will remain below the 54' height limit by providing all required ADA stalls on the ground level, which will be set one foot below the datum elevation. The garage is proposed to be located on a pad of approximately 14,500 square feet.

CIVIL

Storm water management for the proposed Phase 2 of the Lincoln Parking Garage (788 Lincoln Phase 2) will be consistent with CalGreen and Marin County standards and there will be no net increase to the current run-off rates (overall hardscape is assumed not to increase). Storm water treatment for this portion of the project will either consist of a bioswale serving only the southern portion of the site, or the run-off will be routed to the north where it will be treated by way of a mechanical treatment vault serving the entire site. Utilities for the Phase 2 Garage will connect to existing mains within Lincoln Avenue.

LANDSCAPE

The landscape design for the proposed Phase 2 of the Lincoln Parking Garage (788 Lincoln Phase 2) will continue the existing campus treatments utilizing site features, paving, stone mulches and plantings to provide continuity with the previous campus development phases. The plant palette will consist of trees, shrubs, ground covers, grasses and perennials that conform to Marin Municipal Water District requirements, the California water efficient landscape ordinance (WELO) and new Marin County storm water pollution prevention practices.

Plants will be selected for low water use and low maintenance and will be irrigated with an emitter type spot application system. The plantings in the bio-retention areas will be selected for their ability to handle seasonal inundation and the fast-draining bio-retention soils. These areas will be irrigated by overhead, low precipitation stream spray rotors. The tree palette will be a continuation of street and shade trees utilized in the previous phases of the campus development with deep root watering irrigation elements.

STRUCTURAL

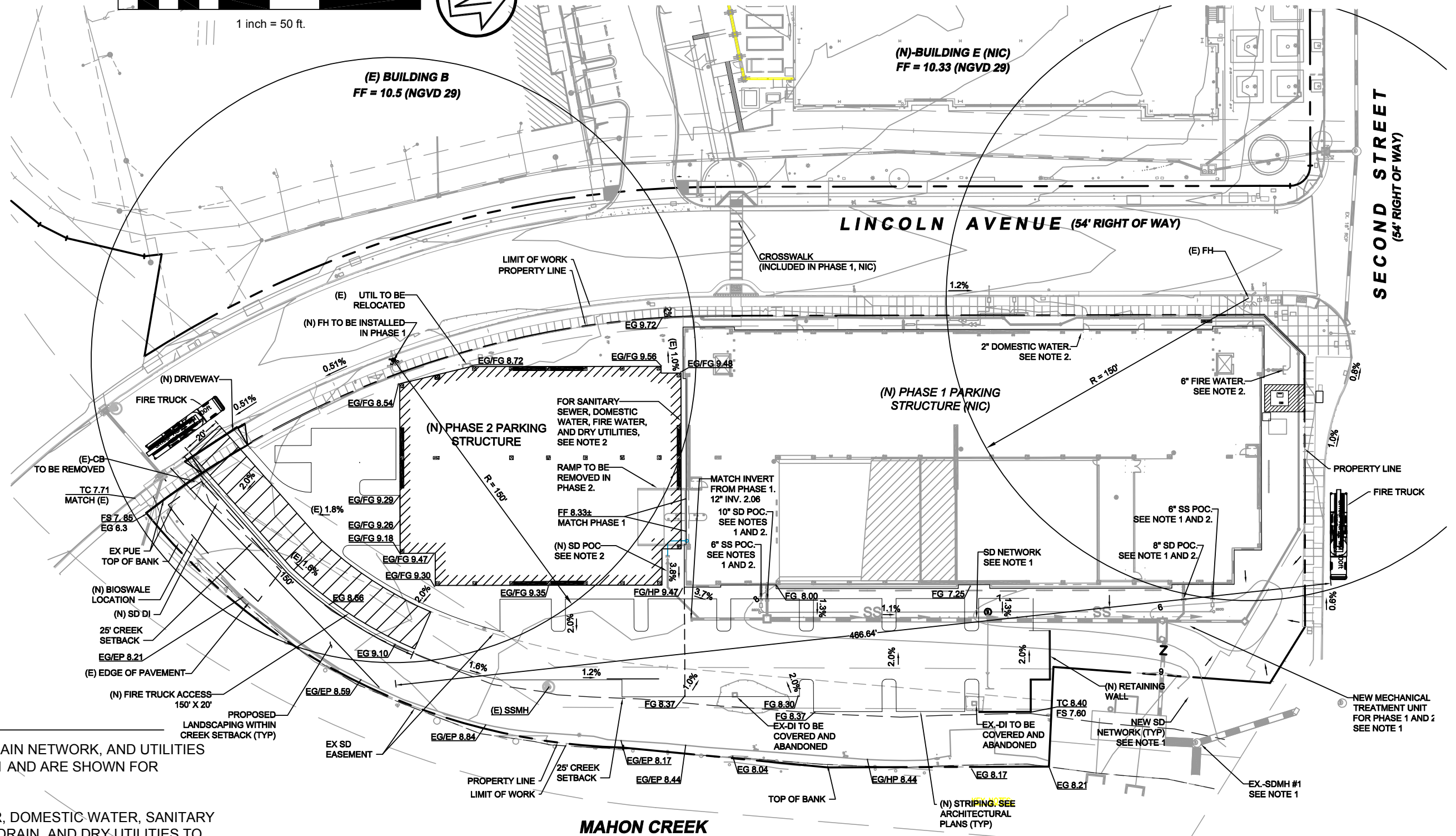
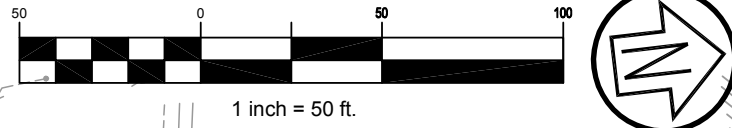
The garage is proposed to be a hybrid concrete structure with precast columns and beams, and cast in place slabs. The lateral system is cast in place shear walls with precast boundary elements. The foundations will consist of auger grouted displacement piles (AGDP's) with pile caps and tie beams to support the structure and slab on grade. AGDPs will likely be selected to mitigate soil spoils and off-haul, loud noise, and vibrations during installation. The use of cast in place concrete and precast concrete elements will provide structural strength, durability and will minimize required maintenance. The main structural elements will be finished with materials and colors to complement the main campus buildings.

SOIL MANAGEMENT

The proposed Phase 2 of the Lincoln Parking Garage (788 Lincoln Phase 2) is located on Parcel 8 and is currently surface parking. Site remedial measures were overseen and approved by the San Francisco Regional Water Quality Control Board in 2009 and 2010. Because redevelopment with a parking garage was anticipated, a Soil Management Plan ("SMP") was developed in 2009 and approved by the RWQCB in 2010. The SMP describes soil and groundwater management procedures associated with construction. This plan was developed to be consistent with procedures in the 2008 SWMP Addendum for the Central and Western Parcels. In 2014, the RWQCB confirmed its continued concurrence with the procedures established in the SMP for construction of the Parcel 8 Lincoln Parking Garage.



Graphic Scale (in feet)

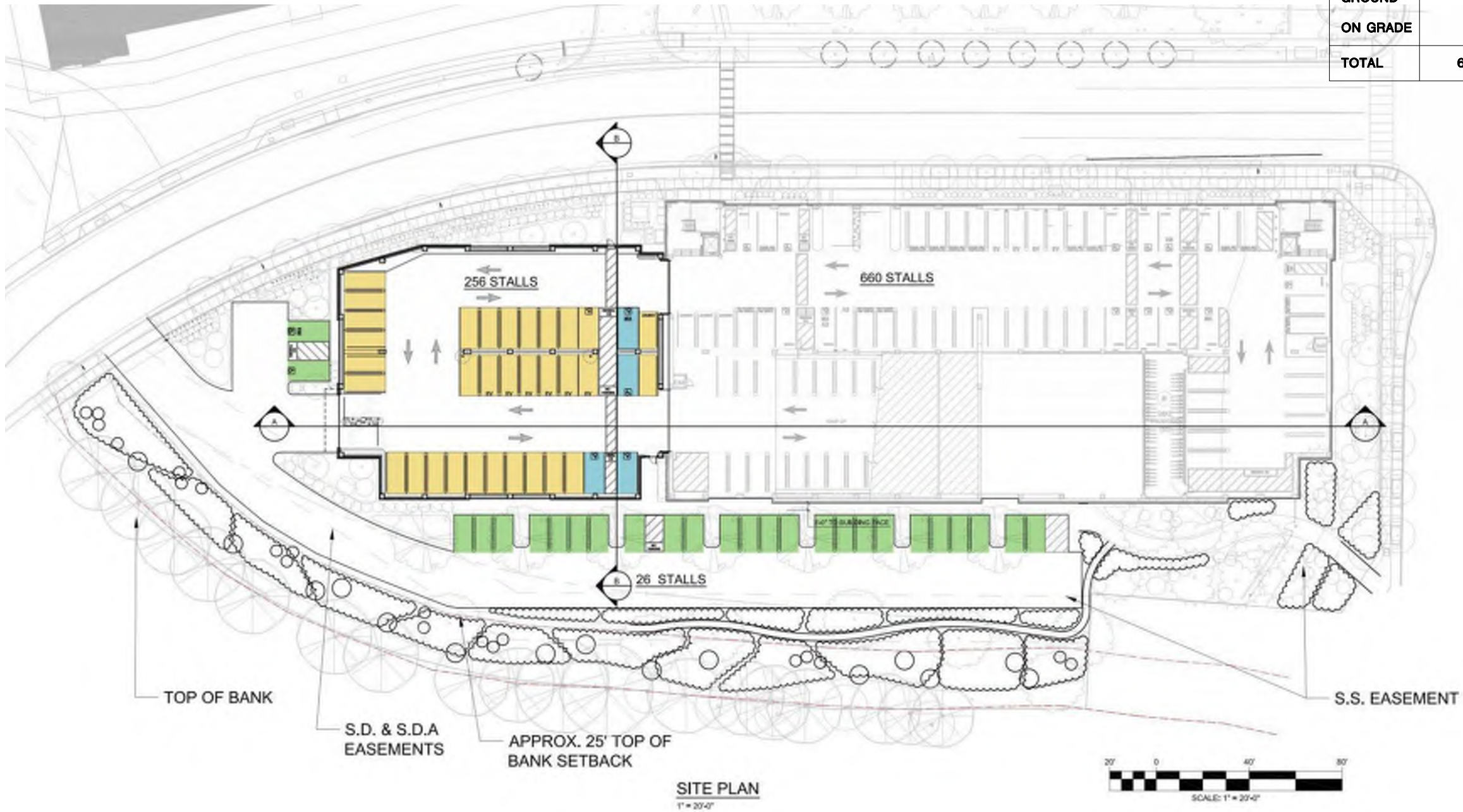


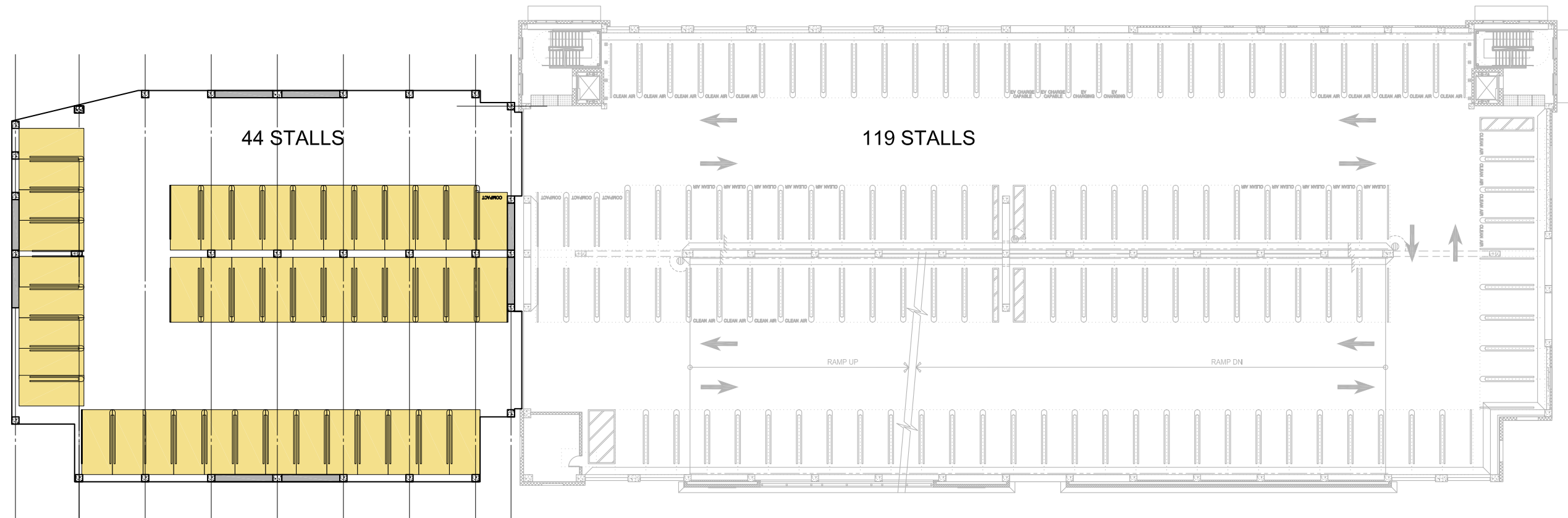
SHEET NOTES

1. GRADING, STORM DRAIN NETWORK, AND UTILITIES REFERENCE PHASE 1 AND ARE SHOWN FOR REFERENCE ONLY.
2. PHASE 1 FIRE WATER, DOMESTIC WATER, SANITARY SEWERAGE, STORM DRAIN, AND DRY UTILITIES TO CONNECT TO PHASE 2 PARKING GARAGE AT NORTH SIDE OF PHASE 2 GARAGE. SEE PLUMBING AND ELECTRICAL PLANS.

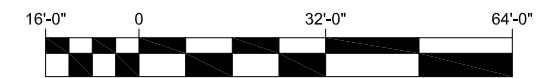


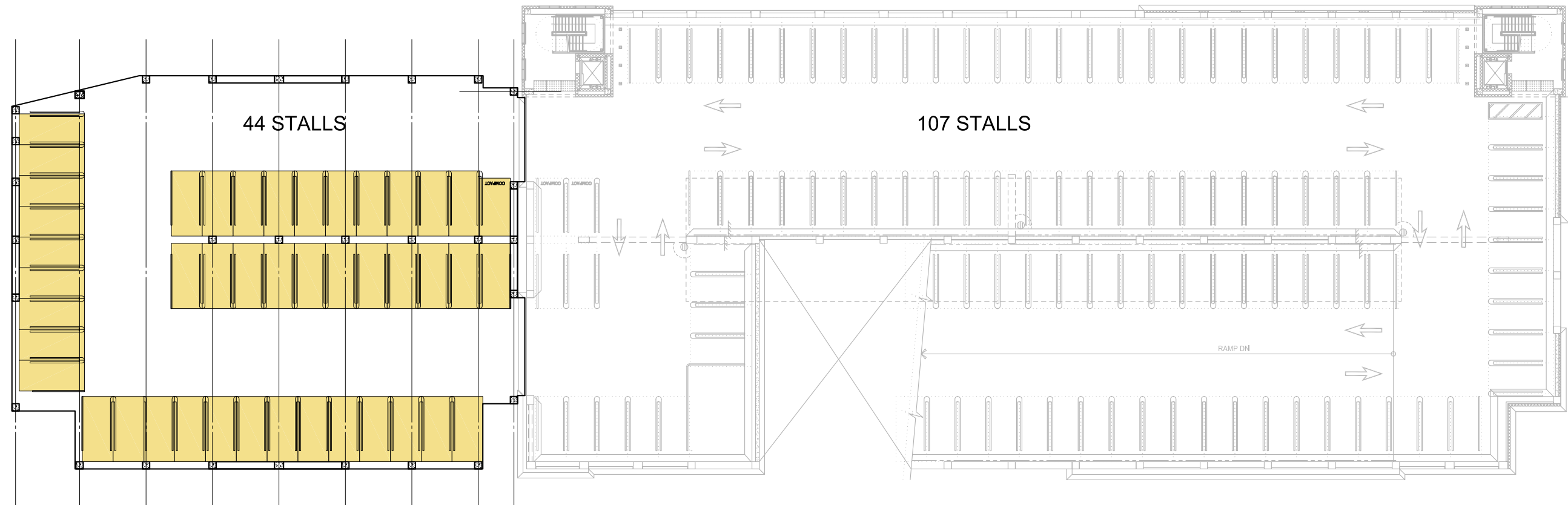
	PH 1 STALLS	PH 2 STALLS	TOTAL	FF HEIGHT	NEW AREA	ELEVATIONS
SIXTH	106	44	150	10'-2"	14,500	51.00
FIFTH	119	44	163	10'-2"	14,500	40.83
FOURTH	121	44	165	10'-2"	14,500	30.67
THIRD	121	44	165	10'-2"	14,500	20.50
SECOND	119	44	163	10'-2"	14,500	10.33
GROUND	74	36	110	11'-4"	14,700	-1.0
ON GRADE	-	26	26	-		0.0
TOTAL	660	282	942	-	87,200	





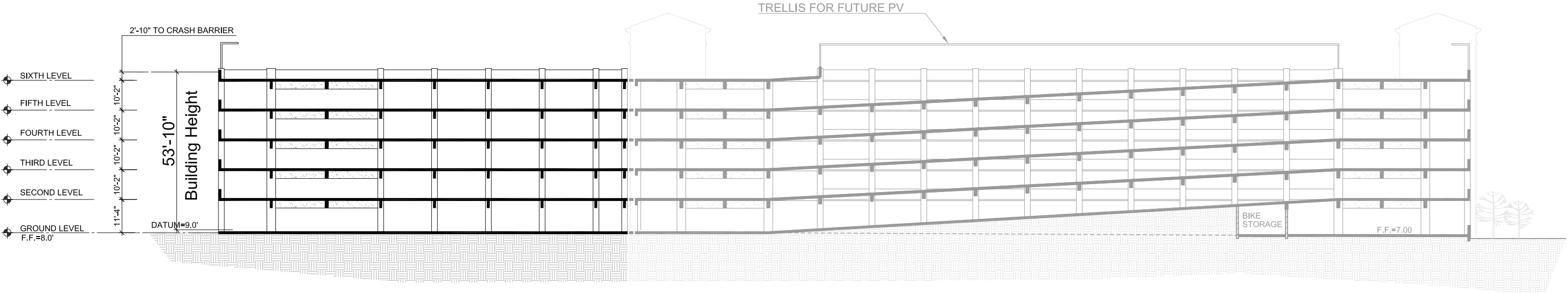
TYPICAL LEVEL PARKING PLAN
1/32"=1'-0"



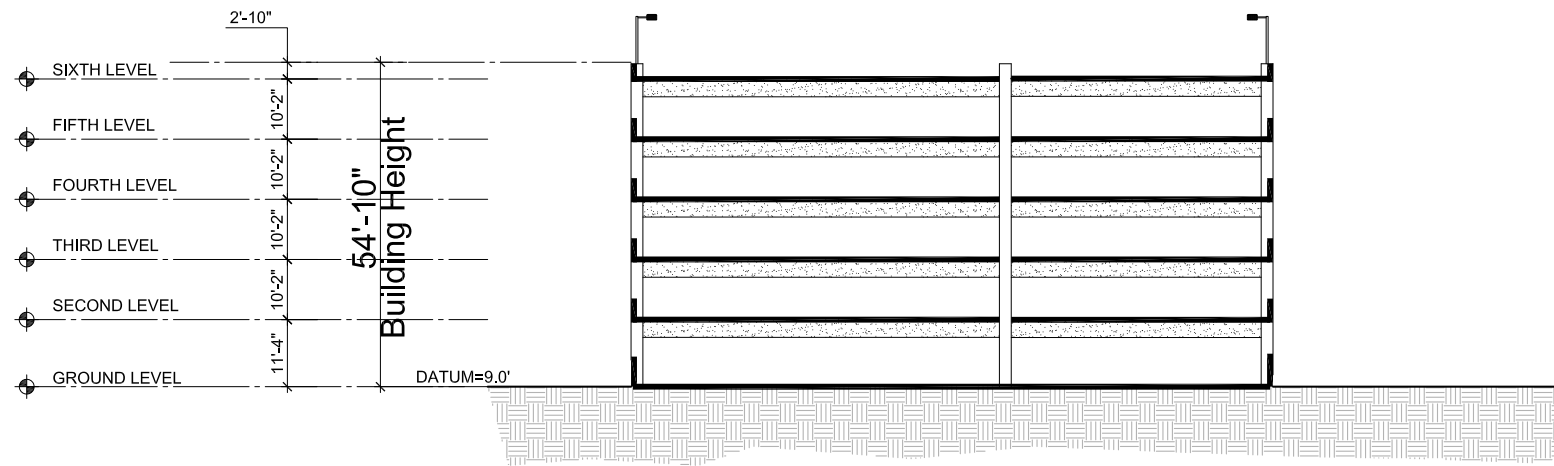
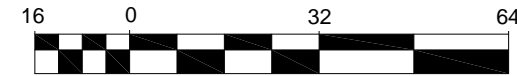


SIXTH LEVEL PARKING PLAN
1/32"=1'-0"





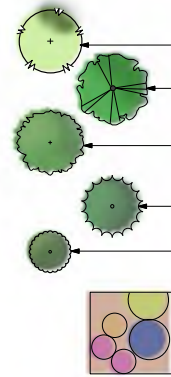
A LONGITUDINAL SECTION
 1/32"=1'-0"



B TRANSVERSE SECTION
 1/32"=1'-0"



PLANT LEGEND

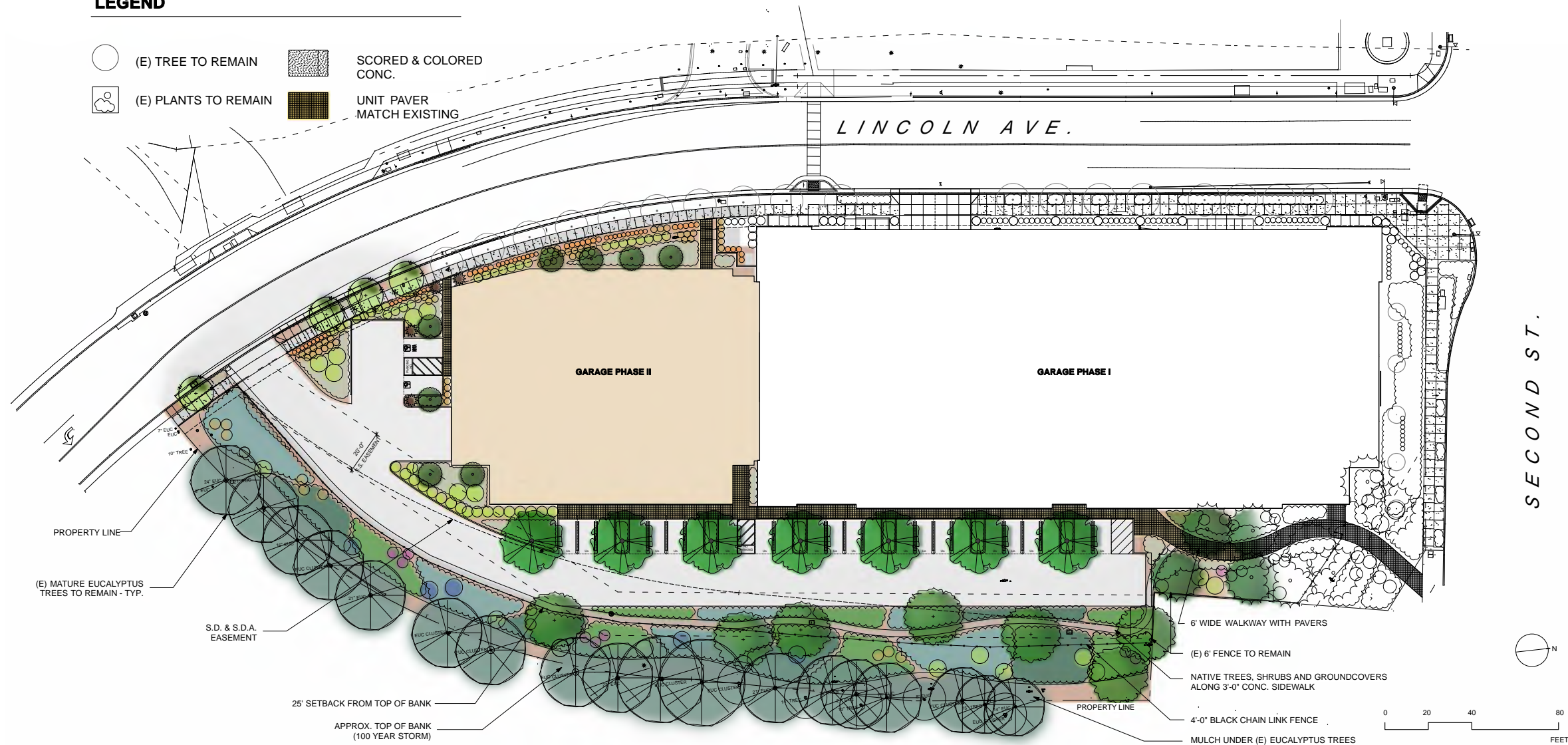


SCIENTIFIC NAME	COMMON NAME	SIZE	MATURE SIZE (HXW)	REMARKS
TREES				
CELTIS SINENSIS	Chinese Hackberry	24" BOX	35' X 15'	STANDARD
PISTACIA CHINENSIS	Chinese Pistache	24" BOX	50' X 50'	STANDARD
QUERCUS AGRIFOLIA	Coast Live Oak	24" BOX	40' X 40'	N, STANDARD
QUERCUS KELLOGGII	California Black Oak	24" BOX	40' X 40'	N, STANDARD
SEQUOIA SEMPERVIRENS 'APTOS BLUE'	Coast Redwood	36" BOX	50' X 30'	N, STANDARD
CARPINUS BETULUS 'FRANS FONTAINE'	European Hornbeam	24" BOX	35' X 15'	STANDARD
SHRUBS				
CEANOTHUS SPP.	California Lilac	15 GAL.	8' X 8'	N
CERCIS OCCIDENTALIS	Western Redbud	5 GAL.	8' X 8'	N
GARRYA ELLIPTICA	Coast Silk-tassel	15 GAL.	8' X 8'	N
MYRTUS COMMUNIS COMPACTA	Dwarf Myrtle	5 GAL.	3' X 3'	N
RIBES SANGUINEUM	Flowering Currant	5 GAL.	8' X 5'	N
ROSA CALIFORNICA	California Wildrose	1 GAL.	4' X 8'	N

SCIENTIFIC NAME	COMMON NAME	SIZE	MATURE SIZE (HXW)	REMARKS
PERENNIALS/ GRASSES				
CALAMAGROSTIS X 'KARL FOERSTER'	Feather Reed Grass	1 GAL.	3' X 3'	
CAREX DIVULSA	Berkeley sedge	1 GAL.	18" X 18"	N
CAREX TESTACEA	Orange Sedge	1 GAL.	18" X 18"	
CHONDROPETALUM TECTORUM	Cape Reed	1 GAL.	2' X 3'	N
DESCHAMPSIA CESPITOSA	Tufted Hairgrass	1 GAL.	2' X 2'	N
JUNCUS PATENS	California Gray Rush	1 GAL.	18" X 18"	N
LOMANDRA 'BREEZE'	DWARF MAT RUSH	1 GAL.	3' X 3'	
MUHLENBERGIA RIGENS	Deer Grass	1 GAL.	3' X 3'	N
PHORMIUM 'DARK DELIGHT'	New Zealand Flax	5 GAL.	3' X 4'	
GROUNDCOVERS/VINES				
ARCTOSTAPHYLOS SPP.	Bearberry	1 GAL.	8" X 5'	N
BACCHARIS PILULARIS 'TWIN PEAKS'	Dwarf Coyote Bush	1 GAL.	24" X 8"	N
FESTUCA CALIFORNICA	California Fescue	1 GAL.	18" X 18"	N
JUNCUS PATENS	California Gray Rush	1 GAL.	18" X 18"	N
RUBUS ROLFEI	Creeping Raspberry	1 GAL.	6" X 2'	

LEGEND

- (E) TREE TO REMAIN
- (E) PLANTS TO REMAIN
- SCORED & COLORED CONC.
- UNIT PAVER MATCH EXISTING



TREES



CARPINUS BETULUS
'FRANS FONTAINE'



PISTACIA CHINENSIS



TILIA CORDATA

SHRUBS



CEANOTHUS SPP.



CERCIS
OCCIDENTALIS



MYRTUS COMMUNIS
COMPACTA



ROSA CALIFORNICA

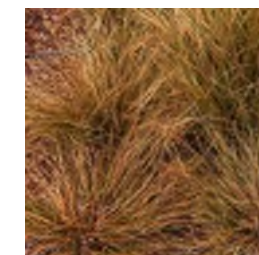
PERENNIALS/GRASSES



CALAMAGROSTIS X
'KARL FOERSTER'



CAREX DIVULSA



CAREX TESTACEA



CHONDROPETALUM
TECTORUM



DESCHAMPSIA
CESPITOSA

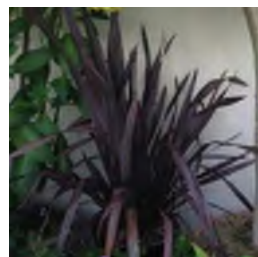


JUNCUS PATENS

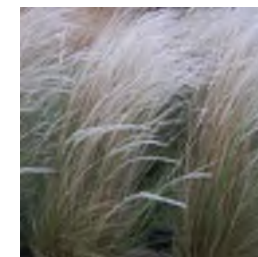


MUHLENBERGIA
RIGENS

GROUNDCOVERS



PHORMIUM
'DARK DELIGHT'



STIPA ICHU



ARCTOSTAPHYLOS SPP.



RUBUS ROLFEI

VINES



CLEMATIS JACKMANII



DISTICTIS
BUCCINATORIA



HARDENBERGIA V.
'HAPPY WONDERER'



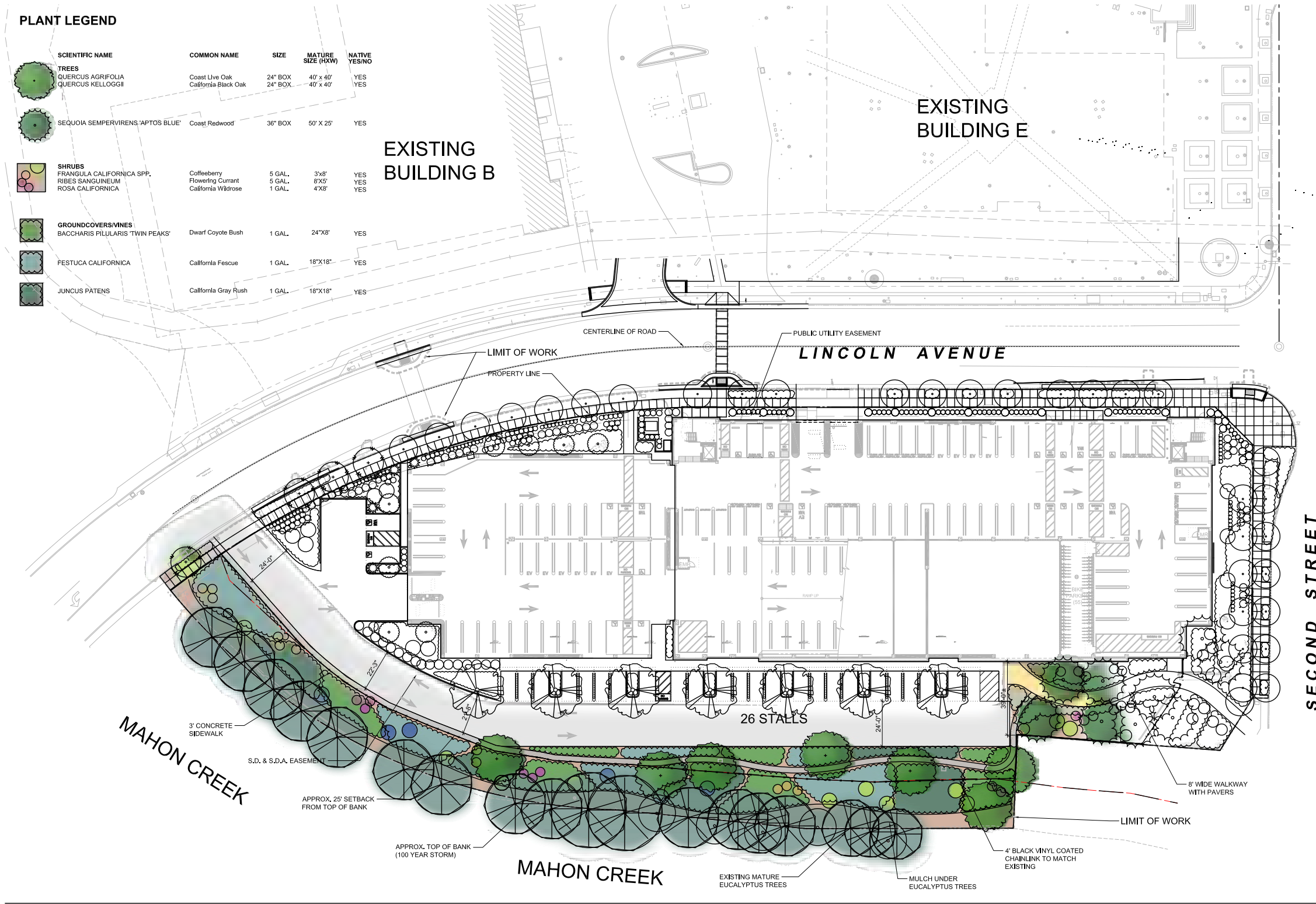






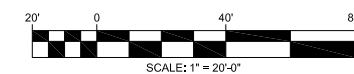
PLANT LEGEND

SCIENTIFIC NAME	COMMON NAME	SIZE	MATURE SIZE (HxW)	NATIVE YES/NO
TREES				
QUERCUS AGRIFOLIA	Coast Live Oak	24" BOX	40' x 40'	YES
QUERCUS KELLOGGII	California Black Oak	24" BOX	40' x 40'	YES
SHRUBS				
FRANGULA CALIFORNICA SPP.	Coffeeberry	5 GAL.	3'x8'	YES
RIESES SANGUINEUM	Flowering Currant	5 GAL.	8'x5'	YES
ROSA CALIFORNICA	California Wildrose	1 GAL.	4'x8'	YES
GROUNDCOVERS/VINES				
BACCHARIS PILULARIS 'TWIN PEAKS'	Dwarf Coyote Bush	1 GAL.	24"X8"	YES
FESTUCA CALIFORNICA	California Fescue	1 GAL.	18"X18"	YES
JUNCUS PATENS	California Gray Rush	1 GAL.	18"X18"	YES

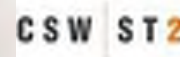


PROPOSED PLAN WITH LANDSCAPED PARKING RESERVE

1" = 20'-0"



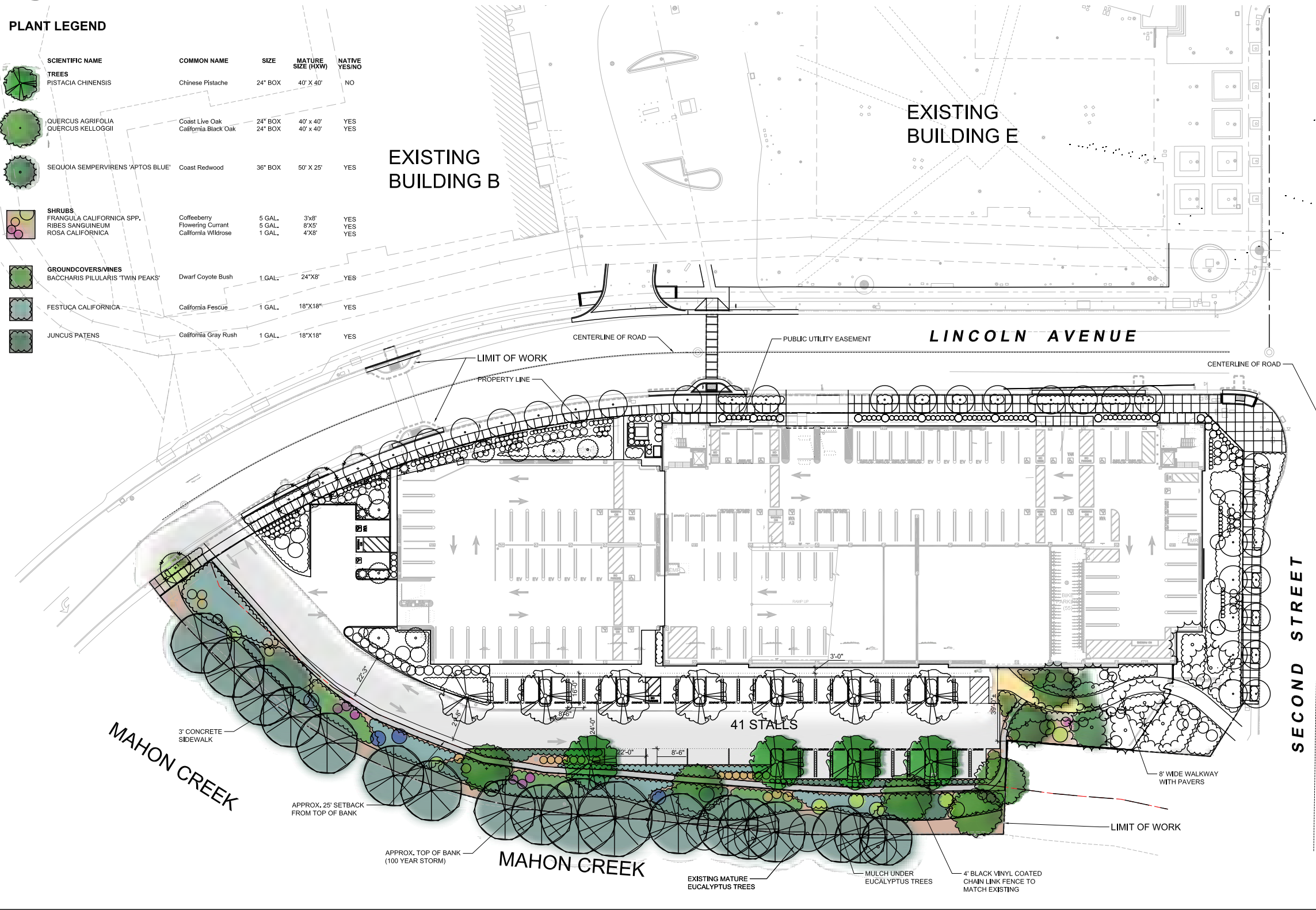
DGA | planning | architecture | interiors



PROPOSED PLAN WITH LANDSCAPED PARKING RESERVE

PLANT LEGEND

SCIENTIFIC NAME	COMMON NAME	SIZE	MATURE SIZE (HxW)	NATIVE YES/NO
TREES				
PISTACIA CHINENSIS	Chinese Pistache	24" BOX	40' X 40'	NO
QUERCUS AGRIFOLIA	Coast Live Oak	24" BOX	40' x 40'	YES
QUERCUS KELLOGGII	California Black Oak	24" BOX	40' x 40'	YES
SEQUOIA SEMPERVIRENS 'APTOS BLUE'	Coast Redwood	36" BOX	50' X 25'	YES
SHRUBS				
FRANGULA CALIFORNICA SPP.	Coffeeberry	5 GAL.	3'x8'	YES
RIBES SANGUINEUM	Flowering Currant	5 GAL.	8'x5'	YES
ROSA CALIFORNICA	California Wildrose	1 GAL.	4'x8'	YES
GROUNDCOVERS/VINES				
BACCHARIS PILULARIS 'TWIN PEAKS'	Dwarf Coyote Bush	1 GAL.	24"X8"	YES
FESTUCA CALIFORNICA	California Fescue	1 GAL.	18"X18"	YES
JUNCUS PATENS	California Gray Rush	1 GAL.	18"X18"	YES



ALTERNATIVE PLAN WITH ALL PARKING PROVIDED

1" = 20'-0"

