

City of Brisbane

Planning Commission Agenda Report

TO: Planning Commission For the Meeting of December 3, 2020

SUBJECT: 213 Visitacion Avenue; Use Permit UP-4-20 and Design Permit DP-2-20; NCRO-2 Neighborhood Commercial District- Downtown Brisbane; Design Permit and Use Permit for a new 6,516 sq ft, three-story mixed-use building with four dwelling units, a four-car parking garage, and a 283 sq ft ground floor commercial storefront; Mark Topetcher, applicant; Arcus Housing LLC, owner.

REQUEST: The applicant proposes to build a new mixed-use building within the NCRO-2 Neighborhood Commercial- Downtown Brisbane zoning district. The proposed 35-ft tall, three-story building would contain a four-car private parking garage, utilizing stacked mechanical parking lifts, and a 283 sq ft storefront on the ground floor, and two 1-bedroom dwelling units and two 2-bedroom dwelling units on the second and third floors. The site is currently developed with a single-family dwelling, a nonconforming use in the NCRO-2 District.

NCRO-2 District regulations require a use permit for mixed-use development and a design permit for any new principal structure in the District. A use permit is also requested to allow the development to provide four off-street compact parking spaces in mechanical lifts, where five spaces are required (four standard sized). As part of the design permit, the applicant has requested Commission approval of a reduction in the minimum ground floor store front area from 600 sq ft required to 283 sq ft as proposed, and to allow a reduction in the area of outdoor recreation areas from 400 sq ft per unit to 184 sq ft per unit as proposed.

Though the applicant intends to develop the project as a condominium development, the applicant has deferred submittal of the required condominium plan and tentative parcel map/map waiver applications required for condominium projects pending the Commission's action on the use permit and design permit.

RECOMMENDATION: Conditional approval of Use Permit UP-4-20 and Design Permit DP-2-20, per the staff memorandum with attachments, via adoption of Resolution UP-4-20/DP-2-20 with Exhibit A containing the findings and conditions of approval.

ENVIRONMENTAL DETERMINATION: Categorical Exemption per State CEQA Guidelines Section 15301(l), Section 15303(b), and Section 15303(c) - this project falls within a class of projects which the State has determined not to have a significant effect on the environment. The exceptions to this categorical exemption referenced in Section 15300.2 of the CEQA Guidelines do not apply.

APPLICABLE CODE SECTIONS: Brisbane Municipal Code (BMC) [Section 17.14.040](#) allows residential dwelling units in the NCRO-2 zoning district subject to the granting of a 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 District. The findings required for the approval of design permits within the NCRO-2 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 District are contained in [BMC Section 17.14.060](#). The development regulations allow for Planning Commission discretion on building height, up to 35 feet. Additionally, while the NCRO-2 District 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.

Parking requirements for multi-family dwellings are provided in [BMC Section 17.34.020](#). The Planning Commission may modify the parking requirements to allow fewer off-street parking spaces than required through granting of a use permit per [BMC Subsection 17.34.050.I](#), subject to the findings outlined in that subsection in addition to the standard use permit findings of approval.

Development standards for new condominium developments are contained in [BMC Chapter 17.30](#).

Regulations for nonconforming uses and structures are located in [BMC Chapter 17.38](#).

BACKGROUND:

Existing Conditions and Site Description

The subject 2,708 sq ft property is located on the east side of Visitacion Avenue south of Monterey Street, and is developed with an approximately 900 sq ft single-family dwelling and one uncovered off-street parking space, accessed by an existing curb cut. The single-family dwelling is in significant disrepair and would require extensive remodeling to make it habitable. Single-family dwellings, while not uncommon on Visitacion Avenue, are nonconforming uses in the NCRO-2 District. While nonconforming single-family dwellings in the NCRO-2 District may remain, they may not be expanded and may only be repaired. ([BMC Section 17.38.030](#)) This is not the case for nonconforming residential uses in the R-1, R-2, R-3, and R-BA residential districts, where such uses may be expanded by granting of a use permit by the Planning Commission, and is a unique constraint to owners of nonconforming residential uses in the NCRO-2 District.

The 200-block of Visitacion Avenue in the NCRO-2 District features a range of commercial, residential, and mixed-use development, typical of the street's historic development pattern, and includes Midtown Market at 249 Visitacion and the old library and community center at 250 Visitacion Avenue. The property's rear/east boundary abuts the R-2 Residential District, which allows single-family and multi-family residential development. Properties directly abutting the project site are described in Table 1 below.

Table 1: Adjacent Property Development

| Address | Abutting | Use | Zoning District |
|-------------------------|----------------------|-------------------------------------|-----------------|
| 201-203 Visitacion Ave. | North Side lot line | One-story commercial | NCRO-2 |
| 245 Visitacion Ave. | South Side lot line | One-story commercial | NCRO-2 |
| 349 Monterey St. | Rear lot line (east) | Two-story single-family residential | R-2 |

Project Description

As noted above, the applicant proposes to demolish the existing nonconforming single-family home and construct a new three-story mixed-use building, with a four-car parking garage and a 283 sq ft storefront commercial space at the ground floor, and two floors of housing above. The ground floor storefront would be conveyed with Unit B as a live/work unit (note: no internal connection between the storefront and residential unit is provided or required to be a live/work unit).

A summary of each building floor is provided below:

- Ground Floor
 - 263 sq ft commercial storefront
 - Four-car parking garage
 - Ground floor portion of Unit A (248 sq ft)
- Second Floor
 - Unit A: Two-bedroom, 2.5 bath residential unit (1,036 sq ft)
 - Unit B: One-bedroom, two bath residential unit (899 sq ft)
- Third Floor
 - Unit C: Two-bedroom, two bath residential unit (970 sq ft)
 - Unit D: One-bedroom, two bath residential unit (899 sq ft)

Architectural Style and Design: The building is of a contemporary architectural design and features pedestrian-level detail and articulation at the north side and west (street) facades. The neutral color palette includes natural gray-toned stone veneer and white stucco at the ground floor, white stucco at the second floor, and charcoal stucco at the third floor. Windows and entry doors would feature distinctive black aluminum frames. The ground floor storefront space would feature wraparound windows on the north and west facades with transom windows above, and both the storefront and residential entry doors are to be glass.

Density and Building Form: Four dwelling units on a 2,708 sq ft site translates to a density of 64 dwelling units per acre (du/ac), within a 35 ft tall building. The building's front (west) and rear (east) façades would be articulated with second and third-story setbacks from the lot line, and a second and third-story light well on the north side wall would break up the building massing as seen from the downslope (north) side. The south and north segments of the building would also be offset from each other by two feet. Units B, C, and D would have private outdoor balconies ranging from 87-196 sq ft, while all four units would share access to the rear yard (271 sq ft), including two uncovered bike parking spaces, patio, and landscaping.

Parking and Access/Site Circulation: The proposed parking garage would provide four parking spaces in stacked mechanical lifts. The lifts would allow independent access to each car by lowering cars on the lowest level into an excavated pit in order for cars on the upper level to be accessible from grade (see building sections, Sheet A3.0, Attachment H). Per turning radius diagrams submitted by the applicant (see Sheets A1.2 and A1.3, Attachment H), all cars would be able to exit head-first from the garage after completing a three-point turn, as required per BMC Chapter 17.34. The applicant has indicated a pedestrian warning system will be provided, subject to City Engineer approval, activated when cars exit the garage. Four secure long-term bicycle spaces are provided in the south side yard, and two uncovered bicycle racks are provided in the rear patio.

The residential entry would be located along the south side lot line, providing on-grade access to Unit A and stairway access to the units on the second and third floors. A dedicated entry for the storefront space would be located to the right of the proposed garage door.

The requested use permit would modify the parking requirements to allow four off-street parking spaces rather than the required five, and to allow the spaces to be 8.5 ft in width where 9 ft in width is required for a standard-sized space. The parking requirement for the two one-bedroom units, which are less than 900 sq ft in area, is two covered parking spaces. The parking requirement for the two two-bedroom units is three parking spaces, two of which must be covered.

Right-of-Way Modifications: Proposed work in the right-of-way includes a relocated 10 ft curb cut and permeable entry pavers extending from the sidewalk to the front building entry. An existing street tree is identified for protection. The City Engineer has accepted a 10 ft curb cut in lieu of the typical 12 ft required in order to preserve legal access to the site, as well as the existing street parking located within the property frontage. The existing street parking was installed in relation to the existing curb cut for the property, which is not aligned within the property lines and partially encroaches into the frontage of 201 Visitacion Avenue.

Conformance to Development Standards: The project generally conforms to the NCRO-2 District and condominium development standards, as summarized in the Project Description in Attachment B, with the following exceptions requested for Commission approval via the Design Permit:

- Commercial Storefront: The applicant has requested a reduction of the required 600 sq ft of ground floor commercial storefront, proposing a 283 sq ft commercial storefront to be conveyed with Unit B above as a live/work unit.
- Passive Outdoor Space: The applicant has requested a reduction to the required 400 sq ft of passive open space per unit for condominium developments, proposing an average of 184 sq ft per unit through a combination of private and shared outdoor spaces.

Also included in the design permit request is the proposed 35 ft building height, which is subject to Commission authorization per the NCRO-2 District development standards. Other than the standard design review findings, no special findings apply to approval of a 35 ft tall building height.

ANALYSIS AND FINDINGS:

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

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

Additionally, the applicant has requested a use permit to modify the parking requirements to allow four off-street parking spaces where five are required, with that are 8.5 ft wide where a 9 ft width is required. The findings to allow such a modification are:

3. Strict enforcement of the specified regulation is not required by either present or anticipated future traffic volume or traffic circulation on the site;
4. The granting of the use permit will not create or intensify a shortage of on-street parking spaces, given, for example, the availability of existing or improved on/off-street parking which may not fully meet the requirements of this chapter.
5. Full compliance with the parking requirements is not reasonably feasible due to existing structural or site constraints.

Analysis of the project's conformance to these findings is presented below in separate sections related to the land-use related findings (findings 1&2), and the parking-related findings (findings 3-5).

Land Use-Related Use Permit Findings (1&2)

1. Adjacent Uses and General Plan Consistency: **The project meets this finding.** The Neighborhood Commercial/Retail/Office (NCRO) land use designation allows for mixed-use development. Residential and mixed-use multi-family (two or more units) developments in the downtown core feature a range of residential densities and building scales, from one to four stories. In the NCRO-2 District, multi-family densities range from 21 to 87 du/ac. The proposed project, with a density of 64 du/ac, falls roughly in the middle of this range. A summary of multi-family densities in the District is provided in Attachment E.

The General Plan Housing Element contains several policies and programs expressing the City's desire to encourage mixed-use, infill, transit-oriented development that can reduce vehicle miles traveled. The construction of three (net) new dwelling units would increase housing opportunities in Brisbane's downtown core, providing new residences near existing shops and restaurants and in proximity to transit, including the free Bayshore Caltrain and Balboa Park BART station shuttles (San Francisco Avenue-Old County Road stop) and Samtrans Route 292 (Bayshore-Old County Road stop) less than one-half mile away by foot. The project would establish a new storefront on Visitacion Avenue, creating opportunity for small businesses and contributing to the pedestrian-oriented environment envisioned for Visitacion Avenue in the Subareas Element and NCRO-2 District development standards.

The proposed project would be compatible with the range of commercial, residential, and mixed-use development in the NCRO-2 and R-2 Districts. At 35 ft and three stories, the proposed structure would be the tallest on the 200-block of Visitacion Avenue, adjacent to a one-story commercial structure to the north (201-203 Visitacion Avenue), a two-story single-family home adjacent to the east (349 Monterey Street), and a one-story commercial property to the south (249 Visitacion Avenue). However, the three-story scale is permitted within the zoning district and is consistent with the scale of three other multi-family residential projects in the NCRO-2 District at 34 and 395 Visitacion Avenue and 1 San Bruno Avenue, and with the recently approved mixed-use developments at 36-50 San Bruno Avenue, 23 San Bruno Avenue, and 18 Visitacion Avenue.

2. Injurious or Detrimental Effects: **The project meets this finding.** Overall, the project would provide for infill development and improvement of a currently nonconforming property to fit the mixed-use character of the NCRO-2 District. It would replace the existing nonconforming home and

add three new residential units to the City's downtown core whose residents would patronize local shops, restaurants and transportation services.

Besides the use itself, the primary impacts of concern are the impacts to adjacent properties' access to light and air. The proposed structure would theoretically impact adjacent properties to some extent. The proposed zero side setback is permitted by the NCRO-2 District development standards, and there are no quantified thresholds for shadowing impacts to adjacent properties anywhere in the Municipal Code. Two one-story commercial structures abut the subject property to the north and south, both built to their respective shared property lines with 213 Visitacion Avenue. This would impact 201 Visitacion Avenue to the extent that two ground-level windows in the south side of the building wall would need to be eliminated. As 213 Visitacion Avenue is located to the south of 201 Visitacion, it is likely that the rear yard of 201 Visitacion would be shaded in the early evening during autumn and winter, and in the afternoon during summer months. Should the property at 201 Visitacion Avenue be redeveloped in the future, light wells have been incorporated into the north wall of the proposed structure at the second and third stories to allow ambient light and air to be maintained. The access stairway to the residential dwelling units on the south side of the building would act similarly in the case of redevelopment of 245 Visitacion Ave. There are no windows in the north wall of the existing structure at 245 Visitacion Avenue and shading is not anticipated to its rear yard, which is located to the south of the subject property.

The proposed structure would be set back 10 ft from the rear lot line abutting the single-family dwelling at 349 Monterey to the east, which building is in turn set back approximately 9 ft from the shared property line, resulting in 19 ft of distance between the two structures. As such, the proposed structure would not interfere the adjoining property's access to ambient light and air, though shading will occur during afternoon hours due 349 Monterey Street's location due west of the subject property. It should be noted that any structure over one story in height built on the subject property would increase shading to 349 Visitacion Avenue; the impact is not a direct result of the 35 ft building height.

Finally, the City Engineer has required that the building permit application include a pedestrian warning system at the garage to provide both visual and audio cues to pedestrians when cars are entering or exiting the garage to ensure pedestrian safety.

Parking-Related Use Permit Findings (Findings 3-5)

The use permit request includes a modification to the parking regulations to provide four off-street parking spaces where five are required, and for the spaces to be 8.5 ft wide instead of the required width of 9 ft. The analysis below pertains specifically to these requested modifications.

3. *Strict enforcement of the specified regulation is not required by either present or anticipated future traffic volume or traffic circulation on the site: **The project meets this finding.*** While the City historically has not enforced the use of garages for parking of vehicles in Central Brisbane, the proposed design of the garage and reliance on mechanical lifts inherently restricts its use for most other purposes. Additionally, 125 cubic ft storage closets are provided for each unit in compliance with the condominium development regulations in BMC Chapter 17.30, limiting the need to use designated parking areas for storage of anything other than vehicles (a typical use for garages in many single-family homes in Brisbane). Finally, the proposed developed is as dense as reasonably feasible for the site, given the physical development standards limiting the building's footprint. The proposed

units may not be enlarged or expanded such that parking demand would be increased and thus unable to be accommodated within the garage. Therefore, there is no anticipated increase in traffic volume on the site.

4. *The granting of the use permit will not create or intensify a shortage of on-street parking spaces: **The project meets this finding.*** Businesses and residents alike in Central Brisbane have long relied on street parking for their parking needs. As the City grew in the early 20th century, lots were small and car ownership uncommon, resulting in many lots developed without adequate or any off-street parking. As a result, today many Brisbane residents and customers of Visitacion Avenue businesses park their cars on the City's narrow streets, where on-street parking is fragmented and inconsistent due to requirements for maintaining clear emergency vehicle access (for example, many streets allow parking on only one side of the street; some blocks do not allow on-street parking at all).

The General Plan Circulation Element contains policies to encourage alternative vehicle modes to single-occupancy vehicles through the provision of bicycle and pedestrian infrastructure, in addition to encouraging public transit use (see Policies C.24, C.29, C.30, and C.36). However, in balance with that goal, it also recognizes the need to maintain adequate on-street parking in Brisbane's residential and commercial neighborhoods considering the existing lack of off-street parking (see Policies C.39 and C.40) and the continued reliance of many Brisbane households on cars despite growing alternative options. The proposed project would maintain existing street parking along its frontage on Visitacion by providing a 10 ft curb cut (approved by the City Engineer).

Consistent with the Housing Element's policies encouraging new residential development to be infill and transit-oriented, the zoning ordinance has been amended to reduce off-street parking requirements for affordable, disabled, or senior housing developments and accessory dwelling units. Market-rate multi-family developments in Brisbane are expected to provide at least one parking space per unit on the property, depending on the size of the units. The proposal allocates one parking space to each unit, and further provides secured and covered long-term bicycle parking spaces on the ground floor to encourage use of alternative transportation. Additionally, while the Municipal Code does not currently reduce or eliminate on-site parking requirements due to proximity to transit alone, the subject property is less than one half mile from nearby regional bus routes on Bayshore Boulevard and blocks away from the Caltrain and BART shuttle stop, accessible both by foot or by bicycle. The Bayshore Caltrain Station is about a 15 minute bike ride away,

In this case, granting the use permit to allow four parking spaces on-site, where five on-site parking spaces are required, on a site in close proximity to available public transit and with secured on-site bicycle storage would not demonstrably contribute to the existing shortage of on-street parking in the vicinity of the project.

5. *Full compliance with the parking requirements is not reasonably feasible due to existing structural or site constraints: **The project meets this finding.*** The subject property is only 25 ft wide and approximately 110 ft deep, which conforms to the minimum lot width and depth requirements for lots in the NCRO-2 District. However, the narrow lot width in conjunction with the required ground floor storefront space significantly constrains the ability to provide the required off-street parking. Additionally, residential projects of four or more units are required by the Americans with Disabilities Act to provide ground floor access to at least one unit, which the applicant has provided but which further limits the footprint of parking on the site. The applicant's proposal for four off-

street parking spaces is thus the maximum number of parking spaces that can be accommodated on the property as a result of these structural and site constraints.

Regarding the requested modification of the width of the parking spaces, given the structural constraints of the mechanical lifts, the 8.5 ft width is the widest feasible width for the respective parking spaces. The City defines a parking space as “compact” with a width of 8 ft; the proposed width is thus wider than a traditional compact space, although it is 6 inches narrower than a standard 9 ft parking space. Given the expected compact nature of cars to be parked in the garage, an 8.5 ft wide by 18 ft deep parking space will be sufficient to meet the project’s parking needs.

Design Permit Findings: The construction of any principal structure in the NCRO-2 zoning district requires design permit approval in accordance with the findings contained in BMC Section 17.14.111 and BMC Chapter 17.42. For new storefronts of less than 600 sq ft in area, an additional finding is contained in BMC Section 17.14.060.H. There are no special findings for allowing a 35 ft building height in the NCRO-2 District. The Planning Commission adopted design guidelines for the NCRO-2 District in 2002 which provide general guidance to implementing the Design Permit findings in BMC Chapter 17.42 and to the development standards in the NCRO-2 District.

The key findings fall into five topic areas as follows and are briefly discussed below. A detailed discussion of each of the design permit findings is attached in the Resolution as Exhibit B. The applicant’s statement of findings are in Attachment G.

Neighborhood Compatibility: The findings regarding neighborhood compatibility, as it relates to the design permit findings, include “...mitigating potential impacts on adjacent land uses...” and “...maintain a compatible relationship to adjacent development”. These findings are addressed in use permit findings 1 and 2, discussed in detail above.

Streetscape Vernacular and Pedestrian Scale: The proposed design respects the pedestrian scale and streetscape vernacular of Visitacion Avenue through the utilization of voids in the ground floor walls fronting Visitacion Avenue at the driveway and residential entry, and second and third story setbacks. The NCRO-2 district Design Guidelines specifically suggest that portions of a building over 28 ft in height 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.” The ground floor storefront commercial unit features a glass door and large windows at the north side and front walls with transom accent windows to provide unobstructed views into the space from the street and ample natural light within the space. The ground floor façade features stone veneer, small planters, and permeable pavers at the residential entry to provide additional visual interest at eye level. The existing street tree would be retained.

Building Form and Details: The building is of a contemporary architectural design and features pedestrian-level detail and articulation at the north side and west (street) facades consistent with other buildings on the 200-block of Visitacion Avenue. The incorporation of transom windows and decorative elements at the ground floor provides continuity with ground floor architectural details found elsewhere along the block, particularly 245 and 249 Visitacion Avenue (Midtown Market), without being derivative of their style. Second and third level decks at the front and rear walls, and the two ft offset of the rear façade provide both visual interest and articulation to reduce the building’s bulk and mass as seen from both Visitacion Avenue and Monterey Street to the east. The proposed color palette of neutral white and gray stucco with gray stone veneer at street level set off by

contrasting black window frames contribute to the structure's understated, modern aesthetic, which is appropriate to the building's three-story scale and complementary to the brightly colored structures at 245 and 249 Visitacion Avenue to the south.

Landscaping and Outdoor Spaces: Considering the small size of the lot, the proposed landscaping is limited to the rear yard, which includes planted areas surrounding a shared patio, with accent planter boxes affixed to the building entry facing Visitacion Avenue. The landscape plan provides the most landscape area feasible considering the lot size and width, the requirements for on-site parking, the requirements for ground floor commercial space, and the access corridor for the residential unit, all of which reduce feasible planting areas. The final planting plan would be subject to Community Development Director approval, including specific plant species. Generally species must be low-water use and non-invasive, with native plants preferred.

The design includes private decks for three of the four units, and a shared common yard directly accessible from Unit A at the ground floor. This results in an average of 184 sq ft of open space per unit, which exceeds the 60 sq ft per unit requirement for the NCRO-2 District but is less than the required 400 sq ft per unit for new condominium developments. Given the constraints of the site, the provided outdoor space is the maximum feasible and provides outdoor area for each unit. Additionally, the subject property is in walking distance to the Community Park, Crocker Park Recreational Trail, Community Garden, and San Bruno Mountain hiking trails, which would complement the dedicated outdoor spaces for each individual unit proposed by the project. As such, the project provides a reasonable amount of individually accessible space considering the lot size and width and availability of outdoor recreational spaces in walking distance.

Size of Commercial Space: The NCRO-2 District development standards call for a minimum of 600 sq ft 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 project proposes a 283 sq ft storefront space, to be deeded as a live/work space with the residential unit above. The space appears to be the largest that can reasonably be dedicated to the storefront, given that half of the frontage must be occupied by the driveway and residential entryway, and given the need to provide on-site parking, permanent storage facilities, and interior garbage and recycling areas on the ground floor. Increasing the commercial space to achieve the 600 sq ft size would result in the loss of the required storage units and interior garage and recycling area and/or two of the parking spaces, depending on how the space was reallocated. In this case, given the intended use of the space for an office and/or small retail space (depending on the future owner's needs), a 283 sq ft storefront is adequate for the proposed use and the largest possible area given the physical constraints of the structure and site.

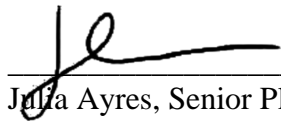
The Commission's approval of reduced storefront area is directly related to the constraints particular to the specific site and does not take into account the size of storefronts on other sites. However, it is noted that in September of this year, the Commission approved a storefront less than 600 sq ft in size at 18 Visitacion Avenue, another 25 ft wide lot. Also, in 2017 the Commission approved reduced storefront areas at 36-50 San Bruno for two spaces of similar size to accommodate a small coffee shop, flower shop, or similar use (later amended in 2020 to comply with the minimum 600 sq ft requirement).

Correspondence

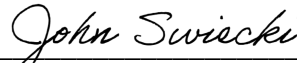
Correspondence received as of the writing of this staff report are attached for the Commission's reference (Attachment F). Any additional correspondence will be provided to the Commission separately as it is received prior to or at the time of the public hearing.

ATTACHMENTS:

- A. Draft resolution with detailed findings (Exhibit B) and conditions of approval (Exhibit A)
- B. Project description
- C. Aerial vicinity map
- D. Site photos
- E. NCRO-2 District multi-family residential density analysis
- F. Correspondence received as of 11/24/2020
- G. Applicant's statement of findings for design permit and use permit
- H. Applicant's plan's and renderings



Julia Ayres, Senior Planner



John Swiecki, Community Development Director

Draft
RESOLUTION UP-4-20/DP-2-20

A RESOLUTION OF THE PLANNING COMMISSION OF BRISBANE
DENYING USE PERMIT UP-4-20 AND DESIGN PERMIT DP-2-20 FOR
A MIXED-USE DEVELOPMENT
(4 RESIDENCES AND 1- 283 SQ FT COMMERCIAL SPACE)
AT 213 VISITACION AVENUE

WHEREAS, Mark Topetcher, the applicant, applied to the City of Brisbane for Use Permit and Design Permit approval of a mixed use development at 213 Visitacion Avenue, which would accommodate two 1-bedroom units and two 2-bedroom units above and behind a four-car parking garage and a 283 sq ft commercial storefront; and

WHEREAS, on August 27, 2020, the Planning Commission continued the public hearing at the applicant's request after the application was duly noticed in compliance with Brisbane Municipal Code Chapters 1.12 and 17.54, and the applicant subsequently requested a 60-day extension of the Commission's review window under the Permit Streamlining Act, which expires December 10, 2020; and

WHEREAS, on December 3, 2020, the Planning Commission conducted a public hearing on the applications, publicly noticed in compliance with Brisbane Municipal Code Chapters 1.12 and 17.54, at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, the Planning Commission reviewed and considered the staff memorandum relating to said applications, the applicant's plans and supporting materials, and the written and oral evidence presented to the Planning Commission in support of and in opposition to the application; and

WHEREAS, the minutes of the Planning Commission meeting of August 27, 2020 and December 3, 2020 are attached and incorporated by reference as part of this resolution; and

WHEREAS, the Planning Commission of the City of Brisbane hereby makes the findings attached herein as Exhibit B in connection with the Design Permit and Use Permit applications.

NOW THEREFORE, based upon the findings set forth hereinabove, the Planning Commission of the City of Brisbane, at its meeting of December 3rd, 2020, did resolve as follows:

Use Permit UP-4-20 and Design Permit DP-2-20 are conditionally approved per the conditions attached herein as Exhibit A.

ADOPTED this third day of December, 2020, by the following vote:

AYES:
NOES:

ABSENT:

PAMALA SAYASANE
Chairperson

ATTEST:

JOHN A SWIECKI, Community Development Director

**Draft
EXHIBIT A**

Action Taken: Conditionally approve Use Permit UP-4-20 and Design Permit DP-2-20 per the staff memorandum with attachments, via adoption of Resolution UP-4-20/DP-2-20

Findings:

Use Permit UP-4-20

- A. As detailed in Exhibit B, the proposal is consistent with the nature and condition of all adjacent uses and structures, and is consistent with the applicable Neighborhood Commercial/Retail/Office land use designation in the General Plan. There is no specific plan for the area in question.
- B. As detailed in Exhibit B, the establishment, maintenance or operation of the mixed-use structure will not, under the circumstances of the particular case, be detrimental to the health, safety, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, nor will it be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the city.
- C. As detailed in Exhibit B, strict enforcement of the specified regulation would not be required by either present or anticipated future traffic volume or traffic circulation on the site.
- D. As detailed in Exhibit B, the granting of the use permit will not create or intensify a shortage of on-street parking spaces.
- E. As detailed in Exhibit B, full compliance with the parking requirements is not reasonably feasible due to existing structural or site constraints, specifically the narrow lot width and requirements to provide ground floor storefront space and residential dwelling unit access.

Design Permit DP-2-20

- F. As detailed in Exhibit B, the proposal's scale, form and proportion, are harmonious, and the materials and colors used complement the project.
- G. As detailed in Exhibit B, the orientation and location of the structure and open spaces integrate well and maintain a compatible relationship to adjacent development.
- H. As detailed in Exhibit B, the proposed structure is designed to mitigate potential impacts to adjacent land uses.
- I. As detailed in Exhibit B, 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.
- J. This finding is not applicable as the property is not located on a hillside.

ATTACHMENT A

- K. As detailed in Exhibit B, 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.
- L. As detailed in Exhibit B, the property's location and direct sidewalk access provides alternatives for pedestrians to access public transit and shuttle stops within a half-mile radius on Bayshore Boulevard, Old County Road, and San Bruno Avenue, connecting to BART and Caltrain as well as regional bus routes.
- M. As detailed in Exhibit B, the proposed open areas and landscaping complement the structure and the project provides a reasonable amount of individually accessible space considering the lot size and width and availability of outdoor recreational spaces in walking distance. The property is not located near protected habitat or wildland areas.
- N. As detailed in Exhibit B, the proposal takes reasonable measures to protect against external and internal noise.
- O. As detailed in Exhibit B, consideration has been given to avoiding off-site glare from lighting and reflective building materials.
- P. Trash and recycling receptacles utilities and mechanical equipment are located within the structure and will not be visible from the exterior of the building.
- Q. No signage is included in the application.
- R. As detailed in Exhibit B, the ground floor shared patio will be accessible to the commercial unit. If the unit is rented by the owner, access to the secured bicycle storage and rear patio will be maintained for employees of the commercial unit.
- S. As detailed in Exhibit B, the design respects the intimate scale and vernacular character of the street.
- T. As detailed in Exhibit B, design details are incorporated to articulate the building.
- U. As detailed in Exhibit B, the design incorporates creative use of elements that are characteristic of both residential and commercial structures on Visitacion Avenue.
- V. As detailed in Exhibit B, color and texture are provided at the street through the use of planter boxes and stone veneer.
- W. As detailed in Exhibit B, landscaping has been incorporated to enhance the design and enliven the streetscape.
- X. As detailed in Exhibit B, the requested 283 sq ft commercial storefront area is as large as possible for the intended storefront use, given the size, configuration, and physical constraints of the structure and the site.

Conditions of Approval:

Prior to issuance of a Building Permit:

1. The owner shall obtain a building permit and encroachment permit prior to proceeding with construction. A complete application including detailed building plans, application forms and fees shall be submitted to the City for issuance of a Building Permit. The building permit application shall comply with all applicable State codes and applicable City of Brisbane Municipal Code provisions for new construction. Building plans shall comply with the following conditions:
 - a. The plans shall be in substantial conformance to the plans approved with this Design Permit DP-2-20, including finish materials and colors (see related condition 1.h below), with the following modifications:
 - i. A final landscaping plan shall be submitted demonstrating compliance with the requirements of Brisbane Municipal Code §17.06.040.I and §12.12.050.4, to the satisfaction of the Community Development Director. The plan shall incorporate water-conserving, non-invasive landscaping.
 - b. The plans shall address North County Fire Authority requirements for new construction, including but not limited to installation of fire sprinklers, obtaining water flow, smoke detectors, key box, portable extinguishers, clearly visible address, illuminated utility identification, illuminated exit signs, and others applicable as determined through building permit review.
 - c. The plans shall include undergrounding of utilities to service the building.
 - d. Mechanical equipment, other than the required rooftop solar panels, shall not be visible from off-site. Should mechanical equipment be located outdoors, it shall be properly screened with fencing or landscaping consistent with the final landscaping plan submitted with the building permit and shall be located outside of required setbacks.
 - e. The building permit application shall not include materials which would present an off-site glare due to reflective materials or lighting.
 - f. The plans shall specify that lighting will be directed away from and not cause glare onto adjacent properties.
 - g. Each unit shall be provided with remote-controlled garage door openers, and an electronic keypad shall be installed to ensure efficient ingress and egress from the garage.
 - h. Final color and material samples and/or cut sheets shall be provided for Community Development Director approval to confirm they are in substantial conformance with the approved Design Permit. Materials samples shall also be provided for windows.
 - i. All windows shall match each other and shall not be dark or reflective.

ATTACHMENT A

- j. The driveway curb cut width and location shall be subject to City Engineer review and approval, and shall not displace existing on-street parking or require the removal of any street tree(s).
 - k. Any mechanical equipment required to operate the stacked parking lifts in the garage shall not obstruct the on-site turnaround for standard-sized vehicles per Brisbane Municipal Code §17.34.040.
 - l. Final cut sheets indicating the specifications of stacked parking lifts shall be included with building permit application and plans shall demonstrate that Four standard-sized vehicles can reasonably be stacked inside the garage, including dimensions of applicable clearances for vehicles and operational equipment
 - m. The pedestrian warning system shall be installed to the satisfaction of the City Engineer and Planning Director and provide both visual and audio alerts of approaching vehicles exiting the driveway.
 - n. A permanently anchored short-term bicycle parking rack for two (2) bicycles shall be provided in the public right-of-way, the specific location and design of which shall be subject to approval by the City Engineer.
 - o. Direct access shall be provided from the commercial storefront to the garbage receptacles and long-term bicycle racks in the garage and to the shared rear yard to the satisfaction of the Community Development Director.
 - p. Necessary vents and chases shall be incorporated into the building design so as to allow future changes in occupancy of the storefront area to the satisfaction of the Community Development Director.
2. The property owner shall enter into a standard landscape maintenance agreement with the City for landscaping, to the satisfaction of the City Attorney.
 3. An agreement shall be recorded between the owner and the City whereby the owner waives the right to protest the inclusion of the property within an underground utility district.

During Construction:

4. Prior to foundation construction, a surveyed staking plan prepared by a licensed land surveyor or engineer authorized to conduct land surveying under California law shall be submitted to the Community Development Department confirming the building location and pad elevations conform to the approved site plan.
5. The project shall comply with the San Mateo County Stormwater Pollution Prevention Program's Best Management Practices, as provided in the applicable state regulations and included in the applicant's storm water checklist for Small Projects.

ATTACHMENT A

6. Any prehistoric Native American cultural resources found during the course of construction shall be conserved in accordance with State and Federal requirements (Appendix K of the State CEQA Guidelines).

Prior to Occupancy:

7. All landscaping shall be installed and inspected by Planning staff to confirm conformity with the approved landscape plan.
8. Address numbers for the residential and commercial units shall be affixed to the building at a location visible from the street and a size, color and style subject to approval by the Community Development Director and North County Fire Authority.
9. The applicant shall demonstrate conformance with all of the above Design Permit conditions of approval.

Other Conditions:

10. The required garage parking spaces shall not be used or converted to any other use that would impair their basic use as parking for motor vehicles per Brisbane Municipal Code Section 17.34.020.A.
11. Minor modifications may be approved by the Community Development Director in conformance with all requirements of the Municipal Code.
12. This Design Permit and Use Permit shall expire two years from the effective date (at the end of the appeal period) if a Building Permit has not yet been issued for the approved project.

Exhibit B: Outline of Required Findings**Use Permit UP-4-20**

- A. The proposal is consistent with the nature and condition of all adjacent uses and structures, and is consistent with the applicable Neighborhood Commercial/Retail/Office land use designation in the General Plan. There is no specific plan for the area in question. Specifically, the proposal is a mixed-use development of 64 dwelling units per acre, falling within the range of residential densities found in the NCRO-2 District, and would be consistent with General Plan policies to increase housing opportunities in Brisbane's downtown core and in proximity to transit, including the free Bayshore Caltrain and Balboa Park BART station shuttles (San Francisco Avenue-Old County Road stop) and Samtrans Route 292 (Bayshore-Old County Road stop) less than one-half mile away by foot. The project would establish a new storefront on Visitacion Avenue, creating opportunity for small businesses and contributing to the pedestrian-oriented environment envisioned for Visitacion Avenue in the Subareas Element and NCRO-2 District development standards. The three-story scale is consistent with the scale of three other multi-family residential projects in the NCRO-2 District at 34 and 395 Visitacion Avenue and 1 San Bruno Avenue, and with the approved mixed-use developments at 36-50 San Bruno Avenue, 23 San Bruno Avenue, and 18 Visitacion Avenue.
- B. The establishment, maintenance or operation of the mixed-use structure will not, under the circumstances of the particular case, be detrimental to the health, safety, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, nor will it be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the city. Specifically, the project will be built to current health and safety standards contained in the California Building and Fire codes. Further, the design of the structure will not impact access to light and air of surrounding properties as they are developed currently and as they may be redeveloped in the future, via incorporation of lightwells and other openings in the north and south side walls. Finally, a pedestrian warning system shall be installed to alert pedestrians when a car is exiting the garage to ensure safety of pedestrians on Visitacion Avenue.
- C. Strict enforcement of the specified regulation would not be required by either present or anticipated future traffic volume or traffic circulation on the site. Specifically, the design of the garage and incorporation of mechanical lifts inherently restricts its use for purposes other than vehicle parking. The proposed development is as dense as reasonably feasible for the site, given the physical development standards limiting the building's footprint. The proposed units may not be enlarged or expanded such that parking demand would be increased and thus unable to be accommodated within the garage. Therefore, there is no anticipated increase in traffic volume on the site.
- D. The granting of the use permit will not create or intensify a shortage of on-street parking spaces. The proposal allocates one parking space to each unit, and further provides secured and covered long-term bicycle parking spaces on the ground floor to encourage use of alternative transportation. Additionally, while the Municipal Code does not currently reduce or eliminate on-site parking requirements due to proximity to transit alone, the subject property is less than one half mile from nearby regional bus routes on Bayshore Boulevard and blocks away from the Caltrain and BART shuttle stop, accessible both by foot or by bicycle. The Bayshore Caltrain Station is about a 15 minute bike ride away. This is consistent with policies in the General Plan

Circulation Element (Policies C.24, C.29, C.30, and C.36). Further, the project incorporates a 10 ft curb cut in order to preserve existing on-street parking in the property's frontage.

In this case, granting the use permit to allow four parking spaces on-site, where five on-site parking spaces are required, on a site in close proximity to available public transit and with secured on-site bicycle storage would not demonstrably contribute to the existing shortage of on-street parking in the vicinity of the project.

- E. Full compliance with the parking requirements is not reasonably feasible due to existing structural or site constraints, specifically the narrow lot width and requirements to provide ground floor storefront space and residential dwelling unit access. The subject property is only 25 ft wide and approximately 110 ft deep, which conforms to the minimum lot width and depth requirements for lots in the NCRO-2 District. However, the narrow lot width in conjunction with the required ground floor storefront space significantly constrains the ability to provide the required off-street parking. Additionally, residential projects of four or more units are required by the Americans with Disabilities Act to provide ground floor access to at least one unit, which the applicant has provided but which further limits the footprint of parking on the site. The applicant's proposal for four off-street parking spaces is thus the maximum number of parking spaces that can be accommodated on the property as a result of these structural and site constraints.

Given the structural constraints of the mechanical lifts, the 8.5 ft width is the widest feasible width for the respective parking spaces. The City defines a parking space as "compact" with a width of 8 ft; the proposed width is thus wider than a traditional compact space, although it is 6 inches narrower than a standard 9 ft parking space. Given the expected compact nature of cars to be parked in the garage, an 8.5 ft wide by 18 ft deep parking space will be sufficient to meet the project's parking needs.

Design Permit DP-2-20

- F. The proposal's scale, form and proportion, are harmonious, and the materials and colors used complement the project. Specifically, the building is of a contemporary architectural design that features pedestrian-level detail and articulation at the north side and west (street) facades and a harmonious mix of exterior materials and colors. The building form is highly articulated at the most visible west (street-facing), north, and east building facades through a mix of second and third story setbacks, inset decks, and other voids in the building walls, including the recessed residential entry and garage opening in the west façade and a second and third story lightwell at the north façade. Though the structure would be the tallest building on the 200-block of Visitacion Avenue, it would be similar in scale to other three-story buildings in the NCRO-2 District, including 34 and 395 Visitacion Avenue and 1 San Bruno Avenue, and with the recently approved mixed-use developments at 36-50 San Bruno Avenue, 23 San Bruno Avenue, and 18 Visitacion Avenue.

The proposed neutral color palette, includes natural gray-toned stone veneer and white stucco at the ground floor, white stucco at the second floor, and charcoal stucco at the third floor. The transition from white to charcoal stucco at the third floor aids in articulating the upper floor from the first and second stories. Black-framed windows provides complementary and distinctive detailing that ties together all three stories of the building. The incorporation of transom windows

and decorative elements at the ground floor provides continuity with ground floor architectural details found elsewhere along the block, particularly 245 and 249 Visitacion Avenue (Midtown Market), without being derivative of their style.

- G. The orientation and location of the structure and open spaces integrate well and maintain a compatible relationship to adjacent development. The footprint of the building, with zero foot front and side setbacks and 10 ft rear setback, is consistent with the NCRO-2 District standards and appropriate to the subject property's small size and narrow width. Use of the 10 ft setback for a common patio and landscaped area is an appropriate use of the setback area, and would be compatible with the nearby rear yards abutting the space at 201 and 245 Visitacion Avenue. The third story rear deck is located on the southern face of the structure's rear wall, avoiding direct sight lines to the adjacent second-story window and outdoor living areas at 349 Monterey Street.
- H. The proposed structure is designed to mitigate potential impacts to adjacent land uses. Two one-story commercial structures abut the subject property to the north and south, both built to their respective shared property lines with 213 Visitacion Avenue. The proposed structure would also have zero setbacks to the side property lines, consistent with the NCRO-2 District development standards. This would impact 201 Visitacion Avenue to the extent that two ground-level windows in the south side of the building wall would need to be eliminated, and as 213 Visitacion Avenue is located to the south of 201 Visitacion, it is likely that the rear yard of 201 Visitacion would be shaded in the early evening during autumn and winter, and in the afternoon during summer months. Should the property at 201 Visitacion Avenue be redeveloped in the future, the light wells incorporated into the north wall of the proposed structure at the second and third stories would ensure ambient light and air are maintained. The access stairway to the residential dwelling units on the south side of the building would act similarly in the case of redevelopment of 245 Visitacion Ave. There are no windows in the north wall of the existing structure at 245 Visitacion Avenue and shading is not anticipated to its rear yard, which is located to the south of the subject property.

The proposed structure would be set back 10 feet from the rear lot line abutting the single-family dwelling at 349 Monterey to the east, which building is in turn set back approximately 9 ft from the shared property line, resulting in 19 ft of distance between the two structures. As such, the proposed structure would not interfere the adjoining property's access to ambient light and air, though shading will occur during afternoon hours due 349 Monterey Street's location due west of the subject property.

- I. 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 site's small size and narrow width greatly constrain the siting and orientation of the building, making it difficult to avoid long building walls on the north side of the site. However, the northern wall plane is broken up by the second and third story light wells, and there are no windows proposed along the northern wall in order to reduce the passive heating gain.
- J. The property is not located on a hillside.

- K. 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. Specifically, the proposed 10 ft curb cut, authorized by the City Engineer, will preserve existing on-street parking spaces while allowing for safe egress and ingress to the site. Pedestrian safety will be ensured by the required pedestrian warning system to provide both audio and visual warning to pedestrians when cars exit the garage. As demonstrated in the applicant's turning radius diagrams, garage design will allow for all four cars to turn around and exit the garage head first, consistent with the requirements of BMC Chapter 17.34 and further ensuring the safety of vehicular ingress and egress.
- L. The property's location and direct sidewalk access provides alternatives for pedestrians to access public transit and shuttle stops within a half-mile radius on Bayshore Boulevard, Old County Road, and San Bruno Avenue, connecting to BART and Caltrain as well as regional bus routes. Additionally, the project includes four long-term bicycle parking spaces and two short-term bicycle parking spaces at the ground floor, incentivizing bicycle ownership and use as an alternative to single-occupancy vehicles.
- M. The proposed open areas and landscaping complement the structure. The design includes private decks for three of the four units, and a shared common yard directly accessible from Unit A at the ground floor. This results in an average of 184 sq ft of open space per unit, which exceeds the 60 sq ft per unit requirement for the NCRO-2 District but is less than the required 400 sq ft per unit for new condominium developments. Given the constraints of the site, the provided outdoor space is the maximum feasible and provides outdoor area for each unit. Additionally, the subject property is in walking distance to the Community Park, Crocker Park Recreational Trail, Community Garden, and San Bruno Mountain hiking trails, which would complement the dedicated outdoor spaces for each individual unit proposed by the project. As such, the project provides a reasonable amount of individually accessible space considering the lot size and width and availability of outdoor recreational spaces in walking distance.

While the small size of the lot and narrow width constrain location and amount of landscaping, the proposed landscape plan maximizes the available space in the rear yard and will be planted with drought-resistant, non-invasive species (California natives preferred), subject to final approval by the Community Development Director via the building permit application. The proposed landscaped planters on the front building façade provide visual interest at the pedestrian level and are reasonable given the constraints of the site. The property is not located near protected habitat or wildland areas.

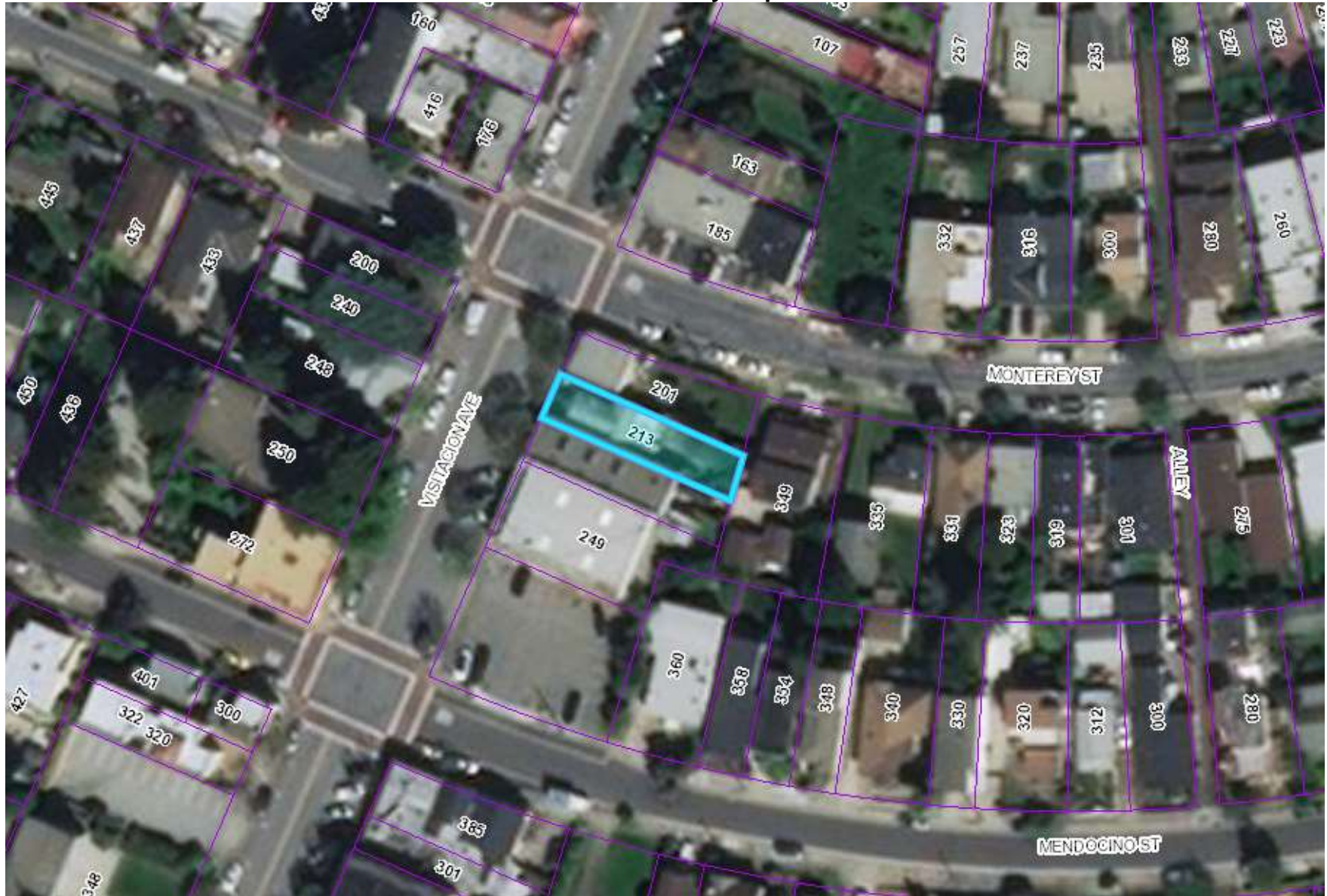
- N. The proposal takes reasonable measures to protect against external and internal noise. Specifically, the structures must comply with California Building Code applicable to condominium structures to protect residents from unhealthy noise levels from the exterior of the building as well as unwanted noise from adjacent units.
- O. Consideration has been given to avoiding off-site glare from lighting and reflective building materials. The stucco exterior finish will not be reflective, and the conditions of approval require the building permit plans to provide a lighting plan demonstrating that all exterior lighting will be shielded and downlit to minimize off-site light and glare, and that all windows will be treated to minimize glare.

- P. Trash and recycling receptacles utilities and mechanical equipment are located within the structure and will not be visible from the exterior of the building.
- Q. No signage is included in the application.
- R. As the proposed storefront commercial unit will be conveyed as a live/work space, the second floor deck and ground floor shared patio will be accessible to the commercial unit. If the unit is rented by the owner, access to the secured bicycle storage and rear patio will be maintained for employees of the commercial unit.
- S. The design respects the intimate scale and vernacular character of the street. Specifically, the proposed design respects the pedestrian scale and streetscape vernacular of Visitacion Avenue through the utilization of voids in the ground floor walls fronting Visitacion Avenue at the driveway and residential entry, and second and third story setbacks. The NCRO-2 district Design Guidelines specifically suggest that portions of a building over 28 ft in height 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.”
- T. Design details are incorporated to articulate the building, as described in detail in Findings F, G, H, and S, which emphasize the relationship to the pedestrian environment. The ground floor storefront commercial unit features a glass door and large windows at the north and west building façade with transom accent windows providing unobstructed views into the space from the street. The ground floor façade features stone veneer, small planters, and permeable pavers at the residential entry to provide additional visual interest at eye level. The existing street tree would be retained.
- U. The design incorporates creative use of elements that are characteristic of both residential and commercial structures on Visitacion Avenue. These elements include recessed entries to the residential access pathway and garage, transom windows above doors and windows at the ground floor, stone veneer at street level to add texture to the façade, and planter boxes at street level to provide urban greenery at the pedestrian level.
- V. Color and texture are provided at the street through the use of planter boxes and stone veneer, as described in detail in Findings G and U.
- W. Landscaping has been incorporated to enhance the design and enliven the streetscape, as described in Findings M, T, and U.
- X. The requested 283 sq ft commercial storefront 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 space is the largest that can reasonably be dedicated to the storefront, given that half of the frontage must be occupied by the driveway and residential entryway, and given the need to provide on-site parking, permanent storage facilities, and interior garbage and recycling areas on the ground floor. Increasing the commercial space to achieve the 600 sq ft size would result in the loss of the required storage units and interior garage and recycling area and/or two of the parking spaces, depending on how the space was reallocated. In this case, given the intended use of the space for an office and/or small retail space (depending on the future owner’s needs), a 283 sq ft storefront is adequate for the proposed use and the largest possible area given the physical constraints of the structure and site.

Project Description

| Development Standard | Existing | Proposed | Min/Max | Status |
|---------------------------|----------|--|---|--|
| Lot Area | 2,708 SF | - | 2,500 SF | Complies/lot of record. |
| Lot Slope | 0% | n/a | n/a | n/a |
| Lot Width | 25' | n/a | 25' | Complies |
| Lot Coverage | | 2437 or 90% | 90% | Complies |
| Floor Area | | 6,516 SF or 2.4 FAR | n/a | No FAR limits in NCRO-2 |
| Setbacks | | | | |
| N/W Side Lot Line | | 0' | 0' | Complies |
| S/E Side Lot Line | | 0' | 0' | Complies |
| Rear Lot Line | | 10' | 10' | Complies |
| Front Lot Line | | 0' | 0' | Complies |
| Height | | 35' | 35' with Design Permit | Complies |
| Parking | | 4 vehicle spaces (compact 8.5' x 17'); 6 bike parking spaces | 5 car spaces (4 covered); 3 bike parking spaces (1 long term, 2 short term) | Use Permit requested. |
| Storefront | | 283 SF | 600 SF unless PC approves less | Requests less than 600 SF storefront space (Design Permit) |
| Fencing | | 8' fence @ rear lot line | 8' fence @ rear lot line | Complies |
| Enclosed Recycling Area | | Recycling area in garage (ground fl) | Recycling enclosure | Complies |
| Passive Open Space | | 736.5 SF or 184 SF per unit | 60 SF per unit/240 SF | Complies |
| Condo Requirements | | | | |
| Washer drier hookups | | Washer/drier hookups provided | Required | Complies |
| Storage | | 125 CF per unit (ground fl) | 125 CF per unit (not shared) | Complies |
| Outdoor areas | | 736.5 sq ft total/ 184 SF/unit | 400 SF per unit (shared OK)= 1600 SF | Exception required from PC (Design Permit) |

Aerial Vicinity Map



Site Photos



View of subject property from Visitacion Ave.



View of 201-203 Visitacion Ave. (north of subject property)



View of 245 Visitation (south of subject property)



View of 201-203 and 213 Visitation Ave. from Monterey St.



View of 349 Monterey St. and rear of 213 Visitacion Ave.



View of 201-203 Visitacion Ave. from Monterey Street



View of 200-block of Visitacion Ave. from northwest



View of 200-block of Visitacion Ave. from southeast

NCRO-2 District Multi-Family Residential Density Analysis

| Address | Street | District | Units | Land Area (SF) | Land Area per Unit | Du/ac |
|---------------|-----------------|----------|------------|----------------|--------------------|-----------|
| 418-420 | Monterey St. | NCRO-2 | 2 | 4,150 | 2,075 | 21 |
| 325 | Visitacion Ave. | NCRO-2 | 6 | 7,736 | 1,289 | 34 |
| 23 | San Bruno Ave. | NCRO-2 | 4 | 5,000 | 1,250 | 35 |
| 2 | Visitacion Ave. | NCRO-2 | 14 | 15,766 | 1,126 | 39 |
| 107 | Visitacion Ave. | NCRO-2 | 3 | 3,007 | 1,002 | 43 |
| 1 | San Bruno Ave. | NCRO-2 | 15 | 14,900 | 993 | 44 |
| 176-184 | Visitacion Ave. | NCRO-2 | 2 | 1,650 | 825 | 53 |
| 272-284 | Visitacion Ave. | NCRO-2 | 6 | 5,000 | 833 | 52 |
| 213 | Visitacion Ave. | NCRO-2 | 4 | 2,708 | 677 | 64 |
| 202 | Visitacion Ave. | NCRO-2 | 4 | 2,500 | 625 | 70 |
| 36-50 | San Bruno Ave. | NCRO-2 | 16 | 9,595 | 594 | 73 |
| 395 | VisitacionAve. | NCRO-2 | 14 | 7,117 | 508 | 86 |
| 35 | San Bruno Ave. | NCRO-2 | 20 | 10,000 | 500 | 87 |
| 34 | Visitacion Ave. | NCRO-2 | 20 | 10,000 | 500 | 87 |
| Total | | | 130 | 99,129 | | |
| Avg. | | | | | 914 | 56 |
| Median | | | | | 829 | 53 |

**Attachment F:
Correspondence Received as of 11/24/2020**

Brisbane Planning Commission

Brisbane, California

Dear Planning Commission,

I'm writing this letter in support of the project at 213 Visitacion Ave.

This letter is in support for the proposed mixed-use project as proposed on 213 Visitacion Ave, Brisbane. We have reviewed the project drawings and all the information provided by Ritu Vohra, Arcus Housing. The current state of the property is in bad shape for the last decade and impacts the real estate value of my property at 14 Visitacion Ave, Brisbane. Additionally, the current property is abandoned and poses safety issues to the neighborhood and adjacent structures. We request the planning commission and city staff to process the proposed project at the earliest so we can see some fresh buildings in our neighbourhood.

Regards,

Sisi Huana 

Date:

11/18/2020 03:16 PM
PST

Ayres, Julia

From: Joel Diaz <jdgeneral@yahoo.com>
Sent: Wednesday, November 18, 2020 7:18 PM
To: Ayres, Julia
Subject: Re: 213 Visitacion public hearing

Hi Julia!

Please forward this to the planning commission.

Honorable Planning Commissioners,

Please approve the proposed project at 213 Visitacion. I think it will really improve the aesthetics of the block. The proposed building is beautiful and will make downtown seem so much nicer and revitalized, as well as build new community.

I feel the applicant has done a very thoughtful and balanced job trying to deliver much needed housing while also supplying parking and a beautiful design.

Please approve this project. Thank you for your time.

Sincerely,

Joel Diaz

Better Homes & Gardens Real Estate- JF Finnegan Realtors

Top Producer BHG

CalBRE #01336882
650.520.7483 cell
650.757.1338 fax
650.757.0888 office

Thank you. Have a great day!

The information contained herein has been obtained through sources deemed reliable but cannot be guaranteed as to its accuracy. Any information of special interest should be obtained through independent verification. CONFIDENTIALITY NOTICE: The foregoing email message is intended only for the intended recipients listed above. This email communication may contain CONFIDENTIAL INFORMATION WHICH ALSO MAY BE LEGALLY PRIVILEGED. If you are not the intended recipient of this communication, you are hereby notified that any unauthorized review, use, dissemination, distribution, downloading, or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by reply email, delete the email

Brisbane Planning Commission

Brisbane, California

Dear Planning Commission,

I'm writing this letter in support of the project at 213 Visitacion Ave.

As a local realtor for last six of years, I'm personally excited to see the project proposed by Arcus Housing on 213 Visitacion Ave , Brisbane.

The project will add 4 new housing units on a neglected site and increase the downtown customer footprint by 4 times. Young families, professionals and seniors make a big proportion of our customer base. The current structure is not attractive to our customers and negatively impacts our business. I appreciate the proposed project is keeping the existing driveway and not reducing street parking. I request the planning commission and city staff to process the proposed project at the earliest so we can see some fresh buildings in our neighborhood.

Regards,
Bistra V. Bejanski
Compass



Date: 11/11/2020

SUPPORTING STATEMENTS

Findings Required for Approval of All Design Permits

Brisbane Municipal Code §17.42.060

In order to approve any design permit application, the Planning Commission must affirmatively make the findings of approval in BMC Chapter 17.42, which are reproduced below. Supplemental findings may also be required depending on your specific project and the applicable zoning district and are listed in this attachment.

Please respond to each required finding as it relates specifically to your proposal and include a reference to the applicable plan sheet in the development plans. Attach additional pages if necessary, or provide written responses on a separate document.

A. How do the proposal's scale, form and proportion relate to each other in a harmonious manner? How do the materials and colors used complement the project?

| | |
|--|---------------------------------------|
| The project fits within the commercial district in scale and materials. | Plan Sheet Page(s) |
| There will be a small commercial storefront at the street level. In light of the recent changes in the economy due to COVID, we have designated the -store front a live-work space and part of the unit above it. The live-work space though not internally connected will be deeded to the unit right above it. | Sheets A2.0 & A2.1; A4.0 & A4.1 |

B. How does the orientation and location of buildings, structures, open spaces and other features integrate with each other? How does the project maintain a compatible relationship to adjacent development?

| | |
|--|--|
| The project is oriented to have residential units above ground the floor commercial area, with a private parking garage for 4 cars behind. There will be a portion of one of the residential units at the rear of the ground floor & will have direct access to the yard area. The project also has windows in the front and back and lightwells on the side so as to not impede the current structures on the adjacent sites or any future development thereon. | Plan Sheet Page(s) Sheets A2.0 & A2.1; A3.0, A4.0 & A4.1 |
|--|--|

C. How do the design and location of proposed buildings and structures mitigate potential impacts to adjacent land uses?

| | |
|--|--|
| The project is an urban in-fill site and respects the street front building line. The 3rd floor is set back 8' from the front wall plane to reduce the mass apparent from the street. The building though built to lot line has windows in the front and back and light wells on the side to mitigate impact to the adjacent properties. | Plan Sheet Page(s) Sheets A2.0 & A2.1; A3.0, A4.0 & A4.1 |
|--|--|

| | |
|---|---------------------------|
| D. How does the project design utilize natural heating and cooling opportunities through building placement, landscaping and building design to promote sustainable development and to address long-term affordability? What site constraints exist, if any, that limit the use of natural heating and cooling opportunities? | |
| The project proposes operable windows for natural ventilation and the construction will use energy efficient materials and construction techniques to realize maximum natural air and light and energy efficiencies. There will be solar panels installed per code requirements. | Plan Sheet Page(s) TBD |
| | |

| | |
|---|--------------------|
| E. For hillside development, how does the proposal respond to the topography of the site? How does the design minimize the project’s visual impact? How does the design preserve significant public views of San Francisco Bay, the Brisbane Lagoon and San Bruno Mountain State and County Park? | |
| N/A | Plan Sheet Page(s) |
| | |
| | |

| | |
|--|-------------------------------------|
| F. How does the location and dimensions of vehicular and pedestrian entrances and exits minimize traffic impacts on abutting streets? Is the proposed off-street parking and interior site circulation adequate to meet the needs of the project? Are parking facilities adequately surfaced, landscaped and lit? | |
| There are 4 parking spaces proposed within the property. The interior site circulation is adequate for the needs of this project. The parking will be in a well lit garage with appropriate and adequate lighting. The parking garage will also use the existing curb cut thereby not costing the city any street parking to accommodate this project. | Plan Sheet Page(s) SEE SHT. A2.0 |
| | |

G. How does the proposal encourage the use of alternative transportation, e.g., through the provision of facilities for pedestrians and bicycles, public transit stops and access to other means of transportation?

Attachment A
Design Permit Supporting Statements

| | |
|--|-------------------------------|
| <p>The project is an urban in-fill site and respects the street front building line. The 3rd flr is set back 8' from the front wall plane to</p> | <p>Plan Sheet Page(s)</p> |
| <p>reduce the mass apparent from the street. The urban infill sit is close to the transit shuttle and the major amenities of the city making</p> | <p>SEE SHT. A2.0</p> |
| <p>walkability an important criteria in the design of the project. The project also has provided bicycle parking in lieu of additional car</p> | |
| <p>parking thereby contributing to lesser vehicular traffic in the city.</p> | |

H. How do the provided open areas and landscaping complement the buildings and structures? How is landscaping used to separate and screen service and storage areas, break up expanses of paved area and define areas for usability and privacy? Is landscaping water conserving and appropriate to the location? If applicable, how does the project address habitat protection and wildland fire hazard mitigation?

| | |
|---|-------------------------------|
| <p>Most units have a private open area. All storage areas and utility areas</p> | <p>Plan Sheet Page(s)</p> |
| <p>are adequately located within the building for better usability and privacy.</p> | <p>See Plans</p> |
| <p>There is minimal area for landscaping to have any impact on habitat</p> | |
| <p>protection and wildland fires.</p> | |

I. How does the project design protect against external and internal noise? The project will comply with all building code requirements for sound proofing and separation.

| | |
|---|-------------------------------|
| <p>The project will comply with all building code requirements for sound proofing and separation.</p> | <p>Plan Sheet Page(s)</p> |
| <p></p> | <p>TBD</p> |
| <p></p> | |

J. How do the proposed building materials and exterior lighting mitigate off-site glare?

| | |
|--|-------------------------------|
| <p>The building materials of stucco, stone and wood are light absorbant and anti-glare in nature. External lighting will be downward focussed to avoid</p> | <p>Plan Sheet Page(s)</p> |
| <p>neighborhood infiltration.</p> | <p>TBD</p> |
| <p></p> | |
| <p></p> | |

K. Are utility structures, mechanical equipment, trash containers and rooftop equipment screened?

Attachment A
Design Permit Supporting Statements

| | |
|---|-----------------------|
| There are no roof top mechanical units proposed. Trash will be contained within the structure, along with utility meters. | Plan Sheet Page(s) |
| | SEE A2.0 & A4.0 |
| | |
| | |

L. If applicable, how does the location, scale, type and color of project signage enhance the design concept of the site?

| | |
|-----|-----------------------|
| N/A | Plan Sheet Page(s) |
| | |
| | |
| | |

M. If applicable, how does the project meet the needs of employees for outdoor space?

| | |
|-----|-----------------------|
| N/A | Plan Sheet Page(s) |
| | |
| | |
| | |

Additional Findings for Design Permits in the NCRO-2 District:

In addition to the findings required under BMC §17.42.060, the Planning Commission must also affirmatively make the below special findings for structures in the NCRO-2 District, per BMC §17.14.110:

A. How does the design respect the intimate scale and vernacular character of the street?

| | |
|--|--|
| The project is sensitive in scale w/ a storefront at street level that is the prominent feature at the sidewalk level & the residential & car entries are subservient to and set back from the commercial area. The top 3rd floor is also set back 8' from the front facade. | Plan Sheet Page(s) |
| | SEE SHT. A2.0, A2.1, A3.0, A4.0 & A4.1 |

| | |
|--|---|
| | |
| <p>B. How do the design details articulate the building and emphasize the relationship to the pedestrian environment?</p> | |
| <p>The materials add a level of scale and articulation to the front facade.</p> | <p>Plan Sheet Page(s)</p> |
| <p>Stone is proposed at the building base. The store front will be comprised of aluminium clad windows & detailing. Special paving will emphasize the residential entry area.</p> | <p>SEE SHT. A4.0 & A4.1</p> |
| | |
| <p>C. How does the design incorporate creative use of elements that are characteristic of the area, such as awnings, overhangs, inset doors, tile decoration, and corner angles for entry?</p> | |
| <p>The storefront will act as a bay that sits proud of the adjacent residential & garage entries that flank it. This will afford the opportunity for the narrow storefront to have windows that will wrap around & afford more exposure to the passerby.</p> | <p>Plan Sheet Page(s)</p> <p>SEE SHT. A2.0, A4.0 & A4.1</p> |
| | |
| <p>D. How are color and texture provided at the street level through the use of signage, lighting, planter boxes, or other urban landscape treatments?</p> | |
| <p>The storefront will be painted stucco and will contrast w/ the stone veneer at the base. Smaller landscaping plants will enhance the curb appeal of the project without interfering with the pedestrian path of travel.</p> | <p>Plan Sheet Page(s)</p> <p>SEE SHT. A2.0 & A4.0</p> |
| | |
| <p>E. How has landscaping been incorporated to enhance the design and enliven the streetscape?</p> | |
| <p>Landscaping is proposed at the tree pit area. Small planters along the commercial space and by the building entry will enliven the building and enhance the curb appeal.</p> | <p>Plan Sheet Page(s)</p> <p>SEE SHT. A2.0 & A4.0</p> |
| | |

Additional Findings for Design Permits for Ridgeline Development in the R-BA District:

In addition to the findings required under BMC §17.42.060, the Planning Commission must also affirmatively make the below special finding for structures in the R-BA District located on a ridgeline, per BMC §17.12.040.L.2:

A. How does the building's placement, height, bulk and landscaping preserve public views of the San Bruno Mountain State and County Park as seen from the Community Park and from the Bay Trail along the Brisbane Lagoon and Sierra Point shorelines?

Methods to accomplish this may include varying the building's roofline to reflect the ridgeline's topography, orienting the building to minimize the impact of its profile upon public views, locating the building on the lower elevations of the site, and reducing the building's height below the maximum permitted in the district.

| | Plan Sheet Page(s) |
|-----|--------------------|
| N/A | |
| | |
| | |

SUPPORTING STATEMENTS

Findings Required for Approval of All Use Permits

Brisbane Municipal Code [§17.40.060](#)

In order to approve any use permit application, the Planning Commission must affirmatively make the findings of approval in BMC Chapter 17.40, which are reproduced below. Supplemental findings may also be required depending on your specific project and the applicable zoning district and are listed in this attachment.

Please respond to each required finding as it relates specifically to your proposal and include a reference to the applicable plan sheet in the development plans. Attach additional pages if necessary, or provide written responses on a separate document.

1. How has the project been designed and operated in order to be compatible with the nature and condition of all adjacent uses and structures, and with general and specific plans for the area in question?

213 Visitation Ave parcel is a 2,700 sqft lot with 900 sqft derelict single-family home which has been unoccupied and in disrepair for a decade. The General Plan for the City of Brisbane the lot is currently zoned as mixed-use neighborhood commercial, retail and office (NRCO-2) per with goals to promote high density walkable vibrant main street environment. Aligned with the City’s long range goals stated in general plan to revitalize Visitation Ave and the regional agenda to increase housing, the proposed project is mixed use building with 4 condo units and ground floor live work commercial space is conceived to bring these goals to fruition. The project creates two fold positive impact on the neighborhood in following ways:

- Adding multi family housing units to meet regional goals and climate goals with creating smart and sensitive density in existing designated urban areas. These units are specifically designed for middle income group nuclear working families, who can benefit from living in walkable vibrant neighborhoods in proximity to school, library and groceries.
- Adding a retail store front to continue a vibrant main street environment and create jobs. The 4 units will create more customers for existing businesses in Central Brisbane, adding to the local economy.

The proposed project is a 3 story building, with active ground floor lined with storefront and building entrances, including garage entrance. The upper floor has 2 units on each floor, with large windows and balconies looking over Visitation Ave. The property is designed to have a transitional yet contemporary look designed to fit in with the various styles properties on the street. The commercial unit is deeded as a live-work unit which would meet the needs of an ever changing landscape of retail, which seems in a state of confusion due to COVID-19. The live-work option allows for the project to remain lively and future-proof even if Visitation Ave was later rezoned as residential thereby reducing the risk of an unused store-front.

We are committed to make this project truly meet the vision of the community that are established in the long range planning documents. We see ourselves as community builders and would like to work with the community to make this

Plan Sheet
 Page(s)

A1.2 , A2.0
 & A2.1

project a positive contributor to the district. We have worked with several members of the community over the last year to hone in on our plans as proposed. With every small project like this one, we aim to bring housing and jobs balance to the communities in the Bay Area.

2. How will the propose use be designed and operated in order to not be detrimental to the health, safety, comfort and general welfare of the persons residing or working in the neighborhood?

The proposed residential and small-scale retail/commercial uses will not damage or create a nuisance from noise, smoke, odor, dust, or vibration. There is no hazard from explosion, contamination or fire as a result of the proposed project. The new building will fully comply with all building and fire code requirements. It will be fully sprinklered throughout. It will create no hazard occasioned by an unusual volume or character of traffic or the congregating of a large number of people or vehicles due to the presence of four residential units and the limited 263 sq. ft. of commercial storefront. The project will not create any known danger to public safety as a result of its presence.

The small size of the storefront will likely be used for a private practitioner for an office space like a chiropractor, aesthetician or architect etc. It's likely to not gather the kind of traffic one would expect to see even from mid-size retail operations like pharmacies and banks. As such, the presence of the commercial space will likely not impact the businesses that are currently on Visitacion or add traffic or other safety issues for others on the street or block.

Plan Sheet
Page(s)

A1.2 , A2.0
& A2.1

3. How will the proposed use be designed and operated in order to not be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the city?

The proposed project replaces a derelict property of 9 year into a small multi family building which aspires to become part of the community with ground floor commercial. We all know old and abandoned properties are a health and safety risk to the neighborhood and negatively impact the real estate value. The proposed project is a drastic improvement from existing conditions and a positive contributor to the city and neighborhood. It will pay approximately \$10K amount towards the park and rec fee, annual property taxes of approximately \$1 million over the next 30 years. Please note these numbers are based on current estimates from our submitted drawings and are not exact. The project also adds new residents to support local business and an active store front to contribute to the vibrant downtown vision of the Brisbane community.

Additionally the proposed project follows all the healthy and safety guidelines per the municipal code throughout construction and at completion.

Plan Sheet
Page(s)

A1.2 , A2.0
& A2.1

SUPPORTING STATEMENTS

Use Permits to Modify the Parking Regulations

Brisbane Municipal Code §17.34.050

In addition to the findings of approval for use permits, the Planning Commission must also affirmatively make the special findings of approval located in the Brisbane Municipal Code Chapter 17.34, which are reproduced below.

1. Describe why strict enforcement of the specified regulation is not required by either present or anticipated future traffic volume or traffic circulation on the site.

| | Plan Sheet Page(s) |
|---|-----------------------|
| <p>Parking patterns are significantly changing in our region. With use of technology, rideshare, remote working and a climate sensitive population, the demand for dedicated parking is reducing. Additionally the project site is conveniently located close to community amenities and transit option in comfortable biking distance. The Regional trends and state laws support this reduction.</p> <p>Please find detailed study and findings in attached Exhibit A</p> | |

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

| | Plan Sheet Page(s) |
|---|-----------------------|
| <p>As the background research for the proposed project our team have undertaken market analysis, affordability analysis and demographics analysis. Our project is suitable for young middle income group families or seniors. Young families are very open to sustainable alternatives for mobility, which are also cost effective. TNC's (Lyft+Uber) have proved to be a very safe and affordable option for seniors.</p> <p>We believe our target demographics will be 1 car per household. Additionally we are providing dedicated and secure bike parking on the ground floor for residents.</p> <p>The Project is using the existing curb cut maintaining the street parking in the front. Hence, there is no loss of street parking to accommodate our new off-street parking needs. Please also see Exhibit A for a more-in depth analysis of the benefits of our proposed parking. The units will be sold to new residents with a pre-existing condition of 1 dedicated parking spot per unit and clear understanding that the city controls on street parking.</p> | |



3. Describe why full compliance with the parking requirements is not reasonably feasible due to existing structural or site constraints. This finding shall not be required for residential units dedicated to be affordable to households with very-low, low, or moderate incomes or designed and dedicated for use by households with one or more members who are 62 years of age or older, subject to restrictions approved by the City and recorded with the County of San Mateo.

| | Plan Sheet Page(s) |
|--|-----------------------|
| <p>In our attempt to make this project meet all the urban planning goals, there are many architectural challenges we are facing on the site. The site is deep narrow, 25'X100', with the narrow frontage and access from Visitacion Avenue. The narrow width of the site is the most limiting constraint for our design team. The overall width of the parcel is 25', after providing an egress path as required by fire code, we are left with 20' clear garage width.</p> <p>Working with our urban planner and architect we have confirmed that the densities and land uses the City of Brisbane would like to achieve on this parcel as stated in the General Plan along with prescribed parking requirements are incompatible and at conflict, when tested on 213 Visitacion Parcel. This is a unique case due to parcel width, hence we request a use permit to reduce parking requirement to 1 per unit and total of 4 parking stalls for 213 Visitacion Ave, Brisbane CA.</p> <p>In lieu we are offering bike parking for the additional space and open to exploring other TDM measures like additional support to the City to achieve its VTM measure as required by the State or other City aspirations. Our request for a use permit is based on many studies and options we have tested with our architects and the planning department. In efforts to understand the option and constraints we have we have tested following option with our architects:</p> <ul style="list-style-type: none"> ● Parking Stackers Attached Exhibit B ● Negotiate long term use agreements with grocery stores (Midtown market) for additional stalls if needed ● TDM option to offset need for parking stalls. ● Actively outreach to community members to understand their concerns with parking and other sustainable alternates. See support letters. | |

Exhibit A: Research to support requests for parking reduction.**Date****1. Site and Context**

The Project site is located in the Central Brisbane district/downtown which offers walking access to all daily needs of a young family, like the library (1 Min walk), the swimming pool (6 minute walk), the Silverspot nursery (5 minutes), Post office (3 minutes), Grocery store (<1 minute) , Brisbane Park (3 minutes) and within minutes various coffee shops and restaurants on Visitacion Ave. In order to promote more walkability and less congestion, we need to make driving inconvenient and actively promote walking. Walking also promotes the local economy and supports small business by keeping people within the community. Parking reduction is one such strategy to promote walkable environments

2. Access to Transit by walking and biking:

Project site is located on a relatively flat part of Brisbane and has a relatively high walk-score and suitable condition for biking. The Project site has a close proximity to Bayshore Boulevard and its transit stops for Sam Trans bus routes are less than a 10-minute walk. The project site is also conveniently located very close to the free commuter shuttle services offered for Brisbane residents with the closest shuttle stop being a 2-minute walk at Old Country and San Francisco. Caltrain station at Brisbane has shown an increase in Bike storage spots and on-train bike riders. The Bayland Caltrain station is 2mile away, just 13 minutes on a bike. Reduction in parking will help to increase translation in the region. It is also the sustainable and healthier way forward. An increasing trend to note about bike parking even for Brisbane is the CA storage options for its upcoming developments plans that can be viewed at https://www.caltrain.com/projects/plans/Plans/Bike_Parking_Management_Plan.html Our requisition of parking reduction is in line with the city's mission of promoting public transportation as noted with the various transportation options at <https://www.brisbaneca.org/community/page/public-transportation>

3. Leveraging shared mobility options:

Shared mobility has definitely given people a diverse and convenient alternative option than owning a car. They have prompted behavioral changes, they have made the last mile connectivity possible. Many young families prefer using rideshare when required, rather than owning two cars. Rideshare options like Lyft and Uber are viable options for the members of our community, it is safer and provides door to door convenience.

4. Market trend in multi family housing and parking:

As noted in Brisbane's economic departments study, the city is a more family-oriented city unlike SF which is more transient. 50%¹ of the city's population is composed of families with kids and 50% households with 2 adults. In conversations with local real estate agents, many of the new families that have moved into Brisbane are younger families that have relocated from San Francisco to Brisbane, primarily due to affordability, and chose to have 1 car. While we do not have statistical data to validate

such claims of this micro pattern within Brisbane, we have conducted an extensive study on Market trends report published by Urban Land Institute and SPUR. 52% of American are millennials and of which 63% chooses to live a place they will no need a own a car, per the, per ULI report Aperia 2015. This number has only increased in the last 5 years. More and more Bay Area cities are taking an aggressive approach towards Climate sensitive planning and promoting reduction of cars at all levels, reduced parking ratio, investing in ATP and other shared mobility options.

Not overlooking the impacts of COVID-19 and the post pandemic projections on evolution of workplaces, where work-from-home seems to be a sustainable reality and cost-effective trend for most companies, the need for a second dedicated car for commuting seems to be further reduced. Many current households with two cars are converting one garage space in their home office.

5. **Affordability of market rate housing** – The increase in parking requirements, if met, would have an adverse impact on the price of the housing. In the Bay area each car parking cost about \$50k to \$70k, this includes construction cost, directly increasing the cost of a housing unit 10% to 15%- which gets passed to the homeowner. Additionally it takes about 350sqft to park and circulate one(1) car. With the current parking code, we need to provide an equivalent of 60% of the livable area for car parking, adding significant cost of construction and therefore adding to the affordability crisis. Higher parking ratio makes the development of small sites highly unfeasible in the current Bay Area markets.

6. **California Climate action goals and VMT**

Our State is leading the conversation in Climate action planning, not only within the USA but also globally. Per the SB32 goals, State of California aim to reduce the greenhouse emission by 40% below 1990 levels by 2030 of which 50% is attributed to automobiles. As part of many implementation strategies to achieve this goal, the State has directed all cities and towns to adopt VMT measures instead of LOS by end of 2020. These details were shared in the staff report dated April 25, 2019, supporting a sustainable living, released by city Staff after SB743 study session.

(http://www.brisbaneca.org/sites/default/files/PCAR_SB734_js.pdf). The report suggests all future commercial and residential projects achieve 15% reduction from regional levels. Even though VMT and LOS measure traffic volumes, the traffic created by cars and cars need a parking spot. If we are moving towards fewer cars on roads, why require parking per vernacular standards. we request similar reduction be applicable to the parking requirements as well.

Exhibit B



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PRODUCT DATA

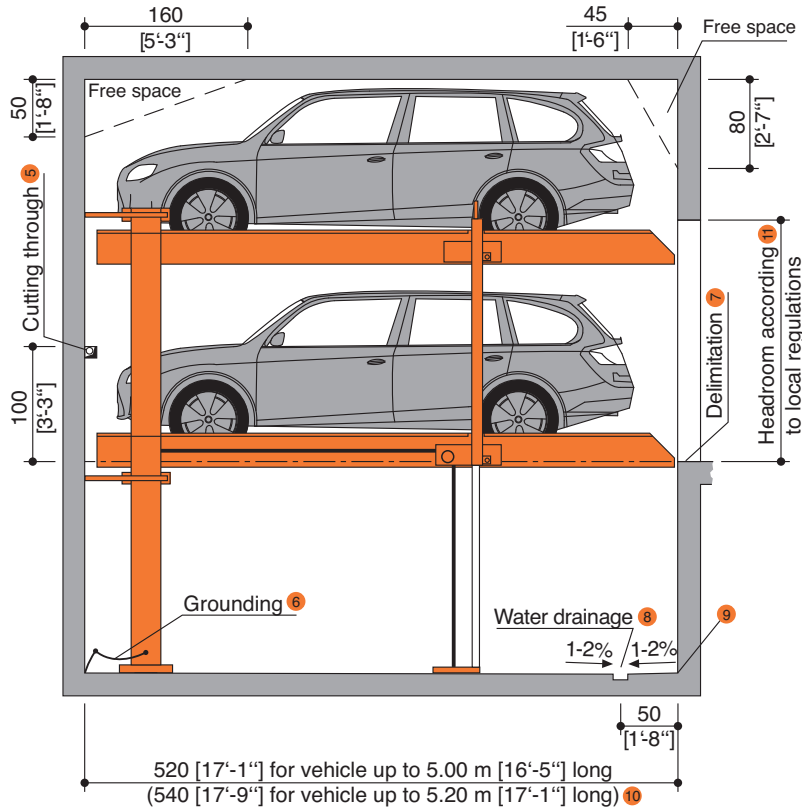


multiBase 2072i

2000 kg [4400 lbs] ¹
 2600 kg [5730 lbs] ²

- Page 1 Section Car data
- Page 2 Height dimensions
- Page 3 Function Width dimensions without door
- Page 4 Width dimensions without door
- Page 5 Width dimensions without door
- Page 6 Width dimensions with door
- Page 7 Load plan
- Page 8 Approach Installation
- Page 9 Electrical installation
- Page 10 Technical data
- Page 11 To be performed by the customer
- Page 12 Description

Garage without door (basement garage)



Dimensions

All space requirements are minimum finished dimensions.

Tolerances for space requirements $+3 \begin{matrix} [+1 \\ 0 \end{matrix}$ ³

EB (single platform) = 2 vehicles
 DB (double platform) = 4 vehicles

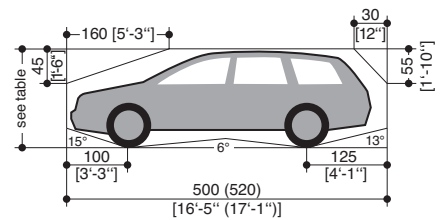
Dimensions: cm [ft] (1 cm = 0,393 in)
 Weights: kg [lbs] (1 kg = 2.2 lbs)
 Forces: kN [lbf] (1 kN = 224.8 lbf)
 Temperature: °C [°F] (0° C = 32° F)

Suitable for

Standard passenger cars:
 Limousine, Station Wagon, SUV, Van
 according to clearance and maximum surface load.

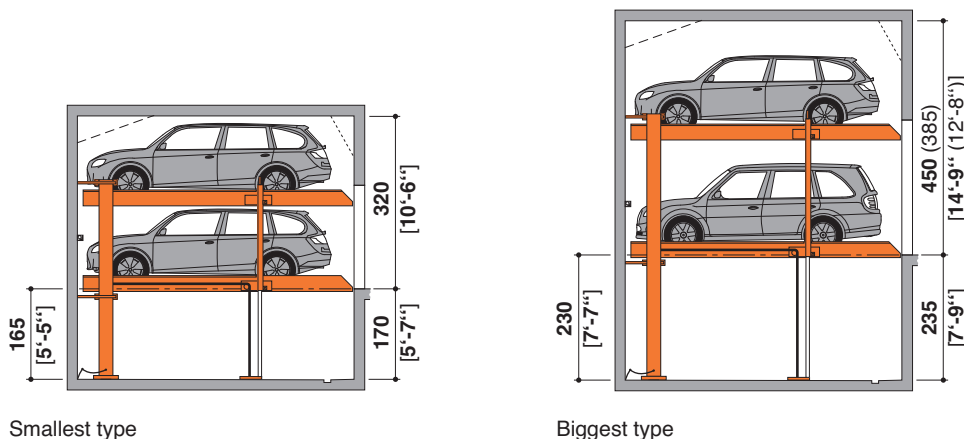
| | Standard | Special ² |
|------------|------------------------------|------------------------------|
| Width | 190 cm [6'-3"] ⁴ | 190 cm [6'-3"] ⁴ |
| Weight | max. 2000 kg [max. 4400 lbs] | max. 2600 kg [max. 5730 lbs] |
| Wheel load | max. 500 kg [max. 1100 lbs] | max. 650 kg [max. 1430 lbs] |

Clearance profile



Height dimensions

See page 2 for all pit and height dimensions.



- ¹ Standard type
- ² Special system: maximum load for extra charge (maximum load for EB up to 3000 kg [6610 lbs] per place for extra charge).
- ³ To follow the minimum finished dimensions, make sure to consider the tolerances according to VOB, part C (DIN 18330 and 18331) and the DIN 18202.
- ⁴ Car width for platform width 230 cm [7'-7"]. If wider platforms are used it is also possible to park wider cars.
- ⁵ For dividing walls: cutting through 10 x 10 cm [4" x 4"].
- ⁶ Potential equalization from foundation grounding connection to system (provided by the customer).
- ⁷ In compliance with DIN EN 14010, 10 cm [4"] wide yellow-black markings compliant to ISO 3864 must be applied by the customer to the edge of the pit in the entry area to mark the danger zone (see „load plan“ page 7).
- ⁸ Slope with drainage channel and sump.
- ⁹ At the transition section between pit floor and walls no hollow mouldings/coves are possible. If hollow mouldings/coves are required, the systems must be designed smaller or the pits accordingly wider.
- ¹⁰ For convenient use of your parking space and due to the fact that the cars keep becoming longer we recommend a pit length of 540 cm [17'-9"].
- ¹¹ Must be at least as high as the greatest car height + 5 cm [+ 2"].

213 Visitation

ATTACHMENT G
Ave, Brisbane, CA

Aligned with the City's long range planning policy, this project aspires to become part of Brisbane Downtown and promote the long term economic goals stated in the General plan. 213 Visitation is multifamily mixed use project with 4 condo units and storefront.



Project Proposal

Zoning: NCRO-2 (neighborhood commercial, residential and office)
Lot area: 2708 sqft
Gross sqft: 4,161 sqft

Proposed landuse:

- Residential unit: 4 condo units
- Commercial storefront: 280 sqft
- Backyard: 270 sqft
- Car parking : 4 stalls (EV ready)
- Bike Parking: 6 racks



Site Context

The Project site is located in the Central Brisbane district/downtown which offers walking access to all daily needs of a young family, like the library (1 Min walk), the swimming pool (6 minute walk), the Silverspot nursery (5 minutes), Post office (3 minutes), Grocery store (<1 minute) , Brisbane Park (3 minutes) and within minutes various coffee shops and restaurants on Visitation Ave.

Project site is located on a relatively flat part of Brisbane and has a relatively high walk-score and suitable condition for biking. The Project site has a close proximity to Bayshore Boulevard and its transit stops for Sam Trans bus routes are less than a 10-minute walk.



Existing Condition

213 Visitation Ave parcel is a 2,700 sqft lot with 900 sqft derelict single family home which has been unoccupied and in disrepair for a decade. The current structure is a life and safety hazard. It also negatively impacts the property value of Downtown District.

The General Plan for the City of Brisbane the lot is currently zoned as mixed-use neighborhood commercial, retail and office (NRCO-2) per with goals to promote high density walkable vibrant main street environment.

Target Demography

These units are specifically designed for middle income families including:

- Nuclear working families
- Young couples
- Single professionals
- Seniors

who can benefit from living in:

- a walkable vibrant downtown district
- Non-auto oriented proximity to school, library and groceries.
- access to local and regional transit

We aspire to attract people who:

- believe in climate change
- want to reduce their carbon-footprint
- are progressive to give up auto-oriented lifestyle
- will positively contribute to the community

A Positive add to the neighborhood

The project is in complete alignment with City's long range planning goals the project is positive add to the community in following ways:

- Redeveloping a derelict property and improving property value of the neighborhood
- Infill project which matches the neighborhood in scale and aesthetics
- The new housing units will bring new customer to the existing local businesses
- Promoting the downtown experience by adding a storefront
- Reducing dependence on car, reducing traffic and promoting biking.
- \$10,000(Approx) amount in Park and rec fee to the City.
- Net increase of \$1million of property tax over 30 years. (approx calculation)

Project Team

Developer:

Arcus Housing
Ritu Vohra & Arjun Dutt
ritu@arcushousing.com
arjun@arcushousing.com

Architect:

TOPETCHER Architecture Inc.
Mark Topetcher
mt@toparchitecture.com

Urban Planner:

Forward City Labs
Atisha Varshney, AICP
atisha@forwardcitylabs.com



| FINISH SCHEDULE | | |
|-----------------|---------------------|--|
| ID | MATERIAL | COLOR |
| 1 | Cornice Trim | Similar to Benjamin Moore - Kendall Charcoal - HC-166 / 25% strength |
| 2 | STUCCO 'A' | Similar to Benjamin Moore - Kendall Charcoal - HC-166 |
| 3 | CLAD WOOD WINDOWS | Obsidian - charcoal grey |
| 4 | POWDER COATED METAL | Similar to Obsidian - charcoal grey |
| 5 | WESTERN RED CEDAR | CEDAR |
| 6 | STUCCO 'B' | Similar to Benjamin Moore - Simply White - OC 117 |
| 7 | STONE VENEER | Rock RidgeNiagra Splitface Quartzite Panel Ledger |
| 8 | CLAD STOREFRONT | Obsidian - charcoal grey |
| 9 | FLUSH GARAGE DOOR | GREY |
| 10 | STOREFRONT SIGNAGE | TBD |
| 11 | PERVIOUS PAVING | Stepstone Modular Pavers - French Grey #1404 |