



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 lower 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.



**Table 1
 Trip Generation Summary**

Use ¹	Size Units	Daily Rate ²	Daily Trips	AM Peak Hour			PM Peak Hour						
				Rate ²	In	Out	Total	Rate ²	In	Out	Total		
Proposed													
Senior Apartments ³	16 D.U.	3.44	55	0.20	1	2	3	0.25	2	2	4		
Commercial Space ⁴	464 s.f.	42.7	20	0.96	4	2	6	3.71	8	8	16		
Total			75		5	4	9		10	10	20		
Notes													
D.U. = Dwelling Units s.f. = square feet													
1 Trip generation rates are from the Institute of Transportation Engineers' (ITE) <i>Trip Generation Manual, 9th Edition (2012)</i> .													
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.

A handwritten signature in black ink, appearing to read "Gary K. Black", with a long horizontal flourish extending to the right.

Gary K. Black
President

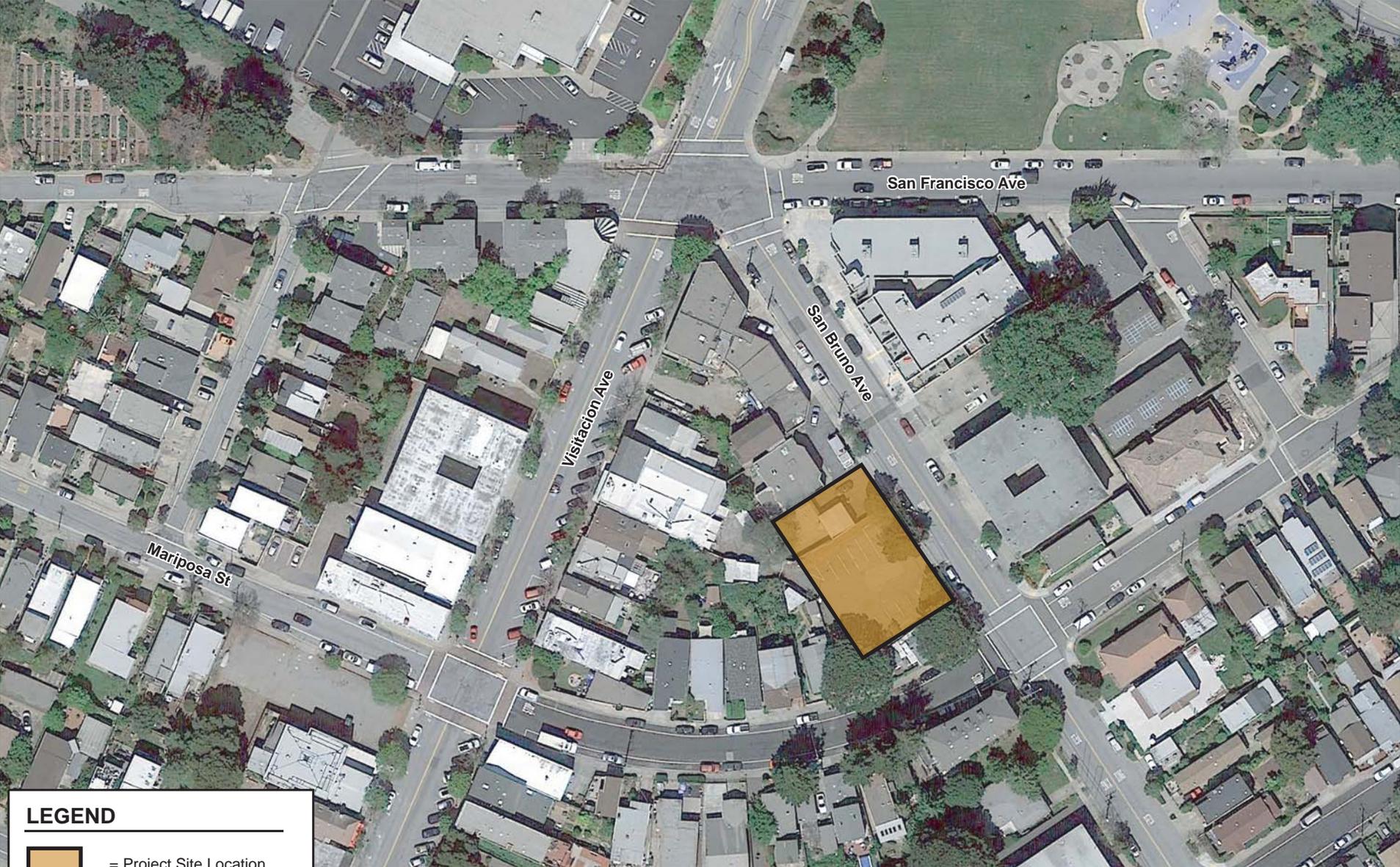
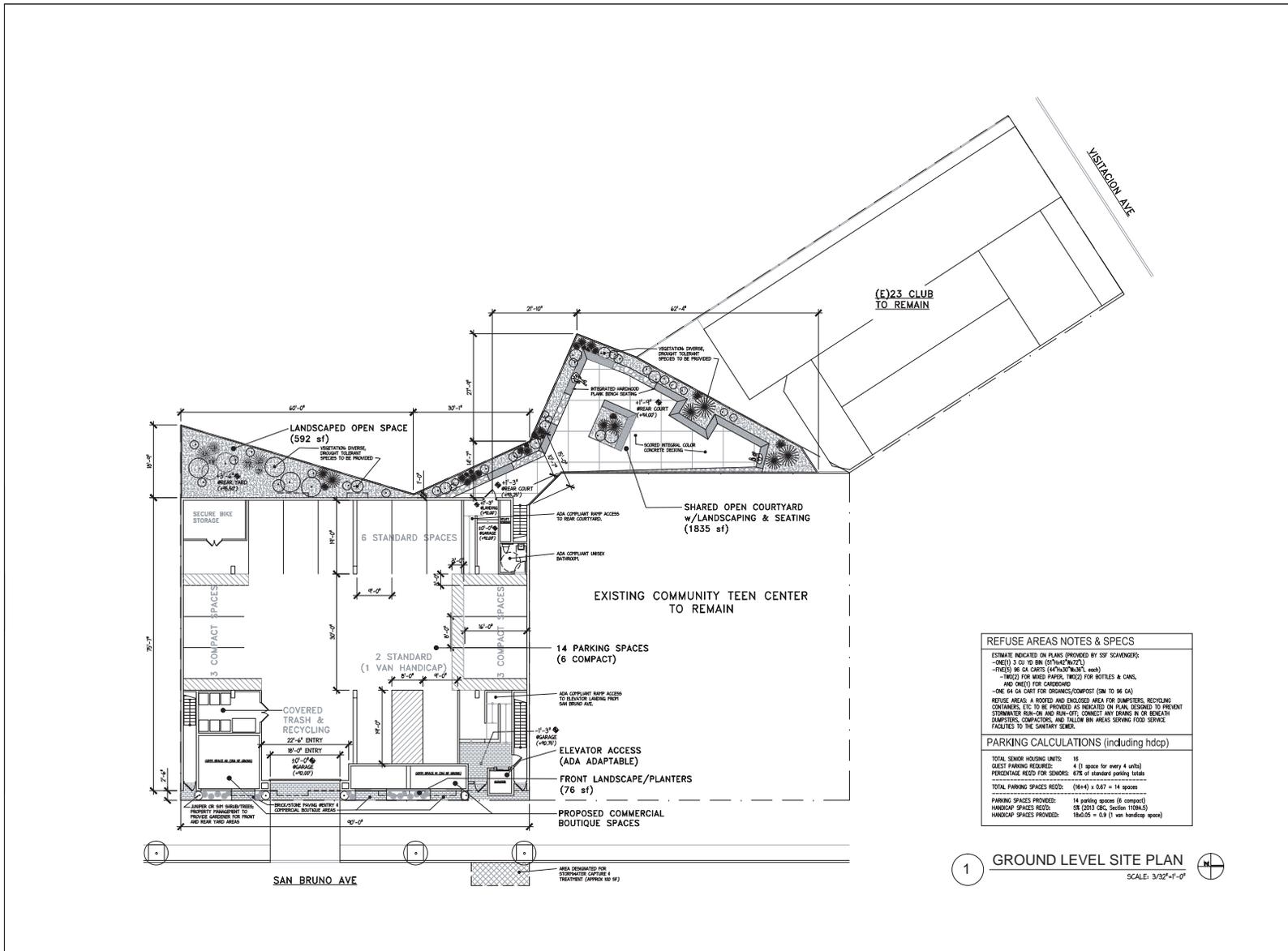


Figure 1
Project Site Location



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1 GROUND LEVEL SITE PLAN SCALE: 3/32"=1'-0"

Figure 2 Project Site Plan

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

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.

November 30, 2016

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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	78 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 levels²

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 Manual⁵ 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.aqmd.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 (µg/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 thresholds⁷

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 µg/m³ 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/crn/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-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
jdggeneral@yahoo.com

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

Dear Mr. Diaz:

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.

November 29, 2016

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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 L_{dn} 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 L_{dn}, 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.

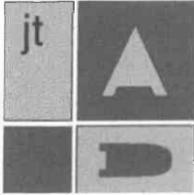
Conclusion

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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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
jt Architecture+Design
Principal/Owner
CA Lic. #C26179