Attachment G

Planning Commission Agenda Report

(August 22, 2017)

City of Brisbane
Planning Commission Agenda Report

TO: Planning Commission For the Meeting of August 22, 2017

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

SUBJECT: **36-50 San Bruno Avenue;** Use Permit UP-2-17, Design Permit DP-1-17 and Grading Permit EX-4-17 to allow for the construction of a three-story, mixed use building, to replace a parking lot, with sixteen 1-bedroom rental units for seniors and 464 square feet of ground-floor commercial space and a ground-floor parking garage behind the commercial space on a 9,505 square feet lot, in the NCRO-2 Neighborhood Commercial Retail Office Zoning District; with associated grading for construction of a building pad to include approximately 185 cubic yards of cut and 67 cubic yards of fill and 119 cubic yards of material to be exported; James W. Trotter, applicant; Horsepower Holdings Llc, owner; APN 007-222-020 & -030.

REQUEST: The applicant proposes to build a new mixed-use building within the NCRO-2 Neighborhood Commercial zoning district. The proposed building is three-stories and 32 feet 3 inches in height, containing sixteen (16) 1-bedroom senior apartments, limited ground floor retail, and fourteen (14) parking spaces. The site is currently developed with a surface parking lot.

A use permit is required to allow for mixed use in this the NCRO-2 Neighborhood Commercial Retail Office Zoning District and a design permit is required for any new principal structure in this district. Planning Commission review of grading is required for projects with 50 cubic yards or more of exported material and the proposal would include approximately 186 cubic yards of cut and 67 cubic yards of fill.

SITE DESCRIPTION: The site is located at 36-50 San Bruno Avenue, on the west side of San Bruno Avenue and north of Mariposa Street. The approximately 9,500 square foot lot is developed with a paved surface parking lot. The site is comprised of two parcels, with the rear portion being in a panhandle shape and backing on to the vacant 23 Club bar and café. Six trees are located on or at the edges of the site. These include Pine, Walnut, Prunus sp., and other unprotected species. Additionally, three street trees are located along the site frontage. Narrow portions of the outer edge of the site are unpaved and these are not landscaped.

The site is generally flat, but has a gentle cross slope, going up at approximately a 3.6 percent slope from the northeast corner, at the edge of San Bruno Avenue, to southwest corner at the rear of the site.

Two small storage sheds are located on the panhandle portion of the site, which apparently served the 23 Club when it was in operation. These structures extended across the property boundaries, since the two sites have historically been in common ownership. Similarly, a fence also bifurcates the rear panhandle area from the rest of the site. The current owner of the project site also owns the 23 Club site. However, any improvements to the main structure on that site would be handled as separate permit applications.

The site is largely bounded on the sides and rear by 6 foot high fences, except at the edge of the Teen Center building and the edge of a shed attached to the home at 200 Mariposa Street. These structures are discussed further below. Additionally, at the front of the site, there is a large, free-standing telephone pole-style gateway at the driveway entrance, with a cable barring automobile entrance to the site.

City utilities are provided along San Bruno Avenue. An overhead electrical line runs from the public right-of-way to a light pole at the rear of the site and overhead lines run across, from the right-of-way and crossing the site on the southeast corner, to serve the residence at 200 San Bruno Avenue.

PROJECT DESCRIPTION: As noted above, the applicant proposes a 3-story structure with ground floor parking and two small commercial spaces with 2-floors of housing above. It is proposed as an age-restricted senior housing project with sixteen (16) 1-bedroom units. Four of the units would be 526 square feet and twelve would be 545 square feet. Three of the units would also be income restricted, to be for low to very low income households. Per both the State's and City's regulations low and very low income is defined as 60 and 50 percent of area median income, respectively.

There are two commercial spaces that total 464 square feet and line the San Bruno Avenue frontage of the building to screen the bulk of the parking area. The commercial spaces would have both standard entry doors and sliding-glass door access. The standard entry doors would allow for access internal to the building, while the sliding doors would allow for the retail spaces to open to the sidewalk. These are designed to serve both as boutique display windows, but would also serve as small commercial/storefront spaces. In the case of the deeper space, it could readily accommodate a boutique retail establishment, as described in the applicant's submittal, but even the smaller of the two spaces could open out to the sidewalk via the glass sliding doors, to serve either as a display case or an active retail space. An accessible bathroom is to be located on the ground floor to serve the commercial spaces. Also included in the design for the ground floor area, are bike racks on the street frontage and a long-term bike storage closet, an enclosed trash and recycling room, and accessible pathways through the garage space.

All of the residential units are to be elevator served and are also accessible from stairways, with both street and parking garage access. The 16 residential units would be split between two building segments above the parking garage, with a center open courtyard at the center, with podium level plantings on the first residential level and balconies above, on the second residential level (third floor). Since the residential levels have a center courtyard area, this allows for windows facing onto the building interior as wells as the exterior walls allowing each of the residential units to have windows on at least two sides.

The building's lot coverage is to be approximately 73 percent, which leaves approximately 27 percent of the site open for landscaping and courtyard areas. That is in addition to the building's interior courtyard above the garage. A narrow strip of that outdoor area would include landscaping along the building frontage, with select plantings at the ground level to enliven the street frontage, but most of that landscaping area would be in the rear yard. Given the irregular shape of the rear yard, it would be divided into essentially two areas, a southwestern triangle shaped landscaped area of approximately 592 square feet and then a larger, 1,835 square foot landscaped courtyard area at the northwest side of the site. The smaller landscaped area would be accessible through the garage for maintenance and would provide for a green screen between the site and the adjacent properties, but would not be accessible for use by the residents or commercial tenants. However, the larger courtyard area would be finished with a patio area, benches and landscaping for passive recreation by both the residential and commercial tenants.

The project design and management aspects of this proposal are described further in the following subsections, including:

- Site Design
- Building Design
- Parking
- Landscaping
- Management/Restrictions

Discussion of how the project design complies with required findings is included in the Analysis and Findings Section and the Complete Outline of Findings, attached.

Note that the proposal would meet all of the City's development regulations, recognizing one concession required by state density bonus law for a portion of the rear setback area, as described further below.

Site Design: The proposed building footprint on the first floor generally extends to the side lot lines to accommodate the parking garage and the commercial space. On the second and third floors the building steps back from the side lot lines to accommodate stairwells and landings accessing these units. The design also proposes an interior courtyard above the parking garage, as mentioned above. It would allow light and air on the interior side of each of the apartments.

The building generally maintains a 2 foot setback on the ground level at the front and a 1 foot setback on the second and third floors. At the rear, the setback would vary from 18 feet 9 inches down to 1 foot, given the irregular shape of the rear lot line.

As indicated above, the proposal includes a concession on a portion of the rear setback. The City's development standards do not require side setbacks for this lot, but the rear setback standard is 10 feet. The proposed building setback ranges from 1 to almost 19 feet. Under typical City procedures, the setback shown would require a variance pursuant to Chapter 17.46 of the Zoning Code. However since this project includes income restricted units pursuant to State density bonus law § 65915 (b) & (d) state law requires the City to grant a concession to the development standards for projects including at least 10 percent of the total units for lower

income units or at least 5 percent for very low income households. In this case the concession to be granted is to allow a reduction of the rear yard setback to a minimum of 1 foot as shown on the site plan. As discussed later in this staff report, the project meets both the 10 percent low income and 5 percent very low income requirements and is eligible for the requested concession. The rectangular shape of the building allows for internal circulation for parking, while presenting the commercial storefront to the street and makes use of the irregular rear lot shape for the softer more flexible landscaping elements, for common open space in the quieter areas setback from the street.

Building Design: The project architect describes the design as art-deco inspired. Art deco is a modernistic style generally characterized by smooth wall surfaces, usually of stucco, with stylized geometric motifs as decorative elements, and vertical projections above the roofline to give vertical emphasis. The proposed building includes smooth stucco finishes on the second and third floors and smooth concrete on the first floor, all with horizontal reveals. A decorative fascia is also provided as a horizontal element at the top edge of the building and at the base of the third floor balconies and at the top edges of the storefronts. Vertical elements are provided with the elevator at the front, northeast corner of the building, as well as bay windows that extend from the second floor to the top of the building on both sides. Metal guardrails would be in an art deco motif and while on the interior sides of the building, these would be visible from some off-site vantage points. The color palette for the project utilizes tan and greys throughout, with blue and black accents. Building elevations, renderings, and materials samples are provided for the Commission's reference.

The first floor front of the building would be primarily clad in storefront windows, for the commercial space. As indicated above, the design of the commercial space is primarily intended as display areas, but is also intended to have some flexibility as a retail space, especially with the deeper space on the south side of the garage entrance. Per Building code requirements, an accessible bathroom with accessible path of travel would be provided to the rear of the building, which the tenants of these spaces may share.

The garage door reflects the modernistic style, utilizing translucent glass panels with horizontal black colored, metal panel frames. Likewise, the materials for the second floor planter boxes located on the sides of the building carry forward the modernistic horizontal lines with clear-coated redwood, or similar, plank siding.

The building colors would be light brown on the first floor, with lighter colors above, off white ("alabaster") for the body and cream-yellow ("haystack") for the bays. The fascia band would be in a light greyish-blue, or periwinkle. In addition to the variation in colors for the body of the building, black colored, metal horizontal reveals would serve to break up the mass of the building.

The proposed 3 story building would be 32 feet 3 inches in height at its highest, on its most downslope northeasterly corner, where the elevator enclosure would extend above the rest of the building by 1 foot. Given the grade change across the site, the building height would be approximately 26 feet 6 inches above existing grade on its southwest corner, closest to existing residences, since that corner of the parking garage would be partially below grade. The building's height along its sidewalk frontage would range from 32 feet 3 inches, to the top of the elevator on

the northeast corner, down to 29 feet on the southeast corner, given the gentle upslope along this section of San Bruno Avenue.

Parking: Parking meets Brisbane's standards for senior housing, with 14 spaces total on the site, including 11 spaces for the housing units, plus 3 guest spaces. One of the guest spaces would be an accessible van space to meet state building code requirements. Additional spaces would also be retained as on-street parking.

Landscaping: The landscape paving materials would consist of manufactured, grey limestone brick pavers at the front edge and entries and slate pavers at the rear. Clear-coated redwood, or similar fencing, benches and planters would match the building's second floor planter elements, to tie the building and landscape together. The rear outdoor area would provide for a variety of places to sit, for passive recreation.

A 40 foot wide by 6 foot high raised planter and cable wall trellis would line the fence in the rear courtyard for climbing vines. The outer perimeter of the yard would be planted and would include fixed benches lining the majority of the planted perimeter. The final planting plans would be subject to Planning Director approval and will be required to conform with the City's Water Conservation in Landscaping Ordinance.

Regarding the disposition of the existing landscape features, all the existing landscape features interior to the site would be removed and replaced. The perimeter fence would be replaced to match the style of the building, as shown in the conceptual landscape plans. The existing trees at the front edge of the site and the tree that's interior to the site would be removed, since they are within the proposed building pad area. The existing trees at the edge of the site, located behind the Teen Center, would be preserved if possible, subject to review and recommendations by an arborist. Two of the three street trees would be removed and replaced. One of these is located within the proposed driveway area and the second appears to be diseased and would be replaced to match the other species along this street segment, subject to approval by the City Engineer.

Management/Restrictions: The proposal involves income and age-restricted rental units. Under the applicant's proposal, all sixteen units would be deed restricted to be for persons 62-years and older. That restriction will be required to remain over time since it is integral to the City's determination of parking compliance for the project. The parking requirement for seniors is 67 percent of the standard that would otherwise be applied to one bedroom units, of 1 covered space per one bedroom unit.

As indicated above, three of the units would be income restricted. Two (2) units would be for low income households and one (1) unit would be for very low income households. Note that the inclusionary requirements are consistent with BMC Chapter 17.31, which establishes the number of units required at each income level and defines how the income levels are calculated over time. Low income is defined as affordable to residents earning no more than 60 % of the area median income, while very low income is defined as earning no more than 50% of the area median income. In both cases affordability is defined as rent, utilities, and housing-related fees not exceeding 30% of household income.

The units are also proposed to be rentals and not individually owned as condominiums. The City has a number of specific development standards that apply to condominium units, found in BMC Section 17.30.030, which this project is not subject to as a rental property. If the property owner were, at a future date, to pursue conversion of the units to condominiums, the proposal would then be subject to all applicable regulations regarding conversions, including applicable permit requirements in force at that time.

The applicant has proposed to have the development professionally managed, to address maintaining the age and income restrictions, as well as other rental management issues, such as trash and recycling and landscaping. In addition to conditions of approval requiring that deed restrictions be recorded on the property, a condition of approval is also included, that the applicant would be required to submit a management plan detailing how each of these restrictions would be implemented over time. This management plan would be subject to Planning Director and City Attorney review and approval prior to issuance of a certificate of occupancy.

Finally, a condition of approval is also included that the management plan shall address how the commercial area will be managed and how the display windows are to be maintained over time in an attractive manner, even in the off-times when there are not tenants occupying the spaces.

RECOMMENDATION: Conditionally approve Use Permit UP-2-17 and Design Permit DP-1-17 and recommend City Engineer approval of a grading permit, per the staff memorandum with attachments, via adoption of Resolution UP-2-15/DP-1-17/EX-4-17 with Exhibit A containing the findings and conditions of approval.

ENVIRONMENTAL DETERMINATION: Construction of infill development projects that meet certain criteria are categorically exempt from the provisions of the California Environmental Quality Act per Section 15332. This project meets the criteria for this exemption and the exceptions to the categorical exemptions referenced in Section 15300.2 do not apply.

APPLICABLE CODE SECTIONS: Brisbane Municipal Code (BMC) Section 17.14.040.L.2 allows for residential dwelling units in the NCRO-2 zoning district subject to the granting of a conditional use permit, when the units are located above or behind a commercial use. The findings for granting a use permit are contained in BMC Section 17.40.060.

BMC Section 17.14.110 requires a design permit for construction of any principal structure in the NCRO-2 zoning district. The findings required for the approval of design permits within the NCRO-2 zoning district are contained in BMC Section 17.14.110 and the general design permit findings are contained in BMC Section 17.42.040.

The development regulations for the NCRO-2 zoning district are contained in BMC Section 17.14.060. The development regulations allow for Planning Commission discretion on building height, up to 35 feet, and the floor area of the commercial space through the approval of a design permit. Specifically, per BMC Section 17.14.060.F, structures within the NCRO-2 zoning district may be up to 35 feet in height when authorized by a design permit granted by the Planning Commission. Additionally, while the NCRO-2 regulations require a minimum

storefront size of 600 square feet, the Commission may approve a storefront smaller than 600 square feet, if it can make the findings contained in BMC Section 17.14.060.H.1.

BMC Section 17.32.220 requires Planning Commission review of a grading permit when more than 50 cubic yards of material is to be removed from the site and/or when more than 250 of material are involved.

Inclusionary housing requirements for developments of 6 units or more are provided in BMC Chapter 17.31. State density bonus law § 65915 (b) & (d) also allows for development standard concessions for inclusionary housing.

Parking requirements are provided in BMC Chapter 17.31.

ANALYSIS AND FINDINGS: Key findings are summarized and discussed below, while a complete listing and detailed discussion of all required findings is provided as Attachment C. This section also provides a brief discussion of the parking and development standards.

Use Permit Findings: As noted previously, a use permit is required for residential development within the NCRO-2 zoning district per BMC Section 17.14.040.L.2. The two required use permit findings relate to:

1. Consideration to the nature and condition all adjacent uses and structures and consistency with the General Plan; and

2. Whether the proposed use would have injurious or detrimental effects on persons residing or working in the neighborhood, or the subject property, the neighborhood, or to the welfare of the City.

Adjacent Uses and General Plan Consistency: The proposed use meets the two required use permit findings. In regard to Finding #1, the proposal is consistent with the General Plan. The Land Use, Subareas and Housing Elements all address new development in this district. The NCRO General Plan land use designation allows for mixed-use development consistent with this proposal. As a matter of information, the General Plan does not establish a maximum residential density, but rather leaves it to the discretion by the Planning Commission on a case-by-case basis through the use permit process.

The addition of 16 residential units will increase housing opportunities in Brisbane's downtown core, providing new residences for seniors near existing shops and restaurants and in close proximity to transit. It is also in close proximity to Brisbane's other seniors' housing development, at the corner of Visitacion and San Francisco Avenues. That facility includes the Sunrise Room, a multi-use space that as a component of its mixed-use is used to host a variety of free programs to seniors, both within that development and for the greater community. The Sunrise Room is within approximately 300 feet walking distance from the proposed development. Regional bus lines and local shuttles have stops within ¼ mile of the site.

The proposal would also establish storefront use(s) and thereby contribute to the local services, consistent with the zoning ordinance, BMC Section 17.14.060.H.

Additionally, the above mentioned General Plan elements contain several policies and programs which express the City's desire to encourage mixed use in-fill development that is transit oriented and reduces vehicle miles travelled, while retaining diversity of development and individual expression in new developments. The Housing Element also specifically identifies housing for seniors' and those with income constraints as a priority. This project would be deed restricted to seniors for all 16 of the units and 2 units would be designated for lower income households and 1 unit would be designated for very low income.

In considering the nature of the development relative to the neighborhood, the density in this zoning district includes residential and mixed use developments with similar densities and of a similar 3-story scale. This proposal of 16 residential units on a 9,505 square feet lot results in a density of 73 units per acre. A review of existing housing unit density within the NCRO-2 and R-3 districts was done as part of a Housing Element update and presented to the Planning Commission in their July 10, 2014 study session. That review showed five other developments, three in the NCRO-2 district and two in the R-3 district, with densities at or above 73 units per acre. The highest density is 103 units per acre for a 13 unit apartment building located on a 5,500 square foot lot at the southwest corner of Mariposa Street and San Bruno Avenue, at 100 San Bruno Avenue. That is just two properties to the south on San Bruno Avenue. The 20 unit apartment building, built in the mid '60's, across the street at 35 San Bruno Avenue has a density of 87 units per acre. The newer condominium building at 1 San Bruno Avenue, built in 2008 and within the same block as the project, has a density of 44 units per acre. Those housing units are larger, ranging from approximately 817 to 1,236 square feet, plus a larger, 3,700 square foot commercial space.

This site is bordered by the City-owned Teen Center, on the north, which has been slated by City Council for demolition. Single family homes border the site on the south and west, one of which is in the NCRO-2 District and the other is in the R-2 district. The 23 Club, which is not currently in operation, borders the site on its northwest edge and, as mentioned, is under the same ownership as the subject site. While the owner provided preliminary plans for a Planning Commission study session and feedback in 2016, there are no applications in process at this time. Any plans to modify the 23 Club would be processed as a separate application. The proposed project is compatible with the surrounding uses as described further in the design permit findings.

Site Development Standards: The project complies with relevant development standards as set forth in BMC Section 17.14.060. A summary of the building details is provided on Table 1, Project Description, along with the applicable development standards. This is further discussed in the design permit findings section, below.

Note that on the southern edge of the site there is an encroachment from the neighboring structure over the property line onto the subject property by approximately 9 inches, with what appears to be a storage shed attached to the rear of that home. To allow this shed to remain as-is, a portion of the proposed garage level has been stepped in, as shown on the project drawings. Otherwise no setback would be required along that side of the property.

Injurious or Detrimental Effects: The proposed use would not be detrimental to those residing or working in the neighborhood, to other property or improvements or the welfare of the City. Rather, the proposal is consistent with the neighborhood and would provide for infill development and improvement of a property to fit with the character of the neighborhood. It would increase the density at Brisbane's downtown core by sixteen housing units, thereby contributing to the local economy, and that being within easy walking distance to local, shops, restaurants and transportation services. The residences would be within a building of similar height to the nearby buildings in this same block. While the two single family residences to the south and west are single story structures, the proposed building would not block air or light from these buildings (see also the design permit neighborhood compatibility finding below).

Design Permit Findings: The construction of any principal structure in the NCRO-2 zoning district is subject to the granting of a design permit in accordance with the findings contained in BMC Section 17.14.111 and BMC Chapter 17.42. For new storefronts of less than 600 square feet an additional finding is contained in BMC Section 17.14.060.H. This application meets all of the applicable findings as discussed in the attachment, with the recommended conditions of approval.

While the detailed discussion of each of the design permit findings is attached, as Attachment C, the key findings fall into five topic areas as follows and are briefly discussed below:

1. Neighborhood Compatibility
2. Streetscape Vernacular and Pedestrian Scale
3. Building Design Form and Details
4. Landscaping
5. Size of the Commercial Space

Neighborhood Compatibility: The findings regarding neighborhood compatibility, as it relates to the design permit findings, include the language, "...mitigating potential impacts on adjacent land uses..." and "...maintain a compatible relationship to adjacent development". These findings go hand-in hand with the use permit findings, discussed above.

By way of summary of compatibility with adjacent development:

- On the north side, the City's Teen Center has been slated for demolition by City Council and there are no immediate plans for redevelopment. However, it is envisioned that any new development on the Teen Center site could readily be designed to be compatible with the proposed development.

- The 23 Club property, which fronts on Visitacion Avenue, backs onto the northwest edge of the property, the rear yard. As indicated above, that property is under the same ownership as the subject site. While conceptual plans for remodeling and an addition were introduced last year, there are no applications pending at this time. 27/31 Visitacion Avenue (formerly Brisbane Video), next to the 23 Club, shares a small section of

boundary of the proposed rear yard, but is not in close proximity to the proposed structure.

- Three single family home sites abut the project site to the rear, within the R-2 residential district. The first is at 224 Mariposa Street and it is largely set back from the proposed development, on the west side. As indicated above, the setback along this rear lot line ranges from 1 foot to nearly 19 feet. The portion of the building that would have a 1 foot setback is toward the rear of the single family home property, so there would be a separation of approximately 10 feet between the buildings. Also, the proposed building would be to the northeast of the home and so it would not block the southern and western daylight exposures. 232 and 240 Mariposa Street share their rear lot lines with a small section of the rear yard adjacent to the proposed rear landscaped courtyard, or the panhandle area of the site. They would not be in close proximity to the proposed building.

- Another single family home to the south, at 200 Mariposa Street, is within this same NCRO-2 zoning district. Since a zero (0) foot setback is allowed, it would have the closest proximity to the proposed building, but is oriented primarily to the Mariposa Street side, with limited, small window openings facing the proposed development. It is set back by approximately two feet with no openings directly on the property line. Similar to the other single family home, 200 Mariposa Street would still receive daylight exposure along its primary orientation, along the southern and western sides, as well as its eastern exposure.

Note that there are no side and front setbacks (0 feet) required by the development regulations for the subject property. The rear setback standard would be 10 feet, but a concession is allowed to modify that standard consisting with the State's density bonus law, as indicated above. The rear setback in this case will range from 1 to almost 19 feet. Given the position of the structure on the lot as well as the landscape features there would be approximately a 10 foot separation between the proposed building and the single family home to the rear of the site, with landscape screening in that area, thereby maintaining a compatible relationship with the adjacent development.

While compatible with these other structures, the proposed building is distinctive in its design, including unique design details and form as discussed under the form and details findings. This is consistent with Housing Element Goal H.D, "Ensure that new residential development is compatible with existing development and reflects the diversity of the community."

Streetscape Vernacular and Pedestrian Scale: The design respects the intimate scale and streetscape vernacular through various means, including an abundance of windows, being nearly floor to ceiling on the ground floor. These would provide visual connectedness to the street and to pedestrians. The use of plantings and limestone pavers along the front edge will also provide for interest at the pedestrian level.

The building design shows good articulation with a recessed first floor and bay windows above on the second and third floors. It is also articulated with second floor planter boxes, on the north and south sides of the building.

The windows at all levels, but especially at the ground level, provide for a sense of contact and openness (visual access) between the streetscape and the building interior consistent with the design permit findings as well as the district's Design Guidelines, adopted in 2002.

The appearance of the streetscape will also be enhanced with new landscape features. The combination of the existing street trees and the trees at the front edge of the site appear to be in conflict and entangled with each other, with some leaning heavily or in poor health. The proposal provides for an overall improved appearance and would include at least one replacement street tree a green-streets landscape feature and smaller trees or shrubs within the front planter boxes adjacent to the building. Street tree replacements would be subject to the City Engineer's approval, per the conditions of approval.

The NCRO-2 district Design Guidelines suggests that that portion of a building that is over 28 feet, should be stepped back from the front of the building, "so as not to overwhelm the view of pedestrians along both sides of the street below, and to emphasize the one-to two-story nature of the streetscape". Note that this is a design guideline for the Commission's consideration, but it is not a development regulation. The predominant building type along San Bruno Avenue is trending toward 3-story buildings, as evidenced by 1 San Bruno, 35 San Bruno and the recently approved 23 San Bruno. This is fitting for the scale of the street while allowing for much needed infill housing.

The mass of the building is adequately addressed by the architectural details of the second floor planter setbacks on the sides of the building, the articulation of the front between the ground floor and the upper two floors, the bay windows, fascia treatments and use of color.

Building Design Form and Details: As discussed above, the building has art deco influences, with a generally modernistic design style. It has strong, simple architectural lines, which fits in well with the context of the neighborhood. The other highly visible buildings on this block include the mid-century apartment building of 35 San Bruno Avenue, directly across the street, the contemporary modern design at 1 San Bruno Avenue and the art moderne building of Brisbane Hardware at 1 Visitacion Avenue.

Between the 1 and 35 San Bruno Avenue buildings, at 23 San Bruno Avenue, an industrial-modern mixed use building was approved by the Planning Commission in late 2015. Photos of each of these existing buildings are provided as attachments, for the Commission's reference.

In terms of details, the proposed design creatively uses design details to both reinforce the design style, to break up the mass of the building and to be engaging from street views. These details include planter boxes, bay windows on the second and third floors and contrasting concrete and stucco between the ground floor and upper floors, and decorative fascia and guardrails. The horizontal reveals and horizontal contrasting material of the redwood plank planters also provide interest in the details and complete the design.

Landscaping: The proposed landscaping would fit well with the site in terms of the design concept, with mix of planting areas, with a patio and seating options at the rear, and plantings and decorative paving at the front. While the final planting plan would be subject to Planning Director approval, and determination of compliance with the Water Conservation in Landscaping

Ordinance, the general layout concept and the use of a variety of drought resistant plants of various forms and scale would be well suited to the site. Conditions of approval are provided which will further instruct the final design.

Size of Commercial Space: The development standards call for a minimum of 600 square feet of storefront space, but also allows for less, if the Commission finds, "that such lesser area is as large as possible for the intended storefront use, given the size, configuration, and physical constraints of the structure and the site." The proposal includes 464 square feet of storefront space, plus a 49 square foot restroom area at the rear of the building. That space appears to be the most that can reasonably be dedicated to the storefront, given other site restrictions. In conjunction with the 16 housing units for seniors, a total of 11 resident parking spaces and 3 guest spaces are required, plus internal turnaround space. Per the California Building Code and City ordinances, the development also requires an accessible restroom, elevator, covered trash and recycling, and long term bicycle parking. An increase in the commercial space to 600 square feet would necessitate the loss of one or more parking spaces and thereby the reduction in the number of residences that could be provided, or enlarging the building further into the rear yard space.

A reduction in units caused by the elimination of parking to allow for more commercial space would conflict with the City's goal of providing infill housing that reduces vehicle miles travelled, as expressed through the following Housing Element goal and policy:

- Goal H.E, "*Encourage compact, in-fill mixed use and transit oriented development to reduce vehicle miles travelled and greenhouse gas emissions*"

- Policy H.E.1, "*Encourage housing that supports transit oriented development (TOD) and smart growth to minimize automobile trips and reduce greenhouse gases.*"

The option of increasing the overall building size into the rear yard, to allow more commercial square footage would serve to reduce the rear yard and the landscaped screening.

Given the limited demand for additional commercial space on San Bruno Avenue, staff sees no justification in requiring an enlarged commercial space as a part of this project, particularly at the expense of project parking or the loss of a housing unit. Staff believes the small retail space should fit well with the niche market for small spaces that Brisbane's downtown appeals to.

Grading

In 2003, the Planning Commission adopted guidelines and findings for reviewing grading applications based on General Plan policies. The application would meet the findings which address the appearance of the development on the land-form with respect to changes in such things as topography and construction of retaining walls. These are outlined in the attachment summarizing findings and in the attached draft resolution. It should be noted that technical issues such as soil stability, erosion control and site drainage are under the purview of the City Engineer.

Development Standards

As indicated above the proposed project meets all of the development standards for the zoning district, factoring in the required concession for the rear setback. The individual development standards are referenced relative to the proposal in the attached project description table. Key among these standards are the size of the building envelope. The proposal is nearly 3 feet below the height limit, at 32 feet 3 inches, where 35 feet is allowed. The lot coverage of 6,913 square feet is approximately 1,600 square feet less than the 90% maximum lot coverage allowed. The ground floor is generally set back 2 feet 6 inches from the front lot line, where no setback is required. No side setbacks are required and the proposal would be to the side lot lines, except where noted above to accommodate the neighbor's encroaching shed on the south side. Passive "open space" of 60 square feet per unit is required, for a total of 960 square feet, which can include balcony levels, outdoor patios, etc. The application far exceeds this requirement, with 1,835 square feet in the rear patio alone, plus the 1,425 square foot entry court on the second level and balconies above.

As noted previously, the project proposes 2 units proposed to be deed restricted for low income households and 1 unit proposed for very low income households, which meets the inclusionary requirements. While the project was designed to comply with state density bonus law provisions, it is also subject to the City's inclusionary housing ordinance which also requires 2 low income and 1 very low income units for a rental project. It should be noted that case law in California establishes a precedent for recognizing units that are intended to meet local inclusionary housing provisions as also being credited towards meeting state density bonus law § 65915 (b) & (d) allowing for a concession, meaning these requirements are not additive. As such, since the very low and low income units established to satisfy the City's requirements meet the standards established under state density bonus, the applicant was able to utilize the provision of state law requiring the granting of development standard concession as described previously.

Parking

The proposed parking would meet the provisions of BMC Section 17.14.090 and Chapter 17.34 and state building code for accessible spaces.

Within the NCRO-2 district, the parking requirements for ground floor storefront (i.e.: restaurant, retail and office) uses are waived by the BMC, freeing up on site parking to meet the requirements for residential uses.

Generally, 1 off-street parking space is required per 1-bedroom unit for multi-family developments. That standard is reduced to 67 percent for units designed and dedicated for use by households with one or more members who are 62 years of age or older. That results in a net of 10.7 parking spaces for 16 units, which is rounded up to 11 spaces. Guest parking is to be at a ratio of 1 to 5 units, which is rounded down to 3 spaces, for 14 off-street spaces total.

The Building Dept. has indicated that the development is to include one accessible van space, to meet the 2016 Building Code regarding accessible parking. Per BMC 17.34.020.A, the accessible parking space required per shall count as guest parking.

Additionally, street parking would be available along the property frontage. It is estimated that the frontage could accommodate 3 spaces. The final design for the street parking will be subject to the City Engineer's approval through the Building Permit application process.

Bicycle parking would also be provided both at the front of the site, for short term use, as well as within the building, for long term storage. Five bike racks are proposed within the public right-of-way along the site frontage and one 10 by 12 foot bike storage room is proposed for the southwest corner of the parking garage, for long term storage. The proposal would exceed the minimum requirement for bicycle parking of short term parking for two bicycles and long term parking for at least one.

Per Section 17.34.040.C up to 50 percent of the required parking may be compact, 8 by 16 feet. Standard spaces are 9 by 18 feet. In this case, the applicant has proposed 6 compact spaces, for 43 percent of the total spaces.

Correspondence

Finally, a number of emails or letters have been received by the City following the posting of the public notice for this project. To date, these have been generally supportive of the proposed project and are attached for the Commission's reference. Any additional correspondence will be provided to the Commission separately, either prior to or at the time of the public hearing.

ATTACHMENTS:

~~A. Draft Resolution with Findings and Conditions of Approval~~ provided separately
B. Table 1 Project Description
~~C. Aerial of Site Vicinity~~ provided separately
D. Applicant's Project Description
~~E. Applicant's Plans & Renderings~~ provided separately
F. Photos by Staff
G. Findings Outline and Discussion
H. LSA Categorical Exemption Report
I. Applicant's Environmental Study Reports
~~J. Correspondence received as of 8/17/17~~ provided separately

Table 1- Project Description
23 San Bruno Avenue

Site Description		
General Plan Designation:	Neighborhood Commercial/Retail/Office	
Zoning:	NCRO-2 Downtown Brisbane Neighborhood Commercial District	
Slope:	<5%	
Existing Development:	Vacant (Parking Lot)	
Lot Size	9,505 sq. ft. (subject to lot merger)	
Development Standards	**Maximums**	**Proposed**
Density:	Established by Use Permit	16 units (i.e.: 1 per 594 sq. ft.)
Lot Coverage:	90% (8,554 sq. ft.)	73% (6,913 sq. ft.)
Floor Area Ratio/Floor Areas:	NA	16 1-bedroom units (4 at 426 sq ft and 12 at 545 sq ft) plus garage space
Height	35 ft., by design permit	31 ft 3 in. - to parapet 32 ft 3 in. - to top of elevator
	Minimums	**Proposed**
Lot Area:	2,500 sq. ft. (25 wide)	9,505 sq. ft. (+/- 90 ft. wide)
Fencing	8 ft. when adjacent to residential district	8 ft. for rear yard
Storefront	600 sq. ft., **except as approved by the Planning Commission.**	464 square feet
Passive Open Space (i.e.: patios, decks etc.)	60 sq. ft./residential unit	1835 sq. ft. for Rear Open Courtyard 1428 sq ft. Entry Court above garage **3,263 sq ft Total = 204 sq. ft. per unit** (Plus 592 sq. ft. Landscaped Open Area (not included – not accessible))
Building Setbacks— Front	0 ft.	0 ft.
Sides	0 ft.	0 ft.
Rear	30 ft. (Reduction to 0 feet allowed per state density bonus law § 65915 (b) & (d) allowing for a concession)	Varies from 1 foot up to 18 ft 9 in. at the southern end of the rear setback area.)**
Recycling Area	Adequate enclosed space	Enclosed Space for shared bins, per SSF Scavenger recommendations.
Parking	24 off-street spaces total: 13 resident spaces and 3 guest spaces. Note: A minimum of 0.67 garage spaces per unit (10.72 total) for 16 senior housing, plus guest spaces at a rate of 1 space per 5 units (3.2 total). Total required spaces are rounded to nearest whole number. Up to 50% of the required spaces may be compact.	24 off-street spaces total, plus estimated 3 on-street: 13 resident spaces and 3 guest spaces. 6 off-street spaces are to be compact (43%).

Notes: **Per state density bonus law § 65915 (b) & (d) a concession is allowed, reducing the development standard in exchange for lower income or very low income housing units, as provided in the application.

Applicant's

Project Description
36-50 San Bruno Avenue

Project Overview. The proposed development revitalizes a part of downtown Brisbane that remains shuttered since 23 Club was closed, by adding much needed senior housing and reactivating some existing commercial space for the community.

Using the adjacent parking lot facing San Bruno, the proposed housing project includes both a secure parking garage and sixteen (16) one bedroom apartments with direct access to a shared rear courtyard space and a short walkable distance to Brisbane's shops & restaurants. All 16 apartments will be restricted for senior housing, with elevator access allowing for handicap accessibility.

Our revised proposal has evolved in response to input from the community. The design now incorporates architectural details to reflect the modest but eclectic quality of the downtown neighborhood, which includes features of the Art Deco style seen in some neighboring buildings. Adding much needed new housing will help the downtown area of Brisbane become the active town center the local community desires.

Inclusionary Housing Requirements. The project will restrict two one-bedroom units for rental to Lower Income residents and one one-bedroom unit for rental to Very Low Income residents ("Affordable Units"), in accordance with the City Inclusionary Housing Ordinance (City Municipal Code Chapter 17.1). The location of the Affordable Units within the project may be determined by the owner from time to time, so long as the interior finishes and features of the Affordable Units are durable and of good quality. The income and household size of the tenants of all Affordable Units will be certified by the owner prior to initial occupancy and recertified annually thereafter.

"Lower Income" means a household whose income does not exceed the lower income limits applicable to San Mateo County, as adjusted for household size, as published by the State of California per Title 25, Section 6932 of the California Code of Regulations, or successor provision.

"Very Low Income" means a household whose income does not exceed the very low income limits applicable to San Mateo County, as adjusted for household size, as published by the State of California per Title 25, Section 6932 of the California Code of Regulations, or successor provision.

Monthly rent for Lower Income residents of one-bedroom Affordable Units shall not exceed thirty percent (30%) of sixty percent (60%) of area median income for San Mateo County for a household of two, divided by twelve (12). Monthly rent for Very Low Income residents of one-bedroom Affordable Units shall not exceed thirty percent (30%) of fifty percent (50%) of area median income for San Mateo County for a household of two, divided by twelve (12). Area median income means the median income for San Mateo County as published by the State of California per Title 25, Section 6932 of the

California Code of Regulations, or successor provision. Monthly rent includes utilities and fees for all housing services, including parking.

The owner and the City will enter into an affordable housing agreement containing all of the affordable housing requirements for the project. The affordable housing agreement shall be executed and recorded prior to the issuance of the first building permit for the project, and shall run with the land and be binding upon future owners of the project. The affordable housing agreement shall contain all of the requirements set forth in Chapter 17.31.140 of the City Municipal Code. The term of the affordable housing agreement shall be fifty-five (55) years.

Density Bonus Restrictions. The project will restrict two one-bedroom units for rental to Lower Income residents, in accordance with the City Density Bonus Ordinance (City Municipal Code Chapter 17.1) and California Government Code Section 65915. Compliance with the Inclusionary Housing Requirements above for the two Lower Income Affordable Units will constitute compliance with the Density Bonus requirements. The project qualifies for one incentive or concession under the density bonus law, and is entitled to request the waiver of inconsistent development standards.

Age Restrictions. The project will restrict residents to persons 62 years old and older ("Senior Citizens"), and any other occupant of the unit must be another Senior Citizen or a "Qualified Permanent Resident" or a "Permitted Health Care Resident," per California and Federal law.

"Qualified Permanent Resident" means a person who meets both of the following requirements: (A) was residing with the Senior Citizen prior to the death, hospitalization, or other prolonged absence of, or the dissolution of marriage with, the Senior Citizen, and (B) was 45 years of age or older, or was a spouse, cohabitant, or person providing primary physical or economic support to the Senior Citizen. "Qualified Permanent Resident" also means a disabled person or person with a disabling illness or injury who is a child or grandchild of the Senior Citizen or Qualified Permanent Resident who needs to live with the Senior Citizen or Qualified Permanent Resident because of the disabling condition, illness, or injury. "Disabled" means a person who has a disability as defined in subdivision (b) of California Civil Code Section 54. A "disabling injury or illness" means an illness or injury which results in a condition meeting the definition of disability set forth in subdivision (b) of California Civil Code Section 54.

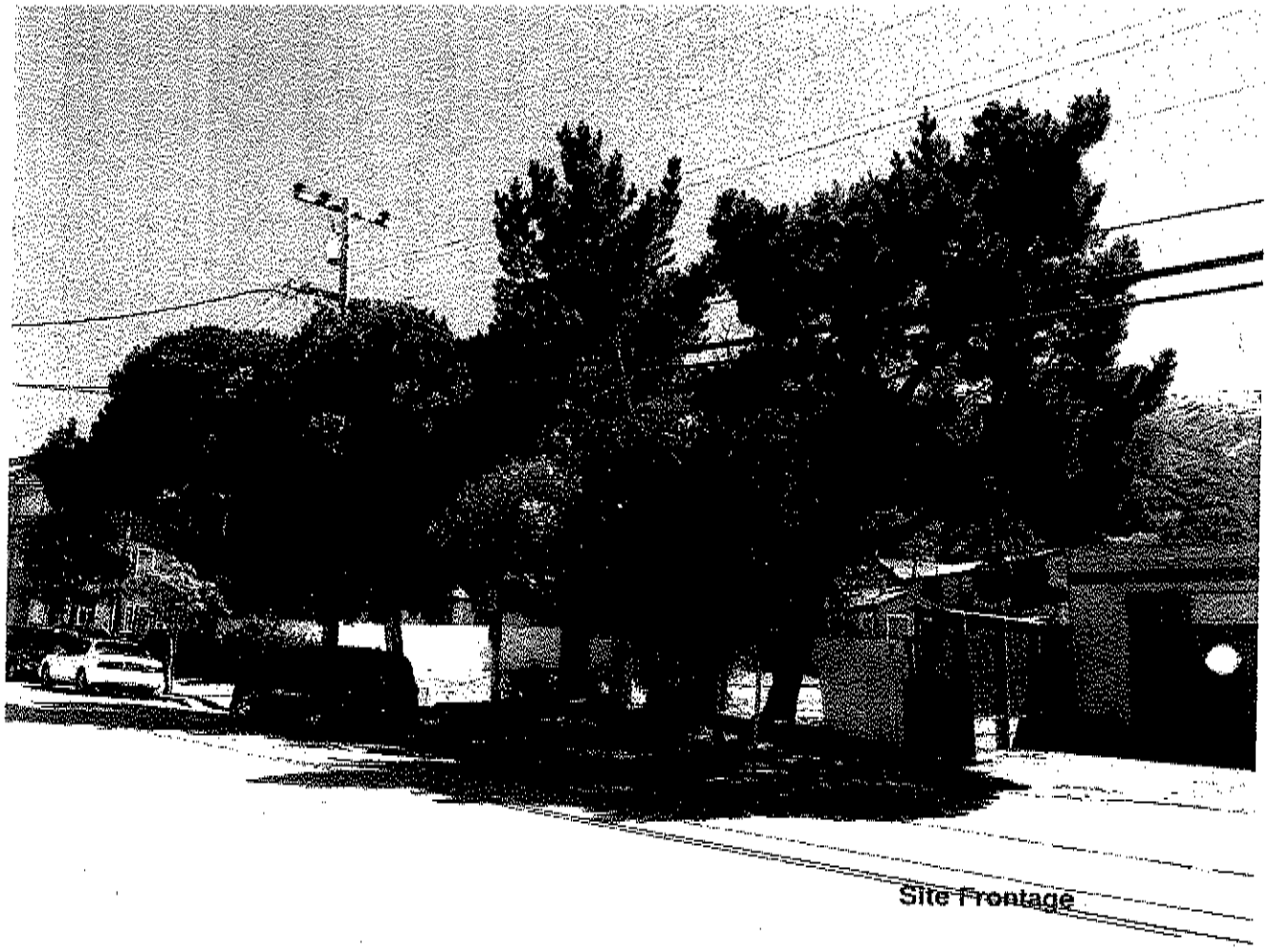
"Permitted Health Care Resident" means a person hired to provide live-in, long-term, or terminal health care to a Senior Citizen, or a family member of the Senior Citizen resident providing that care. The care provided by a Permitted Health Care Resident must be substantial in nature and must provide either assistance with necessary daily activities or medical treatment, or both. A Permitted Health Care Resident shall be entitled to continue his or her occupancy, residency, or use of the dwelling unit as a permitted resident in the absence of the Senior Citizen from the dwelling unit only if both

of the following are applicable: (A) the Senior Citizen became absent from the dwelling unit due to hospitalization or other necessary medical treatment and expects to return to his or her residence within 90 days from the date the absence began, and (B) the absent Senior Citizen or an authorized person acting for the Senior Citizen submits a written request to the owner stating that the Senior Citizen desires that the Permitted Health Care Resident be allowed to remain in order to be present when the Senior Citizen returns to reside in the development.

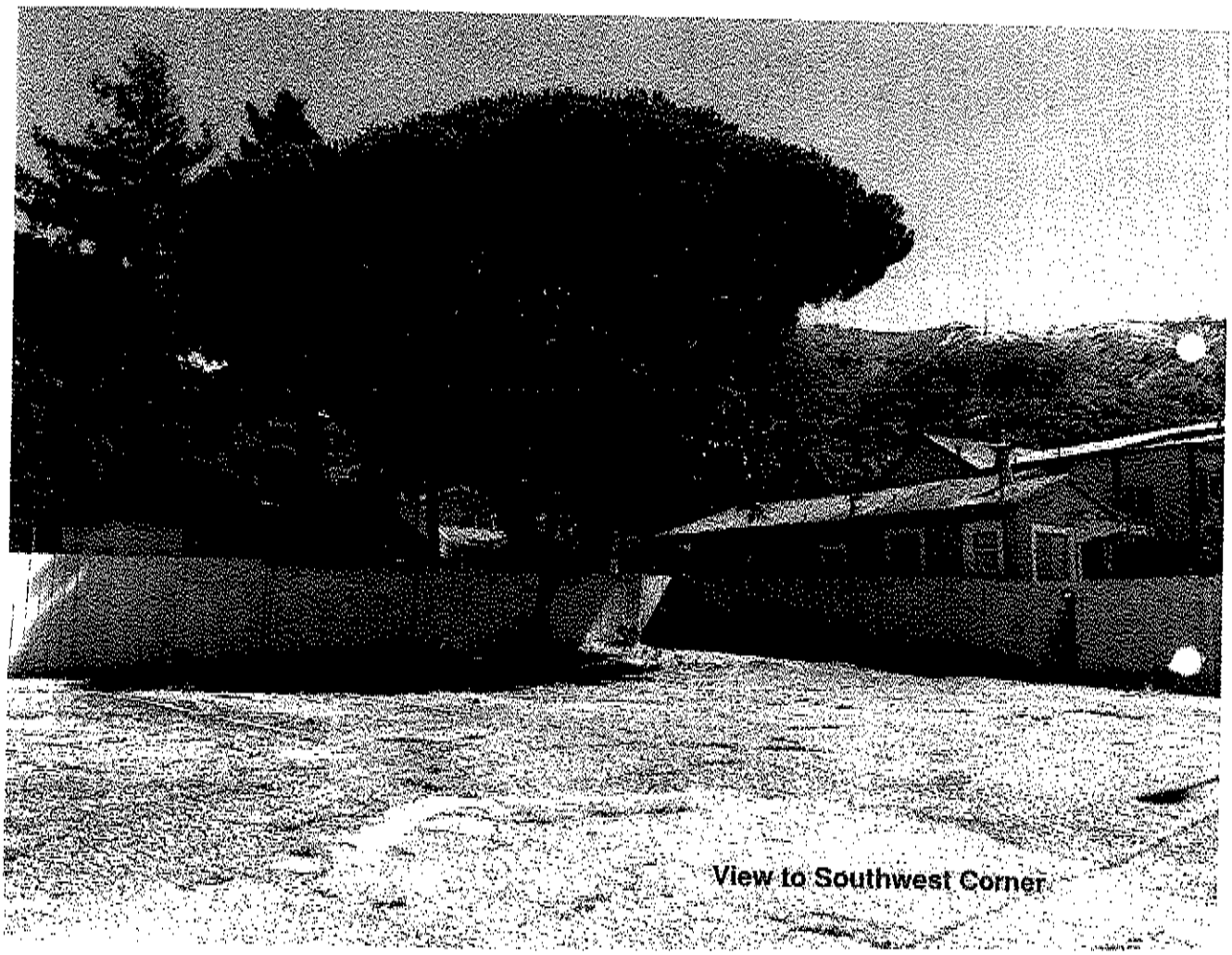
Management. Management of the project will be provided by a professional property management company. Management will be consistent with similar developments within the City.

Parking. The project will provide 14 total parking spaces in a secured parking garage, in compliance with City code requirements for 0.67 resident parking spaces per senior unit (10.72 spaces) plus 0.2 guest parking spaces per unit (3.2 spaces). Some residents may have assigned parking spaces, and others will not. Residents will not be permitted to park in guest parking spaces.

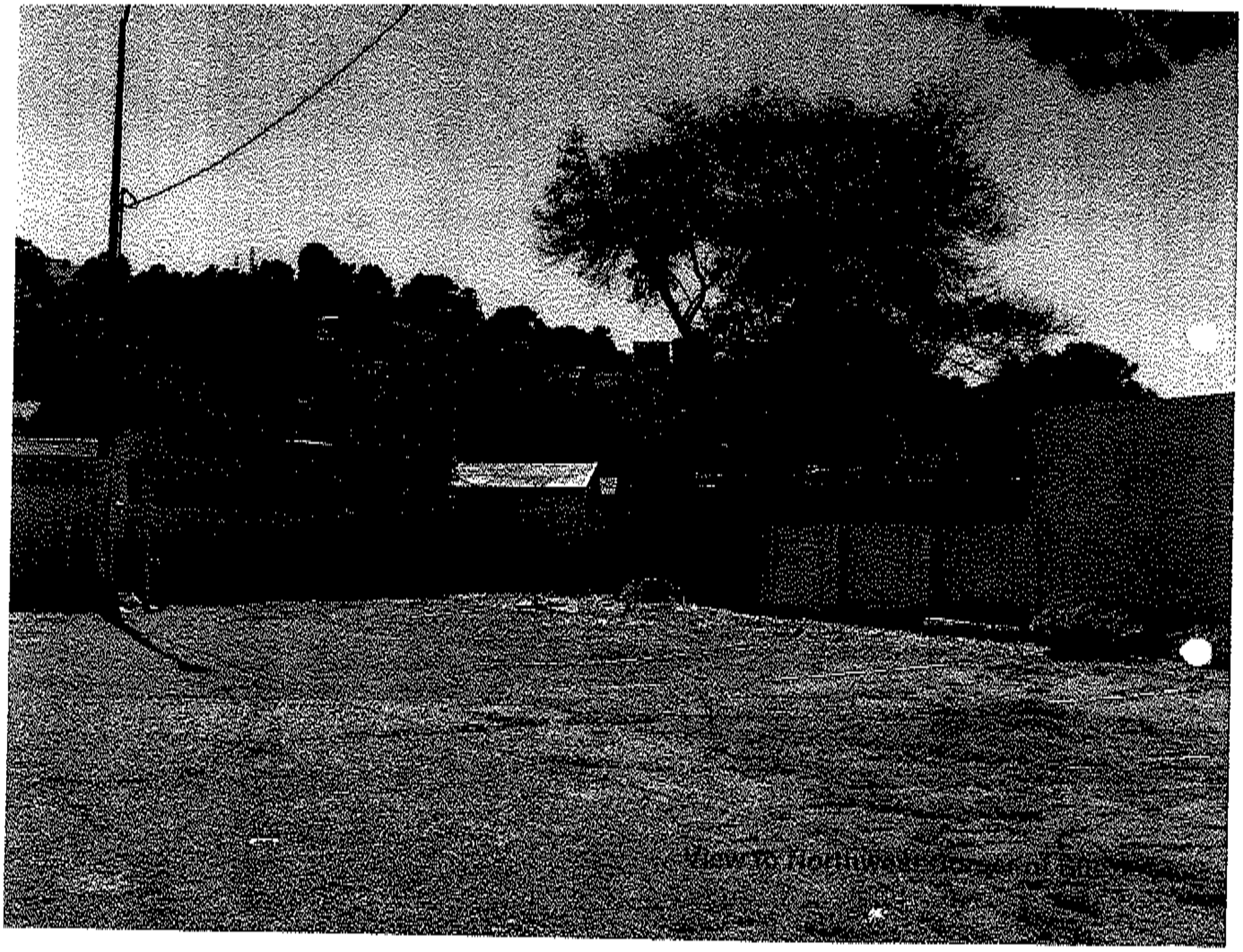
Maintenance. The property manager will establish a maintenance program, which will require staff to periodically inspect units, create a maintenance work order procedure, and participate in regular inspection of the project's exterior, grounds and parking structure.

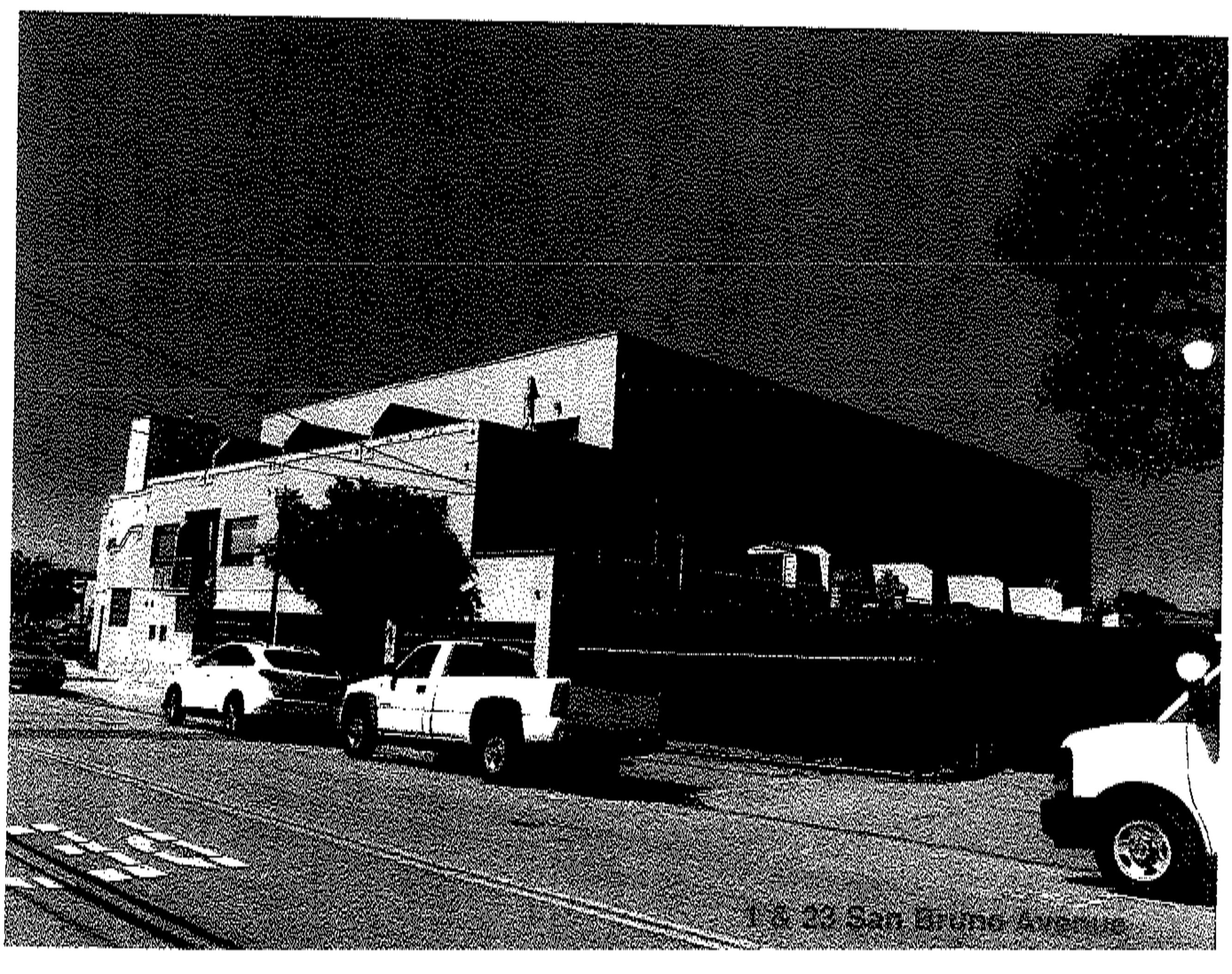


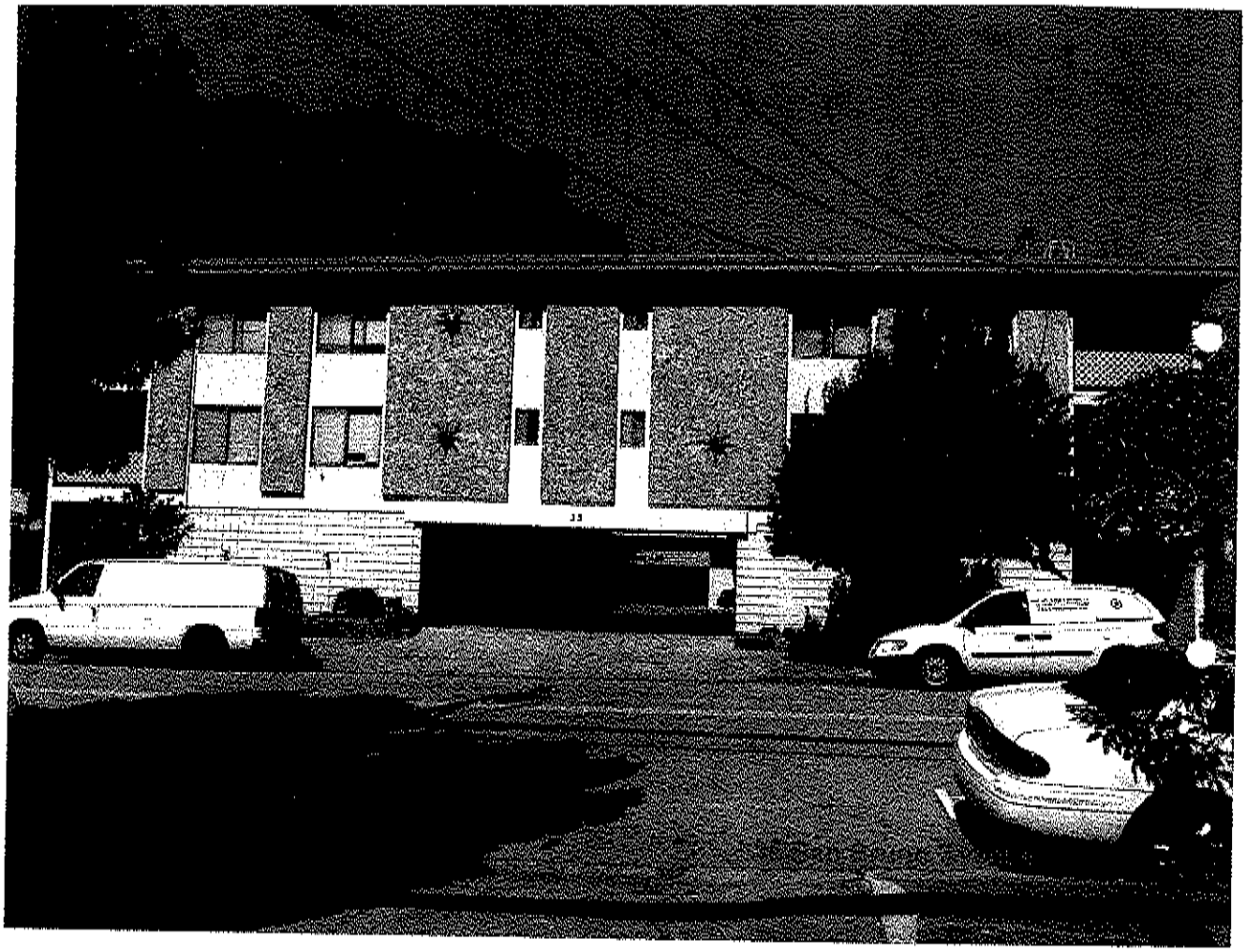
Site Frontage

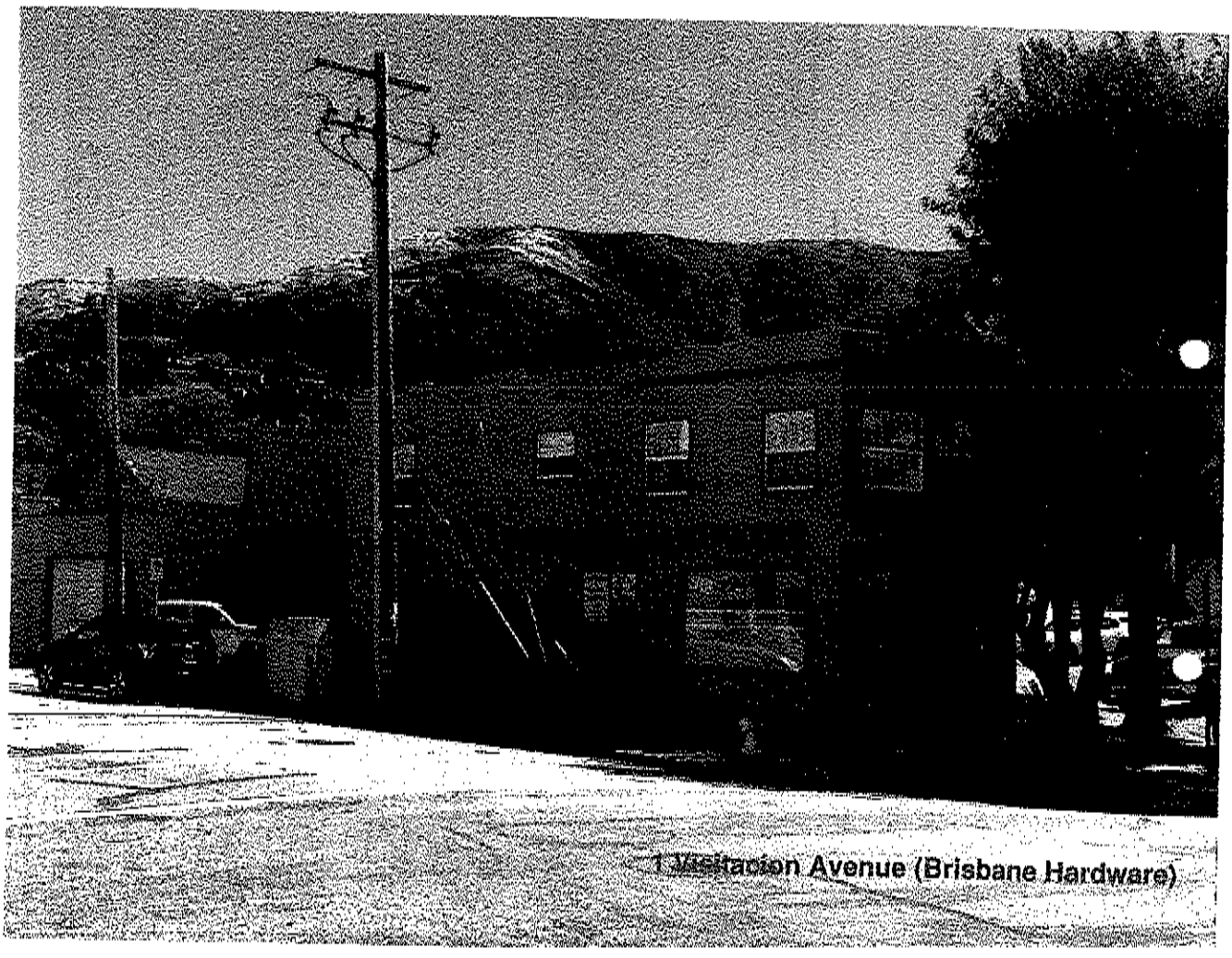


View to Southwest Corner

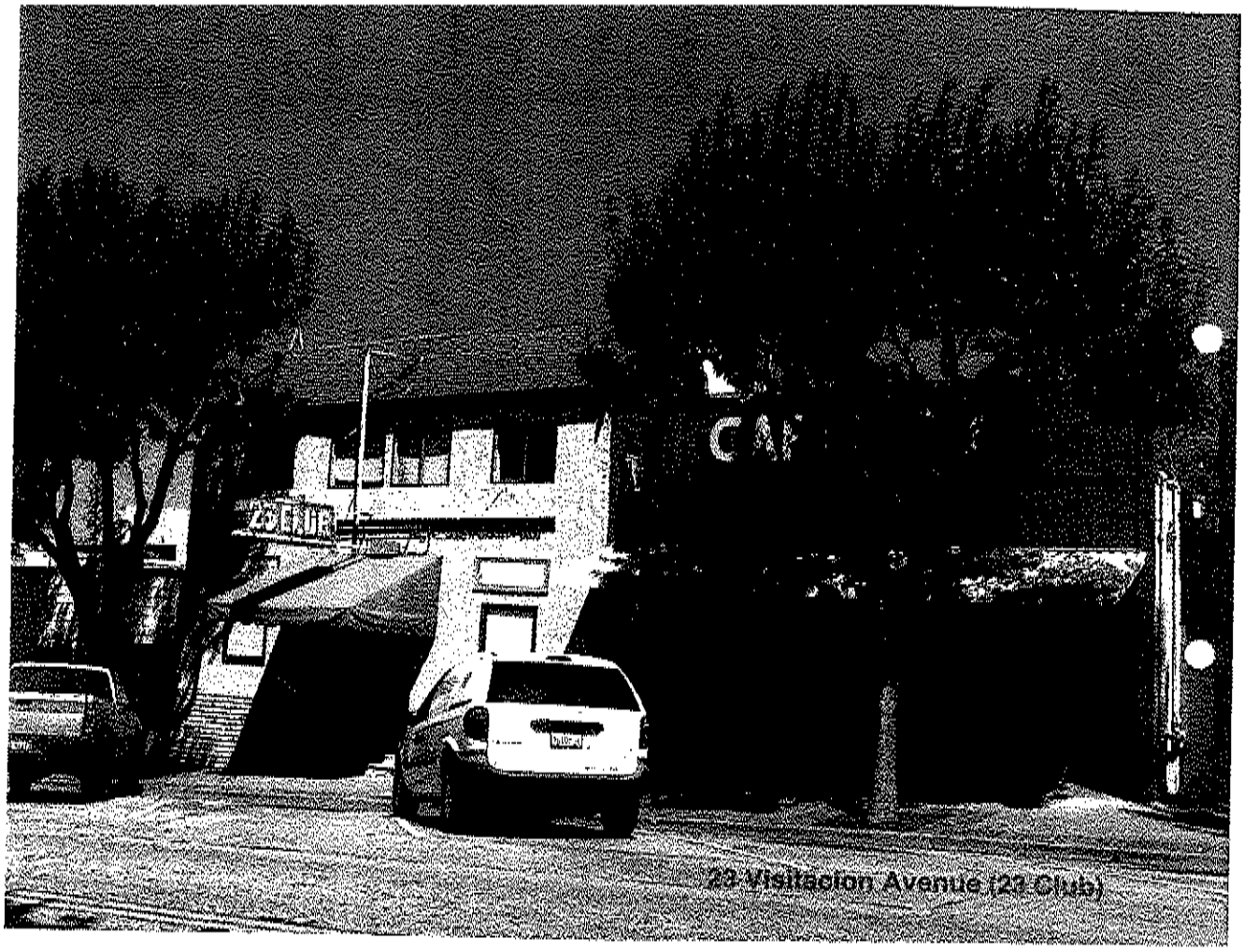



1 & 33 San Bruno Avenue

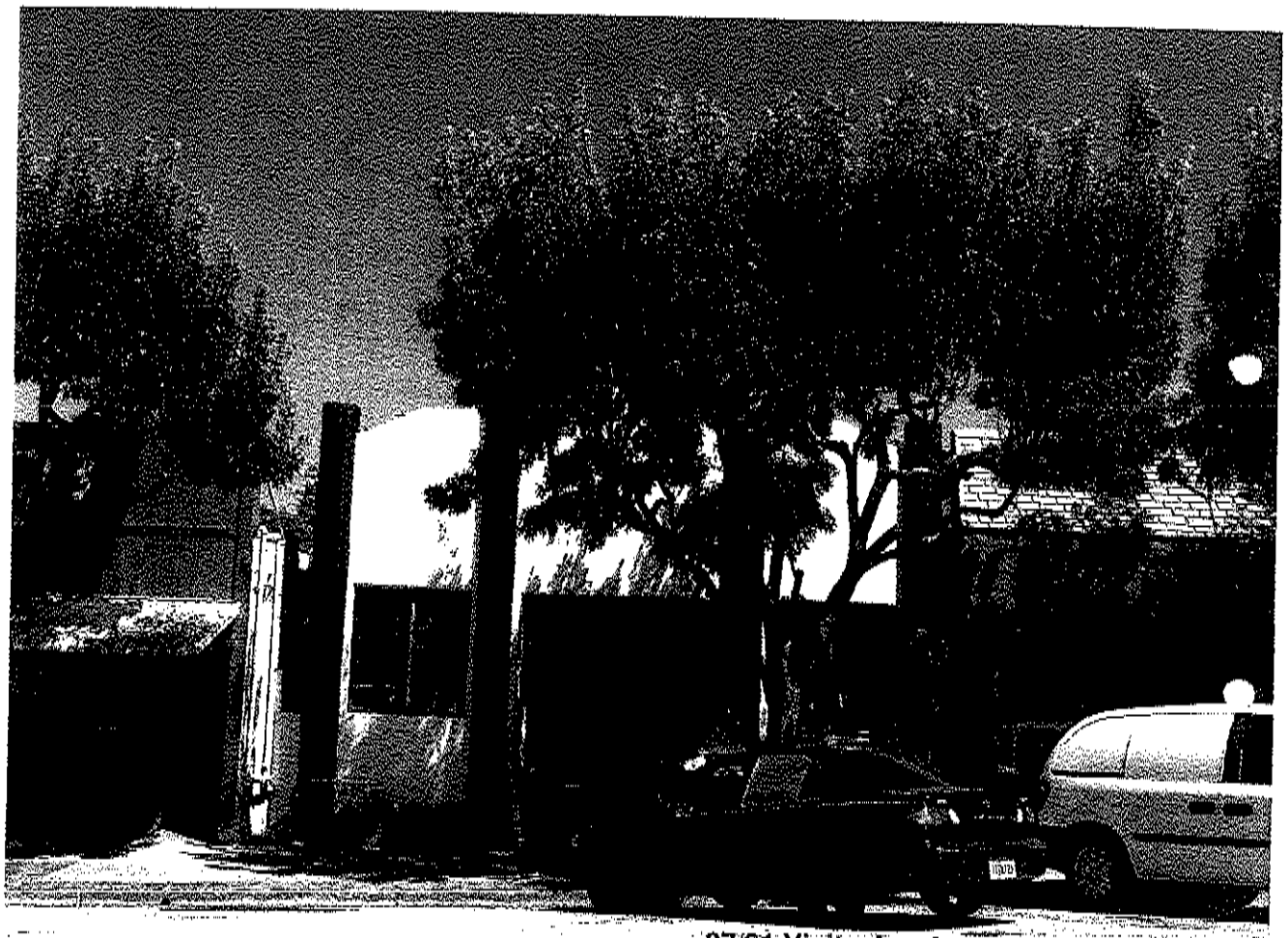




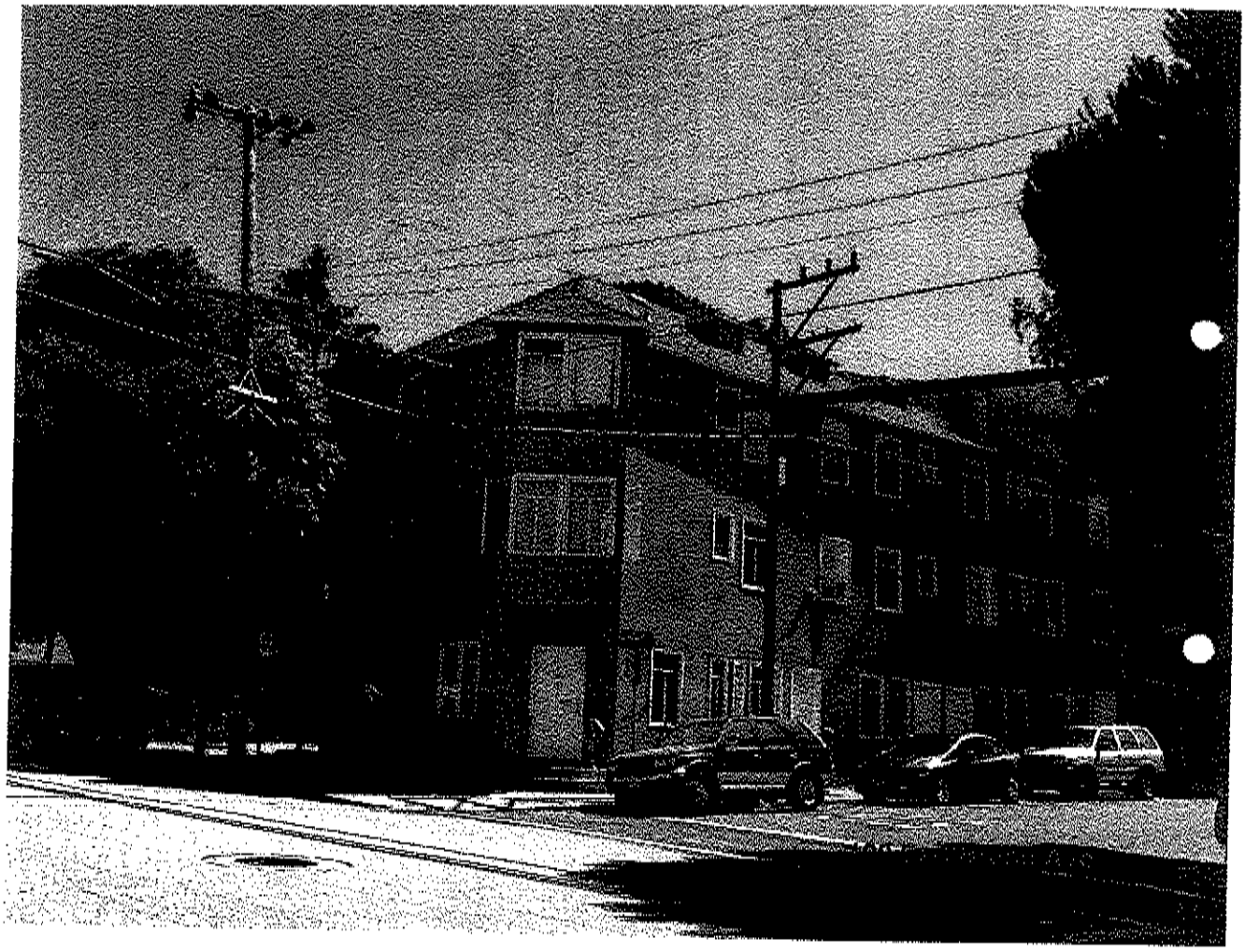
1 Visitacion Avenue (Brisbane Hardware)

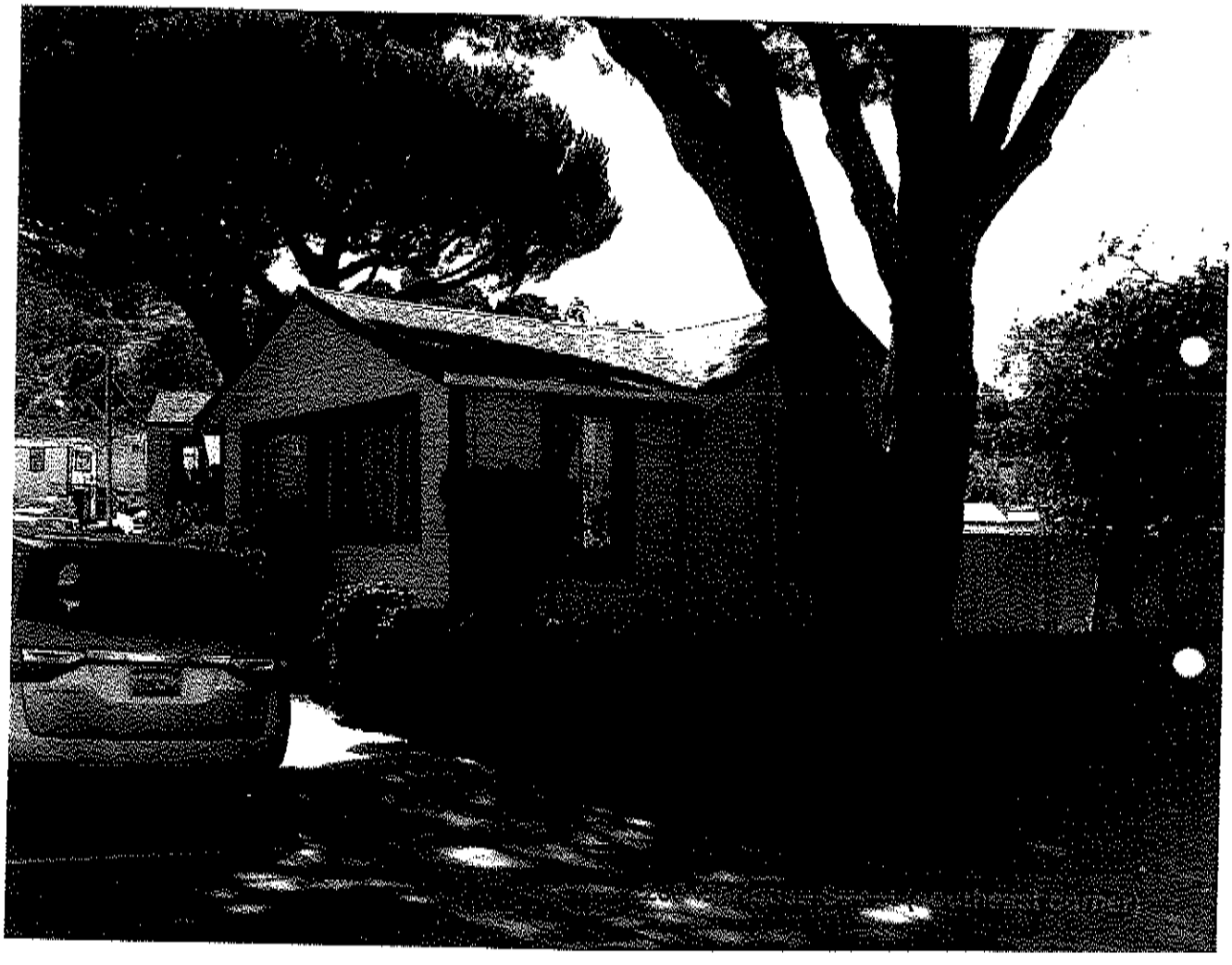


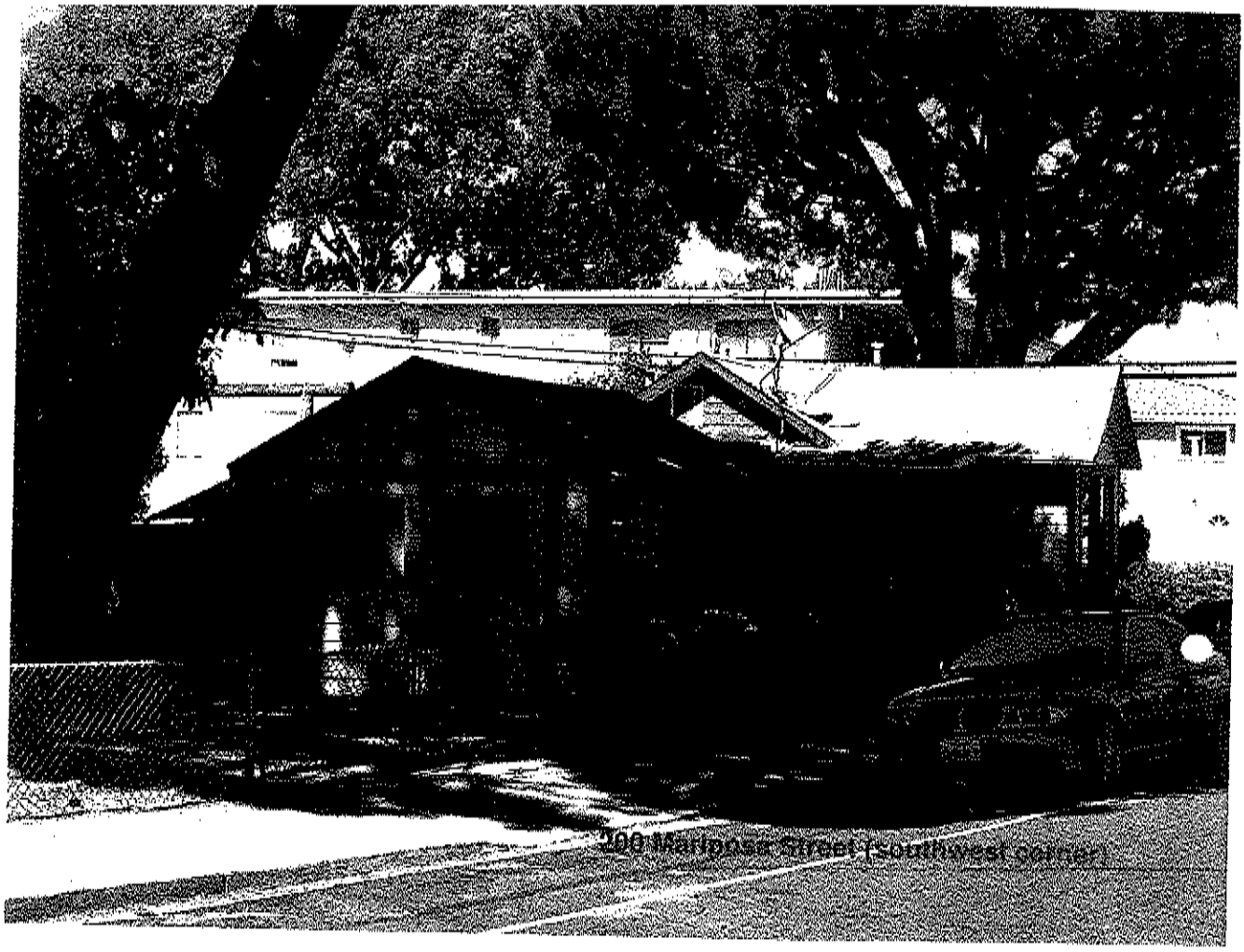
23 Visitacion Avenue (23 Club)



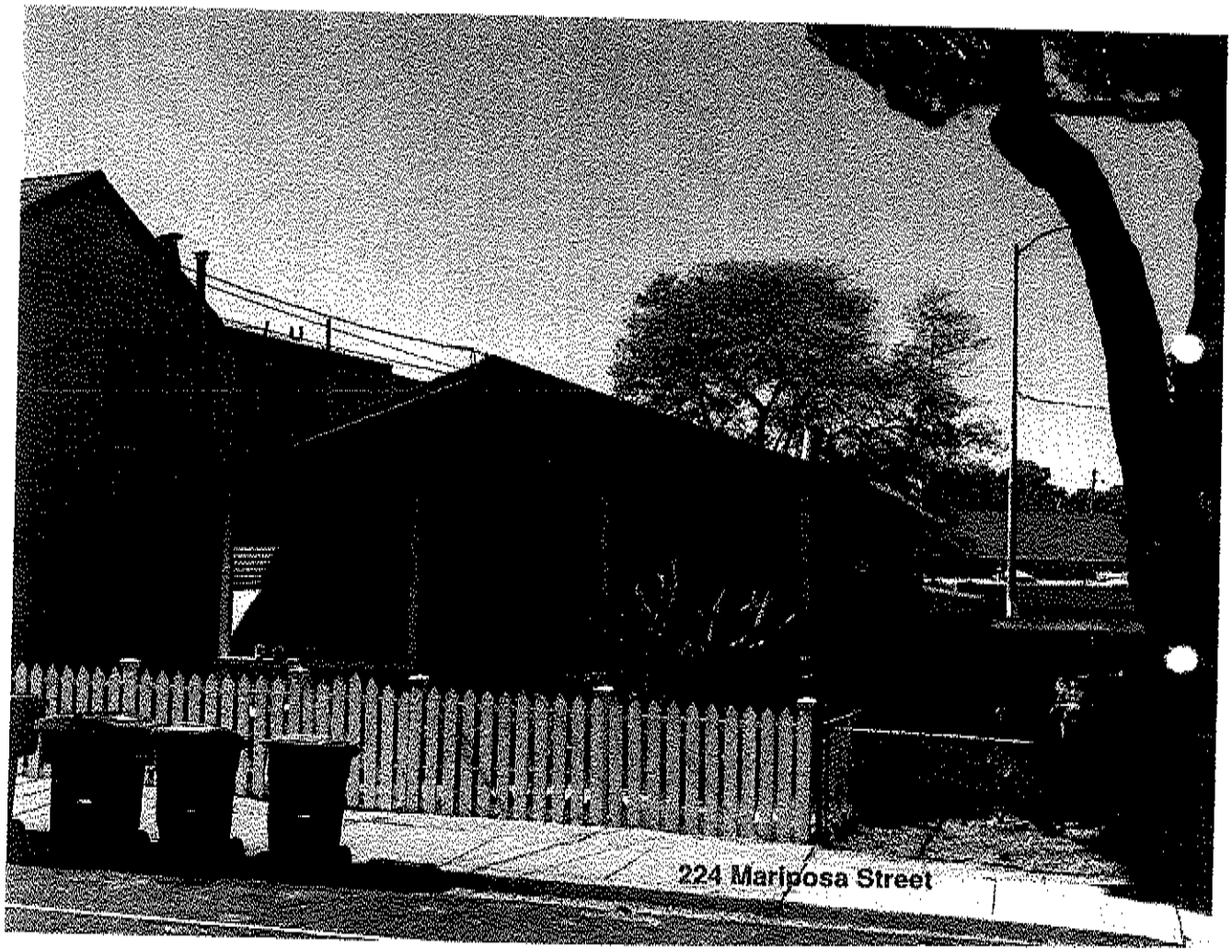
27/31 Visitacion Avenue







200 Mariposa Street (southwest corner)



224 Mariposa Street

ATTACHMENT - Findings Outline & Discussion

The following is an outline of the required Use Permit and Design Permit Findings:

Use Permit Findings:
A use permit is required for residential development within this zoning district, per **BMC Section 17.14.040L.2.** The proposed use meets the required findings for a use permit, as discussed below.

1. Adjacent Uses and Consistency: *"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 application meets this finding. It is consistent with the adjacent uses and structures and the neighborhood in general. There is no specific plan in place for this area of Brisbane. It is also consistent with the General Plan land use designation of Neighborhood Commercial/Retail/Office. The 2015-2022 Housing Element recognizes the NCRO-2 district as having, *"residential conditionally permitted as part of a mixed use, no minimum or maximum unit density set" (pg. III-12).* This is consistent with BMC Section 17.14.060, which allows the residential density to be established by use permit. With 16 units on this 9,505 square feet site, the development would have a density of 73 units per acre. That is between the residential density for 1 San Bruno Avenue at 43 units per acre and 35 San Bruno Avenue which has a density of 87 units per acre, which are located on this same block and same zoning district.

The R-2 zoning district to the rear of this site allows up to 17 units per acre, 1 unit per 2,500 sq ft of land area and the proposed use would not adversely effect those uses or structures.

Given the odd shape of the lot, it is bordered by seven properties, including both NCRO-2 and R-2 zoning, as follows:

Adjacent Properties in the NCRO-2 Zoning:

22-26 San Bruno Avenue (Teen Center): The Teen Center property, to the north of the site, is City owned and the Teen Center is no longer in operation. It has been designated by City Council for demolition. There are no plans in process at this time for redevelopment.

23 Visitacion Avenue (23 Club): This property, to the west, is owned by the same owner as the subject property. The 23 Club is not in operation at this time. The ownership has indicated an interest in adding to that property with residential units above/behind the club, but there are no applications in process at this time. For the applicant's preliminary concept plan, refer to the Planning Commission study session of May 26th, 2016. This site backs on to the proposed landscaped courtyard for the subject site.

27/31 Visitacion Avenue (formerly Brisbane Video): A single story art deco style commercial building to the west. This site shares a small section of rear yard adjacent to

the proposed rear landscaped courtyard. This site would be separated by a fence. There are no current business licenses on record for this site.

200 Mariposa Street (single family residence): This residential site shares its entire rear property line with the subject site. The home is oriented toward Mariposa Street, with rear setbacks (adjacent to the subject site) ranging from approximately 2 to 4 feet, except an attached shed that encroaches approximately 9 inches onto the site. While the scale of the single family home is smaller than the proposed new building, the proposal is not unduly out of proportion and the second and third floors are partially set back, with planter boxes at the second floor level on either side of an internal stairway. The height of the building on this side, adjacent to the home, would be approximately 26 feet 6 inches on the southwest corner and 29 feet at the southeast corner of the building.

Since a section of an attached shed structure encroaches onto the subject property along a section of the southern border of the site, the proposed mixed use building would be stepped in at the ground floor level to allow that structure to remain. Overhead lines which serve this adjacent home also appear to cross the southeast corner of the site and a condition of approval has been included to address that encroachment.

The proposed rear landscaped open space, shown on plan sheet A1.1, would be adjacent to the west side yard of 200 Mariposa Street, so it would provide an 18 foot 9 inch wide open landscaped area along that section, in addition to the separation provided by the second story planters. That same section is an open side yard area of 200 Mariposa, so the two developments would have complementary adjoining open areas there.

Large pine trees are located, one each, on the east and west sides of the home at 200 Mariposa Street. A condition of approval is has been included to have an arborist inspect the trees and provide recommendations as may be needed for their protection during construction.

Adjacent Structures in R-2 Zoning:

224 Mariposa Street (single family residence): Located to the west of the subject site, this single family home site shares much of its east side and rear lot lines with the subject property. Given the irregular lot shapes, most of that border would be in the areas of the proposed triangle-shaped, "landscaped open space" and "shared open courtyard" areas, shown on sheet A1.1, but where those two areas come together the setback would drop from nearly 19 feet down to 1 foot. This 1 foot setback is allowed with a concession for inclusionary housing, per density bonus law § 65915 (b) & (d). Moreover the larger setbacks on either side of the 1 foot setback portion allows for landscaping between the properties and a condition of approval has been included to have that landscaping also serve as a screen between the properties.

Also, given the location of the 200 Mariposa Street home on its lot, at their closest distance, the two structures, of 200 Mariposa and the proposed building, would be

approximately 10 feet 6 inches apart. That would widen to nearly 20 feet apart towards the southwest corner of the subject lot, where the landscaped space widens.

232 and 240 Mariposa Street (single family residences): These two sites both share the lot line with a small section of the rear yard adjacent to the proposed rear landscaped courtyard, or the panhandle area of the site. These two sites would also be separated from the yard by a new wood fence and since these are farther to the west, essentially behind 224 Mariposa Street, they would not be in close proximity to the proposed building.

With regards to the reference to the General Plan, the Land Use & Subareas Elements and the 2015-2022 Housing Element include the following goal, policy and program direction, which are consistent with this proposal:

- Goal H.B Maintain a diverse population by responding to the housing needs of all individuals and households, especially seniors and those with income constraints or special needs.
- Policy H.B.3 Encourage development of affordable housing specifically designed for seniors and persons with disabilities (including the developmentally disabled) or other special needs.
- Policy H.B.5 Encourage utilization of the density bonus program to provide housing affordable to extremely-low, very-low- and/or low-income households, including supportive housing for extremely-low income families and larger households.
- Goal H.D Ensure that new residential development is compatible with existing development and reflects the diversity of the community.
- Goal H.E, "*Encourage compact, in-fill mixed use and transit oriented development to reduce vehicle miles travelled and greenhouse gas emissions*"
- Policy H.E.1, "*Encourage housing that supports transit oriented development (TOD) and smart growth to minimize automobile trips and reduce greenhouse gases.*"
- Program H.E.1.b, "*Continue to allow residential uses above or behind storefront uses in the NCRO-2 Downtown Brisbane Neighborhood Commercial District...*"
- Goal H.G Encourage housing opportunities that reduce vehicle miles traveled and greenhouse gas emissions.
- Policy 20, "*Retain diversity of development and individual expression in residential and commercial development, especially Central Brisbane.*" *(also,* Policy 253 – similar)
- *Policy 248 Encourage the establishment of small stores and shops that would diversify the City's revenue base and provide services to residents. (Subarea Policies – Central Brisbane)*

The addition of 16 residential units will increase housing opportunities in Brisbane's downtown core by providing new residences near existing shops and restaurants and in close proximity to transit. Regional bus lines and local shuttles have stops within ¼ mile of the site. At the same time, the proposal would provide a storefront use consistent with the zoning ordinance, BMC Section 17.14.060.H.

In addition to the project being compatible with nearby development from a density standpoint and maintaining a storefront, the form and scale of the project is also consistent with adjoining and nearby development. The project complies with relevant development standards pertaining to building height, lot coverage, and parking. Additionally, the proposed building would be consistent with the scale of the buildings within the same block/zoning district. This is further discussed in the design permit findings.

2. Injurious or detrimental: "*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 proposed use would not be detrimental to those residing or working in the neighborhood, to other property or improvements or the welfare of the City. Rather, the proposal is consistent with the neighborhood and would provide for infill development and improvement of a property to better fit with the character of the neighborhood than the existing parking lot. It would increase the density at Brisbane's downtown core by 16 seniors' households, thereby contributing to the local economy, and that being within easy walking distance to local, shops, restaurants and transportation services. The residences would be within a building of similar height to the nearby buildings on this same block and within the density range for the neighborhood.

The form of the building would fit well with the other existing and planned developments in the neighborhood, as described further in the design permit findings.

Design Permit Findings:

The construction of any principal structure in the neighborhood commercial district shall be subject to the granting of a design permit in accordance with the provisions of BMC Section 17.14.111 and BMC Chapter 17.42 of this title and any applicable design guidelines adopted by the city. As indicated above there is also a finding for Planning Commission approval of new storefront of less than 600 square feet. This application meets all of the applicable design permit findings, as outlined below.

BMC Section 17.14.111 findings: The following five findings are required for approval of a principal structure within the NCRO-2 zoning district. The proposal meets all of these findings.

1. Scale and vernacular: *The design respects the intimate scale and vernacular character of the street.*

The design respects the intimate scale and vernacular through various means, including the mass of the building being reduced by articulation of the building on the sides on the second and third floors, the use of different materials on the first floor versus the versus the second and third floors (concrete and glass below for the commercial spaces and stucco above) and the use of planter boxes at the second floor and the use of plants at the ground level to soften the views and break up the mass of the building. Details such as fascia treatments and art deco styled guard rails also serve to contribute to the human scale of the building.

The NCRO-2 district Design Guidelines also suggest that that portion of a building that is over 28 feet, should be stepped back from the front of the building, "so as not to overwhelm the view of pedestrians along both sides of the street below, and to emphasize the one-to two-story nature of the streetscape". Note that this is a design guideline for the Commission's consideration, but it is not a development regulation. The predominant building type along San Bruno Avenue is trending toward 3-story buildings, as evidenced by 1 San Bruno, 35 San Bruno and the recently approved 23 San Bruno. This 3-story nature also extends up both San Bruno Avenue in the R-3 district and along Visitacion Avenue in the NCRO 2 district with various buildings approved at 3 stories over the years. Stepping down the building at the front would not have a significant positive impact on the nature of the streetscape, but rather the positive impact would be realized through the thoughtful design and construction of the building to improve an aesthetically beleaguered area of Brisbane. The result of stepping the building down would be to diminish the density of the proposed development and reduce its contribution to the City's center and the City's ability to provide for much needed infill housing.

Rather, the mass of the building and providing for an intimate scale is addressed by the architectural details and building articulation.

2. Design details: *Design details are incorporated to articulate the building and emphasize the relationship to the pedestrian environment.*

The building is well articulated and emphasizes the pedestrian environment through the design details mentioned above, an abundance of display windows along the first floor frontage, fascia treatments, planter boxes, art deco style guard rails, the use concrete on the first floor and stucco above, with horizontal reveals, as well as bay windows all combine to articulate the building and provide for an engaging design that's well related it to the pedestrian environment.

3. Creative use of design elements: *The design incorporates creative use of elements that are characteristic of the area, such as awnings, overhangs, inset doors, tile decoration, and corner angles for entry.*

The design creatively uses art deco inspired details in the guard rails, planter boxes and fascia treatments, as outlined above. While the vernacular for central Brisbane is eclectic, the elements do draw on art modern and art deco influences seen on other buildings in the neighborhood, without being repetitive.

4. Street relationship: *Color and texture are provided at the street through the use of signage, lighting, planter boxes, or other urban landscape treatments.*

The proposal includes a number of elements that would provide color and texture at the street. These include planters for landscaping along the site frontage and planter boxes on the sides at the second floor and well and street trees and the green streets landscape feature. The front edge will also have limestone pavers. The building will also be related to the street with the large window displays.

5. Landscaping: *Landscaping has been incorporated to enhance the design and enliven the streetscape.*

The building would be set back 2 feet 6 inches from the property line at the ground level to allow for landscaping and pavers along the front edge at the ground-plane to provide interest along the streetscape.

The planter boxes between the first and second floors will also serve to enliven the streetscape.

New street trees are also proposed along the site frontage, to replace the existing trees, to provide a more uniform and orderly appearance. Proposed street tree replacements shall be subject to approval by the City Engineer.

BMC Chapter 17.42 Findings: The design also meets all of the general design permit findings contained in BMC Chapter 17.42.

6. General Plan Consistency: *"The proposed development is consistent with the general plan and any applicable specific plan."*

The discussion of General Plan consistency was provided above for the use permit finding and the project is meets both findings. There is no specific plan for this area of Brisbane.

7. Harmonious design: *"The proposal's scale, form and proportion, are harmonious, and the materials and colors used complement the project."*

The proposed 3 story building would be located on a 9,505 square foot lot and would be in scale. At 32 feet 3 inches to the top of the elevator and 31 feet 3 inches to the highest point of the parapet, it is lower than the 35 foot height limit. Given a proposed 73 percent lot coverage, it is less than the maximum of 90 percent. That's approximately 1,641 square feet less than the maximum lot coverage.

This building size fits well on the lot and allows for a good amount of functional patio area and other landscaping to provide screening between the development and the neighbors to the rear. The form of the building also allows for an interior court on the second floor and light and air to enter from both the east and west sides of each of the apartment units.

The form of the commercial space is laid out to provide both a liner for the parking garage along the street and to provide for functional boutique spaces that are in keeping with the neighborhood.

The proposal meets the required development standards (see attached summary table) with a concession allowed for the rear setback, in accordance with state density bonus law. Note that while the development standards include 600 square feet of storefront commercial space at the ground floor, the code (BMC Section 17.14.060.H) also indicates that the Planning Commission may approval a smaller space if it finds that the smaller space is as large as possible for the intended storefront use, given the size, configuration and physical constraints of the structure and the site, with the proposed 464 square foot commercial space. This finding is addressed further below (#20).

The colors and materials of both the building and landscape fixed element are also harmonious and work together for an overall well-conceived project.

The materials samples and artist's renderings provided by the applicant, provide information for the Commission to visualize the proposal.

8. Compatibility: *"The orientation and location of buildings, structures, open spaces and other features integrate well with each other and maintain a compatible relationship to adjacent development."*

This finding is addressed in the discussion on the use permit finding, provided above. The orientation and location of the building and open patio and landscaping spaces all integrate well and take into account the relationship to the adjacent development on the various sides, as well as neighborhood as a whole.

9. Mitigation of potential impacts: *"Proposed buildings and structures are designed and located to mitigate potential impacts to adjacent land uses."*

As discussed in the body of the agenda report and provided with the attached report by LSA, the city's environmental consultant, the project is categorically exempt, per the provisions of CEQA Guidelines Section 15332 and 15300.2, as an infill development. As such, there are no mitigation measures required under CEQA.

However, as discussed in the use permit findings, the project is designed to minimize the potential effects of placement of a 3-story building adjacent to the 1-story single family homes, that are located to the south side and rear (west) of the property. This is evidenced in the placement of landscaping at the rear of the site as well as articulation of the building on the second and third floors. These design features work together to provide separation and allow light and air between the structures.

10. Natural heating and cooling: *"The project design takes advantage of natural heating and cooling opportunities through building placement, landscaping and building design to the extent practicable, given site constraints, to promote sustainable development and to address long term affordability."*

The project would provide natural ventilation of the individual units through window placement both through the east and west sides on each of all the units, provided by windows to the interior courtyard and windows on the exterior walls. Additional window openings are provided for the outer eight units that have north or south exposure. The interior courtyard will allow for a degree of natural climate control and allow for sunlight to enter all of units.

As an aside, earlier this year, City Council adopted the Energy Conservation and Generation Ordinance, BMC Chapter 15.81 which includes provisions solar installation and cool roofs, for on-site energy generation and conservation. The solar photovoltaic provisions would include a minimum of a 5 kilowatt system for the combined commercial and residential requirements, or an exception may be permitted to allow for solar thermal instead.

11. Hillside development: *"For hillside development, the proposal respects the topography of the site and is designed to minimize its visual impact. Significant public views of San Francisco Bay, the Brisbane Lagoon and San Bruno Mountain State and County Park are preserved."*

This finding is not applicable.

12. Traffic impacts: *"The site plan minimizes the effects of traffic on abutting streets through careful layout of the site with respect to location, dimensions of vehicular and pedestrian entrances and exit drives, and through the provision of adequate off-street parking. There is an adequate circulation pattern within the boundaries of the development. Parking facilities are adequately surfaced, landscaped and lit."*

Due to the size and location of the lot there is only one entrance in and out for vehicles. That entrance would allow for 2 way traffic in and out of the site, to City standards, to prevent potential traffic backups on San Bruno Avenue due to vehicles entering or exiting the site. Off-street parking includes 0.67 spaces per unit, plus guest spaces for 14 spaces total, one of those spaces is an ADA compliant space per the 2013 Building Code. The ground floor commercial space does not have an off-street parking requirement. On-street parking will also be maintained at the site's frontage. That would include an estimated 3 spaces, subject to the City Engineer's approval of the final striping of the street parking.

Parking facilities will be required to meet state building code regarding construction. A condition of approval is also recommended to require that each unit be supplied with an automatic garage door opener and that the garage door be equipped with a coded keypad in the event of an opener being misplaced, or use by guests. This is to enable the vehicles to efficiently get off the street and into the garage spaces.

13. Alternative travel modes: *"The proposal encourages alternatives to travel by automobiles where appropriate, through the provision of facilities for pedestrians and bicycles, public transit stops and access to other means of transportation."*

In compliance with the development standards and to also address this finding, the applicant has also included bicycle parking along the sidewalk along the site's frontage as well as long term bicycle parking towards the rear of the site within the storage closet as well as under the rear stairwell.

The site is also located a short distance (within ¼ mile) to existing transit stops (SamTrans bus and shuttle lines) and is already connected by sidewalks to these stops located along Old County Road, at the Community Park, and along Bayshore Boulevard.

14. Landscaping: *"The site provides open areas and landscaping to complement the buildings and structures. Landscaping is also used to separate and screen service and storage areas, break up expanses of paved area and define areas for usability and privacy. Landscaping is generally water conserving and is appropriate to the location. Attention is given to habitat protection and wildland fire hazard as appropriate."*

The lot coverage within the NCRO-2 district is allowed to be up to 90% of the lot area. The proposed lot coverage for this site would be under that limit at approximately 73%. That allows for approximately 2,427 square feet of landscaping (including the patio area) at the rear of the site plus 2 foot wide planter strips along the front of the building. These areas would be landscaped subject to the conditions of approval, which requires Planning Director approval of the detailed landscape plans prior to installation.

The application provides for landscaping on both the ground plane and at the first floor residential level with the internal patio and planter boxes. These areas provide for passive recreation and would serve to create inviting and attractive spaces. While the code specifies a minimum of 60 square feet of passive open area per residential unit, the proposal includes 115 square feet per resident with the rear patio alone, plus the other spaces.

Landscaping at both the front and rear of the building would serve as a screen to break up the mass, define spaces and provide a sense of intimacy.

The site is not within a habitat conservation area or adjacent to wildlands, however the landscaping would not be permitted to include either invasive or highly flammable plant species.

The final planting plan will be required to be water conserving in accordance with the City's Water Conservation in Landscaping Ordinance.

15. Noise: *"The proposal takes reasonable measures to protect against external and internal noise."*

Noise is discussed in detail in the attached report by LSA.

In brief, noise would come from the primary sources of vehicles and between the residential units internal to the proposed building or between apartment buildings. The proposal is consistent with the neighborhood and is not anticipated to generate noise beyond that expected for this the NCRO-2 zoning district.

The state building code also includes provisions to address potential noise transmission between attached housing units and that will be addressed through the building permit process.

16. Glare: *"Consideration has been given to avoiding off-site glare from lighting and reflective building materials."*

The proposal is consistent with this finding. A condition of approval has been recommended to require that lighting be directed so as not to result in off-site impacts upon neighboring properties. Although reflective building materials are not proposed, a condition of approval has been included to also prohibit the use of reflective building materials.

17. Screening: *"Attention is given to the screening of utility structures, mechanical equipment, trash containers and rooftop equipment."*

None of these elements are proposed to be located such that they would be viewed from off site, but are to be internal to the building. Specifically trash would be in an enclosed towards within the ground floor of the building, separated from the parking and commercial uses.

Similarly the elevator equipment would be internally located and individual water heaters and furnace equipment would be internal to the building.

18. Signage: *"Signage is appropriate in location, scale, type and color, and is effective in enhancing the design concept of the site."*

No signage is included in this application.

19. Employee outdoor space: *"Provisions have been made to meet the needs of employees for outdoor space."*

The rear setback area will be landscaped as discussed above and will be accessible to employees for a break area, as well as residents.

BMC 17.14.060.H

20. Size of Commercial Space: The Commission may approve less than 600 square feet of storefront space if it finds, "*that such lesser area is as large as possible for the intended storefront use, given the size, configuration, and physical constraints of the structure and the site.*"

The proposal meets this finding in that the 464 square foot commercial space would be as large as possible for the intended use. The size of this space is restricted by the lot size, in combination with the development regulations requiring a landscaping, space required for a driveway and parking for the residences, trash and recycling enclosure space, walkway access, and the required elevator. All this is in balance with the City's aim of providing for infill mixed use development, to include residential uses in this zoning district.

A small amount of commercial space could be added to the front of the site by eliminating the front planter and pavers, however that would be contrary to the other findings regarding incorporating landscaping, specifically landscaping to enliven the streetscape and it would result in a significantly less attractive development. It would also reduce the articulation of the building and significantly reduce the architectural character. Alternatively, the development could be reduced in its number of residential units, thereby reducing the parking requirements, but that would be in conflict with the City's aim of providing for transit oriented development that reduces vehicle miles travelled, as expressed through the following Housing Element goal and policy:

- Goal H.E, "*Encourage compact, in-fill mixed use and transit oriented development to reduce vehicle miles travelled and greenhouse gas emissions*"

- Policy H.E.1, "*Encourage housing that supports transit oriented development (TOD) and smart growth to minimize automobile trips and reduce greenhouse gases.*"

The building might also be enlarged to extend further into the rear, allowing for a nominal increase in the size of the commercial space, but that

Grading

In 2003, the Planning Commission adopted guidelines and findings for reviewing grading applications based on policies in the General Plan addressing grading and hillside development. **The application meets all of these recommended findings.** It should be noted that technical grading issues such as soil stability, erosion control, and site drainage are under the purview of the City Engineer.

1. Fitting with Topography: *The proposed grading is minimized and designed to reflect or fit comfortably with the natural topography (General Plan Policies 43, 245, and 312, and Program 18a).*

The subject property is a vacant lot with less than a 5 percent slope. The proposed grading is minimized and would be primarily limited to that area needed to create a flat building pad, along with a minor amount of grading to construct a patio and control stormwater flow on-site at the rear of the site.

2. Retaining Walls: *The proposed grading is designed to avoid large exposed retaining walls (General Plan Policies 43 and 245).*

There are no exposed retaining walls proposed as part of this application.

3. Conserving Trees: *The proposed grading is designed to conserve existing street trees (as defined by BMC Section 12.20.020, any California Bay, Laurel, coast Live Oak or California Buckeye trees, and three or more trees of any other species having a circumference of at least 30 inches measured 24 inches above natural grade.*

The proposal calls for removal of 3 trees along the front edge of the property, two Pine trees and one Pepper tree, plus one Walnut tree from the rear of the property. All of these are within or at the edge of the proposed building envelope and so they cannot be preserved without significant reduction in building size. A small Arbutus Marina street tree is located at the proposed driveway entrance which would need to be removed for the driveway. The applicant has also proposed to remove a Melaluca street tree from the north side of the driveway to match the remaining street tree species. It should be noted that the Mefaluca also appears diseased based on a large area of bark loss and discoloration on the trunk. The final determination regarding street tree replacements would be subject to City Engineer approval.

A condition of approval is also included to have an arborist report and recommendations incorporated into the building permit, as appropriate, for the large Pine trees adjacent to this property, at 200 Mariposa Street, as well as the trees located on the edge of the City's property behind the Teen Center.

4. HCP Compliance: *The proposed grading complies with the terms of the San Bruno Mountain Area Habitat Conservation Plan Agreement and Section 10(a) Permit, if and as applicable (General Plan Policy 119 and Program 83b).*

This finding does not apply since the site is not within the San Bruno Mountain Area Habitat Conservation Plan area.

36-50 SAN BRUNO AVENUE PROJECT
CATEGORICAL EXEMPTION

LSA

July 2017

36-50 SAN BRUNO AVENUE PROJECT
CATEGORICAL EXEMPTION

Submitted to:

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July 2017

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INTRODUCTION

Article 19 of the California Environmental Quality Act (CEQA) Guidelines includes, as required by Public Resources Code §21084, a list of classes of projects which have been determined not to have a significant effect on the environment and, as a result, are exempt from review under CEQA. This document has been prepared to serve as the basis for compliance with CEQA as it pertains to the 36-50 San Bruno Avenue Project (proposed project). This document demonstrates that the project qualifies for a CEQA Exemption as an Infill Development Project (Class 32), consistent with the provisions of CEQA Guidelines Sections 15332 and 15300.2 and provides information for City of Brisbane decision-makers regarding a finding that the proposed project is exempt under CEQA.

In summary, this document demonstrates that the proposed project qualifies for an exemption under CEQA Guidelines Section 15332 as an infill development project as it: (1) is consistent with the General Plan designation and policies and Zoning regulations; (2) is located within the City limits, surrounded by urban uses and is less than 5 acres in size; (3) has no value for endangered, rare or threatened species; (4) would not result in any significant effects related to traffic, noise, air quality or water quality; and (5) can be adequately served by all required utilities and public services. Additionally, this document demonstrates that the project or its circumstances would not result in any exceptions identified in CEQA Guidelines Section 15300.2, and that the project qualifies for a CEQA Exemption as a Class 32 Infill Development Project.

PROJECT DESCRIPTION

The following describes the proposed 36-50 San Bruno Avenue Project (project). This section includes a summary description of the project's location and existing site characteristics, project components, required approvals, and entitlements. The City of Brisbane is the lead agency for review of the project under CEQA.

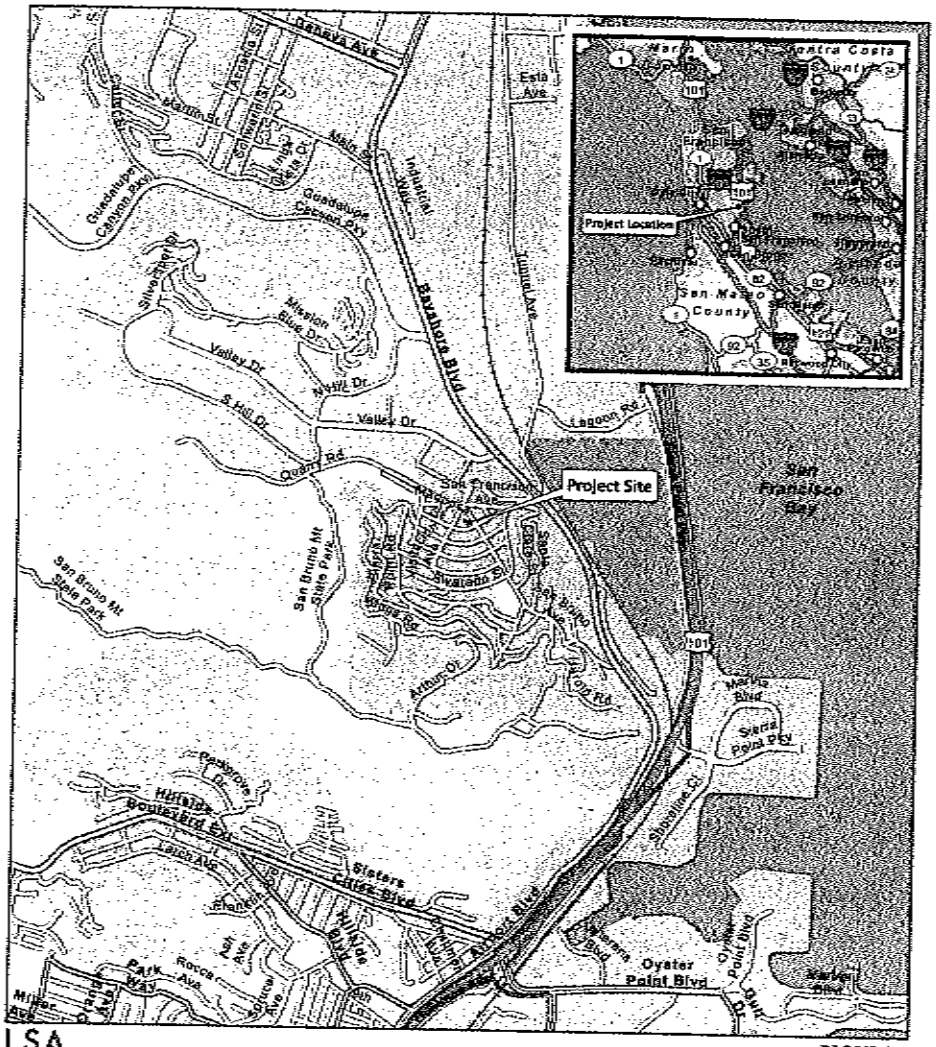
A. PROJECT SITE

The following section describes the location and characteristics of the project site and provides a brief overview of the existing land uses within and in the vicinity of the site.

1. Location

The approximately 0.22-acre (9,525-square-foot) project site is located at 36-50 San Bruno Avenue in the City of Brisbane in San Mateo County (Assessor's Parcel Numbers [APNs] 007-222-020 and -030). The site is bounded by the vacant Brisbane Teen Center to the north, San Bruno Avenue and multi-family uses to the east, residential uses to the south, and commercial and residential uses to the west with those uses fronting on both Visitacion Avenue and Mariposa Street.

Regional vehicular access to the project site is provided by US Highway 101 (US 101), which is located 0.75 miles east of the site. Figure 1 shows the site's regional and local context. Figure 2 depicts an aerial photograph of the project site and surrounding land uses.



LSA

FIGURE 1

SOURCE: ESRI STREETMAP NORTH AMERICA (2012)

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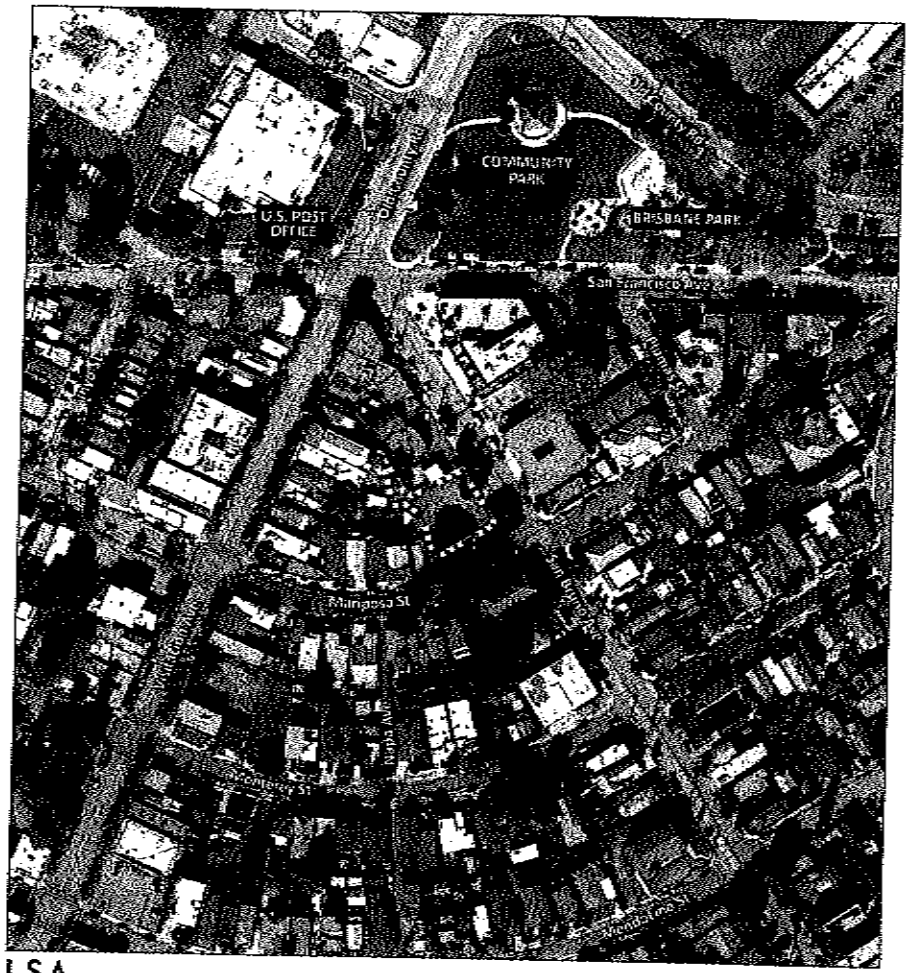
36-50 San Bruno Avenue Project
Project Location and Regional Vicinity Map



LSA

FIGURE 2

SOURCES: GOOGLE EARTH 11/2/16; LSA, JUNE 2017

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36-50 San Bruno Avenue Project
Aerial Photograph of Project Site

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2. Regulatory Setting

The City of Brisbane General Plan Land Use Map designates the project site as Neighborhood Commercial/Retail/Office (NRCO). The NRCO land use designation is devoted to a range of local retail and service uses, including shops, restaurants, medical, professional and administrative offices and other uses of the same general character. Public and semipublic facilities may be located under this designation. Commercial recreation, residential uses, warehouse and distribution facilities, and light industrial uses may be permitted conditionally in implementing zoning districts.[1]

The project site is designated as Downtown Brisbane Neighborhood Commercial (NCRO-2) on the City of Brisbane Zoning Map.[2] Permitted uses within the NCRO-2 district include financial institutions, medical facilities, offices, personal services, restaurants, retail sales and rental, and home occupations. Dwelling units are conditionally permitted within the NRCO-2 district only when part of a mixed-use project and when located above or behind nonresidential uses. Development standards within the NRCO-2 zoning district include no requirement for either a front setback or side setbacks, except when abutting a residential district. The required rear setback is 10 feet. The maximum height for structures is 35 feet when authorized by a design permit.[3]

3. Existing Site Conditions

The project site is generally level and currently developed with a small parking lot. There are a total of approximately 15 parking spaces on the project site that are not currently used. The sparse vegetation on the project site consists of street trees lining the sidewalk and patches of grass and shrubs around the perimeter and throughout the site. Existing site conditions are depicted in Figures 3a and 3b.

B. PROPOSED PROJECT

The components of the proposed project are described below. Figure 4 shows a conceptual site plan and floor plans of the proposed project. As described in more detail below, the proposed project would result in the construction of 16 senior apartments, 464 square feet of commercial space, and a 14-space parking garage. The proposed project would restrict future residents to persons 62 years old and older. The applicant is seeking a concession under State Density Bonus law, Government Code §65915(b) and (d), to allow for a rear setback concession, for a 1 foot rear setback where 10 feet would otherwise be required. The concession would be based on the inclusion of at least 10 percent of the total units for lower income households or at least 5 percent for very low income households.

1. Site Preparation

To prepare the project site for construction, the site would be graded to construct a building pad. Additionally, trenching for utility installation (electric, water, fire water, wastewater, and data) would occur. The total amount of soil cut from the project site for foundation pad construction would be approximately 886 cubic yards, with 119 cubic yards being exported and the remainder being used on

[1] Brisbane, City of, 1994. *City of Brisbane General Plan*. June 21.

[2] Brisbane, City of, 2003. *City of Brisbane Zoning Map*. July.

[3] Brisbane, City of, 2017. *Brisbane Municipal Code*. March 29.

site as fill for the pad. The grade outside the building pad would be only minimally changed to control stormwater on site. Eight trees would be removed as a part of the project.

2. Construction

The proposed project would include the construction of a new three-story mixed-use building on the project site. As shown on Figure 4, the ground floor of the building would be a 14-space parking garage, which would include 12 resident spaces and 2 guest spaces. In total, the parking garage would be approximately 5,650 square feet and would be accessible from San Bruno Avenue. The City's zoning ordinance does not require off-street parking for the storefront uses in the NCRO-2 zoning district, but rather street parking would be utilized for the commercial space.

In addition to parking, the ground floor would also include an area for secure bike storage, a restroom, a covered area for trash and recycling, and an elevator lobby. Additionally, the ground floor would include 464 square feet of commercial space fronting San Bruno Avenue. The building would be approximately 31 feet in height to the top of the parapet, and 33 feet in height to the top of the elevator, as shown in conceptual elevations in Figure 5. Conceptual visual simulations of the built project are shown in Figure 6.

The second and third floors of the building would each include 8 senior apartments, for a total of 16 units. Of the 16 units, 12 would be 545 square feet, and 4 would be 526 square feet. The combined floor area of the apartment units would be approximately 8,644 square feet.

Two of the units would be restricted for rental to Lower Income households and one unit would be restricted for rental to Very Low Income households in accordance with the City's Inclusionary Housing Ordinance and consistent with the State Density Bonus law requirements to allow for the setback concession.[4]

3. Open Space and Landscaping

The proposed project would include a total of 3,855 square feet of private open area on the project site. A total of 1,835 square feet of open area would be available to project residents in an interior, landscaped courtyard. An additional 592 square feet of landscaped area would be located along the western portion of the site. Finally, a 1,428-square-foot courtyard would also be available to project residents on the second floor of the building.

4. Utilities and Infrastructure

The project site is located in an urban area and is currently served by existing utilities, including: water, sanitary sewer, storm drainage, electricity, and telecommunications infrastructure. Existing and proposed utility connections are discussed below.

[4] Brisbane, City of, 2017. Brisbane Municipal Code, Chapter 17.31 – Inclusionary Housing and Density Bonuses. March 29.

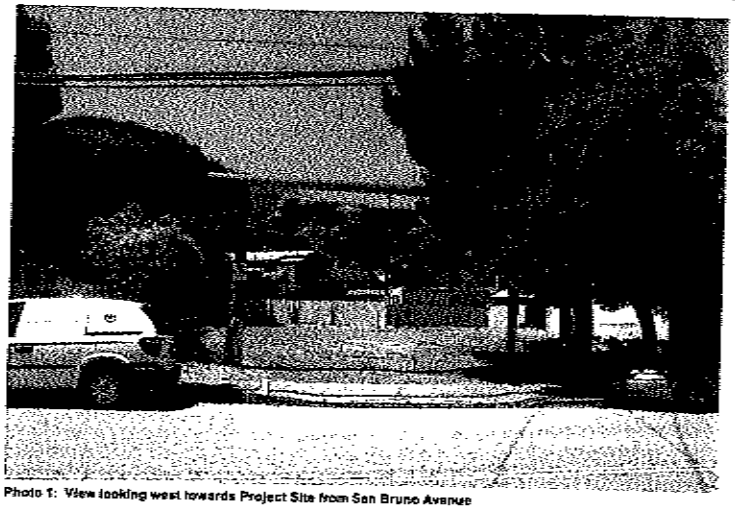

Photo 1: View looking west towards Project Site from San Bruno Avenue

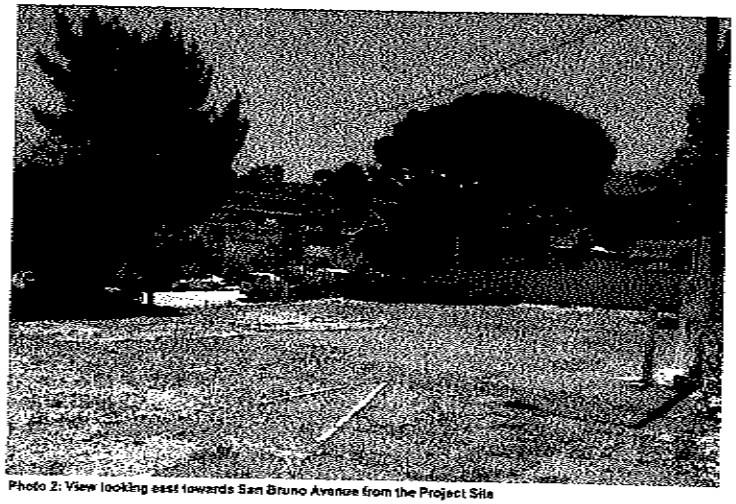

Photo 2: View looking east towards San Bruno Avenue from the Project Site

LSA

FIGURE 3a

SOURCE: LSA, 2017

36-56 San Bruno Avenue Project
Existing Site Conditions

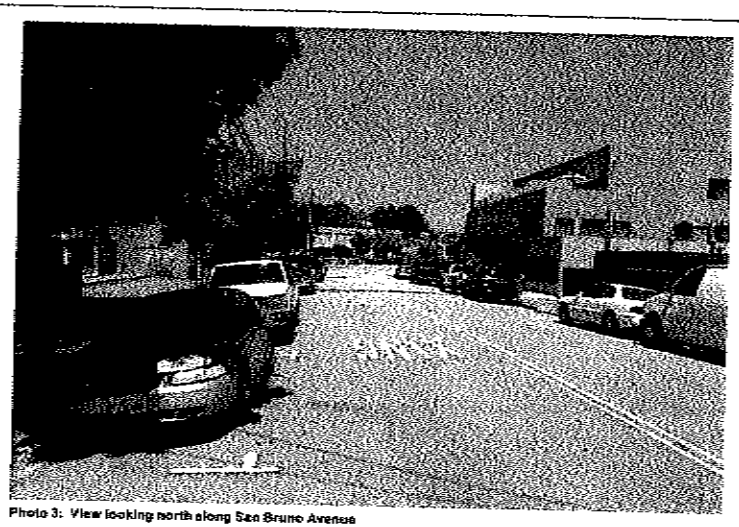

Photo 3: View looking north along San Bruno Avenue

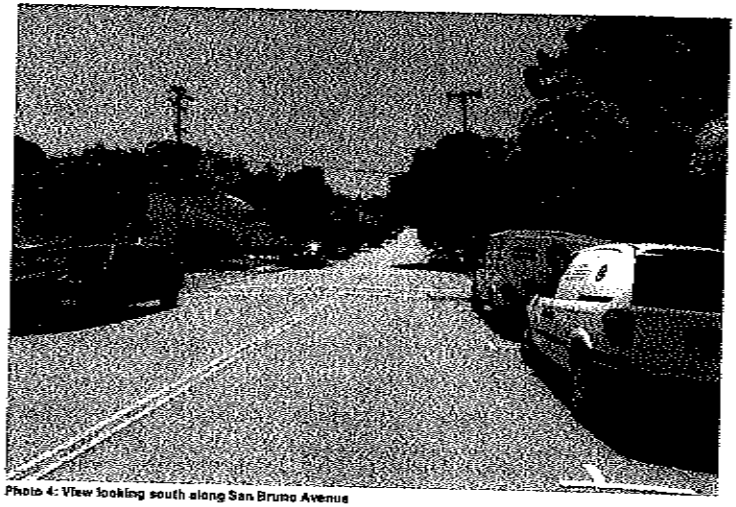

Photo 4: View looking south along San Bruno Avenue

LSA

FIGURE 3b

36-50 San Bruno Avenue Project
Existing Site Conditions

SOURCE: LSA, 2015.

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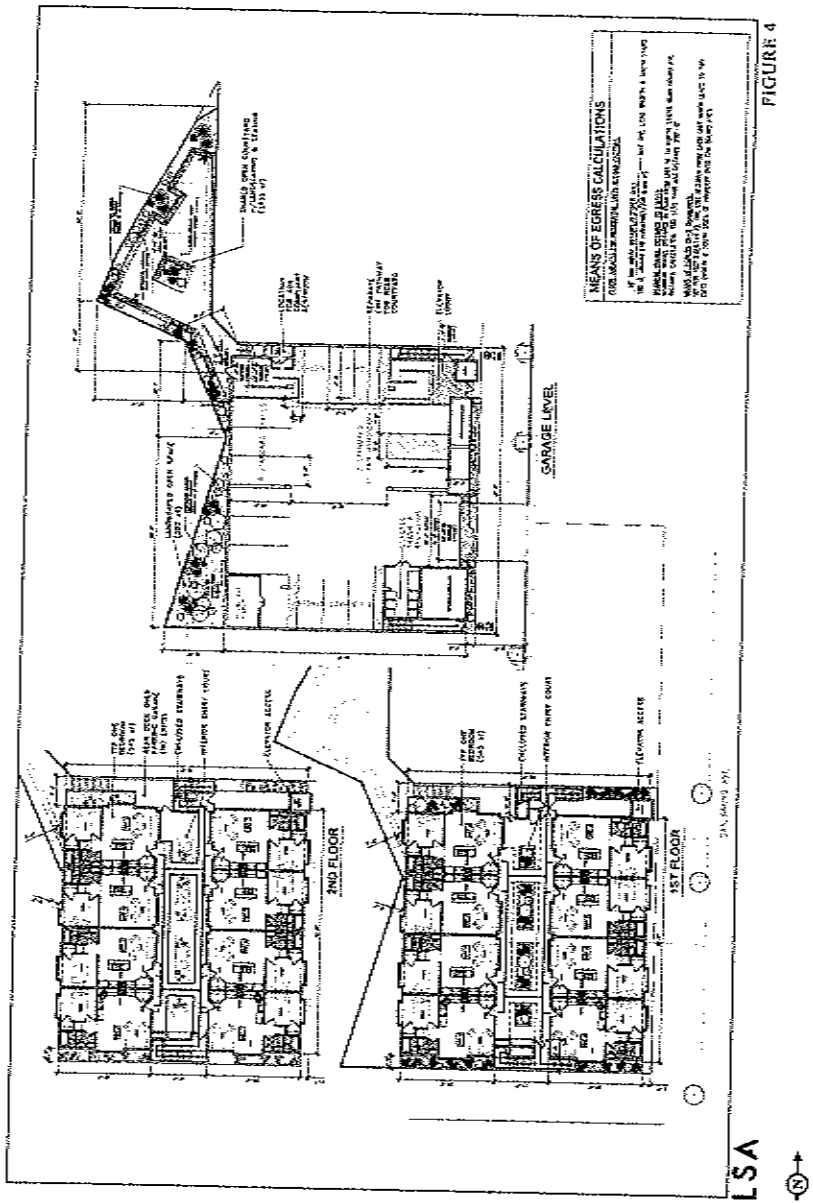

FIGURE 4

36-50 San Bruno Avenue Project
Conceptual Site Plan and Floor Plans

LSA

NOT TO SCALE

SOURCE: JT ARCHITECTURE + DESIGN, MARCH 2017.
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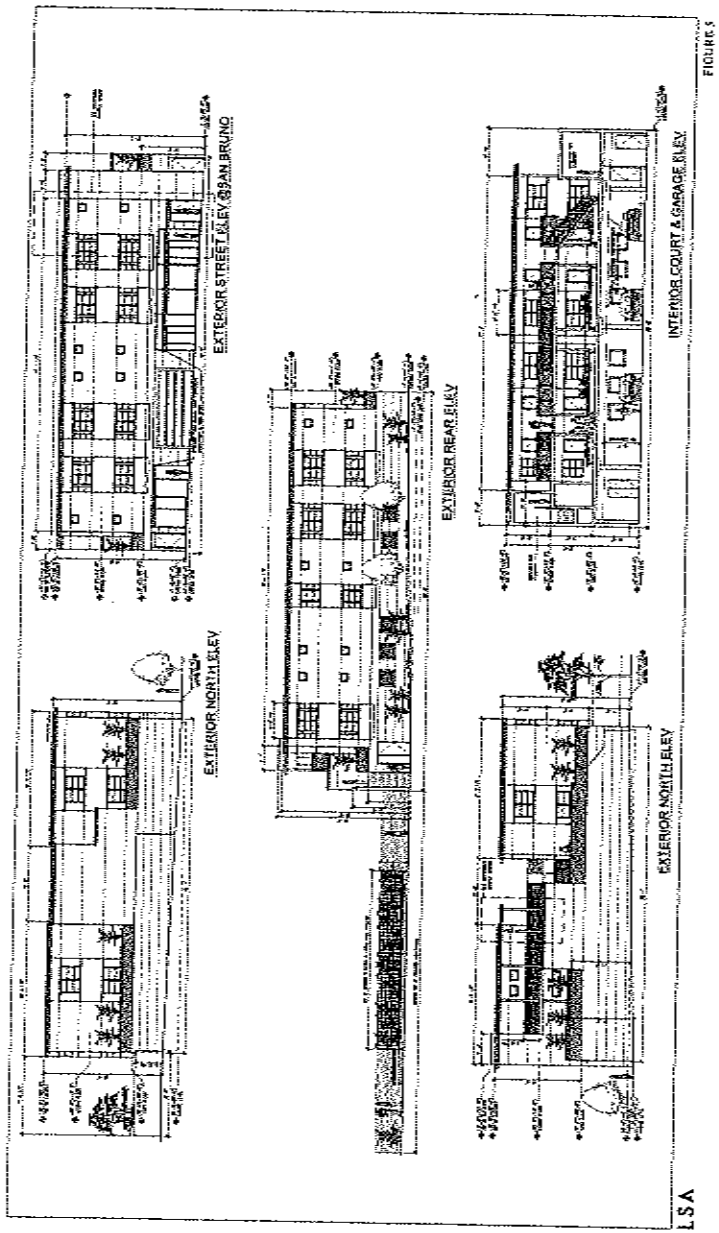

FIGURE 5

16-50 San Bruno Avenue Project
Conceptual Building Elevations

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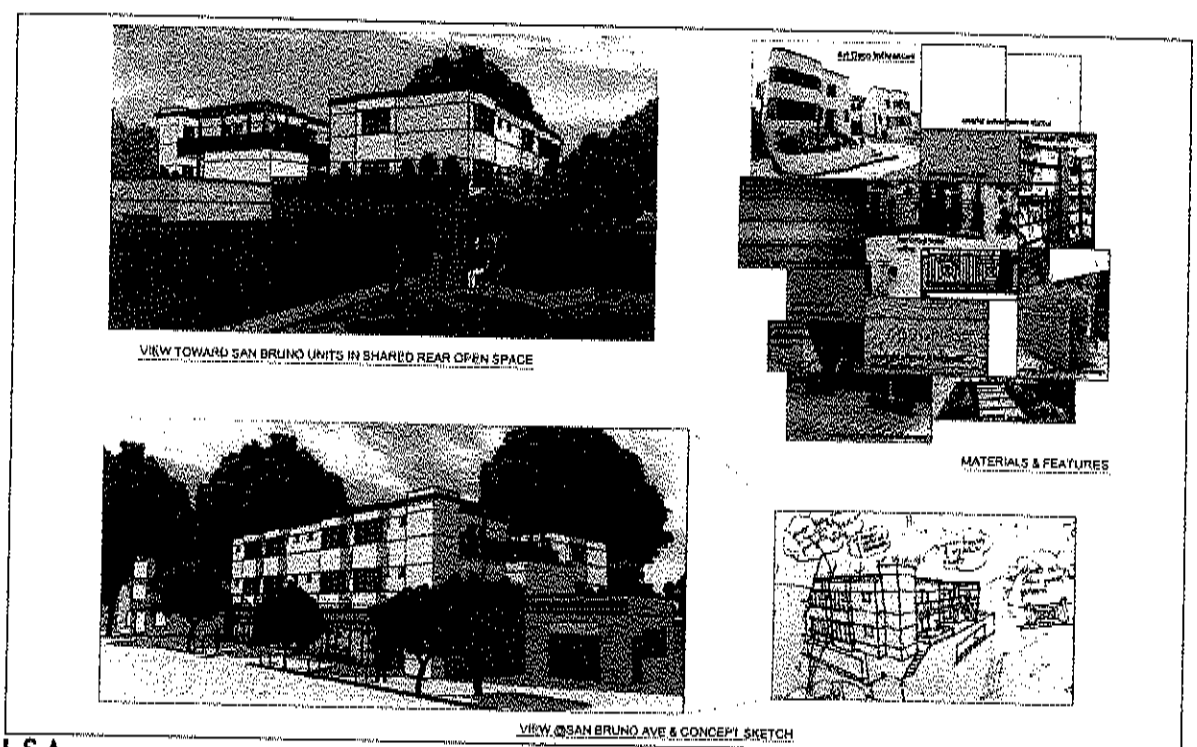

VIEW TOWARD SAN BRUNO UNITS IN SHARED REAR OPEN SPACE

MATERIALS & FEATURES

VIEW @SAN BRUNO AVE & CONCEPT SKETCH

LSA

FIGURE 6

NOT TO SCALE

36-30 San Bruno Avenue Project
Conceptual Renderings

SOURCE: JT ARCHITECTURE + DESIGN, JULY 2017.
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a. **Water.** The Brisbane Water District, run by the City, provides water service to Central Brisbane. The City receives all of its water from the San Francisco Public Utilities Commission (SFPUC) through turnouts along the Crystal Springs pipelines. Under normal conditions, the water comes directly from the Hetch Hetchy Reservoir in Yosemite National Park. An 8-inch water line is located along San Bruno Avenue and would serve the project via a new connection.

b. **Wastewater.** The City provides wastewater service to residents and businesses in its service area. Wastewater generated at the project site would be collected via a 10-inch sanitary sewer line located along San Bruno Avenue and would serve the project site via a new connection.

c. **Stormwater.** The lot size is approximately 9,505 square feet, a majority of which is currently covered with the impervious parking lot. Development of the proposed project would result in a combination of new and replacement impervious surfaces on the site totaling approximately 8,400 square feet, including both the building and courtyard areas. The remaining approximately 1,105 square feet of the site would be landscaped and would be pervious.

Due to its size, the proposed project falls into a class of projects that, while not subject to Provision C.3 of the Municipal Regional Permit, is required to implement site design and source control measures, such as directing stormwater flows to landscaped areas on site, providing a roofed enclosure for refuse, and marking storm drains with "No Dumping! Flows to Bay." The project will also be required to use stormwater best management practices (BMPs) during construction. Additionally, an area has been designated along San Bruno Avenue, for a stormwater capture and treatment area, consistent with the City's General Plan green streets policy for new multi-family development.

d. **Electricity and Natural Gas.** Electricity and natural gas service to the site are provided by Pacific Gas and Electric (PG&E). An existing underground 4-inch gas line runs along San Bruno Avenue and would serve the project site via a connection. In addition, an overhead electric line runs along San Bruno Avenue and through the project site to a pole on the southeast border of the site, and can serve the project.

C. PROJECT APPROVALS

The City of Brisbane's zoning ordinance requires a conditional use permit for mixed-use developments, a design permit for the construction of any principal structure within the NCRO-2 Neighborhood Commercial District and grading review for projects with more than 50 cubic yards of exported material. The City of Brisbane has discretionary authority over these permit applications. This authority is granted by the City Council to the Planning Commission. Following approval of the use permit, design permit and grading permit, the project would be subject to City review and approval of a building permit prior to construction.

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EXEMPTIONS

Article 19 of the CEQA Guidelines includes, as required by Public Resources Code §21084, a list of classes of projects which have been determined not to have a significant effect on the environment and, as a result, are exempt from review under CEQA. This document has been prepared to serve as the basis for compliance with CEQA as it pertains to the proposed project, and to demonstrate that the project qualifies for a CEQA Exemption as an Infill Development Project, consistent with the provisions of CEQA Guidelines Sections 15332 and 15300.2. Specifically, the information provided herein shows that:

a. The project qualifies for an exemption under CEQA Guidelines Section 15332 (i.e., Class 32) and, as a result, would not have a significant effect on the environment;

b. The analysis shows there are no exceptions to qualifying for the infill exemption, as identified in CEQA Guidelines Section 15300.2.

CEQA Guidelines Section 15332 is applicable to projects characterized as infill development meeting the following conditions:

a. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

b. The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.

c. The project site has no value as habitat for endangered, rare or threatened species.

d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

e. The site can be adequately served by all required utilities and public services.

The analysis below provides substantial evidence that the project properly qualifies for an exemption under CEQA Guidelines Section 15332 (i.e., Class 32) and, as a result, would not have a significant effect on the environment. Additionally, the analysis shows there are no exceptions to qualifying for the categorical exemption, as identified in CEQA Guidelines Section 15300.2.

a. **Criterion §15332(a): General Plan and Zoning Consistency.** The proposed project is consistent with the applicable general plan designation and all applicable general plan policies, as well as with applicable zoning designations and regulations, as discussed below.

(1) General Plan. The project site has a Neighborhood Commercial/Retail/Office (NRCO) General Plan Land Use designation.[5] The General Plan intends for this site to consist of local retail and service uses, and public and semipublic facilities. Commercial recreation, residential, warehouse and distribution, and light industrial uses may be permitted conditionally in implementing zoning districts.[6]

[5] Brisbane, City of. 1994. *City of Brisbane General Plan*. June 21.

[6] Ibid.

The proposed project consists of 16 senior apartments, 464 square feet of commercial space, a 14-space parking garage, and associated open area. The proposed project meets the requirements of the local retail and service use designation that is permitted, and the residential use that is conditionally permitted in implementing zoning districts, as shown below, under the NRCO land use designation. Therefore, the proposed project would be consistent with the site's General Plan designation.

(2) Zoning. The project site is within the Downtown Brisbane Neighborhood Commercial (NRCO-2) district on the City of Brisbane Zoning Map.[7] Permitted uses within the NRCO-2 district include financial institutions, medical facilities, offices, personal services, restaurants, retail sales and rental, and home occupations. Dwelling units are conditionally permitted within the NRCO-2 district, only when part of a mixed-use project and when located above or behind nonresidential uses. Development standards within the NRCO-2 zoning district include no requirement for either a front setback or side setbacks, except when abutting a residential district. The required rear setback is 10 feet. The maximum height for structures is 35 feet when authorized by a design permit.[8]

As stated above, the proposed project would include both commercial and residential uses located above and behind the commercial use, and would therefore be conditionally permitted within the NRCO-2 district. The project applicant is seeking a concession under the State Density Bonus Law, Government Code §65915(b) and (d), to allow for a rear setback concession, for a 1 foot rear setback where 10 feet would otherwise be required, by providing at least 10 percent of the total units for lower income households, and at least 5 percent for very low income households. The proposed project would be approximately 31 feet in height at the tallest point, which would be authorized by the design permit. Therefore, the proposed project would be consistent with the site's zoning designation.

b. **Criterion §15332(b): Project Location, Size and Context.** The proposed project is located within the City limits on a project site of no more than 5 acres substantially surrounded by urban uses.

The project site is located within the incorporated limits of the City of Brisbane on a 0.22-acre site. The project site is currently developed with a vacant parking lot, and is surrounded by properties with urban land uses and paved public streets (see Figure 2). Therefore, the proposed project meets the criteria of CEQA Guidelines Section 15332(b).

c. **Criterion §15332(c): Endangered, Rare or Threatened Species.** The project site has no value as habitat for endangered, rare, or threatened species. The project site is developed and consists of a vacant parking lot, ruderal vegetation, and eight trees, which would be removed as a part of the proposed project. No existing buildings that could potentially provide habitat for special-status bats would be removed as a part of the proposed project.

Migratory birds, which are protected under the Migratory Bird Treaty Act, may use vegetation, including existing trees, on or near the project site for nesting. Implementation of the following condition of approval would ensure that potential impacts to nesting birds and raptors during construction would be less than significant:

[7] Brisbane, City of, 2003. *City of Brisbane Zoning Map*. July.

[8] Brisbane, City of, 2017. *Brisbane Municipal Code*. March 29.

- Prior to issuance of a Grading Permit, the project applicant shall provide written evidence to the Planning Director that, if feasible, all vegetation removal shall be undertaken during the non-breeding season (i.e., September 1 to January 31) to avoid direct impacts to nesting birds. If such work is scheduled during the breeding season, and per the direction of the Planning Director, the project applicant shall retain a qualified biologist or ornithologist to conduct a pre-construction survey to determine if any birds are nesting within the project site. The pre-construction survey shall be conducted within 15 days prior to the start of work from March through May (since there is a higher potential for birds to initiate nesting during this period), and within 30 days prior to start of work from June through July. If active nests are found during the survey, the biologist or ornithologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the buffer will be determined by the biologist or ornithologist in consultation with the California Department of Fish and Wildlife, and would be based on the nesting species, its sensitivity to disturbance, and the expected types of disturbance.

For the reasons stated above, the proposed project adheres to the CEQA Guidelines §15332(c) criterion.

d. **Criterion §15332(d): Traffic, Noise, Air Quality or Water Quality.** Approval of the proposed project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Relative to CEQA Guidelines Section 15332(d), the following provides a discussion demonstrating that the proposed project would not result in a significant effect on traffic, noise, air quality and water quality, and that the project adheres to the CEQA Guidelines Section 15332(d) criterion.

(1) Traffic, Parking, Access and Circulation. The proposed project would construct 16 one bedroom senior housing apartments and 464 square feet of commercial space. Trip generation rates from the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 9th Edition, were used to estimate the daily and peak hour trip generation for the proposed project. Table 1 below summarizes the trip generation for the proposed project. As presented in Table 1, the proposed project is expected to result in 75 daily trips, with 9 trips occurring during the AM peak hour and 20 trips occurring during the PM peak hour. Therefore, as identified in the Trip Generation Analysis prepared by Hexagon Transportation Consultants in 2017,[9] the new level of project-generated traffic would not be considered significant.

[9] Hexagon Transportation Consultants, Inc. 2017. *Trip Generation Analysis and Site Access and Circulation Review for the Proposed Mixed-Use Development at 36-50 San Bruno Avenue in Brisbane, California.*

Table 1: Trip Generation

Land Use[1]	Quantity	Daily Rate[2]	Daily Trips	AM Peak Hour				PM Peak Hour			
				Rate[2]	In	Out	Total	Rate[2]	In	Out	Total
Senior Apartments[3]	16 units	3.44	55	0.20	1	2	3	0.25	2	2	4
Commercial Space[4]	464 sf	42.7	20	0.96	4	2	6	3.71	8	8	16
Total			75	-	5	4	9	-	10	10	20

Notes:
sf = square feet
[1] Trip generation rates are from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 9th Edition (2012)*.
[2] The rates for the senior apartments are expressed in trips per dwelling unit and the rates for the commercial space are expressed in trips per 1,000 sf
[3] Trip generation rates for the proposed senior apartments are based on "Senior Adult Housing – Attached" (Land Use Code 252). Average rates are used to estimate the trips that would be generated by the proposed senior apartments.
[4] Trip generation rates for the proposed commercial space are based on "Shopping Center" (Land Use Code 820). The average rate is used to estimate the daily trips and the fitted curve equations are used to estimate the AM and PM peak hour trips that would be generated by the proposed commercial space.

Source: Hexagon Transportation Consultants, Inc. 2017.

The project site is located in the downtown Brisbane area and would be readily accessible to pedestrians, bicyclists, and transit users. The proposed project's driveway and ground floor parking garage would be adequate to serve the project's vehicular traffic. In addition, the project site is located on the west side of San Bruno Avenue, just north of the San Bruno Avenue with on-street parking on either side. Regional access to the project site is provided via US 101.

The proposed project would have a full-access 18-foot wide driveway that would provide access to a ground floor parking garage. The ground floor parking garage layout would consist of a rectangular maneuvering area surrounded by 14 parking spaces (see Figure 4). As determined in the Trip Generation Analysis, the maneuvering area would be approximately 56 feet by 30 feet, which would be adequate to allow vehicles to safely maneuver in and out of each space.

The project site is located in downtown Brisbane, which is considered a pedestrian area. There are sidewalks along the majority of the downtown streets and crosswalks are provided at all the intersections in the downtown area. In the immediate vicinity of the project, the stop-controlled intersection of San Bruno Avenue and Mariposa Street has crosswalks on each leg and accessible ramps on each corner. In addition, the five-legged, stop-controlled intersection of San Bruno Avenue/Visitacion Avenue/Old County Road and San Francisco Avenue, located approximately 200 feet north of the project site, has crosswalks on each leg and accessible ramps on each corner. Directly adjacent to the project, sidewalks are provided on both sides of San Bruno Avenue. The proposed project would have pedestrian entrances on the east side of the structure located directly adjacent to San Bruno Avenue.

There are limited bicycle facilities in the project vicinity, however, the downtown Brisbane streets have low traffic volumes which makes the roadways conducive to bicycle traffic.

Public transit service in the project vicinity is provided by Caltrain and SamTrans. The Caltrain and SamTrans routes and schedules are described in the Trip Generation Analysis, and would be readily accessible to transit users from the project site

Implementation of the proposed project would not substantially increase population resulting in a large number of vehicular trips, and therefore would not result in changes to the City's transportation and circulation system that could conflict with adopted policies, plans, or programs regarding transit,

bicycle, or pedestrian facilities. The proposed project would not otherwise decrease the performance or safety of such facilities, or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes.

(2) Noise. A project will normally have a significant effect on the environment related to noise if it would substantially increase the ambient noise levels for adjoining areas or conflict with the adopted environmental plans and goals of the community in which it is located. Noise impacts can be described in three categories. The first is audible impacts that increase noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3.0 decibels (dB) or greater since this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, is the change in the noise level between 1.0 and 3.0 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category is changes in noise levels of less than 1.0 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant. For the purpose of this analysis, the proposed project creates a significant noise impact if the project-related noise increase at an existing sensitive receptor is greater than 3 dB and the resulting noise level is greater than the standards cited below or if the project-related increase in noise is greater than 5 A-weighted decibels (dBA).

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The project site is located in an urban area within the City and is surrounded by a mix of uses, including residential and commercial uses. The closest sensitive receptors are adjacent existing residential uses located approximately 10 feet south of the proposed project.

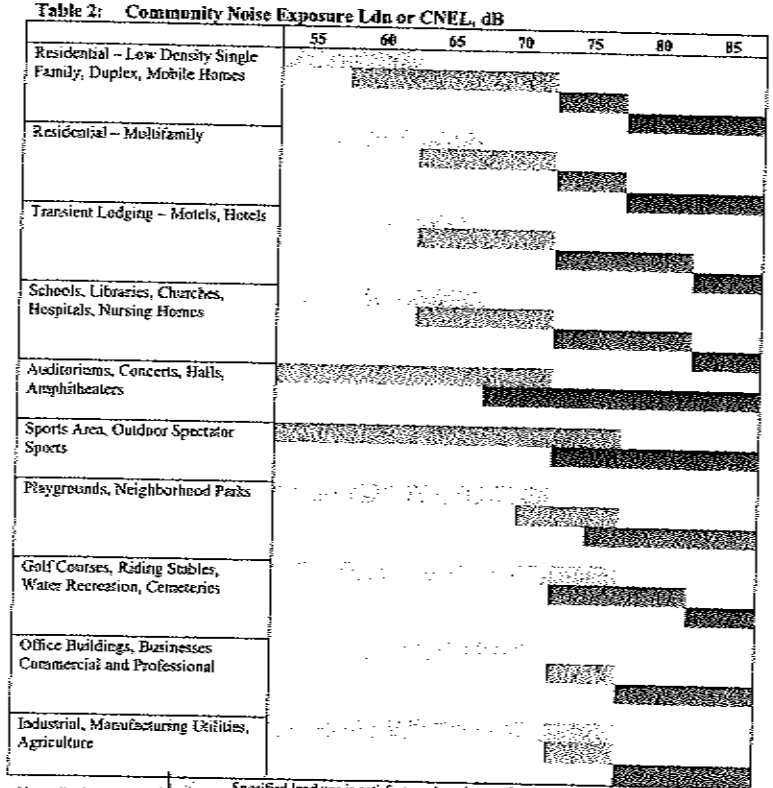
The primary existing noise sources contributing to ambient noise in the project area are traffic associated with San Bruno Avenue and other noise from motor vehicles generated by engine vibrations, the interaction between the tires and the road, and vehicle exhaust systems. Aircraft overflights are also a main source of noise in the project area. Ambient noise measurements taken in the project area indicate that noise levels in the project area are approximately 66 dBA L_{eq}.[10]

The adopted City of Brisbane General Plan addresses noise in the Noise Control chapter of the Municipal Code.[11] The General Plan contains policies that aim to protect the community from exposure to excessive noise. General Plan Policy 184 requires the use of the State Guidelines for land use compatibility to determine noise impacted uses. The State's land use compatibility guidelines for determining acceptable noise levels for specified land uses is shown in Table 2.

[10] Nigel Breitz Acoustics, 2005. *Acoustical Evaluation, Environmental Noise 1 San Bruno Avenue Brisbane, California*. November 14.

[11] Brisbane, City of, 2017. *City of Brisbane Municipal Code*, Chapter 8.28 Noise Control. February 2.

Table 2: Community Noise Exposure Ldn or CNEL, dB



Normally Acceptable	Specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable	New construction or development should generally not be undertaken.

Source: Office of Planning and Research, 2003.

The Brisbane Municipal Code states that no person shall cause, produce, suffer or allow to be produced by any machine, animal or device or any combination of the same, in any single-family residential zoning district, a noise level more than 10 dB above the local ambient level to any receiver for a cumulative period of more than 10 minutes in any hour, or a noise level more than 20 dB above the local ambient level to any receiver for a cumulative period of more than 3 minutes in any hour.

The Brisbane Municipal Code also highlights that construction shall be allowed only between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and 9:00 a.m. to 7:00 p.m. on weekends and holidays. Construction, alteration or repair activities which are authorized by a valid City permit shall be allowed if they meet at least one of the following noise limitations:

- No individual piece of equipment shall produce a noise level exceeding 83 dBA at a distance of 25 feet from the source thereof. If the device or other source is housed within a structure on the property, the measurement shall be made outside the structure, but at a distance as close to the equipment or source as possible.
- The noise level at any point outside of the property plane of the project shall not exceed 86 dBA.

Exposure to Excessive Noise Levels. The proposed project is adjacent to residential uses. Project construction would result in short-term noise adjacent to these land uses. Maximum construction noise would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of noise impacts generally would be from one day to several days depending on the phase of construction. As identified above, construction noise is permitted by the City's Municipal Code when activities occur between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and 9:00 a.m. to 7:00 p.m. on weekends and holidays. The City's Municipal Code also sets allowable construction noise levels from construction equipment, as specified under the Noise Ordinance as 83 dBA at 25 feet. The proposed project would comply with these hours and would implement best management practices during construction to reduce noise levels to the extent feasible. With compliance to the Municipal Code standards, the proposed project would feasibly attain acceptable noise levels during construction. Therefore, this impact would be considered less than significant.

The proposed project would develop residential uses in a developed area in the City of Brisbane. Operational noise can be categorized as mobile source noise and stationary source noise. Mobile source noise would be attributable to the additional trips that would be a result of the proposed project. Stationary source noise includes noise generated by the residential uses of the site, such as heating, ventilation, and air conditioning (HVAC) equipment.

Motor vehicles are the dominant noise source in the project vicinity. The amount of noise varies according to many factors, such as volume of traffic, vehicle mix (percentage of cars and trucks), average traffic speed, and distance from the observer. Implementation of the proposed project would result in new daily trips on local roadways in the project site vicinity. The project would generate an estimated 75 daily vehicle trips, with 9 trips occurring during the AM peak hour and 20 trips occurring during the PM peak hour. Project trips would represent a small fraction of the overall roadway traffic volumes. A characteristic of sound is that a doubling of a noise source is required in order to result in a perceptible (3 dBA or greater) increase in the resulting noise level. Project daily trips would not result in a doubling of traffic volumes along any roadway segment in the project vicinity, and therefore would not result in a perceptible increase in traffic noise levels at receptors in the project vicinity.

The nearest off-site sensitive receptors in the vicinity of the project are the residences located adjacent to the project site boundary. Implementation of the proposed project would generate minimal on-site stationary noise, primarily in the form of HVAC equipment.

HVAC equipment is often mounted on rooftops, located on the ground, or located within mechanical rooms. The noise sources could take the form of fans, pumps, air compressors, chillers, or cooling towers. HVAC operations associated with the project would be required to meet the City's noise standards.

Land Use Compatibility. The dominant source of noise in the project vicinity is traffic noise on San Bruno Avenue. As identified above, noise levels in the project site are approximately 66 dBA L_{dn}.

As identified above, the City's General Plan requires the use of the State Guidelines for land use compatibility to determine noise impacts. The State sets forth normally acceptable noise level standards for land use compatibility and interior noise exposure for new development. The normally acceptable exterior noise level for multi-family residential units is 65 dBA L_{dn}. Noise levels of 65 to 75 dBA L_{dn} are considered conditionally acceptable when a detailed analysis of noise reduction requirements and noise insulation features are included in the design to meet the interior noise standard. The normally acceptable interior noise level for residential units is 45 dBA L_{dn}.

Based on the EPA's Protective Noise Levels,[12] with a combination of walls, doors, and windows, standard construction for Northern California residential buildings (STC-24 to STC-28) would provide more than 25 dBA in exterior-to-interior noise reduction with windows closed and 15 dBA or more with windows open. The project's proposed ventilation system would reduce noise levels for residents with windows closed and would meet the State's normally acceptable interior noise level criterion of 45 dBA (i.e., 66 dBA – 25 dBA = 41 dBA). Therefore, the project would meet the State's land use compatibility standards.

Exposure to Excessive Ground-borne Vibration. Common sources of ground-borne vibration and noise include trains and construction activities such as blasting, pile driving and operating heavy earthmoving equipment. Construction of the proposed project would involve grading, site preparation, and construction activities but would not involve the use of construction equipment that would result in substantial ground-borne vibration or ground-borne noise on properties adjacent to the project site. No pile driving, blasting, or significant grading activities are proposed. Furthermore, operation of the proposed project would not generate substantial ground-borne noise and vibration. Therefore, the project would not result in the exposure of persons to or generation of excessive ground-borne noise and vibration.

Aircraft Noise Impacts. The proposed project is not located within 2 miles of a public or public use airport. The San Francisco International Airport is the closest airport and is located approximately 6 miles south of the project site. Aircraft noise is occasionally audible at the project site; however, no portion of the project site lies within the 65 dBA CNEL noise contours of any public airport nor does any portion of the project site lie within 2 miles of any private airfield or

[12] Environmental Protection Agency, 1978. *Protective Noise Levels. Condensed Version of EPA Levels Document*. November.

heliport. Therefore, the proposed project would not result in the exposure of sensitive receptors to excessive noise levels from aircraft noise sources.

(3) **Air Quality.** The proposed project is located in the City of Brisbane, and is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which regulates air quality in the San Francisco Bay Area. In Brisbane, and the rest of the air basin, exceedances of air quality standards occur primarily during meteorological conditions conducive to high pollution levels, such as cold, windless winter nights or hot, sunny summer afternoons.

Within the BAAQMD, ambient air quality standards for ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM_{10}, $PM_{2.5}$), and lead (Pb) have been set by both the State of California and the federal government. The State has also set standards for sulfate and visibility. The BAAQMD is under State non-attainment status for ozone and particulate matter standards. The BAAQMD is classified as non-attainment for the federal ozone 8-hour standard and non-attainment for the federal $PM_{2.5}$ 24-hour standard.

Consistency with Applicable Air Quality Plans. The applicable air quality plan is the BAAQMD's 2017 Clean Air Plan, which was adopted on April 19, 2017. The 2017 Clean Air Plan/Regional Climate Protection Strategy serves as a roadmap for the BAAQMD to reduce air pollution and protect public health and the global climate. The 2017 Clean Air Plan also includes measures and programs to reduce emissions of fine particulates and toxic air contaminants. In addition, the Regional Climate Protection Strategy is included in the 2017 Clean Air Plan, which identifies potential rules, control measures, and strategies that the BAAQMD can pursue to reduce greenhouse gases throughout the Bay Area.

Consistency with the 2017 Clean Air Plan is determined by whether or not the proposed project would result in significant and unavoidable air quality impacts or hinder implementation of control measures (e.g., excessive parking or preclude extension of transit line or bicycle path). As indicated in the analysis that follows, the proposed project would not result in significant operational and construction-period emissions. Therefore, the proposed project supports the goals of the Clean Air Plan and would not conflict with any of the control measures identified in the plan as designed to bring the region into attainment. Additionally, the proposed project would not substantially increase the population, vehicle trips, or vehicle miles traveled. The proposed project would not hinder the region from attaining the goals outlined in the Clean Air Plan. Therefore, the proposed project would not hinder or disrupt implementation of any control measures from the Clean Air Plan.

Violate Air Quality Standards. During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by grading, hauling, and building activities. Emissions from construction equipment are also anticipated and would include CO, nitrogen oxides (NO_x), reactive organic gases (ROG), directly-emitted particulate matter ($PM_{2.5}$ and PM_{10}), and toxic air contaminants (TACs) such as diesel exhaust particulate matter.

The BAAQMD has developed screening criteria to provide lead agencies with a conservative indication of whether a proposed project would result in potentially significant air quality impacts. If all of the screening criteria are met, then the lead agency would not need to perform a detailed air quality assessment of the proposed project's emissions. These screening levels are generally representative of new development without any form of mitigation measures taken into consideration.

In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions.

Table 3 shows a comparison of the project to the applicable construction-related criteria air pollutant screening levels.

Table 3: Comparison of Project to BAAQMD Construction-Related Criteria Pollutant Screening Levels

Project Land Use	Project Size	BAAQMD Land Use Type	BAAQMD Screening Size	Ratio (Project/ Screening Size)
1 Bedroom Apartments	16 units	Apartment, Low-Rise	220 units	0.072
Parking Garage	5,650 square feet	Warehouse	259,000 square feet	0.022
Commercial	464 square feet	Convenience Market (24-hour)	277,000 square feet	0.002
Landscape Yard and Courts	3,857 square feet (0.09 acres)	City Park	67 acres	0.001
Total				0.097

Source: LSA Associates, 2017 and BAAQMD, 2017.

As identified in the Air Quality Analysis prepared by Ramboll Environ in 2016,[13] the ratio of the project size to the BAAQMD screening size was calculated for each land use and then was summed across all project land uses to evaluate the impact of the project. A ratio of less than one indicates that the project's air quality impacts are expected to be less than the BAAQMD CEQA significance thresholds. The Air Quality Analysis did not identify construction-related screening levels; however, as identified in Table 3 above, the ratios for construction-related criteria pollutants is 0.097, which indicates that the project's construction-related air quality impacts are expected to be less than BAAQMD CEQA significance thresholds. In addition, the project would include a small amount of grading which would involve minimal soil off-haul and would not exceed the BAAQMD's significance thresholds. Therefore, the project would not result in a significant air quality impact related to project construction.

Long-term air emission impacts are those associated with area sources and mobile sources related to the proposed project. In addition to the short-term construction emissions, the project would also generate long-term air emissions, such as those associated with changes in permanent use of the project sites. These long-term emissions are primarily mobile source emissions that would result from vehicle trips associated with the proposed project. Area sources, such as natural gas heaters, landscape equipment, and use of consumer products, would also result in pollutant emissions.

As discussed above, the BAAQMD has developed screening criteria to provide lead agencies with a conservative indication of whether the proposed project would result in potentially significant air quality impacts. If all of the screening criteria are met by a proposed project, then the lead agency would not need to perform a detailed air quality assessment of the proposed project's emissions.

[13] Ramboll Environ, 2016. *Air Quality Analysis for Operation of 30-50 San Bruno Avenue, Brisbane, California.* November 30.

Table 4 shows a comparison of the project to the applicable operational-related criteria air pollutant screening levels.

Table 4: Comparison of Project to BAAQMD Operational-Related Criteria Pollutant Screening Levels

Project Land Use	Project Size	BAAQMD Land Use Type	BAAQMD Screening Size	Ratio (Project/ Screening Size)
1 Bedroom Apartments	16 units	Apartment, Low-Rise	451 units	0.035
Parking Garage	5,650 square feet	Warehouse	864,000 square feet	0.007
Commercial	464 square feet	Convenience Market (24-hour)	5,000 square feet	0.093
Landscape Yard and Courts	3,857 square feet (0.09 acres)	City Park	2,613 acres	0.000
Total				0.135

Source: Ramboll Environ, 2016 and BAAQMD, 2017.

As discussed above, the ratio of the project size to the BAAQMD screening size was calculated for each land use and then was summed across all project land uses to evaluate the impact of the project.[14] A ratio of less than one indicates that the project's air quality impacts are expected to be less than the BAAQMD CEQA significance thresholds. The Air Quality Analysis by Ramboll assumed there would be 230 square feet of commercial space and 3,587 square feet of landscaping, including the 1,428 square foot courtyard above the ground floor. The revised project includes 464 square feet of commercial and 3,855 square feet of landscaping. As identified in Table 4 above, the ratios for operational-related criteria pollutants is 0.135, which indicates that the project's operational-related air quality impacts are expected to be less than the BAAQMD CEQA significance thresholds. Therefore, the project would not result in a significant air quality impact related to project operations.

The BAAQMD has established a screening methodology that provides a conservative indication of whether the implementation of a proposed project would result in significant CO emissions. According to the BAAQMD CEQA Guidelines, a proposed project would result in a less-than significant impact to localized CO concentrations if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, and the regional transportation plan and local congestion management agency plans.
- Project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, or below-grade roadway).

[14] Ibid.

implementation of the proposed project would not conflict with the San Mateo County Transportation Authority for designated roads or highways, a regional transportation plan, or other agency plans. The project site is not located in an area where vertical or horizontal mixing of air is substantially limited. In addition, the proposed project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour and would not result in localized CO concentrations that exceed State or federal standards.

Cumulative Impacts. CEQA defines a cumulative impact as two or more individual effects, which when considered together, are considerable or which compound or increase other environmental impacts. Therefore, if annual emissions of construction- or operational-related criteria air pollutants exceed any applicable threshold established by the BAAQMD, the proposed project would result in a cumulatively significant impact. As discussed above, no exceedance of BAAQMD emission thresholds would occur as a result of construction or operation of the proposed project. The proposed project's construction and operational emissions of criteria pollutants are estimated to be well below the emissions threshold established for the region. Therefore, the project would not result in a cumulatively considerable contribution to regional air quality impacts.

Sensitive Receptors. Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. Exposure from diesel exhaust associated with construction activity contributes to both cancer and chronic non-cancer health risks.

According to the BAAQMD, a project would result in a significant impact if it would: individually expose sensitive receptors to TACs resulting in an increased cancer risk greater than 10.0 in one million, increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient $PM_{2.5}$ increase greater than 0.3 micrograms per cubic meter ($\mu g/m^3$). A significant cumulative impact would occur if the project in combination with other projects located within a 1,000-foot radius of the project site would expose sensitive receptors to TACs resulting in an increased cancer risk greater than 100.0 in one million, an increased non-cancer risk of greater than 10.0 on the hazard index (chronic), or an ambient $PM_{2.5}$ increase greater than 0.8 $\mu g/m^3$ on an annual average basis. Impacts from substantial pollutant concentrations are discussed below.

As described above, construction of the proposed project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). As indicated in Table 3, project construction emissions would be below the BAAQMD significance thresholds and would only occur for a limited duration, sensitive receptors are not expected to be exposed to substantial pollutant concentrations during project construction.

The Air Quality Analysis prepared for the project evaluated the health risk impacts due to traffic associated with the project, utilizing the BAAQMD Roadway Screening Analysis Calculator. The results of the analysis are presented in Table 5 below.

Table 5: Comparison of Project Traffic Impacts to BAAQMD Operational-Related $PM_{2.5}$ and Cancer Risk Thresholds

County	Roadway Direction	Side of Roadway	Distance from Roadway (feet)	Annual Average Daily Traffic	$PM_{2.5}$ Average ($\mu g/m^3$)	Cancer Risk (per million)
San Mateo	North/South	East	10	315	0.0075	0.44
		West	10	315	0.0037	0.22
	East/West	North	10	315	0.0055	0.34
		South	10	315	0.0056	0.32
BAAQMD CEQA Threshold					**>0.3**	**>10.0**

Source: Ramboll Environ, 2016.

As indicated in Table 5, the estimated $PM_{2.5}$ concentration and cancer risk associated with the project are expected to be below the BAAQMD CEQA thresholds. Therefore, the project would not expose future residents to substantial pollutant concentrations.

Odors. During project construction, some odors may be present due to diesel exhaust. However, these odors would be temporary and limited to the construction period. The proposed project would not include any activities or operations that would generate objectionable odors and once operational, the project would not be a source of odors. Therefore, the proposed project would not create objectionable odors affecting a substantial number of people.

(4) Greenhouse Gas Emissions. Greenhouse gases (GHGs) are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2);
- Methane (CH_4);
- Nitrous oxide (N_2O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur Hexafluoride (SF_6).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, believed to be causing global warming. While manmade GHGs include naturally-occurring GHGs such as CO_2, methane, and N_2O, some gases, like HFCs, PFCs, and SF_6 are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

Generate Greenhouse Gas Emissions. Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, because the proposed project's operational-related GHG emissions are expected to be less than BAAQMD CEQA significance thresholds, project construction impacts associated with GHG emissions are also not expected to be significant.

Long-term operation of the proposed project would generate GHG emissions from area and mobile sources, and indirect emissions from sources associated with energy consumption. Mobile-source emitters of GHGs would include project-generated vehicle trips associated with visitor trips to the project site. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site, and other sources.

Table 6 shows a comparison of the project to the applicable operational-related GHG air pollutant screening levels.

Table 6: Comparison of Project to BAAQMD Operational-Related GHG Screening Levels

Project Land Use	Project Size	BAAQMD Land Use Type	BAAQMD GHG Screening Size	Ratio (Project/ Screening Size)
1 Bedroom Apartments	16 units	Apartment, Low-Rise	78 units	0.205
Parking Garage	5,650 square feet	Warehouse	64,000 square feet	0.088
Commercial	464 square feet	Convenience Market (24-hour)	1,000 square feet	0.464
Landscape Yard and Courts	3,857 square feet (0.09 acres)	City Park	600 acres	0.0001
Total				0.757

Source: Ramboll Environ, 2016 and BAAQMD, 2017.

As discussed above, the ratio of the project size to the BAAQMD screening size was calculated for each land use and then was summed across all project land uses to evaluate the impact of the project.[15] A ratio of less than one indicates that the project's GHG impacts are expected to be less than BAAQMD CEQA significance thresholds. The analysis in the Air Quality Analysis assumed there would be 230 square feet of commercial space and 3,587 square feet of landscaping. The revised project proposes 464 square feet of commercial and 3,855 square feet of landscaping. As identified in Table 6 above, the ratios for operational-related criteria pollutants is 0.757, which indicates that the project's operational-related GHG impacts are expected to be less than BAAQMD CEQA significance thresholds. Therefore, the project would not result in a significant impact related to GHG emissions.

Consistency with Greenhouse Gas Reduction Plans. The City of Brisbane regulates GHG emissions through implementation of the City's Climate Action Plan (CAP), adopted September 17, 2015.[16] The primary goal of the CAP is to reduce the City of Brisbane's GHG emissions to comply with Assembly Bill (AB) 32. The CAP outlines specific actions, called "measures" that seek to reduce Brisbane's GHG emissions. The measures in the CAP relate to energy, water use, solid waste, and road emissions/transportation. These measures are assumed to lead to specific, quantifiable reductions of GHG emissions.

The City of Brisbane CAP includes an inventory of GHG emissions from a wide variety of sources by sector. In the base year of 2005, the City of Brisbane emitted approximately 79,946 metric tons CO_2e from the residential, commercial, industrial, transportation, waste, and municipal sectors. The largest percentage of GHG emissions are from the transportation sector, which accounts for approximately 51 percent, followed by the commercial/industrial sector and the solid waste sector, which account for approximately 33 percent and 8 percent respectively. The residential sector accounts for approximately 8 percent of citywide GHG emissions.

Based on the 2005 emissions inventories, the City projected a forecast of future emissions for the year 2020. The emission forecast represents a "business-as-usual" prediction of how GHG emissions would grow in the absence of a GHG policy. The business-as-usual GHG emissions for the year 2020 were projected to be approximately 74,180 metric tons CO_2e, which is an increase of 4.6 percent over the 2005 emission inventory. The City's reduction goal is to reduce community-wide GHG emissions by at least 15 percent by 2020, which is a reduction of 13,876 metric tons of CO_2e.

Consistency with the CAP can be determined if the project would support the goals of the CAP, include applicable control measures, and would not disrupt or hinder implementation of any control measures from the CAP. The project's consistency with applicable objectives is described in Table 7 below.

[15] Ibid.

[16] Brisbane, City of. 2015. *City of Brisbane Climate Action Plan*. September 17.

Table 7: Project Compliance with Brisbane CAP

Climate Action Plan Measure	Project Compliance
Energy Measures	
EC2: Residential green building ordinance. The City implemented a Residential Green Building Ordinance that requires new single family dwellings in developments with over 20 housing units to achieve a "green home" rating on the New Home Green Points Checklist.	***Not Applicable.*** This measure is not applicable to the proposed project because the project would include 16 apartment units. However, the proposed project would comply with the latest Title 24 standards for building construction. Therefore, the proposed project would be in compliance with this measure.
EC9: Voluntary Residential Energy Disclosure. Voluntary disclosure of energy use at time of home sale.	***To Be Demonstrated.*** Current plans for the project do not provide sufficient detail to demonstrate if the project would involve voluntary disclosure of energy use at time of occupancy.
Community-wide Measures	
WC1: Set higher diversion rate goal. The City will promote residential waste reduction and continue offering food scrap pickup through Waste Management. Additionally, the City will encourage community exchange of used items.	***To Be Demonstrated.*** Current plans for the project do not provide sufficient detail to demonstrate the implementation of residential waste reductions. Construction plans would be reviewed for the incorporation of residential waste reductions prior to the issuance of building permits.
Water Measures	
EW1: Water conservation incentives. The City adopted the update of the Brisbane Water Conservation in Landscaping Ordinance in 2016 and will continue to apply the ordinance. The City will continue to promote existing and/or new rebates for water efficient appliances and fixtures through BAWSCA and promote CaliforniaFIRST water efficiency project financing for drip irrigation and artificial turf. The City will promote information/programs for water efficient landscaping and consider providing incentives for drought-resistant plants. The City has promoted use of rain barrels.	***Consistent.*** The project would be required to comply with the City's Water Conservation in Landscaping Ordinances.

Source: LSA Associates, 2017 and City of Brisbane, 2015

As discussed in Table 7 above, the proposed project would be generally consistent with applicable CAP actions. In addition, the proposed project would not result in a substantial increase in GHG emissions and would not generate emissions that would exceed the project-level significance criteria established by the BAAQMD. Therefore, the proposed project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions, and this impact would be less than significant.

(5) **Water Quality.** The City, as a participant in the National Pollution Discharge Elimination System (NPDES) program, is committed to reducing the amount of pollutants entering waterways.

Construction Related Water Quality Impacts. The proposed project would include the construction of 16 senior apartment units, a 14-space parking garage, 464 square feet of commercial space, and associated landscaping on a 0.22-acre site. The proposed project would not involve substantial demolition or grading activities. Compliance with General Plan Program 133b would require the project applicant to exercise strict controls over dirt and construction debris potentially entering waterways. Additionally, complying with construction Best Management Practices identified in the San Mateo Countywide Water Pollution Prevention Program would ensure that water quality impacts during construction would be less than significant.

Operation Period Water Quality Impacts. The proposed project would include the construction of 16 senior apartment units, a 14-space parking garage, 464 square feet of commercial space, and associated landscaping on a 0.22-acre site. The proposed project would result in a decrease in impervious surface area, by adding landscaping to the project site. Additionally, the proposed project would include point source control measures, as identified in Section 4.c, Stormwater, of the Project Description. Therefore, the proposed project would continue to minimize pollutant runoff from the project site, and water quality impacts during operation would be less than significant.

Groundwater. Groundwater within the project area is not used for water supply but is considered by the RWQCB as a potential resource. The proposed project would not result in an increase in impervious surface area from its existing condition and drainage is not expected to change. Therefore, groundwater recharge is not expected to be impacted as a result of the proposed project.

Stormwater Collection. The proposed project would not increase the impervious surface area of the project site and therefore would not result in an increase in additional runoff that would exceed existing stormwater facilities or cause flooding of receiving waters. Additionally, the proposed project would implement site design and source control measures, such as directing stormwater flows to landscaped areas on site, to reduce stormwater runoff.

Flooding. The project site is not located within a 100- or 500-year floodplain.[17] Additionally, the project site is located in a moderately low susceptibility area for tsunami and seiche.[18]

e. **Criterion §15332(e): Utilities and Public Services.** The site can be adequately served by all required utilities and public services.

The project is situated in an urban area already served by all necessary municipal utilities (i.e., stormwater, water, wastewater, solid waste) and public services (i.e., police, fire, schools). The following analysis reviews whether the project can, as required by CEQA Guidelines §15332(e) be "adequately served by all required utilities and public services."

(1) **Stormwater.** The City of Brisbane Public Works Department is responsible for the engineering and maintenance of the stormwater drainage system for the project site and the surrounding area. Stormwater runoff from the project is channeled into storm drains located along

[17] Federal Emergency Management Agency, 2012. Flood Rate Insurance Map, San Mateo County, California and Incorporated Areas, Panel 42 of 510. October 16.

[18] Brisbane, City of, 1994, op. cit.

San Bruno Avenue, which discharges into either Brisbane Lagoon or the San Francisco Bay. Additionally, the City participates in the San Mateo Countywide Stormwater Pollution Prevention Program, which implements the NPDES program throughout the county.

Overall stormwater runoff volume from the project site would decrease since the site is comprised almost entirely of impervious surfaces, and the proposed project would result in the construction of a three-story building that includes 1,125 square feet of pervious surfaces. Additionally, as mentioned above in Section 4.c, Stormwater, of the Project Description, the proposed project would include site design and source control measures to reduce stormwater runoff. Therefore, there would be no significant increase in contributions to the municipal stormwater system once the proposed project is operational.

(2) Water. The project site is served by existing water supplies and distribution systems operated and managed by the Brisbane Water District. As mentioned previously, water in Brisbane is supplied by the SFPUC. The Brisbane Water District provides water to Central Brisbane, including the project site, Sierra Point, and the Baylands. The project site would be served by an 8-inch water line that is located along San Bruno Avenue, via a new connection. The proposed project would result in an increase in water usage, however this increase would be marginal and is accounted for within the SFPUC service area. The SFPUC projects that the City's demand for water will increase from 0.98 million gallons per day (mgd) to 1.07 mgd by the year 2035, which is approximately one half of one percent of the projected total demand of 196.5 mgd in 2035 for the entire SFPUC wholesale service area.[19] Additionally, General Plan Program 138a requires the use of water conserving features in new construction, and 138b encourages the use of water conserving landscape and irrigation systems.[20]

For the reasons stated above, and with compliance with General Plan policies, there is sufficient water to serve the proposed project.

(3) Wastewater. The City provides sanitary sewer services to residents and businesses in its service area. The sewer collection system consists of more than 80,000 feet of laterals, mains, trunks, and 20,000 feet of force mains ranging in size from 6 to 24 inches in diameter. A series of gravity collection system mains and smaller pumping stations convey most of the wastewater flow to the Valley Drive Pump Station. Wastewater is then delivered to the 78-inch diameter City of San Francisco interceptor and ultimately conveyed to the Southeast Treatment Plant (SEP) in San Francisco. On average the SEP treats approximately 60 mgd of wastewater and handles 160 wet tons of biosolids each day. The SEP has a wet weather capacity of approximately 250 mgd.

The project site would be served via a new connection to an existing 10-inch sanitary sewer line located along San Bruno Avenue. The proposed project would include a minor increase in the residential population of the project site. However, this increase would be minimal and would not substantially change the City's wastewater treatment demand projections or require the expansion of wastewater facilities. Additionally, the SEP is currently undergoing operational improvements

[19] The San Francisco Public Utilities Commission, 2011. *2010 Urban Water Management Plan.* June.

[20] Brisbane, City of, 1994, op. cit.

including a new biosolids digester facility, a new headworks facility, and upgrades to oxygen and influent pumps. Therefore, there is sufficient wastewater treatment capacity to serve the project.

(4) Solid Waste. The South San Francisco Scavenger Company (SSFSC) provides solid waste collection within the City and transports waste to the Blue Line Transfer and Materials Recovery Facility (MRF). The Blue Line MRF collects, receives processes, recycles, or transfers an average of 220,000 tons of waste per year. Solid waste is transferred from the Blue Line MRF to the Ox Mountain Sanitary Landfill (OMSL). As of December 2015, the OMSL had approximately 22 million cubic yards of remaining capacity. The proposed project would produce a minimal amount of solid waste, and would not require the expansion or construction of new solid waste facilities. Therefore, the proposed project would have a less-than-significant impact related to solid waste.

(5) Police Services. Law enforcement is provided by the City of Brisbane Police Department (BPD). The proposed project would result in an increase in the residential population of the project site. Additionally, the proposed project would minimally increase the daytime population due to the 464 square feet of commercial space. The project site is in an area already served by the BPD. It is not anticipated that the project would result in the need for any new physical facilities to maintain acceptable service ratios, response time, or other performance objectives. Therefore, police service is adequate to serve the proposed project.

(6) Fire Protection Services. The Brisbane Fire Department (BFD) is a part of the North County Fire Authority (NCFA), which provides fire and emergency services to the residents of the City of Brisbane, which includes the project site. The NCFA handles all fire, rescue, emergency medical and special operations emergency incidents, as well as non-emergency calls for service and assistance. Emergency medical services transportation is provided by American Medical Response, a private ambulance service contracted by the NCFA. Every day of the year, at least three firefighters are assigned to eight fire engines and one aerial ladder truck, and two are assigned to an ambulance. In addition, two battalion chiefs and one deputy fire chief are on duty at all times to lead and supervise emergency personnel. The BFD is located at 3445 Bayshore Boulevard in Brisbane, approximately 0.5 miles from the project site. The project site is in an area already served by the BFD, and would not impact the NCFA's response time standard of responding within 7 minutes. The proposed project would not require development of new or physically altered facilities. Therefore, fire protections service would be adequate to serve the proposed project.

(7) Schools. The proposed project will be designed and dedicated for use by households with one or more members who are sixty-two (62) years of age or older. While there will not be restrictions preventing school age children from living with senior parents or guardians, given the age criteria and the fact that the units will only be one-bedroom in size, it is not expected that many, if any, school age children would be associated with the project, and it is not expected to have an impact on school capacity.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS

In addition to investigating the applicability of CEQA Guidelines Section 15332 (Class 32), this technical report assesses whether any of the exceptions to qualifying for the categorical exemption are present. The following analysis compares the criteria of CEQA Guidelines Section 15300.2 (Exceptions) to the project, and LSA determined that none of the exceptions are applicable to the project, and that a Categorical Exemption is the CEQA recommended finding.

Criterion 15300.2(a): Location

(a) Location. Classes 3,4,5,6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The project does not qualify for an exemption under Classes 3, 4, 5, 6 or 11. The project is located within an urban developed area and is not located within a sensitive environment. In addition, the project would not result in any impacts on an environmental resource of hazardous or critical concern. Therefore, the exception under this criterion is not applicable.

Criterion 15300.2(b): Cumulative Impact

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The effects of the proposed project would generally be beneficial, as the proposed project would help the City increases its affordable senior housing supply. The proposed project would repurpose a developed vacant parking lot in an urban neighborhood that is already served by utilities and public services, as well as transportation. Any construction effects would be temporary, confined to the project vicinity, and reduced to a less-than-significant level by implementing specific General Plan policies and applicable regulatory requirements. No successive projects of the same type in the same place are known or expected to occur over time that would result in cumulatively considerable impacts. Therefore, the exception under CEQA Guidelines Section 15300.2 (b) does not apply to the project.

Criterion 15300.2(c): Significant Effect

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

There are no known unusual circumstances that are applicable to the project and which may result in a significant effect on the environment. The proposed project consists of the construction of 16 new senior apartments and 464 square feet of commercial space on a developed parcel of land. The project site would change from the existing use as public/semi-public (parking lot) to mixed-use (residential and commercial), which is consistent with the City's General Plan and Zoning. The provision of

senior apartments to increase the affordable housing stock in Brisbane would not introduce a new activity to the area that could result in a significant effect on the environment. Therefore, the exception under CEQA Guidelines Section 15300.2(c) does not apply to the project.

Criterion 15300.2(d): Scenic Highway

(d) A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a State Scenic Highway. This criterion does not apply to improvements required as mitigation by an adopted Negative Declaration or certified EIR.

The project would not affect a resource within a State Scenic Highway.[21] The nearest scenic highway, Interstate 280 (I-280), is located approximately 3.75 miles west of the project site. Therefore, no scenic resources within view of a State Scenic Highway would be altered as part of the project.

Criterion 15300.2(e): Hazardous Waste Sites

(e) A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

The site is not on any list pursuant to Section 65962.5 of the Government Code or any other list compiled for purposes related to identifying the prior release of hazardous materials.[22,23] The site was previously a commercial building used for retail by Walgreens. Therefore, the exception under CEQA Guidelines Section 15300.2(e) does not apply to the project.

Criterion 15300.2(f): Historic Resources

(f) A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

No historic resources exist on the project site. The project would not destroy, demolish, or alter known historic resources. All construction would be confined to the project site. Project construction would not impair the significance of any historic structures.

The project site is located in an area where cultural resources are known to be found from prior surveys, or has a generally high potential for cultural resources.[24] There is a potential that cultural resource could be accidentally discovered during construction-period activities. Adherence to the

[21] California, State of, 2015. *Officially Designated State Scenic Highways and Historic Parkways*. Website: www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm (accessed July 7, 2017).

[22] California State Water Resources Control Board. 2015. GeoTracker. Website: geotracker.waterboards.ca.gov (accessed July 7, 2017).

[23] Department of Toxic Substances Control, 2017. EnviroStor. Website: www.envirostor.dtsc.ca.gov/public (accessed, July 7, 2017).

[24] Brisbane, City of, 1994, op. cit.

following condition of approval would reduce impacts to cultural resources to a less-than-significant level:

- Prior to issuance of a grading permit, the applicant shall provide written evidence to the Planning Director that a qualified archaeologist has been notified and retained to be on-site, if required by the Planning Director, during grading and other significant ground-disturbing activity. If cultural or scientific features are discovered, work shall be stopped and the archaeologist shall report such findings to the project developer and to the Planning Director. If the cultural or scientific features are found to be significant, the archaeologist shall determine in an expeditious manner appropriate actions, in cooperation with the project developer, which insure that the resources will not be destroyed before exploration and/or salvage subject to the approval of the Planning Director. Work may only begin again with the approval of the Planning Director.

On the basis of the evidence provided above, the project is eligible for a Class 32 Categorical Exemption in accordance with Section 15332, Infill Development Projects, of the CEQA Guidelines. Because the proposed project meets the criteria for categorically exempt infill development projects listed in CEQA Guidelines Section 15332 and it would not have a significant effect on the environment, this analysis finds that a Notice of Exemption may be prepared for the project.

HEXAGON TRANSPORTATION CONSULTANTS, INC.

April 25, 2017

Mr. Joel Diaz
Better Homes and Garden Real Estate
362 Gellert Boulevard
Daly City, CA 94015

Re: Trip Generation Analysis and Site Access and Circulation Review for the Proposed Mixed-Use Development at 36-50 San Bruno Avenue in Brisbane, California

Dear Mr. Diaz:

Hexagon Transportation Consultants, Inc. has completed a trip generation analysis and site access and circulation review for the proposed mixed-use development at 36-50 San Bruno Avenue in Brisbane, California. The project proposes to construct 16 senior housing apartments and 464 square feet of commercial space. The project site location and surrounding area is shown on Figure 1. The project site plan is shown on Figure 2.

The trip generation analysis and site access and circulation review is presented below.

Trip Generation Analysis

Through empirical research, data have been collected that quantify the amount of traffic produced by common land uses. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increase that would result from a new development. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 9th Edition (2012)* were used for this analysis.

The rates published for Senior Adult Housing – Attached (Land Use Code 252) were used to estimate the trips the proposed senior apartments would generate. The rates published for Shopping Center (Land Use Code 820) were used to estimate the trips the proposed commercial space would generate. Based on ITE rates, it is estimated that the proposed project would generate 9 trips during the AM peak hour and 20 trips during the PM peak hour (see Table 1).

The trip generation estimate for the project represents a conservative, worst-case scenario. It assumes no walk-in trade for the commercial space. Given the project site in a village setting, it is reasonable to assume some walking trips, which would make the actual vehicular trip generation fewer than this estimate.

Based on the trip generation analysis, the project would have a negligible effect on the nearby roadway system. No additional traffic analysis is necessary.

4 North Second Street, Suite 400 · San Jose, California 95113 · phone 408.971.6100 · fax 408.971.6102 · www.hextrans.com

Table 1
Trip Generation Summary

Use[1]	Size Units	Daily Rate[2]	Daily Trips	AM Peak Hour Rate[2]	AM In	AM Out	AM Total	PM Peak Hour Rate[2]	PM In	PM Out	PM Total
Proposed											
Senior Apartments[3]	16 D.U.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2	4
Commercial Space[4]	464 s.f.	42.7	20	0.98	4	2	6	3.71	8	8	16
Total			[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]

Notes
D.U. = Dwelling Units
s.f. = square feet

[1] Trip generation rates are from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 9th Edition* (2012).
[2] The rates for the senior apartments are expressed in trips per dwelling unit and the rates for the commercial space are expressed in trips per 1,000 s.f.
[3] Trip generation rates for the proposed senior apartments are based on "Senior Adult Housing - Attached" (Land Use Code 252). Average rates are used to estimate the trips that would be generated by the proposed senior apartments.
[4] Trip generation rates for the proposed commercial space are based on "Shopping Center" (Land Use Code 820). The average rate is used to estimate the daily trips and the fitted curve equations are used to estimate the AM and PM peak hour trips that would be generated by the proposed commercial space.

Site Access and Circulation

This section includes a review of the site access and circulation in accordance with generally accepted traffic engineering standards to identify any access or circulation issues that should be improved. This review is based on the plans titled "36-50 San Bruno Ave, Brisbane, CA" provided by J T Architecture and Design on April 10, 2017. This review includes vehicular, pedestrian, bicycle, and transit connectivity to the project area. The project site plan is shown on Figure 2.

Vehicular Access and Circulation

The project site is located on the west side of San Bruno Avenue, just north of the San Bruno Avenue and Mariposa Street Intersection. In the project vicinity, San Bruno Avenue is a two-lane road with on-street parking on either side. Regional access to the project site is provided via US 101.

The project proposes a single-full access driveway that would provide access to a ground floor parking garage. The project driveway would be 18' wide. The ground floor parking garage layout would consist of rectangular maneuvering area surrounded by 14 parking spaces. The maneuvering area would be approximately 56' x 30', which would be adequate space to allow vehicles to maneuver in and out of each space.

Pedestrian Connectivity

The project site is located in downtown Brisbane, and the downtown area is viewed as a pedestrian friendly area. There are sidewalks along the majority of the downtown streets and crosswalks are provided at all the intersections in the downtown area.

In the immediate vicinity of the project, the stop-controlled intersection of San Bruno Avenue and Mariposa Street has crosswalks on each leg and accessible ramps on each corner. In addition, the five-legged, stop-controlled intersection of San Bruno Avenue/Visitacion Avenue/Old County Road and San Francisco Avenue, located approximately 200 feet north of the project site, has crosswalk on each leg and accessible ramps on each corner.

Directly adjacent to the project, sidewalks are provided on both sides of San Bruno Avenue.

The project proposes to have pedestrian entrances on the west side of the structure located directly adjacent to San Bruno Avenue.

Bicycle Connectivity

There are limited bicycle facilities in the project vicinity, however, the downtown Brisbane streets have low volumes which makes the roadways conducive to bicycle traffic.

Transit Connectivity

Public transit service in the project vicinity is provided by Caltrans and SamTrans. The Caltrain and SamTrans routes and schedules are described below.

Caltrain Commuter Rail

Caltrain provides commuter rail service between San Francisco and San Jose, with limited service to/from Gilroy during commute hours. The Bayshore Caltrain Station is located approximately 2 miles north of the project site. The Bayshore Caltrain Station includes 18 bicycle parking spaces, 8 bicycle lockers, and a 38-space vehicle parking lot. The Bayshore Caltrain Station is served by local-stop and limited-stop trains with headways of approximately 60 minutes during the commute periods. During the morning commute period of 6:00 to 9:30 AM, the Bayshore Caltrain Station is served by three northbound trains (one local-stop and two limited-stop trains). Four southbound trains (one local-stop and three limited-stop trains) serve the Bayshore Caltrain Station during the AM commute period. During the PM commute period between 3:30 to 7:30 PM, the Bayshore Caltrain Station is served by five northbound trains (two local-stop and three limited-stop trains). Three southbound limited-stop trains serve the Bayshore Caltrain Station during the PM commute period.

Caltrain Shuttle Service

There are three shuttles that operate from the Bayshore Caltrain Station with stops near the project site: Bayshore/Brisbane Senior Shuttle, Bayshore/Brisbane Commuter Shuttle, and Brisbane-Crocker Park BART Shuttle. These three shuttle services are described further below.

Bayshore/Brisbane Senior Shuttle - The Bayshore/Brisbane Senior Shuttle travels between the Bayshore Caltrain Station and South San Francisco, with stops in downtown Brisbane. The Bayshore/Brisbane Senior Shuttle completes four loops during the midday from 10:00 AM to 4:00 PM.

Bayshore/Brisbane Commuter Shuttle - The Bayshore/Brisbane Commuter Shuttle travels between the Bayshore Caltrain Station and downtown Brisbane. The Bayshore/Brisbane Commuter Shuttle has four trips during both the AM and PM commute periods.

Brisbane-Crocker Park BART Shuttle - The Brisbane-Crocker Park BART Shuttle travels between the Balboa Park BART Station and downtown Brisbane during the AM commute period and between Balboa Park BART Station, Bayshore Caltrain Station, and downtown Brisbane during the PM commute period. The Brisbane-Crocker Park BART Shuttle operates with 15-30 minute headways from 5:30 AM to 10:00 AM and 2:30 PM to 8:00 PM.

SamTrans Bus Routes

Existing bus service to the project vicinity is provided by the San Mateo County Transit District (SamTrans). SamTrans provides bus service within Brisbane and throughout San Mateo County. There are three bus routes that include stops in the downtown Brisbane area.

SamTrans Route 24 - Route 24 is a school-day only route that travels between downtown Brisbane, Jefferson High School, and Westmoor High School. Service is limited to one AM westbound trip and one PM eastbound trip.

SamTrans Route 292 - Route 292 travels between San Francisco and the Hillsdale Shopping Center in San Mateo. Route 292 operates with a 30 minute headway throughout most of the day and includes a stop at the Bayshore Boulevard and Old County Road intersection, approximately 0.3 miles west of the project site.

SamTrans Route 397 - Route 397 is a non-commute hour route that travels between San Francisco and the Palo Alto Transit Center. Route 397 stops at the Bayshore Boulevard and Old County Road intersection with 60 minute headways in the early morning from 12:30 to 6:30 AM.

In conclusion, the trips that would be generated by the proposed project would have a negligible effect on the surrounding roadway network; thus, no further traffic analysis is necessary. The proposed project driveway and ground floor parking garage would be adequate to serve the project's vehicular traffic. The project site is located in the downtown Brisbane area and would be readily accessible to pedestrians, bicyclists, and transit users.

We appreciate the opportunity to submit this trip generation analysis and site access and circulation review. If you have any questions, please do not hesitate to call.

Sincerely,
HEXAGON TRANSPORTATION CONSULTANTS, INC.

Gary K. Black
President

5/25

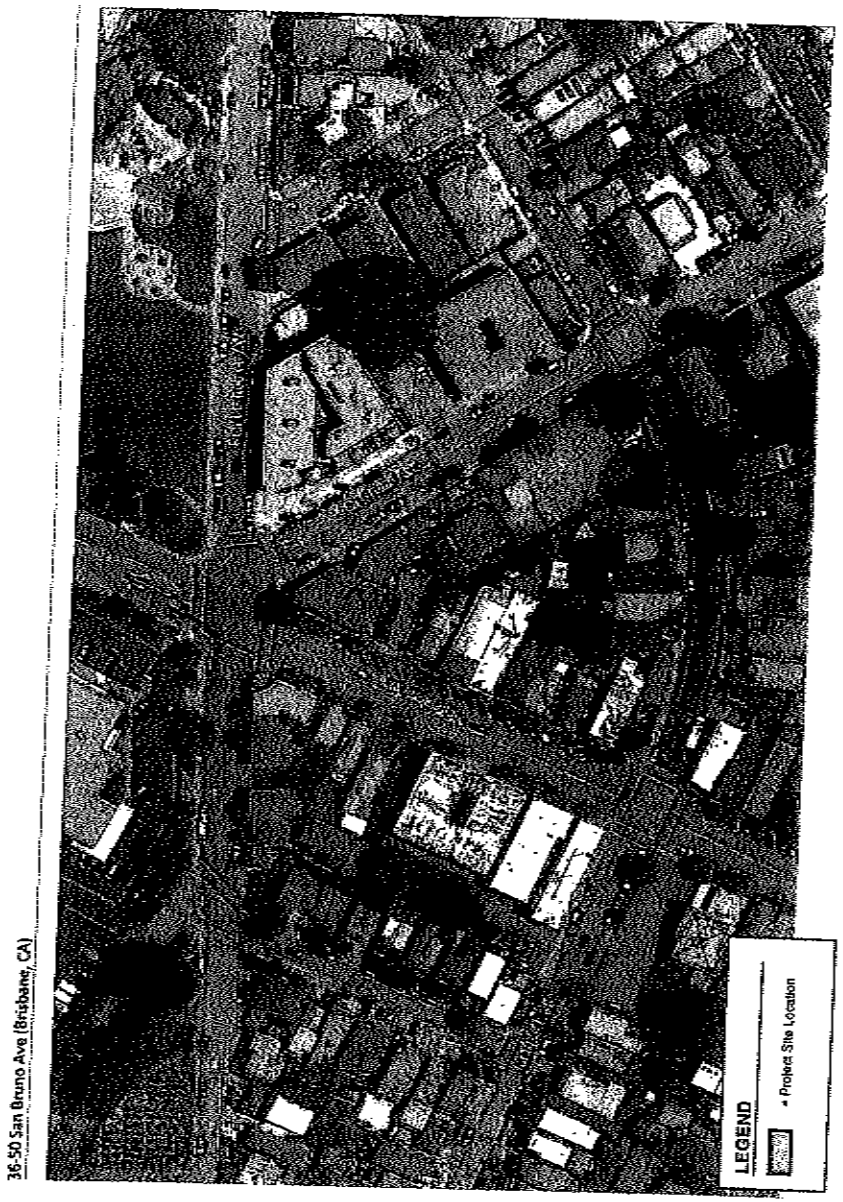


Figure 1
Project Site Location

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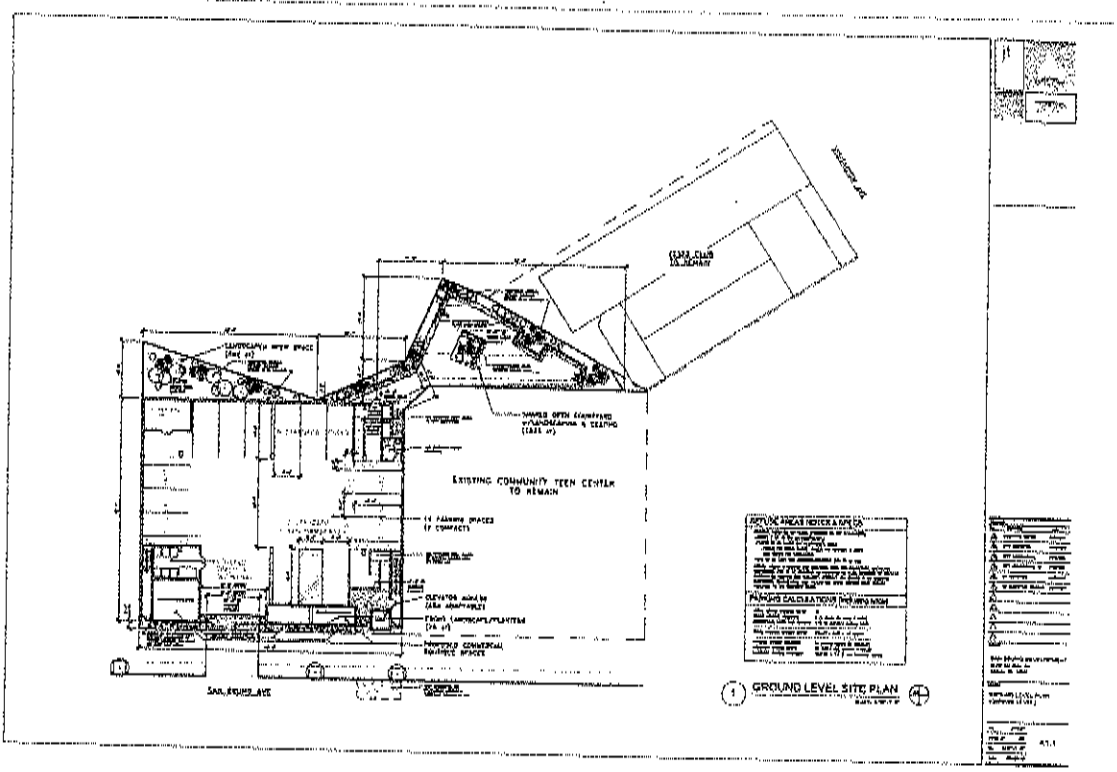

Figure 2
Project Site Plan

Figure 1
Project Site Location

RAMBOLL ENVIRON

ENVIRONMENT & HEALTH

Via Electronic Mail

Mr. Joel Diaz
Joel Diaz General Contractors
jdgeneral@yahoo.com

RE: AIR QUALITY ANALYSIS FOR OPERATION OF 30-50 SAN BRUNO AVENUE, BRISBANE, CALIFORNIA

November 30, 2016

Ramboll Environ
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Dear Mr. Diaz:

At your request, Ramboll Environ US Corporation ("Ramboll Environ") has conducted a screening level analysis of the air quality impacts associated with operation of the proposed development at 30-50 San Bruno Avenue in Brisbane, California (Project). Based on information that you have provided, it is our understanding that the proposed development will include two stories of 1 bedroom apartments (16 units, or 8,720 square feet or SF) for seniors, a parking garage with 18 parking spaces (~375 SF), two commercial boutiques / artist display areas (230 SF) at the garage level, and a landscaped courtyard (3,587 SF) that will be shared with the adjoining property at 23 Visitacion Avenue.

Operational Air Quality Impacts

Operational air quality impacts associated with the development were evaluated using screening tables developed by the Bay Area Air Quality Management District (BAAQMD).[1] BAAQMD has established screening sizes for different land uses below for which they have determined air quality impacts are expected to be less than significant when compared to BAAQMD's California Environmental Quality Act (CEQA) thresholds. Separate screening sizes have been developed to evaluate greenhouse gases (GHGs) as well as criteria air pollutants and their precursors. A comparison of the Project to the applicable BAAQMD screening levels is included in Table 1 below.

[1] BAAQMD. 2010. California Environmental Quality Act Air Quality Guidelines. Available online: http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/draft_baaqmd_ceqa_guidelines_may_2010_final.pdf?la=en

Project Land Use	Project Size	BAAQMD Land Use Type	Criteria Pollutants		GHGs	
			BAAQMD Screening Size	Ratio (Project/ Screening Size)	BAAQMD Screening Size	Ratio (Project/ Screening Size)
1 Bedroom Apartments	16 units	Apartment, Low-Rise	415 units	0.039	76 units	0.21
Parking Garage	375 SF	Warehouse	864,000 SF	0.00043	64,000 SF	0.0059
Boutiques / Artist Display	230 SF	Convenience Market (24-hour)	5,000 SF	0.046	1,000 SF	0.23
Landscape Yard and Courts	3,587 SF (0.0823 acres)	City Park	2,613 acres	0.000031	600 acres	0.00014
TOTAL				0.085		0.44

Table 1: Comparison of Project to BAAQMD operational-related screening levels[2]

For each land use, Ramboll Environ calculated the ratio of the Project size to the BAAQMD screening size, and we then summed these ratios across all Project land uses to evaluate the impact of the Project. A ratio of less than one indicates that the Project's operational-related air quality impacts are expected to be less than BAAQMD CEQA significance thresholds.[3] As shown in Table 1, the ratios for criteria pollutants and GHGs are 0.085 and 0.44, respectively, which indicates that the Project's operational-related air quality impacts are expected to be less than BAAQMD CEQA significance thresholds.

Operational Health Risk Impacts

In addition to evaluating the operational air quality impacts of the Project, Ramboll Environ also evaluated the health risk impacts due to traffic associated with the Project. Since the Project would generate traffic that would be located within 1,000 feet of nearby sensitive receptors (e.g., residences), BAAQMD recommends an analysis of the traffic's contribution to health risks and concentrations of fine particulate matter (i.e., $PM_{2.5}$) to nearby receptors. To estimate these impacts, Ramboll Environ used the BAAQMD Roadway Screening Analysis Calculator.[4] The calculator was conservatively configured to evaluate impacts 10 feet from a N/S and E/W roadway in San Mateo County for the total maximum daily trip counts for all land uses, based on the 9th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual[5] consistent with the traffic study

[2] The BAAQMD land use type was selected from the list of available land uses in the BAAQMD screening tables; it is the most representative land use type available. When a matching land use was not available, a conservative surrogate was used.
[3] This analysis is especially conservative for criteria pollutants because the criteria pollutant that triggers significance for warehouse (nitrogen oxide) is not the same criteria pollutant that triggers significance for the low rise apartments, convenience market, and the city park (reactive organic gases).
[4] BAAQMD. 2015. Roadway Screening Analysis Calculator. April. Available online: http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools.
[5] Taken from Appendix D of the CalEEMod User's Guide, available at: http://www.agmd.gov/docs/default-source/caleemod/upgrades/2016.3/05_appendix-d2016-3-1.pdf?sfvrsn=2. Trip rates assumed for the analysis in this memorandum are 7.16 trips per dwelling unit, 863.1 trips per 1,000 SF of convenience market, and 22.75 trips per acre of city park.

conducted by Hexagon Transportation Consultants, Inc.[6] The results of this analysis are presented in Table 2 below.

County	Roadway Direction	Side of Roadway	Distance from Roadway (feet)	Annual Average Daily Traffic	$PM_{2.5}$ Annual Average ($\mu g/m^3$)	Cancer Risk (per million)
San Mateo	North/ South	East	10	315	0.0075	0.44
		West	10	315	0.0037	0.22
	East/ West	North	10	315	0.0055	0.34
		South	10	315	0.0056	0.32
BAAQMD CEQA Threshold					>0.3	>10.0

Table 2: Comparison of Project traffic impacts to BAAQMD operational-related $PM_{2.5}$ and cancer risk thresholds[7]

As indicated in Table 2, the estimated $PM_{2.5}$ concentration and cancer risk associated with traffic from the Project are expected to be below BAAQMD CEQA thresholds of >0.3 $\mu g/m^3$ and 10 in a million, respectively.

We appreciate the opportunity to submit this air quality analysis. If you have any questions, please contact us.

Yours Sincerely,

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[6] Hexagon Transportation Consultants, Inc. 2016. Trip Generation Analysis for the Proposed Senior Housing Development at 30-50 San Bruno Avenue in Brisbane, California. October 13.

[7] The cancer risk obtained from the BAAQMD Roadway Screening Analysis Calculator has been multiplied by a factor of 1.3744 to be consistent with Office of Environmental Health Hazard Assessment's (OEHHA's) 2015 Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments. Available online: http://oehha.ca.gov/air/crnr/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-oehha-risk-0. The adjustment accounts for the 95th percentile breathing rates for ages 3rd trimester to 2, 80th percentile breathing rates for ages 2 to 30, 30 year exposure with age sensitivity factor (ASF), and fraction of time at home (FAH) for adults.

Via Electronic Mail

Mr. Joel Diaz
Joel Diaz General Contractors
jdgeneral@yahoo.com

RE: NOISE ASSESSMENT FOR OPERATION OF 30-50 SAN BRUNO AVENUE AND 23 VISITACION AVENUE, BRISBANE, CALIFORNIA

Dear Mr. Diaz:

November 29, 2016

Ramboll Environ
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At your request, Ramboll Environ US Corporation ("Ramboll Environ") has considered the noise implications associated with operation of the proposed developments at 30-50 San Bruno Avenue and 23 Visitacion Avenue in Brisbane, California (collectively referred to as the "Project").

Based on information that you have provided, it is our understanding that the proposed development at 30-50 San Bruno Avenue will include 16 1-bedroom apartments for seniors, a parking garage with 18 parking spaces, two commercial boutiques / artist display areas, and a landscaped courtyard that will be shared with the adjoining property at 23 Visitacion Avenue.

The 23 Visitacion Avenue property is currently developed with a night club (23 Club) and a café. Based on information that you have provided, it is our understanding that the proposed development will include the addition of 6 1-bedroom apartments for seniors, a renovated café with outdoor seating, a commercial space that will be used as a gym/flex space, and a landscaped courtyard that will be shared with the adjoining property at 30-50 San Bruno Avenue. The renovated café will have a small kitchen preparation area in the night club, but otherwise the nightclub will remain unchanged and therefore has not been analyzed as part of this analysis.

Following is a brief summary of the City of Brisbane noise regulations and the findings of our study.

City of Brisbane Noise Ordinance

The project site is located within the City of Brisbane and is subject to the noise regulations outlined in Chapter 8.28 of the Brisbane Municipal Code (BMC).

BMC 8.28.030 and 8.28.040 establish noise limits for residential, commercial, and industrial zones of the City. In all zones, the City limits noise produced by a machine, animal, or device to no more than 10 decibels (dBA) above the ambient level for no more than 10 minutes of an hour, 20 dBA above the ambient level for no more than 3 minutes of an hour, and never more than 30 dBA over ambient.

For purposes of its noise code, BMC 8.28.020(A) indicates that in no case shall the ambient sound level be considered to be less than 45 dBA for exterior locations, and higher ambient sound levels may be identified with sound level measurements.

In addition to the above noise regulations, BMC 8.28.070 includes additional restrictions and requirements for amplified sound. The use of amplified sound in an open space generally available to the public would require a registration statement be filed with the City. The registration would need to identify the sound level expected to be produced by the equipment and the approximate distance from which the sound will be audible for the equipment, among other things. In addition, use of amplified sound in outdoor areas for commercial purposes is limited to the hours between 8 AM and 7 PM on weekdays and Saturdays and between 9 AM and 4 PM on Sundays and legal holidays.

California Regulations

The California Noise Insulation Standards (found in California Code of Regulations, Title 24, Part 2, Appendix Chapters 12 and 12A) are intended to limit noise transmitted into habitable spaces. The noise insulation standards set forth an interior standard of 45 dBA Ldn in any habitable room.[1] If the interior noise level depends upon windows being closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment. Title 24 standards are enforced through the building permit application process in the City of Brisbane.

Typical Noise Sources

The consideration of potential noise impacts included a review of the elements of the developments. The primary noise sources associated with operation of such developments are expected to include increased traffic to and from the project sites, HVAC units, and potential

[1] The Ldn, or day-night noise level, is the energy average of the A-weighted sound levels occurring during a 24-hour period. To account for the greater sensitivity of most people to nighttime noise, sound levels between 10 PM and 7 AM are weighted by adding 10 dBA to these levels prior to including them in the average.

noise from the outdoor dining area associated with 23 Visitacion Avenue. Although the proposal is not expected to alter the noise associated with the nightclub, the Project will construct new residential units adjacent to the nightclub, and noise from the nightclub could affect these new residential uses. These sources are discussed separately below.

Traffic - Review of the traffic generation study conducted for this project by Hexagon Transportation Consultants, Inc. indicates that the 21 senior housing units in the proposed developments are expected to produce a minimal increase in traffic (i.e., 4 trips during the AM peak hour and 5 trips during the PM peak hour). Such minimal increases in traffic volumes would result in virtually no noise increases adjacent to area roadways and no significant traffic noise impacts.

HVAC units - At the time of preparing this noise assessment, details regarding the proposed heating, ventilation, and cooling (HVAC) systems were not available. However, exterior HVAC units would need to comply with the local noise limits and not result in a greater than 10 dBA increase over the existing ambient sound levels. Assuming an ambient sound level of 45 dBA in lieu of specific sound level measurements, this would restrict HVAC noise at neighboring properties to 55 dBA or less. Consideration will be given to the selection, siting, and installation of any such units in order to comply with this noise level, and no significant noise impacts would be expected from these units.

Outdoor Dining Area - As part of the 23 Visitacion Avenue café, a new outdoor seating area would be constructed facing Visitacion Avenue. This portion of Visitacion Avenue is zoned for Neighborhood Commercial uses, and the existing noise environment along the street would be expected to be characteristic of commercial and retail uses. . The outdoor seating area would face the street, and noise from typical dining activities in the outdoor seating area would not be expected to substantially alter the existing noise environment nor result in significant noise impacts to street-side receivers. The quieter backyard areas of the residentially-zoned properties abutting the rear of the development would be shielded from the outdoor seating area, and noise impacts are expected to be minimal. An exception could occur if amplified music were played loudly in this seating area or if there are openings in the wall between the nightclub and the outdoor seating area, allowing amplified music to escape to the exterior areas. The City would require a registration statement prior to amplified music being allowed in the outdoor dining area, and any such statement would need to identify the expected sound levels of the music. With consideration given to controlling the volume of any exterior music, noise impacts from this source can be minimized, and no significant noise impacts would be anticipated.

Nightclub – Although the Project is not expected to alter the noise associated with the existing nightclub and dance floor, it would introduce new residential units adjacent to the nightclub.

Because noise from nightclub activities could affect interior use areas of these new residences, the developer should ensure that the units are designed to reduce interior sound to reasonable levels. The State of California identifies an interior sound level of 45 dBA L_{dn} as suitable for residential uses, and the residences should be designed to achieve this interior sound level.

Conclusion

The developments at 30-50 San Bruno Avenue and 23 Visitacion Avenue are expected to result in a minimal increase in traffic volumes and traffic-related noise and no significant noise impacts due to traffic. Provided the HVAC equipment is designed to comply with the City of Brisbane noise limits, noise from the HVAC equipment proposed for this development would not result in significant noise impacts. Registration of any outdoor music amplification system should ensure the café controls the volume of exterior amplified music, and the outdoor seating area of the café would not be expected to unduly affect nearby properties nor result in significant noise impacts.

Please contact me if you have any questions.

Yours Sincerely,

Kristen Wallace
Senior Manager
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kwallace@ramboll.com

MEMORANDUM: C.3 Development Review (30-50 San Bruno Ave)

November 29, 2016

Building and Planning
City of Brisbane (CA)

To the Planning Department,

Regarding the senior housing development at 30-50 San Bruno Ave, the project proposed is a non-regulated C.3 Regulated Project. Working through the C.3 Development Review checklist, the existing site is a parking lot with an impervious surface that is less than 10,000 sq. ft in area. According to I.B.3, the project will not qualify as a C.3 Regulated project because there will be no new or added impervious surface area exceeding 5,000 sq ft above and beyond the existing impervious surface.

As required for during the building permit process, the permit plans will include a completed C.3 Development Review showing the Site Design Measures (II.B), Appropriate Source Controls (II.C), and Best Management Practices (II.D) to be implemented in the project. The checklist will be included in the plan sheets as well as a separate document for the city records.

My office is looking forward to working with the city planning staff and building officials as we move forward with this project and will clarify any questions as appropriate for my office as the architect of record.

Sincerely,

Jim Trotter, AIA
j Architecture+Design
Principal/Owner
CA Lic. #C26179