

City of Brisbane

Planning Commission Agenda Report

TO: Planning Commission For the Meeting of 05/08/18

FROM: Ken Johnson, Senior Planner, via John Swiecki, Community Development Director

SUBJECT: Use Permit UP-2-18; 7000 Marina Blvd.; SP-CRO Sierra Point Commercial District; Use Permit to modify the parking regulations, to allow the parking for the existing building to be reduced to 245 parking spaces whereas 268 spaces would otherwise be required, for conversion from administrative office to office and R&D; Kory Kaplan (CRB Architects-Engineers), applicant; Marina Boulevard Property Llc, owner.

REQUEST: The applicant requests Planning Commission approval of a use permit to modify the parking regulations by reducing required parking for the existing, approximately 105,000 square foot building at 7000 Marina Boulevard from 268 to 245 spaces.

RECOMMENDATION: Approve Use Permit UP-2-18, via adoption of Resolution UP-2-18 with Exhibit A containing the conditions and findings of approval.

ENVIRONMENTAL DETERMINATION: This project falls within a class of projects which the State has determined not to have a significant effect on the environment and is Categorically Exempt per State CEQA Guidelines Section 15301(a) & (e). The exceptions to this categorical exemption referenced in Section 15300.2 of the CEQA Guidelines do not apply.

APPLICABLE CODE SECTIONS: Parking requirements are established in Brisbane Municipal Code (BMC) §17.34.020 and BMC §17.34.050.I authorizes the Planning Commission to approve modifications to the parking requirements, subject to special findings within that section in addition to the findings contained in BMC Chapter 17.40, Use Permits.

PROJECT BACKGROUND/DESCRIPTION: The building was built in 1986 as an administrative office headquarters for Dakin (a toy company), but it has been vacant since 2011. In 2014, the Planning Commission approved a design permit for exterior changes to the building's cantilevered windows, window bays and front entry. That work was completed in 2016. The current proposal is to convert the building from administrative office space to the headquarters for Sangamo Therapeutics, a research and development company. Proposed modifications are intended to allow the tenant to establish both R&D lab/pilot plant space along with the administrative offices in the building. The proposed R&D use is permitted by right in

UP-2-18
7000 Marina Blvd.
May 8, 2018 Meeting

this the SP-CRO Sierra Point Commercial District zoning district, per Brisbane Municipal Code BMC §17.18.020.

The introduction of R&D uses requires more robust building utilities (mechanical, ventilation, back-up generators, etc.) than a typical office building. In order to accommodate these needs, the applicant is proposing to convert existing basement parking to building utilities and storage. This would result in the loss of approximately 25 parking spaces. Additionally, approximately 13 surface parking spaces are proposed to be removed to accommodate the construction of an approximately 3,700 square foot utility and trash/recycling enclosure at the eastern corner of the building. The applicant is also proposing to add approximately 4,600 square feet of new floor area on the second floor within the existing building footprint by converting a portion of the atrium to collaboration/meeting space. Under the zoning code, this additional building area would require 15 additional parking spaces. All total, the proposed modifications would result in 245 parking spaces where the zoning code requires 268 spaces. Note that such areas as elevator and utility shafts are not included in staff's calculation of the parking requirements, but these areas were not subtracted from the gross floor area. For a floor-by-floor listing of floor areas to parking ratios, please refer to the floor area to parking summary table provided on the architect's proposed site plan sheet.

None of these changes would change the exterior façade. Nor would they have an effect on the traffic circulation on the site. Also, assuming Planning Commission approval of the parking request, the proposal would meet all of the applicable zoning standards.

As an aside, three additional Bay Trail access spaces are shown on the plan, but since these are dedicated for public use they are not included in the parking count.

ANALYSIS: Parking standards are established under the zoning based on generic categories of building use, such as retail, office, warehousing, light fabrication, etc. For example administrative office uses require 1 parking space for every 300 square feet of building floor area, while industrial uses such as light fabrication and warehousing requires 1 space for every 1,000 square feet of building area. The broad application of these standards across various business sectors and land uses within the defined parking categories is generally quite effective in addressing the needs of both the businesses and the community by ensuring that that amount of on-site parking satisfies the user's needs and does not spill over into the broader community.

However, this one-size-fits all approach may not reflect the parking needs of every business. For example, Sangamo's proposal to establish the headquarters for their R&D company at the site involves converting approximately 18,000 square feet of office space into R&D lab/pilot plant space. It is important to note that the City's parking regulations do not include specific R&D parking standards; rather R&D is treated as conventional office for purposes of establishing parking standards. The point has been made to the City that R&D is fundamentally different from traditional office which has implications on the amount of required parking. For example R&D lab spaces devote substantial area to work benches and equipment which practically limits the number of employees who might occupy a given space as compared to a

conventional office. Additionally, individual R&D employees may utilize both lab and office spaces but will not occupy both at the same time.

These factors would suggest that the application of the 1 space/300 feet of R&D would result in extremely conservative parking requirements. In further consideration of this issue, staff surveyed the parking standards of several other cities in San Mateo County which were found to have R&D standards separate from administrative offices. A table showing these standards is attached. Note that the list is intended as a sampling and not a comprehensive list. Generally, the parking standards for R&D uses were found to range from 1 space per 500 square feet or more, up to 1 space per 800 square feet of building floor area, as compared to Brisbane's requirement of 1 space per 300 square feet. The closest City to Brisbane in regard to parking is South San Francisco at 1 parking space per 350 square feet of R&D floor area offices.

Applying what may be considered the lower to mid-range of these standards, of 1 space to 500 square feet (i.e. San Bruno and San Mateo), to the R&D portion of the building would yield a parking requirement of 244 spaces where 245 space are provided. Applying the 1 space per 800 square feet standard would yield a requirement of 230 spaces, leaving a surplus of 15 spaces.

Sangamo's Projections:

To further understand the anticipated parking demand at the site, Sangamo provided existing and projected staffing headcounts along with their estimated percentages of single vehicle and alternative travel mode usages. The detailed headcount summary is provided as a table on their proposed site plan. In brief, the headcounts would be as follows:

Year	2017	2018	2019	2022
Headcount	83	126	136	264

If each individual drove a single occupancy vehicle, it appears that the parking would become constrained near 2022. However, Sangamo also estimates that the parking space demand would total approximately 67 percent of the employee headcount. That's based on their estimate of 63 percent driving alone (1:1 demand) and the other employees would utilize carpools or other modes of transportation that would slightly add to the parking demand, for just another 4 percent, effectively leaving 33 percent of the total employee headcount without any parking demand. Projecting that out to 2022, that would translate to a need of 177 parking spaces whereas 245 would be provided (i.e.: 264 persons X 67% parking space demand = 177 spaces). See the Transportation Modes Estimates table (Attachment E).

To help achieve that lower parking demand, Sangamo has prepared a preliminary transportation demand management plan (TDM) plan, or trip reduction plan. Prior to occupancy, in addition to Brisbane's administrative review, it will also be reviewed by the City/County Association of Governments (C/CAG) for compliance with regional trip reduction objectives.

In brief, TDM's are aimed at maximizing utilization of existing transportation resources, to reduce traffic congestion, air pollution and parking demand. Among the many TDM programs

UP-2-18
7000 Marina Blvd.
May 8, 2018 Meeting

are those to shift single user vehicle trips to alternative modes of transportation and eliminating or shifting trips from peak periods.

Anticipated alternative modes that would be used at this site and Sangamo's estimated usage rates are as follows:

- Company commuter shuttle: 13%
- Carpool: 6%
- Transit: 12%
- Bicycle: 1.5%
- Other (motorcycle, telecommute, compressed workweek): 2%

On any given day, 2.5% percent would be non-commuting due to business travel, vacation and sick leave. Driving alone would account for an estimated 63% of the travel mode rate.

It should also be noted that the Sierra Point subarea has both existing shuttle service and bicycle connections to encourage those alternative modes of travel to help facilitate achieving the TDM objectives. The building will also include showers and changing facilities, to further encourage bicycle commuting.

This application has been routed to the following departments and agencies and no concerns were raised regarding the proposed parking modification: North County Fire Authority, Dept. of Public Works, Building Dept., Police Dept., Regional Water Quality Control Board, San Mateo County Health Dept. and Bay Conservation and Development Commission. Specific requirements related to the proposed tenant improvements will be addressed through the building permit application process.

In summary staff believes that the site will have sufficient parking to accommodate the applicant's needs. As outlined below, staff further believes the findings required for the granting of the requested use permit can be made.

FINDINGS:

In order to grant a Use Permit to modify the parking regulations, the Planning Commission must make the five use permit findings, as prescribed in BMC §17.40.060 and BMC §17.34.115. The first two findings in §17.40.060 are general in nature and apply to all use permits. The next three conditions, contained in §17.34.115 are more specific to parking. The five findings broadly cover the following:

1. Consideration of Adjacent Uses and Structure and General Plan Consistency
2. Not Detrimental or Injurious to Persons or Property
3. Consideration of Anticipated Traffic Volume and Circulation
4. Not Intensifying On-street Parking
5. Full Compliance Not Reasonably Feasible due to Structural or Site Constraints

The application **would meet** all of the required findings, as described below.

Per BMC §17.40.060,

- 1. In considering an application, the planning commission shall consider and give due regard to the nature and condition of all adjacent uses and structures, and to general and specific plans for the area in question.*

The proposed R&D use is allowed by-right in the zoning district and is consistent with the General Plan. As noted in the analysis above, granting of the requested parking modification use permit will not adversely impact adjacent uses, as sufficient parking is being provided on site to serve the proposed use.

Moreover, the proposal is consistent with the General Plan's following policies, in that it would allow the proposed R&D use to be established on a site that has gone unutilized for the past 7 years:

- ✓ Policy 8 *“Maintain and diversify the City's tax base, consistent with community character, in order to generate adequate revenues for City Government and sustain a healthy local economy.”*
 - ✓ Policy 14 *“Establish a mix of uses with a diversified economic base to maintain and increase tax revenues and contribute to the City's ability to provide services.”*
- 2. The planning commission shall determine whether or not the establishment, maintenance or operation of the use applied for will, under the circumstances of the particular case, be detrimental to the health, safety, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, or whether it will be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the city.*

The use applied for is a site-specific parking regulation modification which would not have detrimental or injurious impacts on properties or individuals, since the parking would be contained on site with no changes to the entrances or driveway circulation.

Per BMC Section 17.34.050.I,

- 3. Strict enforcement of the specified regulation is not required by either present or anticipated future traffic volume or traffic circulation on the site; and*

Strict enforcement is not required by either present or future anticipated traffic volume, or parking needs. There would be no changes to the parking entrances or internal traffic circulation. Based on Sangamo's projections out to 2022, only 177 parking spaces would be

UP-2-18
7000 Marina Blvd.
May 8, 2018 Meeting

occupied, leaving a surplus of 68 spaces. The proposal is expected to result in a reduction in the traffic volume versus a typical administrative office.

4. *The granting of the use permit will not create or intensify a shortage of on-street parking spaces, given, for example, the availability of existing or improved on/off-street parking which may not fully meet the requirements of this chapter.*

This finding is not applicable, since there is no on-street parking available in this area and as indicated above, and the parking need would be accommodated entirely on site.

5. *Full compliance with the parking requirements is not reasonably feasible due to existing structural or site constraints.*

Full compliance with the parking standards is not reasonably feasible given the limited space on this already developed site and the need to devote a larger portion of the site to on-site utilities. The only area of the site where replacement surface parking might be accommodated would be on the north side of the building. Installation of parking at that location would be inconsistent with the Sierra Point Design Guidelines which encourage a landscape buffer between bayside buildings and the edge of the bay.

ATTACHMENTS:

- A. Vicinity map/aerial
- B. Site aerial
- C. Applicant's plans, including parking and headcount data tables
- D. Draft Resolution UP-2-18 with recommended Findings and Conditions of Approval
- E. Sangamo Therapeutics Transportation Modes Estimates
- F. Off-street Parking Ordinance Review, for Selected San Mateo County Cities

ATTACHMENT A

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7000 Marina Blvd Site Vicinity Aerial Map



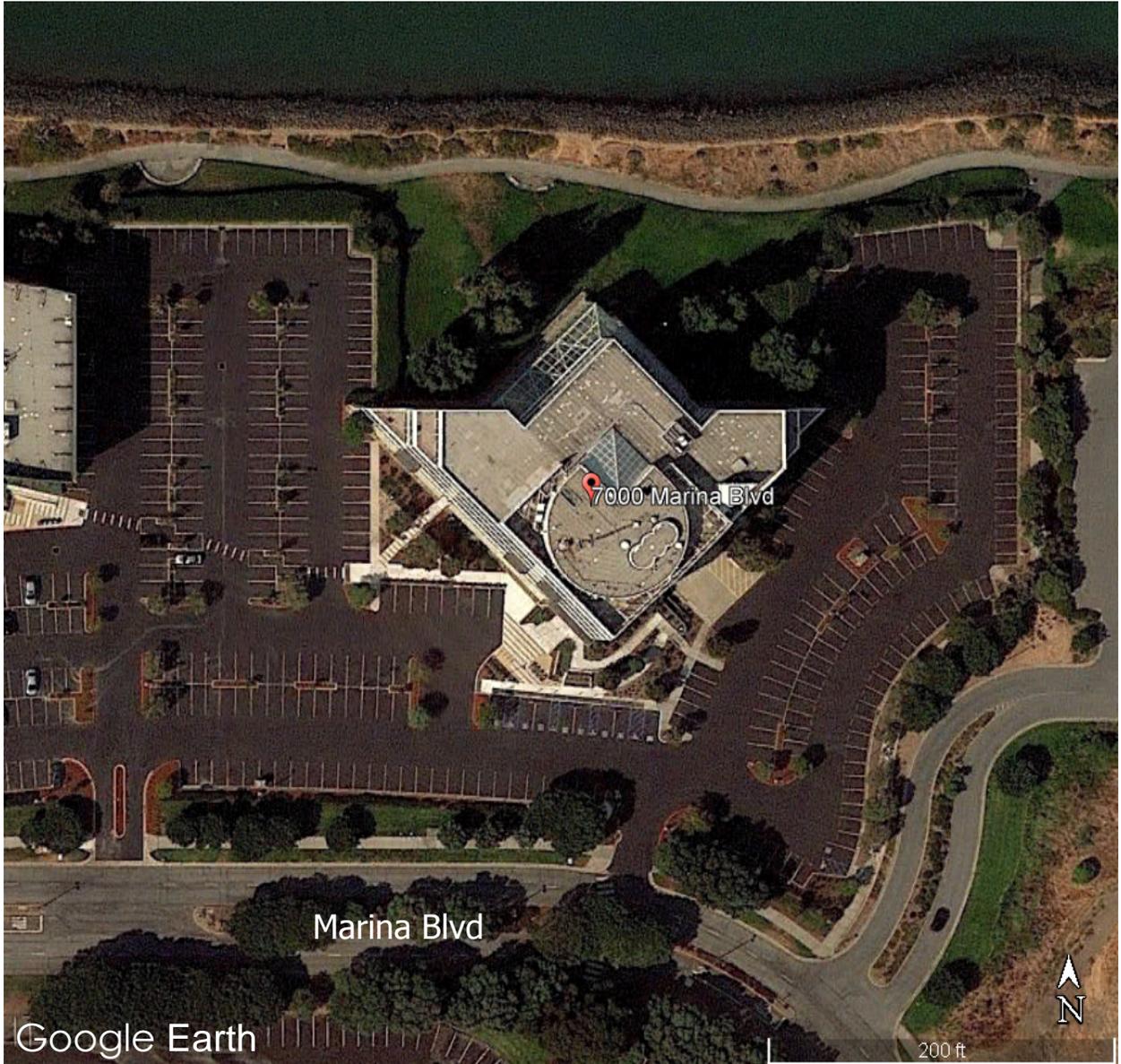
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ATTACHMENT B

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7000 Marina Blvd

Site Aerial Photo



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Excerpt from Architect's
Site Plan Sheet

PROJECT DESCRIPTION

COMPLETE TENANT IMPROVEMENT RENOVATION OF AN EXISTING 105,000 SQ FT, FIVE-STORY, OVER BASEMENT, OFFICE BUILDING USING EXISTING SHELL SPACE AT 7000 MARINA BOULEVARD, BRISBANE, CA. THE RENOVATED FACILITY WILL SUPPORT A COMBINATION OF OFFICES, LABS, AND CURRENT GOOD MANUFACTURING PRACTICE (cGMP) MANUFACTURING FOR THE DEVELOPMENT OF GENE THERAPY PRODUCTS. THE NEW FACILITY WILL SERVE AS SANGAMO THERAPEUTICS' CORPORATE HEADQUARTERS.

THE PROJECT IS A FIT OUT AND ADAPTIVE RE-USE OF AN EXISTING OFFICE BUILDING INTO AN INNOVATIVE CORPORATE HEADQUARTERS, CLINICAL MANUFACTURING, AND RESEARCH FACILITY FOR SANGAMO THERAPEUTICS. SANGAMO'S OBJECTIVES ARE CREATING LIGHT FILLED SOCIAL SPACES THAT ENCOURAGE COLLABORATION AND AN EGALITARIAN PHILOSOPHY. THE SCIENCE AND THE WORK WILL BE CELEBRATED, AND PUT ON DISPLAY, FROM THE PROCESS SPACES AT THE BUILDINGS ENTRANCE, TO GLASS ENCLOSED LABS ON THE TOP FLOORS, WITH SWEEPING VIEWS ACROSS THE BAY TO DOWNTOWN SAN FRANCISCO. THE HEART OF THE FACILITY IS AN ATRIUM SPACE THAT WILL BE ELEVATED UP TO THE SECOND FLOOR ON TOP OF LEVEL 1 MANUFACTURING SPACES. A COLLABORATIVE AMPHITHEATER STAIR WILL SPILL DOWN FROM LEVEL 3 DOWN TO THE LEVEL 2 ATRIUM SPACE. THE LABORATORIES AND ASSOCIATED OFFICE SPACE WILL BE LOCATED ON LEVELS 4 AND 5. GENERAL SCOPE OF WORK WILL CONSIST OF:

THE PROPOSED CHANGES TO THE BASEMENT LEVEL AND EXTERIOR UTILITY YARD WOULD RESULT IN THE LOSS OF SOME OF THE PARKING FROM THE SITE. HOWEVER, THE REMAINING PARKING IS EXPECTED TO BE MORE THAN ADEQUATE TO MEET THE NEEDS OF THIS USE AND THEREFORE, A PARKING USE PERMIT IS REQUESTED. A BRIEF SUMMARY OF THE PROPOSED TENANT IMPROVEMENTS IS OUTLINED AS FOLLOWS:

EXTERIOR AND SITE: NEW UTILITY YARD AND TRASH ENCLOSURE AND NEW ELECTRICAL TRANSFORMER.

BASEMENT LEVEL: CONVERT EXISTING PARKING AND GENERAL STORAGE SPACE TO NEW WAREHOUSE, MECHANICAL AND PROCESS UTILITY SUPPORT SPACES.

FIRST FLOOR: CONVERT EXISTING SHELL SPACE TO NEW CLINICAL MANUFACTURING AND ASSOCIATED SUPPORT SPACES, OPEN OFFICE, COLLABORATIVE SPACES AND EXERCISE ROOM. EXISTING LOBBY FINISHES WILL BE UPGRADED.

SECOND FLOOR: CONVERT EXISTING SHELL SPACE TO NEW OPEN OFFICE, CONFERENCE ROOMS AND TRAINING ROOM. NEW STRUCTURAL FLOOR INFILL OF APPROXIMATELY 4,600 SF IN SUPPORT OF A NEW COLLABORATIVE STAIR, CONFERENCE ROOMS AND GENERAL GATHERING AREAS.

THIRD FLOOR: CONVERT EXISTING SHELL SPACE TO NEW OPEN OFFICE, CONFERENCE ROOMS.

FOURTH FLOOR: CONVERT EXISTING SHELL SPACE TO NEW OPEN OFFICE, CONFERENCE ROOMS AND LIBRARY. WILL ALSO INCLUDE RESEARCH LABORATORY AND GLASS WASH AREA.

FIFTH FLOOR: CONVERT EXISTING SHELL SPACE TO NEW OPEN OFFICE AND CONFERENCE ROOMS . WILL ALSO INCLUDE DEVELOPMENT AND QUALITY CONTROL LABORATORIES.

VEHICULAR PARKING SUMMARY		EXISTING		PROPOSED CHANGES		TOTAL PROVIDED
STANDARD		SURFACE	GARAGE	SURFACE	GARAGE	
STANDARD	X	140	24	-30	-24	110
COMPACT	C	109	1	0	-1	109
CLEAN AIR VEHICLE	CAV	-	-	+18	0	18
	SUB-TOTAL	249	25	-12	-25	237
STANDARD	H	6	-	-2	-	4
VAN	HV	2	1	0	-1	2
CLEAN AIR VEHICLE	CAV	-	-	+2	0	2
	SUB-TOTAL	8	1	0	-1	8
	TOTAL		283		-38	245
BICYCLE PARKING SUMMARY						
SHORT TERM (CLASS II)	ST	8	0	0	0	8
LONG TERM (CLASS I)	LT	0	0	0	+13	13
	TOTAL	8	0	0	13	21

* NOTE: BICYCLE PARKING TO BE LOCATED INSIDE THE BUILDING BASEMENT WITHIN 998SF ROOM.

PARKING SUMMARY

- OFF STREET PARKING, LOADING AND BICYCLE FACILITY REQUIREMENTS:
 REQUIREMENTS BASED ON:
 USE: RESEARCH AND DEVELOPMENT
 GROSS FLOOR AREA: SEE BUILDING CODE DATA
- VEHICULAR PARKING
 REQUIRED - EMPLOYMENT DISTRICTS (BRISBANE TABLE 17.34.020)
 STANDARD 1:300
 R&D / OFFICE / ADMIN 1:300
 PILOT PLANT 1:300
 LABORATORY 1:300
 WAREHOUSING 1:1000
 WAREHOUSE SUPPORT / UTILITIES 1:1000
 OFFICE SUPPORT / UTILITIES 1:300
- ACCESSIBLE (CBC TABLE 11B-208.2)
 STANDARD (201 - 300 TOTAL = 7 ACCESSIBLE)
 VAN ACCESSIBLE 1/6 OF ACCESSIBLE STALLS 7 REQUIRED, INCL. VAN 2 REQUIRED
- CLEAN AIR VEHICLES (BRISBANE 17.34.060)
 NUMBER OF SPACE >201 246 (PROVIDED ON-SITE) * 0.08 8% OF VEHICULAR PROVIDED
 246 (PROVIDED ON-SITE) * 0.08 20 SPACES REQUIRED
- BICYCLE PARKING (BRISBANE 17.34.070)
 LONG TERM 246 (PROVIDED ON-SITE) * 0.05 5% OF VEHICULAR PROVIDED
 246 (PROVIDED ON-SITE) * 0.05 13 SPACES REQUIRED
 3'-0" X 8'-0"

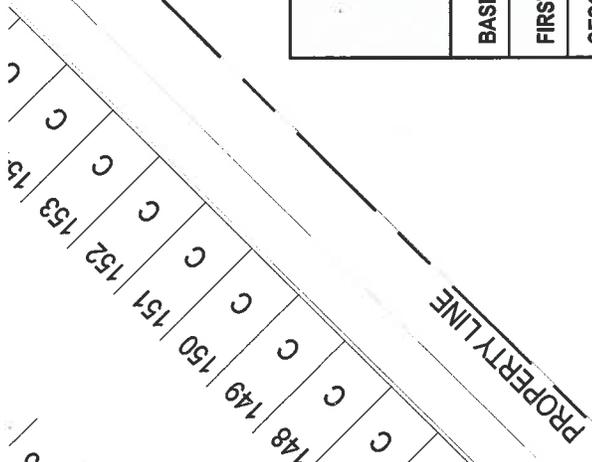
HEADCOUNT SUMMARY		2017	2018	2019	2022
FIRST FLR	TECH OPS - PD MANUFACTURING	10	17	17	22
	SECURITY / RECEPTION	-	1	1	1
	SUB-TOTAL	10	18	18	23
SECOND FLR	COMMERCIAL	-	-	-	5
	BUSINESS DEVELOPMENT	5	7	7	8
	LEGAL / COMPLIANCE	5	6	6	10
	IT / FACILITIES	2	10	20	25
	SUB-TOTAL	12	23	33	48
THIRD FLR	CORPORATE EXECUTIVE	14	14	14	14
	CORPORATE SUPPORT	5	5	5	5
	COMMUNICATIONS	3	3	3	5
	HUMAN RESOURCES	7	7	7	25
	FINANCE	5	5	5	20
	SUB-TOTAL	34	34	34	3
FOURTH FLR	RESEARCH AND PRE-CLINICAL	-	10	10	20
	CLINICAL	-	10	10	47
	REGULATORY	-	4	4	19
	PROGRAM MANAGEMENT	7	0	0	12
	SUB-TOTAL	7	24	24	98
FIFTH FLR	TECH OPS - QA	7	8	8	13
	TECH OPS - QC	6	7	7	12
	TECH OPS - PD LAB	7	12	12	17
	SUB-TOTAL	20	27	27	42
	TOTAL	83	128	138	264

* NOTE: SEE SANGAMO THERAPEUTICS PRELIMINARY TRANSPORTATION DEMAND MANAGEMENT PLAN (TRIP REDUCTION PLAN) DATED MARCH 19, 2018 PREPARED BY TDM SPECIALISTS, INC. FOR ITC CALCULATIONS.

SAN FRANCISCO BAY

SAN FRANCISCO BAY TRAIL

Excerpt from Architects
Site Plan Sheet



Excerpt from Architect's Site Plan Sheet

FLOOR AREA TO PARKING RATIO SUMMARY

PARKING AREA SUMMARY	ADMIN OFFICE	PILOT PLANT / LAB	WAREHOUSE	WAREHOUSE SUPPORT/ UTILITIES	OFFICE SUPPORT/ UTILITIES	TOTAL PARKED (SF)
	1:300	1:300	1:1,000	1:1,000	1:300	
BASEMENT	0	0	7,927	10,223	0	18,150
FIRST FLOOR	8,552	8,854	0	0	802	18,208
SECOND FLOOR	13,304	0	0	0	1,364	14,668
THIRD FLOOR	11,678	0	0	0	1,384	13,062
FOURTH FLOOR	10,192	3,256	0	0	1,522	14,970
FIFTH FLOOR	7,092	6,018	0	0	1,084	14,194
ROOF	0	0	0	0	0	0
TOTAL PARKED AREA BY TYPE	50,818	18,128	7,927	10,223	6,156	93,252
SPACES REQUIRED	169.4	60.4	7.9	10.2	20.5	
TOTAL SPACES REQUIRED						268

* NOTE: CODE REQUIRED BICYCLE PARKING, BALCONY AREAS, ELEVATOR SHAFTS AND SIMILAR ARE NOT INCLUDED IN THE CALCULATIONS FOR PARKING REQUIREMENTS.

REV	BY	DATE
0	MEW	04/09/2018
1	MEW	04/25/2018

LICENSEE

PROJ. NO. 173887.00
 SCALE: As indicated
 SHEET SIZE: 30x42

DRAWING TITLE

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SANGAMO CORPORATE HEADQUARTERS

7000 MARINA BLVD, BRISBANE, CA 94005

REVISED CONDITIONAL USE PERMIT PACKAGE 04/25/2018



DESIGN TEAM

CLIENT

SANGAMO THERAPEUTICS, INC.
501 CANAL BOULEVARD
RICHMOND, CA 94804
510-670-6000

ARCHITECT

CRB ARCHITECTS-ENGINEERS P.C.
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EMERYVILLE, CA 94608
510-907-2700

STRUCTURAL

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OAKLAND, CA 94607
510-208-3300

MEP

CRB ARCHITECTS-ENGINEERS P.C.
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EMERYVILLE, CA 94608
510-907-2700

CIVIL

SANDIS
1700 S WINCHESTER BLVD #200
CAMPBELL, CA 95008
408-636-0900

CONTRACTOR

DOMS CONSTRUCTION
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SOUTH SAN FRANCISCO, CA 94080
650-416-5600

LANDSCAPE

DILLINGHAM ASSOCIATES, LANDSCAPE ARCHITECTS
2827 NEWBURY STREET
BERKELEY, CA 94703
510-548-4700

ENVIRONMENTAL

LANGAN ENGINEERING & ENVIRONMENTAL SERVICES, INC.
655 MONTGOMERY STREET, SUITE 1300
SAN FRANCISCO, CA 94111
415-955-5200

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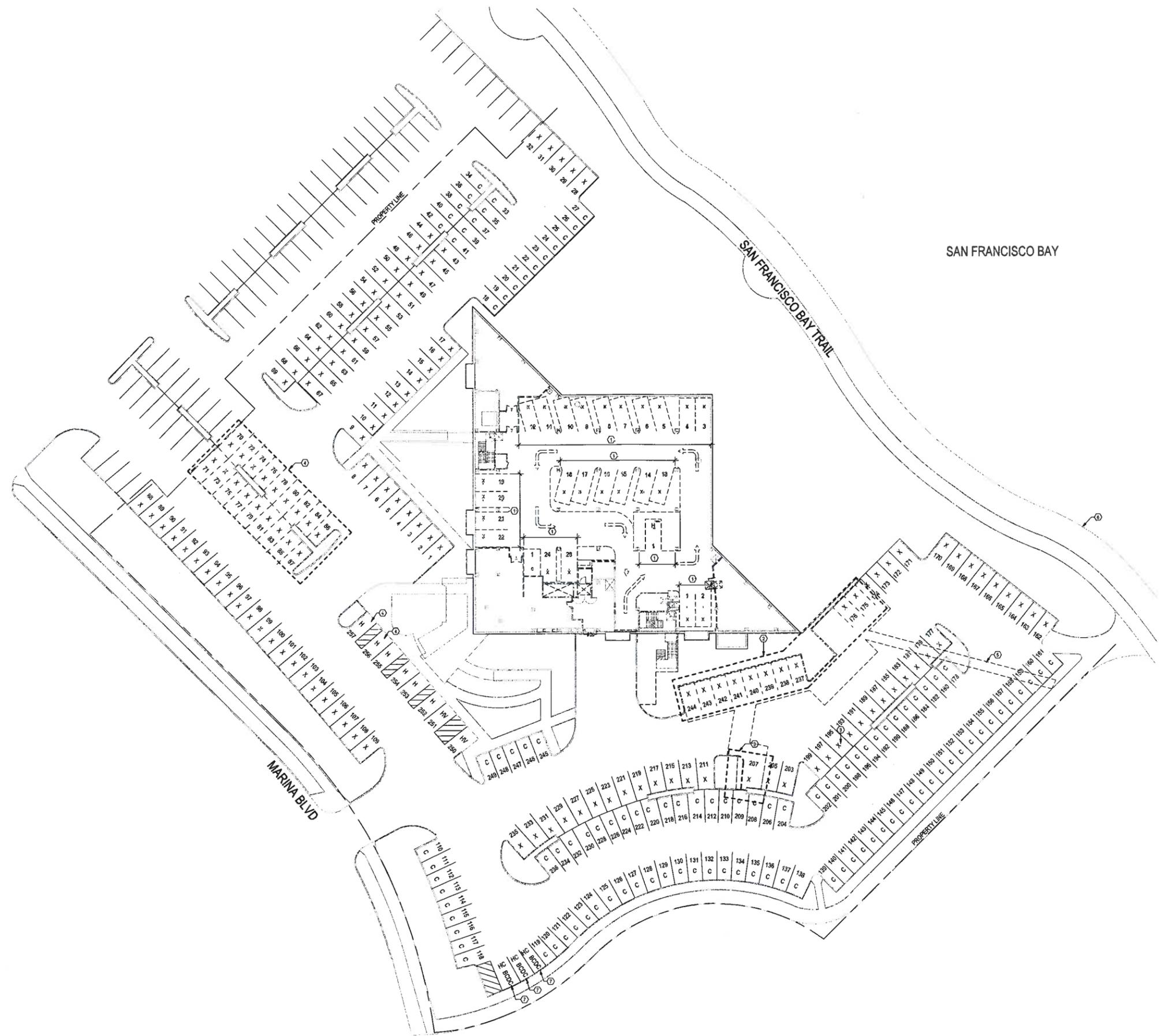
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DRAWING NUMBER	TITLE	DATE	BY	CHKD BY	REVISED FROM PREVIOUS DRAWING	REVISIONS
1-000-00	COVER SHEET	0	1			
Architectural						
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0-00-00-11	CODE SUMMARY - SITE PLAN	0	1			



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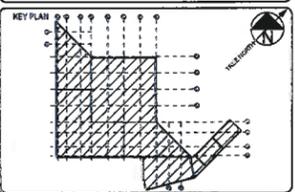


GENERAL NOTES

1. NA

SHEET NOTES

- 1. EXISTING INDOOR PARKING STALLS TO BE REMOVED. 24 STANDARD, 1 ACCESSIBLE, 1 COMPACT. 25 TOTAL REMOVED PARKING STALLS.
- 2. PARKING STALLS, CURBS AND TRASH ENCLOSURE TO BE REMOVED FOR NEW EXTERIOR UTILITY YARD, 9 STANDARD STALLS.
- 3. PARKING STALL AND CURB TO BE REPAIRED FOR NEW ELECTRICAL TRANSFORMER. 1 STANDARD STALL.
- 4. PARKING STALLS TO BE REPURPOSED AS CLEAN AIR VEHICLE, ELECTRIC CHARGING STATIONS. 18 STANDARD STALLS, 2 HANDICAP ACCESSIBLE STALLS.
- 5. DEAD ASPHALT CONC AND BASE. SEE CIVIL DRAWINGS FOR EXTENT.
- 6. MATCH GROUND BOUNDARY.
- 7. (E) BAY AREA TRAIL PARKING.



CONSULTING ARCHITECT/ENGINEER
CRB ARCHITECTS-ENGINEERS P.C.
 8001 BHELLMOUND STREET
 SUITE 500
 EMERYVILLE, CA 94608
 PHONE: 916-807-2700
 FAX: 916-907-2799

PROJECT TITLE
SANGAMO CORPORATE HEADQUARTERS

REV	BY	DATE	DESCRIPTION
0	MEW	04/05/2018	ISSUED FOR PERMIT
1	MEW	04/05/2018	REVISED CONDITIONAL USE PERMIT PACKAGE

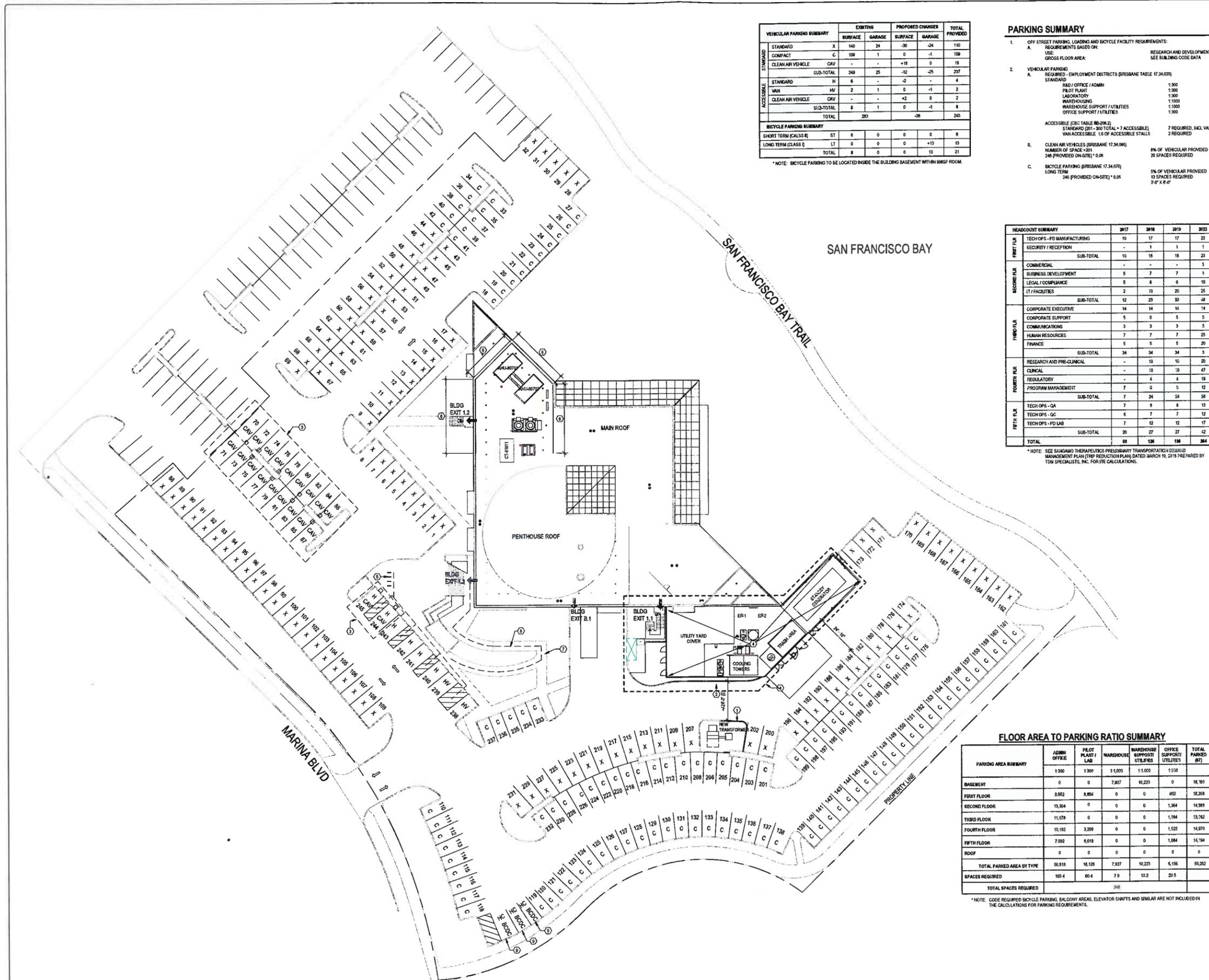


PROJ. NO. 173887-00	DESIGNED BY: TJB
SCALE: 3/8" = 1'-0"	CHECKED BY: MEW
SHEET SIZE: 80x42	APPROVED BY: XX

DRAWING TITLE
**CODE SUMMARY
 SITE PLAN
 DEMOLITION PLAN**

DRAWING NUMBER
0-AD-00-11 - 1

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VEHICULAR PARKING SUBCATEGORY	EXISTING	PROPOSED CHANGES		TOTAL PROVIDED		
		SURFACE	GARAGE			
STANDARD	X	140	24	-30	-14	110
COMPACT	C	100	1	0	-1	100
CLEAN AIR VEHICLE	CAV	-	-	+18	0	18
SUB-TOTAL		240	25	-12	-15	237
STANDARD	H	8	-	-2	-	4
WAN	HV	2	1	0	-1	2
CLEAN AIR VEHICLE	CAV	-	-	+2	0	2
SUB-TOTAL		8	1	0	-1	8
TOTAL		248	26	-12	-16	245

BICYCLE PARKING SUMMARY						
SHORT TERM (CLASS B)	ST	8	0	0	0	8
LONG TERM (CLASS C)	LT	0	0	0	+13	13
TOTAL		8	0	0	13	21

* NOTE: BICYCLE PARKING TO BE LOCATED INSIDE THE BUILDING BASEMENT WITHIN 998SF ROOM.

PARKING SUMMARY

1. OFF STREET PARKING, LOADING AND BI-CYCLE FACILITY REQUIREMENTS:
 REQUIREMENTS BASED ON:
 USE: RESEARCH AND DEVELOPMENT
 GROSS FLOOR AREA: SEE BUILDING CODE DATA

2. VEHICULAR PARKING
 A. REQUIRED - EMPLOYMENT DISTRICTS (BRISBANE TABLE 17.34.020)
 STANDARD
 R&D / OFFICE / ADMIN 1:300
 PILOT PLANT 1:300
 LABORATORY 1:300
 WAREHOUSING 1:1000
 WAREHOUSE SUPPORT / UTILITIES 1:1000
 OFFICE SUPPORT / UTILITIES 1:300

ACCESSIBLE (CBC TABLE 16.29.02)
 STANDARD (201 - 300 TOTAL = 7 ACCESSIBLE) 7 REQUIRED, INCL VAN
 VAN ACCESSIBLE 1.5 OF ACCESSIBLE STALLS 2 REQUIRED

B. CLEAN AIR VEHICLES (BRISBANE 17.34.090)
 NUMBER OF SPACES > 201 246 PROVIDED (ON-SITE) 0.08 8% OF VEHICULAR PROVIDED
 20 SPACES REQUIRED

C. BICYCLE PARKING (BRISBANE 17.34.070)
 LONG TERM 246 PROVIDED (ON-SITE) 0.05 5% OF VEHICULAR PROVIDED
 13 SPACES REQUIRED
 7.4' X 6.0'

HEADCOUNT SUMMARY

FLOOR	2017	2018	2019	2022
FIRST FLOOR				
TECH OPS - PD MANUFACTURING	10	17	17	22
SECURITY / RECEPTION	-	1	1	1
SUB-TOTAL	10	18	18	23
SECOND FLOOR				
COMMERCIAL	-	-	-	5
BUSINESS DEVELOPMENT	5	7	7	7
LEGAL / COMPLIANCE	5	6	6	10
IT / FACILITIES	2	10	20	25
SUB-TOTAL	12	23	33	48
THIRD FLOOR				
CORPORATE EXECUTIVE	14	14	14	14
CORPORATE SUPPORT	5	5	5	5
COMMUNICATIONS	3	3	3	5
HUMAN RESOURCES	7	7	7	25
FINANCE	5	5	5	20
SUB-TOTAL	34	34	34	69
FOURTH FLOOR				
RESEARCH AND PRE-CLINICAL	-	10	10	20
CLINICAL	-	10	10	47
REGULATORY	-	4	4	18
PROGRAM MANAGEMENT	7	0	5	12
SUB-TOTAL	7	24	24	98
FIFTH FLOOR				
TECH OPS - QA	7	8	8	13
TECH OPS - QC	6	7	7	12
TECH OPS - PD LAB	7	12	12	17
SUB-TOTAL	20	27	27	42
TOTAL	82	126	136	364

* NOTE: SEE SANGAMO THERAPEUTICS PRELIMINARY TRANSPORTATION DEMAND MANAGEMENT PLAN (TRIP REDUCTION PLAN DATED MARCH 15, 2018 PREPARED BY TOM SPECIALISTS, INC. FOR THE CALCULATIONS.

FLOOR AREA TO PARKING RATIO SUMMARY

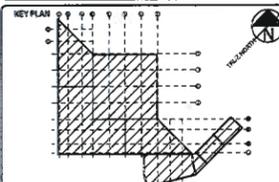
PARKING AREA SUMMARY	ADMIN OFFICE	PILOT PLANT / LAB	WAREHOUSE	WAREHOUSE SUPPORT UTILITIES	OFFICE SUPPORT UTILITIES	TOTAL PARKED (#)
BASEMENT	0	0	7,807	10,223	0	18,030
FIRST FLOOR	6,552	8,854	0	0	802	16,208
SECOND FLOOR	13,304	0	0	0	1,364	14,668
THIRD FLOOR	11,578	0	0	0	1,384	12,962
FOURTH FLOOR	10,192	3,256	0	0	1,522	14,970
FIFTH FLOOR	7,032	6,016	0	0	1,064	14,112
ROOF	0	0	0	0	0	0
TOTAL PARKED AREA BY TYPE	60,816	18,128	7,807	10,223	6,156	93,232
SPACES REQUIRED	189.4	60.4	7.9	10.2	20.5	
TOTAL SPACES REQUIRED	288					

* NOTE: CODE REQUIRED BICYCLE PARKING, BALCONY AREAS, ELEVATOR SHIFTS AND SIMILAR ARE NOT INCLUDED IN THE CALCULATIONS FOR PARKING REQUIREMENTS.

GENERAL NOTES

SHEET NOTES

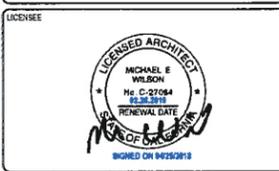
- CONCRETE CURB TO MATCH EXISTING
- CONCRETE CURB TO MATCH EXISTING
- NEW CLEAN AIR VEHICLE (CAV) ELECTRIC CHARGING STATION, 18 STANDARD, 2 ACCESSIBLE
- UTILITY YARD SEE SHEETS 14-13, 14-05 AND 14-13, 14-05. SEE ALSO CIVIL AND STRUCTURAL DRAWINGS.
- EXISTING BIKE RACKS TO REMAIN, 8 TOTAL
- ROOF SCREEN EXTENSION TO MATCH EXISTING
- (S) ACCESSIBLE RAMP
- (E) ACCESSIBLE PATH OF TRAVEL TO BLDG ENTRANCE
- (S) BAY AREA TRAIL PARKING



PROJECT TITLE

SANGAMO CORPORATE HEADQUARTERS

REV	BY	DATE	DESCRIPTION
1	NEW	04/25/18	ISSUED FOR PERMIT
2	NEW	04/25/18	REVISED CONVICTIONAL USE PERMIT PACKAGE



PROJ. NO. 173807.00	DESIGNED BY: JLB
SCALE: As Indicated	CHECKED BY: MEW
SHEET SIZE: 30x42	APPROVED BY: KK

CODE SUMMARY

SITE PLAN

DRAWING NUMBER: 0-A00-11 - 2

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ATTACHMENT D

Draft
RESOLUTION UP-2-18
A RESOLUTION OF THE PLANNING COMMISSION OF BRISBANE
CONDITIONALLY APPROVING USE PERMIT UP-2-18
FOR MODIFICATION OF THE PARKING REGULATIONS
AT 7000 MARINA BOULEVARD

WHEREAS, Kory Kaplan, of CRB Architects-Engineers, applied to the City of Brisbane for a use permit, per Brisbane Municipal Code Section 17.34.050.I, to modify the parking regulations in order to allow for the conversion of the approximately 105,000 square foot, existing building from administrative office to office and research and development (R&D) uses, including approximately 4,600 square feet of new floor area within the atrium, conversion of the basement level parking to utilities and storage rooms, and new utility and trash/recycling enclosures at the eastern corner of the building; and

WHEREAS, the parking from this conversion would be reduced to 245 parking spaces whereas 268 spaces would otherwise be required by the Zoning Ordinance; and

WHEREAS, on May 8, 2018, the Planning Commission conducted a hearing of the application, publicly noticed in compliance with Brisbane Municipal Code Chapters 1.12 and 17.54, at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, the Planning Commission reviewed and considered the staff memorandum relating to said application, and the written and oral evidence presented to the Planning Commission in support of and in opposition to the application; and

WHEREAS, the Planning Commission finds that the proposed project is categorically exempt from the provisions of the California Environmental Quality Act; pursuant to Section 15301(a) & (e) of the State CEQA Guidelines; and

WHEREAS, the Planning Commission of the City of Brisbane hereby makes the findings attached herein, as Exhibit A, in connection with the requested use permit;

NOW THEREFORE, based upon the findings set forth hereinabove, the Planning Commission of the City of Brisbane, at its meeting of May 8, 2018 did resolve as follows:

Use Permit UP-2-18 is approved per the findings and conditions of approval attached herein as Exhibit A.

ADOPTED this 8th day of May, 2018, by the following vote:

AYES:

NOES:

ABSENT:

Colleen Mackin
Chairperson

ATTEST:

JOHN A. SWIECKI, Community Development Director

DRAFT
EXHIBIT A

Action Taken: Conditional approval of Use Permit UP-2-18, per the staff memorandum with attachments, via adoption of Resolution UP-2-18.

Findings:

- A. In considering an application, the planning commission has considered and given due regard to the nature and condition of all adjacent uses and structures, and to general plan consistency. There is no specific plan applicable to the area in question.
- B. The planning commission has determined that the establishment, maintenance or operation of the use applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, nor will it be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the city.
- C. Strict enforcement of the specified regulation is not required by either present or anticipated future traffic volume or traffic circulation on the site.
- D. The granting of the use permit will not create or intensify a shortage of on-street parking spaces.
- E. Full compliance with the parking requirements is not reasonably feasible due to existing structural or site constraints.

Conditions of Approval:

- 1. The applicant shall obtain a building permit prior for the tenant improvement and comply with all applicable state and local codes.
- 2. Prior to final approval of the building permit, the applicant shall schedule an on-site inspection with planning staff to verify the parking lot striping conforms to the parking plan approved under this permit UP-2-18.
- 3. Prior to occupancy, the applicant will provide the TDM report to C/CAG for review and approval and shall implement the TDM measures on an ongoing basis.
- 4. This use permit is tied to the conversion of the building to administrative office and R&D uses as outlined in this permit application. Other proposed tenant improvements that are not included within this current scope of work, are subject to review by the Planning Director for determination of substantial conformance. Proposed building modification(s)

that is not deemed to be in conformance with this use permit may be referred to the Planning Commission as a separate application.

5. Minor modifications may be approved by the Planning Director in conformance with all requirements of the Municipal Code.

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ATTACHMENT E

Sangamo Therapeutics Transportation Modes Estimates Based on 200 Employees

Typical Transportation Mode	Mode Rate (%)	Employees	Parking Spaces Needed
Drive Alone	63	126	126
Company Commuter Shuttle	13	26	0
Carpool	6	12	6
Transit	12	24	0
Bicycle	1.5	3	0
Other (motorcycle, telecommute, compressed workweek)	2	4	1
Vanpool	0	0	0
Walk	0	0	0
Non-commuting (sick, vacation, business travel)	2.5	5	0
Totals	100%	200	133

Note: Data source, TDM Specialists, Inc. for Sangamo Therapeutics, via Project Architect Michael E. Wilson.

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ATTACHMENT F

Off-street Parking Ordinance Review Administrative Offices and Research & Development For Selected San Mateo County Cities (Review date April 18, 2018)

City	Administrative Office (Parking space/square feet of building floor area)	R&D (Parking space/square feet of building floor area)	Notes
Brisbane	1/300	NA	
South San Francisco	1/300 up to 100,000 sq ft 1/350 over 100,000 sq ft	1/350	
San Bruno	1/300	1/500	
San Mateo	1/335 up to 100,000 sq ft 1/315 over 100,000 sq ft	1/500	
Redwood City	1/300*	1/600**	*Large employers outside the Downtown and Mixed Use Zones **Formula driven: 1 space per 2 employees, but not less than 1/600 for R&D portion of the building.
San Carlos	1/300 up to 100,000 sq ft 1/350 over 100,000 sq ft	1/600 manufacturing and assembly 1/800 laboratory	
Burlingame	1/300	1/800	

Note: This is a limited review of cities within San Mateo County and is not intended to represent all of the cities within the County, but rather to provide a sampling of cities that were found to have Off-street Parking ordinances with R&D parking standards, separate from administrative office uses.