c. 21 Park Road, zoned BMU - Application for Design Review and Condominium Permit for a new 3-story, 7-unit residential condominium building (Levy Design Partners, applicant and architect; GGH Investment LLC, property owner) (79 noticed) Staff Contact: Ruben Hurin

All Commissioners had visited the project site. Commissioner Gaul spoke to a tenant who lives in the rear building.

Senior Planner Keylon provided an overview of the staff report.

Questions of Staff:

> *Asked for staff to come up with a review system to be used when considering approval of parking lifts.*

Chair Gum opened the public hearing.

Toby Levy represented the applicant.

Commission Questions/Comments:

> *Asked how pedestrians would enter the property from Park Road? Will there be a gate on the driveway? (Levy: pedestrians will enter through an area flanked by comlumns. There will be no gate on the driveway.)*
> *Is the area near the gas meters just a utility space? (Levy: yes.)*
> *With respect to the common open space along El Camino Real; is there anything other than landscaping within this area? (Levy: is a contribution to the character of El Camino Real, but is not an area that would be attractive to residents. This is why private open space areas have been provided.) Would like to see something in the area that would encourage residents to use the area. (Levy: have considered options, including a wall along El Camino Real; can enclose it if the Commission wishes this to be done.)*
> *Feels that the left side of the building could use some softening; was foliage considered in this area? (Levy: can considering installing vine pockets; need to maintain clearance for PG&E.)*
> *There are a lot of very hard materials being used in the exterior finishing; was any thought given to including some softer materials? (Levy: some of the decks have wood used on the railings to soften the appearance; the renderings are not showing this correctly.)*
> *Has there been any engagement with the homeowners to the right of the project site. (Levy: haven't approached the neighbors, but considered staff's comments from prior iterations. Meeker: noted that the residents that were previously concerned have viewed the plans at the counter and appear satisfied.)*
> *Where is the delivery truck location? (Levy: showed the location.)*

Public Comments:

Ilia Lubavich, 33 Park Road: fairly happy with the current design. Noted the presence of trees adjacent to the property at 33 Park that help with respect to privacy. What is the exact plan for landscaping in this area; is there a way to keep the trees? Looks like they will be removed. Potentially have an arborist visit

33 Park to see what could be done to maintain privacy. Concerned that the Cobblestone-type driveway will generate more noise than regular driveway materials. Not sure how loud the vehicle stackers will be; wants more information on how this may affect the neighbors.

Steve Kraus: this design is a huge improvement. Don't have many objections. Want the privacy concerns to be addressed. Have an arborist look at the situation to see what can be done to protect privacy.

Questions of Applicant:

> Doesn't notice many existing trees shown on the plans that are to be removed. (Levy: does appear that the trees referenced will be removed, but can look at this area to see what can be done to accommodate retention of the trees. May look at relocating the trash area so that the delivery area can be pulled back to preserve some of the trees. Keylon: noted that the 20-foot backup space for the driveways must be maintained; perhaps landscaping could be added on the adjacent property.)

Chair Gum closed the public hearing.

Commission Discussion:

> Huge improvement over prior iteration of the project.
> The Hardie siding works in this instance since maintenance will be handled by the homeowners' association and is more appropriate for a multi-family building.
> Likes the open space area along El Camino Real; ensure that the gardener for the project maintains this area.
> Noted that the delivery services will more likely double park on Park Road for deliveries.
> Understands the concern about the removal of the trees; encouraged the neighbors to look at screening options on their property.
> Noted the six-foot tall metal mesh fence on the plans, clarified that it wil be a green screen.
> Would like the design softened a bit more on the front, in particular, perhaps add more wood.
> Likes the window design.
> Reach out the neighbors to see if there is something to address their concerns about the trees.
> This design is a vast improvement over the prior design; reduced in scale and size. Revisit the privacy concerns of the neighbors. Should move forward to action.
> Likes the project. Should not enclose the green space on the El Camino Real side.
> Phenominal change to the design.
> Look at additional screening on the neighbors' side either on-site or on their property.

Commissioner Sargent made a motion, seconded by Commissioner Comaroto, to place the item on the Regular Action Calendar when ready for action. Chair Gum called for a voice vote, and the motion carried by the following vote:

Aye: 8 - Gum, Gum, Gaul, Gaul, Terrones, Sargent, Kelly, and Comaroto

Absent: 1 - Loftis

90 South Park
San Francisco CA 94107

415 777 0561 tel
415 777 5117 fax

LEVY DESIGN PARTNERS
ARCHITECTURE

TO: Ruben Hurin
City of Burlingame – Planning Division

DATE: 04/30/2018

FROM: Brian Siu Yang
Levy Design Partners

PROJECT: **21 PARK ROAD APN# 029-233-130**

SUBJECT: PLANNING COMMISSION: REVISIONS PER COMMENTS

RECEIVED
APR 30 2018
CITY OF BURLINGAME
CDD-PLANNING DIV.

The following materials are attached:

Date	Qty.	Description
2018/04/30	1	Full Size 24"x36" Set
2018/04/30	1	Half Size 12"x18" Set

The following is a summary of revisions per comments from the October 23, 2017 City of Burlingame Planning Commission Hearing (please note that per previous instructions changes have NOT been clouded):

L1.1: North Property Line:

After discussions regarding potential loss of privacy (due to removal of bushes at 21 Park Road) with 33 Park Road neighbors / residents, project sponsor has agreed to provide evergreen hedges on 33 Park Road side of property line. Residents of individual units may, on a case-by-case basis, elect not to receive new hedges at their particular yards / balconies. Final layout will be reviewed and determined at time of construction. Please see revised plan showing approximate hedge locations to be planted by project sponsor.

South Property Line:

Per commissioner comments to soften the building elevation, the exposed portions of property line fence at 19 Park Road has been changed to metal grid fencing with vegetation.

A1.1: Updated side yards to reflect revised landscape design.

A2.1: Updated side yards to reflect revised landscape design.

A3.0: Revised renderings to show

- Metal grid fencing with plants at South Property line.
- Updated wood balcony guards (formerly shown as white cement plaster)

A3.1: Window details have been revised showing fiber cement trim in place of previously proposed break metal. Break metal trim has been problematic to implement during construction and eventually replaced on several recent projects. Newly proposed fiber cement trim detail has been successfully executed in its place.

Sincerely,

Brian Siu Yang
Levy Design Partners Inc.

CD/PLG-Ruben Hurin

From: CD/PLG-Kevin Gardiner
Sent: Tuesday, October 24, 2017 8:41 AM
To: CD/PLG-Ruben Hurin
Subject: Fwd: 21 Park Road development

> Sent from my mobile device

Begin forwarded message:

From: Kendra Calvert <kendra72@rocketmail.com>
Date: October 23, 2017 at 8:03:25 PM PDT
To: GRP-Planning Commissioners <PlanningCommissioners@burlingame.org>
Subject: 21 Park Road development
Reply-To: Kendra Calvert <kendra72@rocketmail.com>

Hello,

We are residents of 33 Park Road were not able to attend the Planning Commission meeting tonight to discuss the new development proposed for 21 Park Road. We appreciate that the new plans took into account much of the suggestions that residents of 33 Park Rd brought to the council 3 yrs ago when a previous development was proposed.

The new development with 7 units will much better fit the space and the setback between the buildings is much appreciated. However, residents of 33 Park Rd. will lose much of the privacy that currently exists with the tall shrub-like trees. Would it be possible for the new development to add trees between our properties? Or, are there other options that can be considered?

Thank you,
Kendra Calvert and Andy Helgesen, 33 Park Road, #13

CD/PLG-Ruben Hurin

From: Jennifer Pfaff <jjpf@pacbell.net>
Sent: Wednesday, October 25, 2017 11:04 AM
To: CD/PLG-Ruben Hurin; CD/PLG-Catherine Keylon
Subject: 21 Park Road project

Hi Ruben and Catherine,

We've been away, and I didn't have the chance to address PC about the formerly controversial project at 21 Park Road. It looks as if this is moving to an Action item, as scheduling permits and hopefully soon, so I wanted to put in my two cents in its full support.

I think the comments made about softening the 'hardness' of the sides (through vines or anything more substantial) would be a great asset, particularly because it is such a noisy area. In particular, I applaud Toby's novel use of the El Camino side to very create lush landscaping with the brisbane box trees that are evergreen, and will contribute year round to reinvigorate the lushness we are trying to build back into El Camino Real, while helping muffle noise for the inhabitants of this, and adjacent properties. If this had been designed in the typical manner, as a communal "backyard" space, I am certain it would have been underutilized and wasted, due to its location adjacent to a State Highway. I am so impressed with approach that respects the historic grove, and hope to see it used as a successful model for other projects adjacent to the highway.

I do not have Toby's contact readily available, but please forward this to her and include in the paperwork in preparation for its reappearance on a future agenda.

Sincerely yours,
Jennifer Pfaff

COMMUNITY DEVELOPMENT DEPARTMENT • 501 PRIMROSE ROAD • BURLINGAME, CA 94010
p: 650.558.7250 • f: 650.696.3790 • www.burlingame.org

APPLICATION TO THE PLANNING COMMISSION

Type of application:

☒ Design Review ☐ Variance ☐ Parcel #: 029-233-130
☐ Conditional Use Permit ☐ Special Permit ☐ Zoning / Other: BMU

PROJECT ADDRESS: 21 PARK ROAD

APPLICANT

Name: SEE ARCHITECT/DESIGNER
Address:
City/State/Zip:
Phone:
E-mail:

PROPERTY OWNER

Name: GGH INVESTMENT LLC
Address: 110 ROBLER AVE
City/State/Zip: HILLSBOROUGH, CA 94010
Phone: 510-857-4567
E-mail: GRACELI_1999@YAHOO.COM

ARCHITECT/DESIGNER

Name: LEVY DESIGN PARTNERS
Address: 90 SOUTH PARK
City/State/Zip: SAN FRANCISCO, CA 94107
Phone: 415-777-0561
E-mail: TOBY@LEVYDESIGNPARTNERS.COM
Burlingame Business License #: 28317

RECEIVED
SEP 30 2016
CITY OF BURLINGAME
CDD-PLANNING DIV.

Authorization to Reproduce Project Plans:
I hereby grant the City of Burlingame the authority to reproduce upon request and/or post plans submitted with this application on the City's website as part of the Planning approval process and waive any claims against the City arising out of or related to such action. TSL **(Initials of Architect/Designer)**

PROJECT DESCRIPTION: DEMOLITION OF 2 BUILDINGS (SINGLE FAMILY RESIDENCE); NEW CONSTRUCTION OF SEVEN 3-STORY TOWNHOMES.

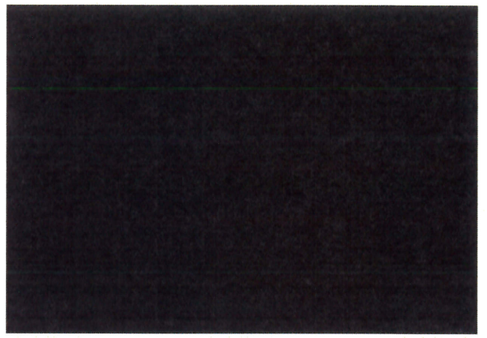
AFFIDAVIT/SIGNATURE: I hereby certify under penalty of perjury that the information given herein is true and correct to the best of my knowledge and belief.

Applicant's signature: _____ **Date:** 9/29/2016

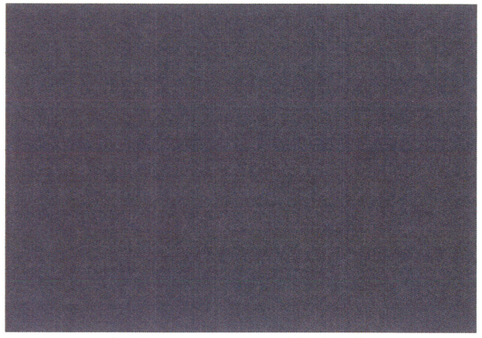
I am aware of the proposed application and hereby authorize the above applicant to submit this application to the Planning Commission.

Property owner's signature: _____ **Date:** 9/30/2016

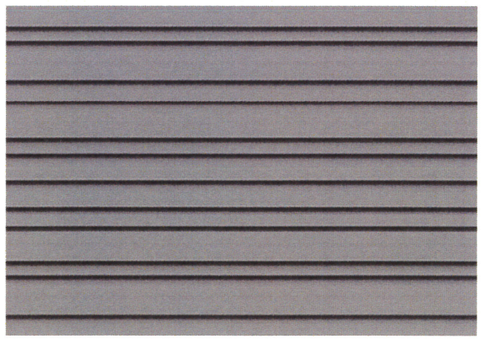
Date submitted: 9-30-2016



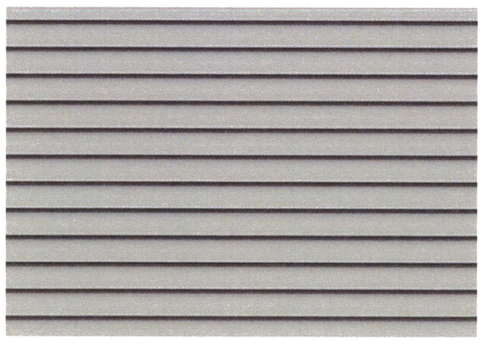
ALUMINUM WINDOW FRAME
DARK BRONZE



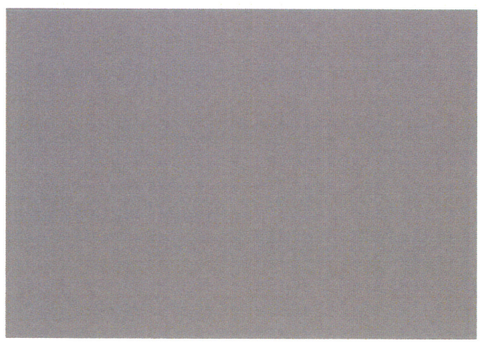
METAL PANEL
SLATE GREY



LAP SIDING (VARIED LAP)
COLOR 1



LAP SIDING (6" LAP)
COLOR 2



STUCCO
COLOR 1

STUCCO
COLOR 2

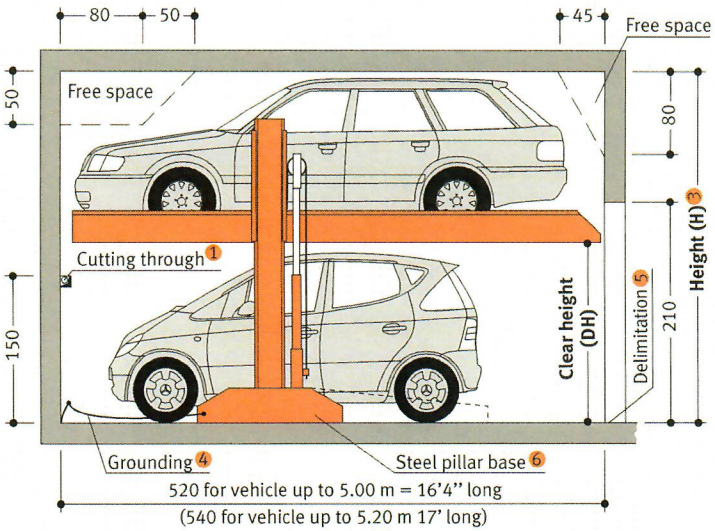
MATERIAL BOARD

21 PARK ROAD

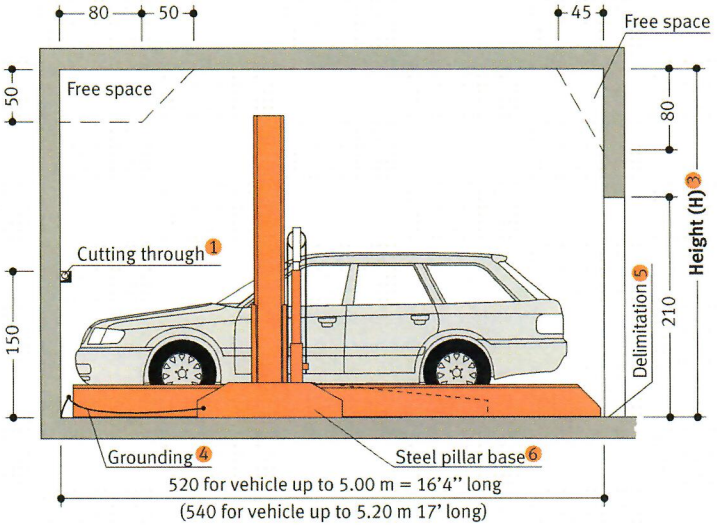
FEBRUARY 10, 2017

LEVY DESIGN PARTNERS INC
90 SOUTH PARK / SAN FRANCISCO / CA 94107 / T/ 415.777.0561 F / 415.777.5117

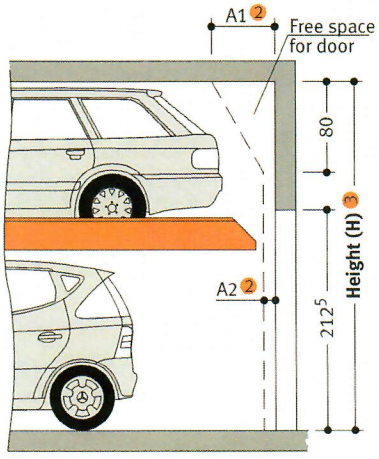
SingleVario 2061



Before lowering the platform, the vehicle parked in the lower parking space must be driven off!



Garage with door in front of the car parking system



Notes

1. For dividing walls: cutting through 10 x 10 cm (for pipes).
2. Dimensions A1, A2 and A3 must be coordinated with the door supplier.
3. If the total height is greater, the max. vehicle height for the upper parking space increases accordingly.
4. Potential equalization from foundation grounding connection to system (provided by the customer).
5. In compliance with DIN EN 14 010, 10 cm wide yellow-black markings compliant to ISO 3864 must be applied by the customer to the edge of the platform in the access area to mark the danger zone in front of the supporting surface of the upper platform edge (see »Load Plan«, Page 3)
6. Variable steel pillar bases in two sizes (see »Load Plan«, Page 3).
7. Maximum load of 2,500 kg for extra charge.

Product Data
SingleVario
2061

CE CONFORMITY

Loadable up to 2,500 kg
A system for any height
subsequently adjustable!

Dimensions:

All space requirements are minimum finished dimensions. Tolerances for space requirements $^{+3}_{0}$. Dimensions in cm.
EB (single platform) = 2 vehicles

Type	H	DH**
2061-160	320	160
2061-170*	330	170
2061-180	340	180
2061-190	350	190
2061-200	360	200
2061-210	370	210

* = standard type ** = without car

Suitable for:

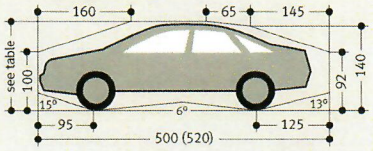
Standard passenger car, station wagon/Van/SUV. Height and length according to contur.

Type	H	car height upper	car height lower
2061-160	320	150	150
2061-170*	330	150	160
2061-180	340	150	170
2061-190	350	150	180
2061-200	360	150	190
2061-210	370	150	200

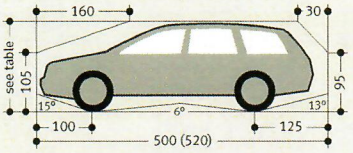
* = standard type

width	190 cm
weight 7	max. 2000/2500 kg
wheel load	max. 500/625 kg

Standard passenger car



Standard station wagon/Van/SUV



Standard passenger cars are vehicles without any sports options such as spoilers, low-profile tyres etc.

KLAUS multiparking

Klaus Multiparking GmbH
Hermann-Krum-Straße 2
D-88319 Aitrach

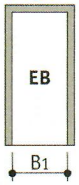
Phone +49-7565-508-0
Fax +49-7565-508-88

E-Mail info@multiparking.com
Internet www.multiparking.com

Width for basement garage

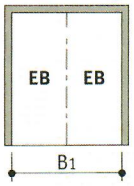
Dividing walls

Single Platform (EB)



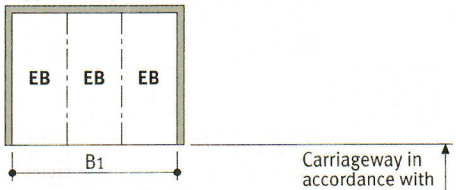
usable platform width	B1
230 *	**260**
240	270
250	280
260	290
270	300

Double arrangement (2 x EB)



usable platform width	B1
230 *	**520**
240	540
250	560
260	580
270	600

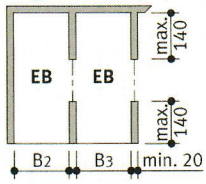
Tripple arrangement (3 x EB)



usable platform width	B1
230 *	**780**
240	810
250	840
260	870
270	900

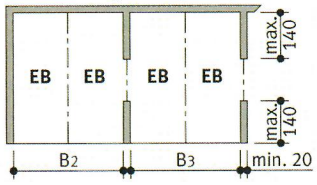
Columns in system zone

Single Platform (EB)



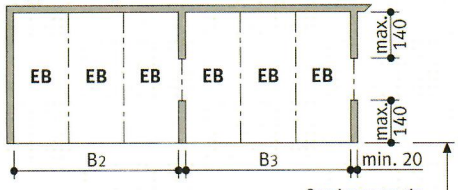
usable platform width	B2	B3
230 *	**255**	**250**
240	265	260
250	275	270
260	285	280
270	295	290

Double arrangement (2 x EB)



usable platform width	B2	B3
230 *	**515**	**510**
240	535	530
250	555	550
260	575	570
270	595	590

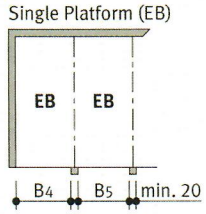
Tripple arrangement (3 x EB)



usable platform width	B2	B3
230 *	**775**	**770**
240	805	800
250	835	830
260	865	860
270	895	890

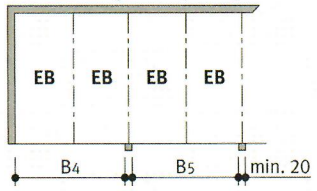
Columns outside of system zone

Single Platform (EB)



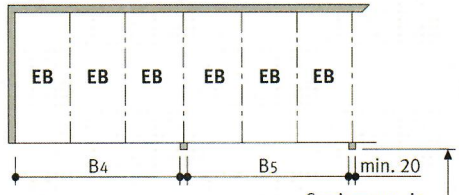
usable platform width	B4	B5
230 *	**250**	**240**
240	260	250
250	270	260
260	280	270
270	290	280

Double arrangement (2 x EB)



usable platform width	B4	B5
230 *	**510**	**500**
240	530	520
250	550	540
260	570	560
270	590	580

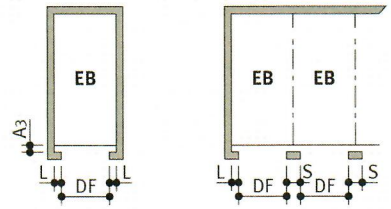
Tripple arrangement (3 x EB)



usable platform width	B4	B5
230 *	**770**	**760**
240	800	790
250	830	820
260	860	840
270	890	860

Widths for garage with door in front of car parking system

Single platform (EB)



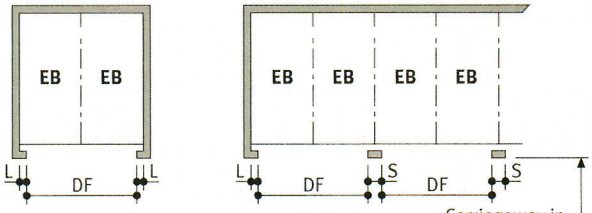
A3 = seat-engaging surface (dimensions require coordination with door supplier.)

Allround door dimensions require coordination between door supplier and local agency of Klaus Multiparking.

usable platform width	door entrance width DF	L	S
230 *	**237**[5]	**12**[5]	**25**
240	250	12[5]	25
250	250	15	30
260	260	15	30
270	270	15	30

* = standard width (parking space width 2.30 m)

Double arrangement (2 x EB)



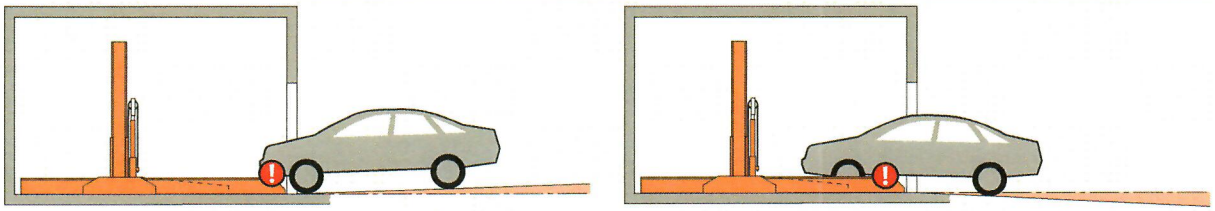
usable platform width	door entrance width DF	L	S
230 *	**475**	**22**[5]	**45**
240	500	20	40
250	520 ❶	20	40
260	540 ❶	20	40
270	560 ❶	20	40

❶ = no standard width for doors!

Please note:

End parking spaces are generally more difficult to drive into. Therefore we recommended for end parking spaces our wider platforms. Parking on standard width platforms with larger vehicles may make getting into and out of the vehicle difficult. This depends on type of vehicle, approach and above all on the individual driver's skill.

Approach



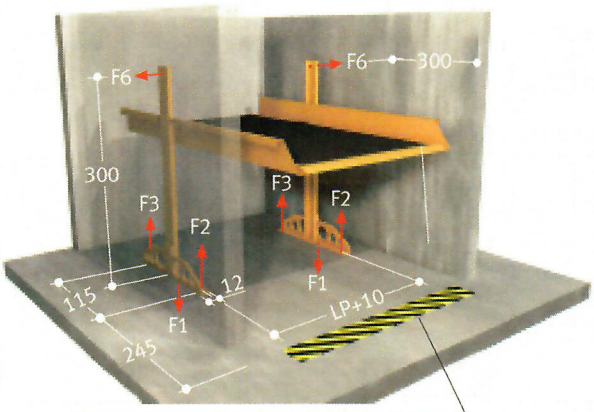
maximum descending slope 4 %

maximum ascending slope 14 %

The illustrated maximum approach angles must not be exceeded. Incorrect approach angles will cause serious maneouvring & positioning problems on the parking system for which the local agency of Klaus accepts no responsibility.

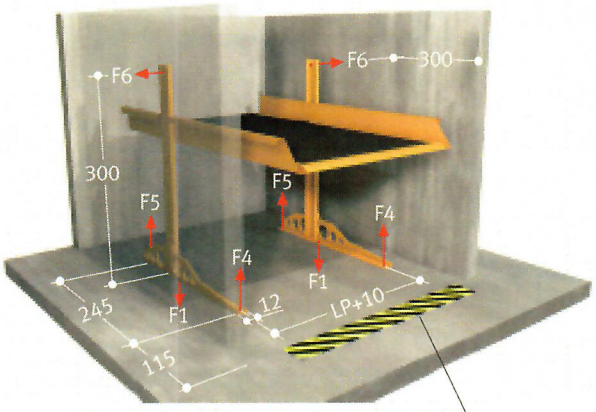
Load plan

Option 1: short steel pillar base



10 cm wide marking compliant to ISO 3864

Option 2: long steel pillar base



10 cm wide marking compliant to ISO 3864

platform load	F1	F2	F3	F4	F5	F6
2,000 kg	30	1.1	7.4	0.5	7.7	±1
2,500 kg	35	1.3	8.9	0.6	9.3	±1

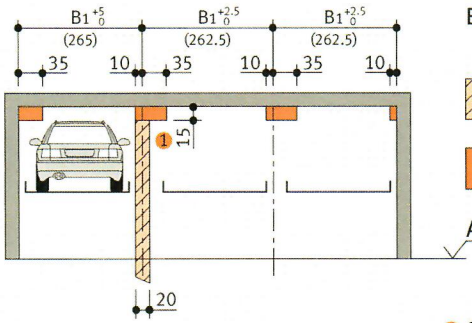
Forces in kN

The steel pillar base can be selected optionally (short or long). Please make sure to note the corresponding forces that apply!

Units are dowelled to the floor. Drilling depth: approx. 15 cm.
Floor and walls are to be made of concrete (quality minimum C20/25)!

Installation data

Free space for longitudinal and vertical ducts (e.g. ventilation)

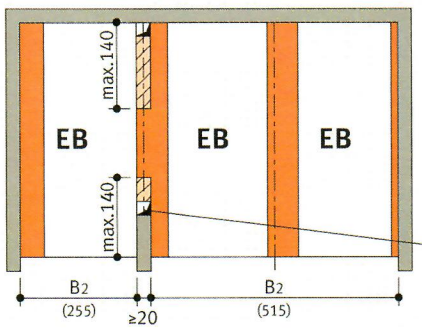


B_1, B_2 = (see table on page 2)

Free space for vertical pipelines, ventilation branch canals

Free space for horizontal ducting

Approach level



1 Size 15 cm is reduced to 5 cm for type 2061-160

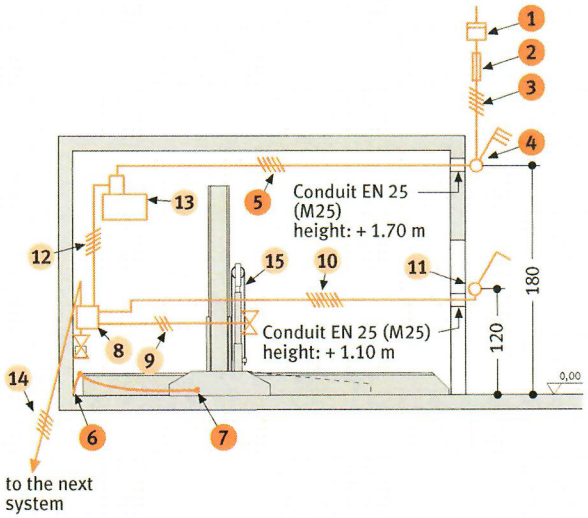
Free space only applicable if vehicle is parked forwards = FRONT FIRST and driver's door on the left side.

( ) = Dimensions in brackets illustrate an example for usable platform width 230 cm.

Example for ventilation branch canal and/or vertical pipelines.

Electrical installation

Installation diagram



Electrical data (to be performed by the customer)

No.	Qunatity	Description	Position	Frequency
1	1	Electricity meter	in the supply line	
2	1	Main fuse: 3 x fuse 16 A (slow) or circuit breaker 3 x 16 A (trigger characteristic K or C)	in the supply line	1 per unit
3	1	Supply line 5 x 2.5 mm² (3 PH + N + PE) with marked wire and protective conductor	to main switch	1 per unit
4	1	Lockable main switch	defined at the plan evaluation	1 per unit
5	1	Supply line 5 x 2.5 mm² (3 PH + N + PE) with marked wire and protective conductor	from main switch to unit	1 per unit
6	every 10 m	Foundation earth connector	corner pit floor	
7	1	Equipotential bonding in accordance with DIN EN 60204 from foundation earth connector to the system		1 per system

Electrical data (included in delivery of Klaus Multiparking)

No.	Description
8	Terminal box
9	Control line 3 x 0.75 mm² (PH + N + PE)
10	Control line 7 x 1.5 mm² with marked wire and protective conductor
11	Operating device
12	Control line 5 x 1.5 mm² with marked wire and protective conductor
13	Hydraulic unit 3.0 kW, three-phase current, 400 V / 50 Hz
14	Control line 5 x 1.5 mm² with marked wire and protective conductor
15	Chain control

Technical data

Range of application

Generally, this parking system is not suited for short-time parkers (temporary parkers). Please do not hesitate to contact your local KLAUS agency for further assistance.

Units

Low-noise power units mounted to rubber-bonded-to metal mountings are installed. Nevertheless we recommend that parking system's garage be built separately from the dwelling.

Available documents

- wall recess plans
- maintenance offer/contract
- declaration of conformity
- test sheet on airborne and slid-borne sound

Corrosion protection

See separate sheet regarding corrosion protection.

Railings

If there are traffic routes next to or behind the installations, railings compliant to DIN EN ISO 13857 must be installed by the customer. Railings must also be in place during construction.

Environmental conditions

Environmental conditions for the area of multiparking systems: Temperature range –10 to +40° C. Relative humidity 50 % at a maximum outside temperature of +40° C.
If lifting or lowering times are specified, they refer to an environmental temperature of +10° C and with the system set up directly next to the hydraulic unit. At lower temperatures or with longer hydraulic lines, these times increase.

Sound insulation

According to DIN 4109 (Sound insulation in buildings), para. 4, annotation 4, Klaus Multiparkers are part of the building services (garage systems).

Normal sound insulation:

DIN 4109, para. 4, Sound insulation against noises from building services.

Table 4 in para. 4.1 contains the permissible sound level values emitted from building services for personal living and working areas. According to line 2 the maximum sound level in personal living and working areas must not exceed 30 dB (A).
Noises created by users are not subject to the requirements (see table 4 , DIN 4109).

The following measures are to be taken to comply with this value:
- Sound protection package according to offer/order (Klaus Multiparking GmbH)
- Minimum sound insulation of building R'_w = 57 dB (to be provided by customer)

Increased sound insulation (special agreement):

DIN 4109, Amendment 2, Information on planning and execution, proposals for increased sound insulation.

Agreement: Maximum sound level in personal living and working areas 25 dB (A). *Noises created by users are not subject to the requirements (see table 4 , DIN 4109).*

The following measures are to be taken to comply with this value:
- Sound protection package according to offer/order (Klaus Multiparking GmbH)
- Minimum sound insulation of building R'_w = 62 dB (to be provided by customer)

Note: User noises are noises created by individual users in our Multiparking systems. These can be noises from accessing the platforms, slamming of vehicle doors, motor and brake noises.

To be performed by the customer

Safety fences

Any constraints that may be necessary according to DIN EN ISO 13857 in order to provide protection, for pathways directly in front, next to or behind the unit. This is also valid during construction.

Numbering of parking spaces

Consecutive numbering of parking spaces.

Building services

Lighting, ventilation, fire extinguishing and fire alarm systems.

Marking

According to DIN EN 14 010, a warning that identifies this danger area must be placed in the entrance area that conforms to ISO 3864. This must be done according to EN 92/58/EWG for systems without a pit 10 cm from the edge of the platform.

Wall cuttings

Any necessary wall cuttings according to page 1.

Electrical supply to the main switch / Foundation earth connector

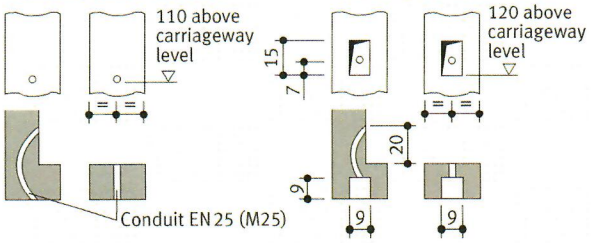
Suitable electrical supply to the main switch and the control wire line must be provided by the customer during installation. The functionality can be monitored on site by our fitters together with the electrician. If this cannot be done during installation for some reason for which the customer is responsible, the customer must commission an electrician at their own expense and risk.

In accordance with DIN EN 60204 (Safety of Machinery. Electrical Equipment), grounding of the steel structure is necessary, provided by the customer (distance between grounding max. 10 m).

Operating device

Cable conduits and recesses for operating device (for double wing doors: please contact the local agency of Klaus Multiparking).

Operating device exposed **Operating device concealed**



If the following are not included in the quotation, they will also have to be provided / paid for by the customer:

- Mounting of contactor and terminal box to the wall valve, complete wiring of all elements in accordance with the circuit diagram
- Costs for final technical approval by an authorized body
- Main switch
- Control line from main switch to hydraulic unit

Description

General description

Multiparking system providing dependent parking spaces for 2 cars one on top of the other each. The lower vehicle parks directly on the floor plate. The vehicle parked on the bottom must be driven out before lowering the platform.

The height of the platform can be adjusted flexibly (even subsequently).

Adjustment of maximum load of 2,500 kg can be made subsequently.

Dimensions are in accordance with the underlying dimensions of parking pit, height and width

The parking bays are accessed horinzotally (installation deviation ± 1 %).

Vehicles are positioned on the upper parking space using wheel stops on the right side (adjust according to operating instructions).

Operation via operating device with hold-to-run-device using master keys.

The operating elements are usually mounted either in front of the column or on the outside of the door frame

Operating instructions are attached to each operator's stand.

For garages with doors at the front of the parking system the special dimensional requirements have to be taken into account.

Multiparking system consisting of:

- 2 steel pillars with bases that are mounted on the floor (short or long steel pillar bases can be selected optionally).
- 2 sliding platforms (mounted to the steel pillars with sliding bearings)
- 1 platform
- 1 mechanic synchronization control system (to ensure synchronous operation of the hydraulic cylinders while lowering and lifting the platform)
- 1 hydraulic cylinder
- 1 automatic hydraulic safety valve (prevents accidental lowering of the platform while accessing the platform)
- Dowels, screws, connecting elements, bolts, etc.
- The platforms and parking spaces are end-to-end accessible for parking!

Platforms consisting of:

- Platform base sections
- Adjustable wheel stops
- Canted access plates
- Side members
- Cross members
- Screws, nuts, washers, distance tubes, etc.

Hydraulic system consisting of:

- Hydraulic cylinder
- Solenoid valve
- Safety valve
- Hydraulic conduits
- Screwed joints
- High-pressure hoses
- Installation material

Electric system consisting of:

- Operating device (Emergency Stop, lock, 1 master key per parking space)
- Terminal box at wall valve
- Electrical locking device
- Chain control

Hydraulic unit consisting of:

- Hydraulic power unit (low-noise, installed onto a console with a rubber-bonded-to-metal mounting)
- Hydraulic oil reservoir
- Oil filling
- Internal geared wheel pump
- Pump holder
- Clutch
- 3-phase-AC-motor (3.0 kW, 230/400 V, 50 Hz)
- Contactor (with thermal overcurrent relay and control fuse)
- Test manometer
- Pressure relief valve
- Hydraulic hoses (which reduce noise transmission onto the hydraulic pipe

We reserve the right to change this specification without further notice

The Klaus company reserves the right in the course of technical progress to use newer or other technologies, systems, processes, procedures or standards in the fulfillment of their obligations other than those originally offered provided the customer derives no disadvantage from their so doing.

5.3 DESIGN STANDARDS FOR RESIDENTIAL AREAS

Residential buildings in Downtown Burlingame offer higher density development than elsewhere in the City, providing a lifestyle for those who want to live within walking distance of the Downtown commercial areas and transit opportunities. New buildings will mediate this density with thoughtful design and details that create attractive, livable residential environments. Buildings should contribute to an appealing neighborhood character and should employ recognizable residential design details such as visible residential entries, porches, bay windows and roof overhangs, and balconies and small outdoor areas.

Below are recommendations for the architectural treatment and organization of buildings and open space, and the suggested criteria for reviewing projects during the design review process.

5.3.1 ARCHITECTURAL DIVERSITY

Residential projects should respect the diversity of building types and styles in the residential areas Downtown and seek to support it by applying the following principles:

- Design buildings to maintain general compatibility with the neighborhood.
- Respect the mass and fine scale of adjacent buildings even when using differing architectural styles.
- Maintains the tradition of architectural diversity, but with human scale regardless of the architectural style used.
- Create buildings with quality materials and thoughtful design to last into the future.

5.3.2 PEDESTRIAN USE AND CHARACTER

5.3.2.1 Entrances

Primary pedestrian access to all ground-level uses should be from the sidewalk along the public street. Entries should be clearly defined features of front façades. Common entrances for multiple units are

FIGURE 5-27: Buildings should contribute to an appealing neighborhood character and should employ recognizable residential design details such as visible residential entries, porches, bay windows and roof overhangs, and balconies and small outdoor areas.

FIGURE 5-28: Entries should be clearly defined features of front façades, and are encouraged to have appropriately-scaled, usable gathering spaces that invite informal social interaction with neighbors.

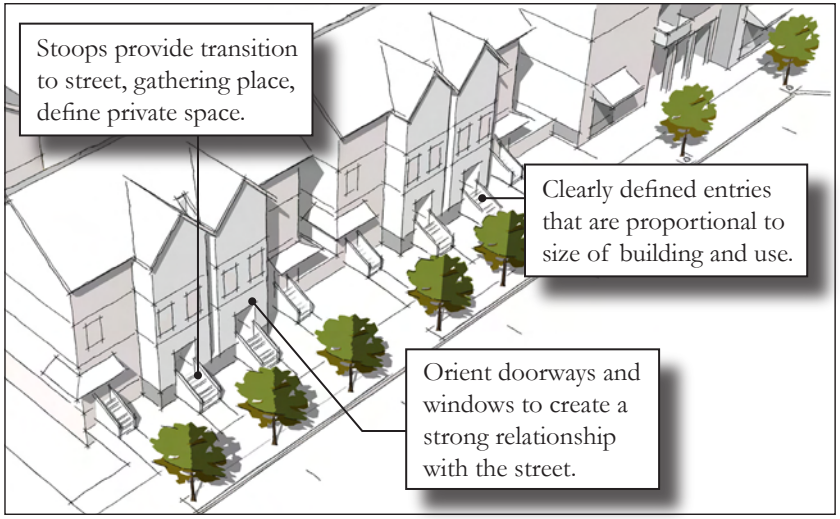


FIGURE 5-29: The street-level frontage should be visually interesting with frequent unit entrances and strong orientation to the street.

FIGURE 5-30: Articulation, setbacks, and materials should minimize massing, break down the scale of buildings, and provide visual interest.

encouraged to have appropriately-scaled, usable gathering spaces at or adjacent to entrances that invite informal social interaction with neighbors.

5.3.2.2 Ground Level Treatment

Residential development may have a finished floor elevation up to 5 feet above sidewalk level to provide more interior privacy for residents. Entry porches or stoops along the street are encouraged to bridge this change in elevation and connect these units to the sidewalk to minimize any physical separation from the street level. The street-level frontage should be visually interesting with frequent unit entrances and clear orientation to the street.

5.3.2.3 Site Access

Curb cuts should be minimized to promote traffic and pedestrian safety and create cohesive landscaping and building façades. A maximum of two curb cuts should be provided for projects requiring 30 parking spaces or more; for projects with less than 30 spaces, only one curb cut should be provided. One-way driveways should have curb cuts with a fully depressed width no greater than 12 feet; two-way curb cuts should be no greater than 22 feet. On-site bicycle parking for residents is encouraged.

5.3.3 ARCHITECTURAL COMPATIBILITY

5.3.3.1 Development Massing

The residential areas within Downtown Burlingame have a range of building heights, and so particular attention must be paid to the massing of new buildings to ensure an appropriate transition with surrounding development. Massing and street façades shall be designed to create a residential scale in keeping with Burlingame neighborhoods.

Articulation, setbacks, and materials should minimize massing, break down the scale of buildings, and provide visual interest.

5.3.3.2 On-Site Structured Parking

Given the density and premium land values Downtown, new projects will likely provide on-site parking in enclosed garage structures, underground, or in "semi-depressed" garages that are partially underground and partially above ground.

Parking should not be allowed to dominate the character of the project. Where enclosed parking is at ground level, it should be fronted or wrapped with habitable uses when possible. If it is not possible to fully wrap the parking, it should be incorporated into the design of the facade. Semi-depressed parking (partly below ground and partly exposed above ground) should be screened with architectural elements that enhance the streetscape such as stoops, porches, or balcony overhangs.

5.3.3.3 Roof Treatment

Interesting and varied roof forms are encouraged. Rooflines should emphasize and accentuate significant elements of the building such as entries, bays, and balconies. Rooftop equipment shall be concealed from view and/or integrated within the architecture of the building.

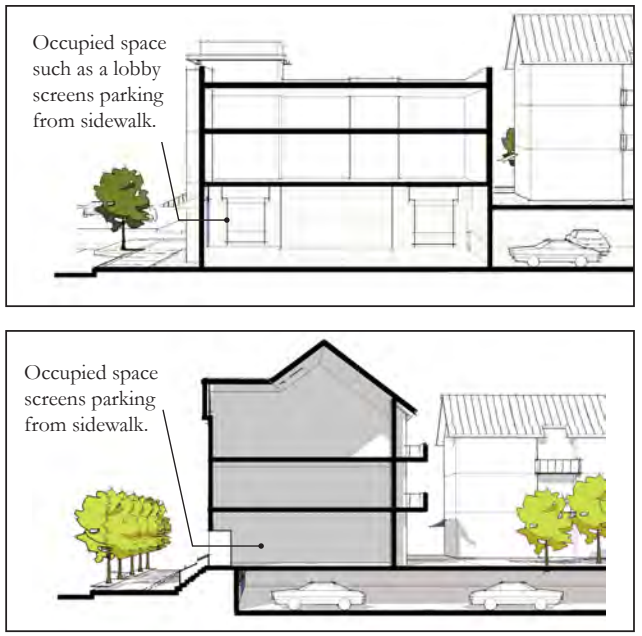


FIGURE 5-31: Where enclosed parking is at ground level, it should be fronted or wrapped with uses that can be occupied such as lobbies and living space when possible.

5.3.4 ARCHITECTURAL DESIGN CONSISTENCY

5.3.4.1 Facade Design

Facades should include projecting eaves and overhangs, porches, and other architectural elements that provide human scale and help break up building mass. All exposed sides of a building should be designed with the same level of care and integrity. Facades should have a variation of both positive space (massing) and negative space (plazas, inset doorways and windows).

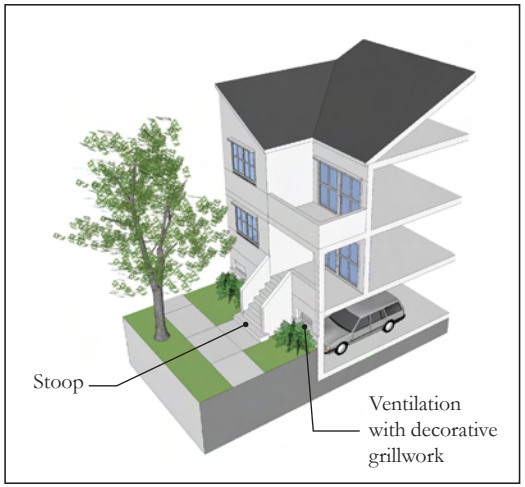


FIGURE 5-32: Semi-depressed parking should be screened with architectural elements that enhance the streetscape such as stoops, porches, or balcony overhangs.

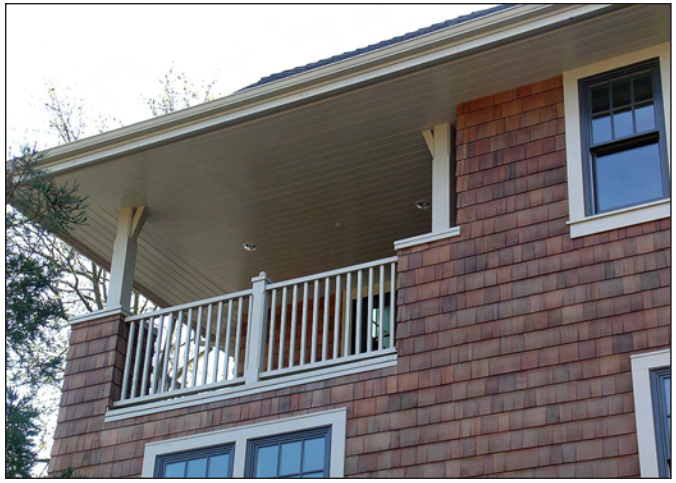


FIGURE 5-33: Residential facades should include projecting eaves and overhangs, porches, and other architectural elements that provide human scale and help break up building mass.

FIGURE 5-34: Windows should be inset generously from the building wall to create shade and shadow detail.

Elements such as entrances, stairs, porches, bays and balconies should be visible to people on the street. Corner parcels are encouraged to incorporate features such as corner entrances, bay windows, and corner roof features, but should avoid monumentally-scaled elements such as towers.

5.3.4.2 Windows

Building walls should be accented by well-proportioned openings that provide relief, detail and variation on the façade. Windows should be inset generously from the building wall to create shade and shadow detail. The use of high-quality window products that contribute to the richness, detail, and depth of the façade is encouraged. Windows with mullions should have individual window lights, rather than applied "snap-in" mullions that lack depth and are not integral to the window structure. Reflective glass is undesirable because of its tendency to create uncomfortable glare conditions and a visual barrier. Where residential uses are adjacent to each other, windows should be placed with regard to any open spaces or windows on neighboring buildings so as to protect the privacy of residents.

5.3.4.3 Materials

Building materials should be richly detailed to provide visual interest. The use of materials that are reflected in the historic architecture present in the neighborhood is encouraged. Metal siding and large expanses of stucco or wood siding are also to be avoided. Roofing materials and accenting features such as canopies, cornices, tile accents, etc. should also offer color variation. Residential building materials should include quality details such as wrought iron, wood-framed windows, wood brackets and tile roofs.

5.3.5 SITE AMENITIES

5.3.5.1 Setbacks

Table 3-2 in Chapter 3 specifies basic building standards such as setbacks and height. Building setbacks are intended to create

a transition between the hardscape, urban environment of the commercial areas and the suburban setting in the surrounding neighborhoods. Setbacks have multiple purposes, including providing sunlight, places for landscaping, and areas for activity and recreation.

Building setbacks should be appropriately landscaped to provide screening and introduce trees and plantings in this area. Landscaped setback areas should be integrated with buildings by providing openings in the building walls that connect the perimeter landscaping with interior courtyards and landscape pathways. Landscaping should be planned in relation to surrounding vegetative types with special consideration being given to native species where possible. Pathways and courtyards should be made of pervious materials to allow groundwater absorption.

5.3.5.2 Open Space

Private on-site open space within the Downtown area is not intended to provide recreational space or large landscaped areas, since this is a more urban environment. However, open space is an important element for residential buildings and should be used to effectively articulate building forms, promote access to light and fresh air, and maintain privacy for Downtown residents. In residential development, most open space should be used to provide attractive amenities for residents, including interior courtyards, outdoor seating options and perimeter landscaping. Balconies and rooftop terraces are encouraged.

Where open space is situated over a structural slab, podium or rooftop it should have a combination of landscaping and high quality paving materials, including elements such as planters, medium-sized trees, and use of textured and/or colored paved surfaces. Planters may be designed to not only accommodate colorful ornamental landscaping, but could also accommodate garden plots for "urban agriculture." Trees should be selected from the City's tree list.

FIGURE 5-35: Where open space is situated over a structural slab, podium or rooftop it should have a combination of landscaping and high quality paving materials, including elements such as planters, mature trees, and urban agriculture.

FIGURE 5-36: Transitions of development intensity from higher density development building types to lower can be done though building types or treatments that are compatible with the lower intensity surrounding uses. Boundaries can be established by providing pedestrian paseos and mews to create separation, rather than walls or fences.

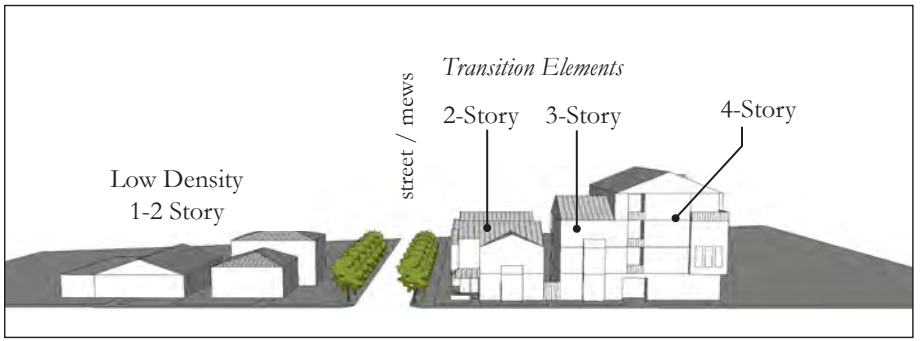


FIGURE 5-37: Transitions can also be made by stepping massing down within a project, with lower building elements providing a buffer between taller elements and adjacent lower-density development.

5.4 ADDITIONAL DESIGN STANDARDS FOR ALL AREAS OF DOWNTOWN

5.4.1 LAND USE TRANSITIONS

Where appropriate, when new projects are built adjacent to existing lower-scale residential development, care shall be taken to respect the scale and privacy of adjacent properties.

5.4.1.1 Massing and Scale Transitions

Transitions of development intensity from higher density development building types to lower can be done through different building sizes or massing treatments that are compatible with the lower intensity surrounding uses. Massing and orientation of new buildings should respect the massing of neighboring structures by varying the massing within a project, stepping back upper stories, reducing mass by composition of solids and voids, and varying sizes of elements to transition to smaller scale buildings.

5.4.1.2 Privacy

Privacy of neighboring structures should be maintained with windows and upper floor balconies positioned so they minimize views into neighboring properties, minimizing sight lines into and from neighboring properties, and limiting sun and shade impacts on abutting properties.

5.4.1.3 Boundaries

Where appropriate, when different land uses or building scales are adjacent, boundaries should be established by providing pedestrian paseos and mews to create separation, rather than walls or fences.

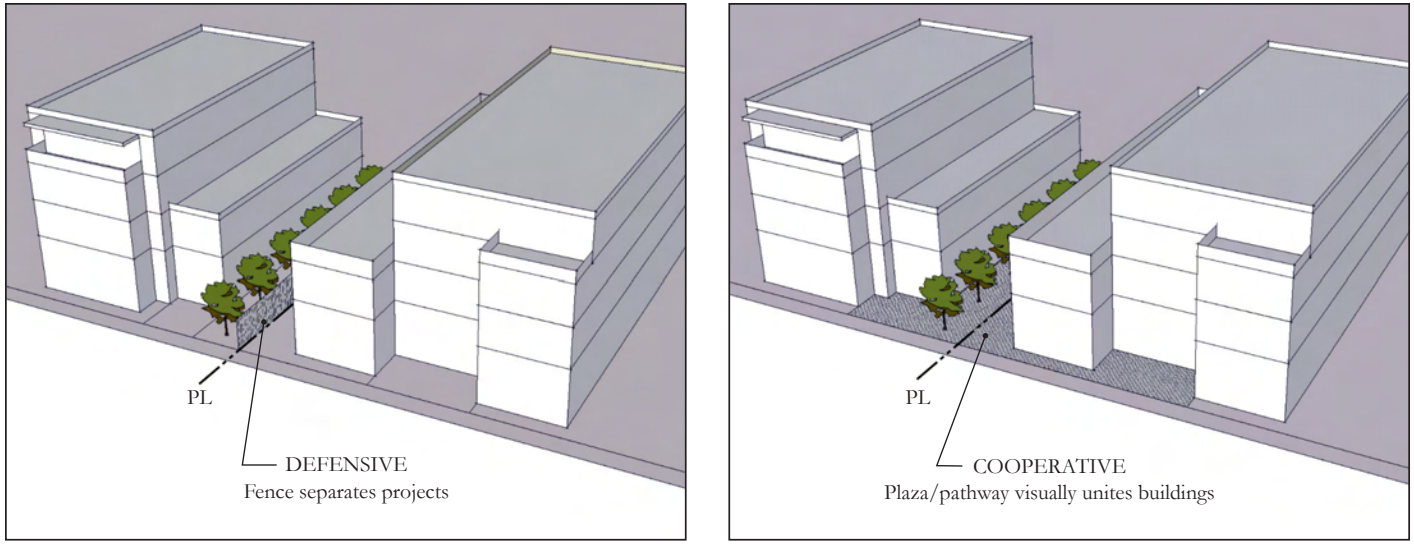


FIGURE 5-38: Following a cooperative, rather than defensive design approach for the spaces between buildings results in a more coherent downtown feel, as opposed to a collection of unrelated projects.

FIGURE 5-39: Example of two different land use intensities joined with a common paseo pathway.

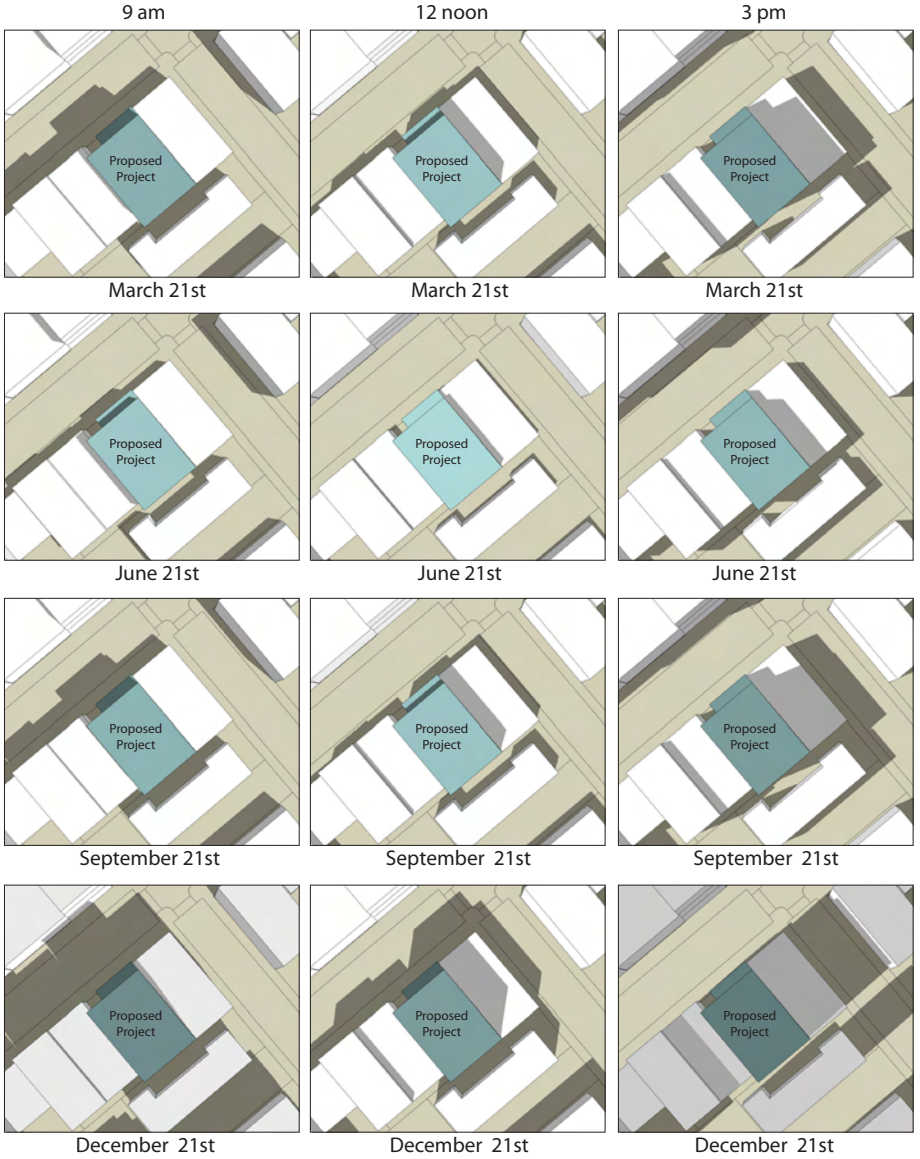


FIGURE 5-40: Sample shadow analysis shows the range of shading conditions through the year.

5.4.2 SHADOW IMPACTS

Every building invariably casts some shadows on adjoining parcels, public streets, and/or open spaces. However, as the design of a project is developed, consideration should be given to the potential shading impacts on surroundings. Site plans, massing, and building design should respond to potential shading issues, minimizing shading impacts where they would be undesirable, or conversely maximizing shading where it is desired.

As part of the design review process, development in the Specific Plan Area that is proposed to be taller than existing surrounding structures should be evaluated for potential to create new shadows/shade on public and/or quasi-public open spaces and major pedestrian routes. At a minimum, shadow diagrams should be prepared for 9 AM, 12 noon, and 3 PM on March 21st, June 21st, September 21st, and December 21st (approximately corresponding to the solstices and equinoxes) to identify extreme conditions and trends. If warranted, diagrams could also be prepared for key dates or times of day — for example, whether a sidewalk or public space would be shaded at lunchtime during warmer months.

5.4.3 SUSTAINABILITY AND GREEN BUILDING DESIGN

Project design and materials to achieve sustainability and green building design should be incorporated into projects. Green building design considers the environment during design and construction and aims for compatibility with the local environment: to protect, respect and benefit from it. In general, sustainable buildings are energy efficient, water conserving, durable and nontoxic, with high-quality spaces and high recycled content materials. The following considerations should be included in site and building design:

- Resilient, durable, sustainable materials and finishes.
- Flexibility over time, to allow for re-use and adaptation.
- Optimize building orientation for heat gain, shading, daylighting, and natural ventilation.
- Design landscaping to create comfortable micro-climates and reduce heat island effects.
- Design for easy pedestrian, bicycle, and transit access, and provide on-site bicycle parking.
- Maximize on-site stormwater management through landscaping and permeable pavement.
- On flat roofs, utilize cool/white roofs to minimize heat gain.
- Design lighting, plumbing, and equipment for efficient energy use.
- Create healthy indoor environments.
- Pursue adaptive re-use of an existing building or portion of a building as an alternative to demolition and rebuilding.
- Use creativity and innovation to build more sustainable environments. One example is establishing gardens with edible fruits, vegetables or other plants as part of project open space, or providing garden plots to residents for urban agriculture.

To reduce carbon footprint, new projects are encouraged to follow the standards and guidelines of the Leadership in Energy and Environmental Design (LEED) Green Building Rating System, developed by the U.S. Green Building Council (USGBC), and pursue LEED certification if appropriate.

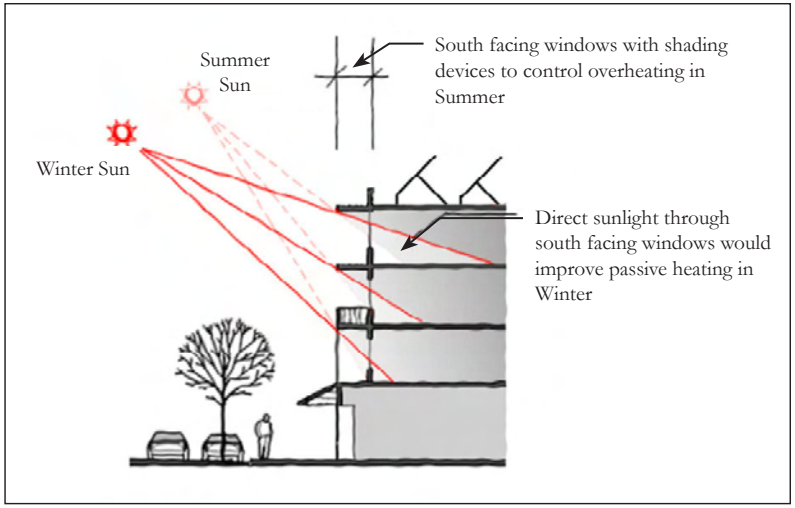


FIGURE 5-41: Use of shading devices to control solar loads in summer and gain passive heat in winter.

FIGURE 5-42: Minimize stormwater runoff to impermeable areas with landscaping, green roofs, and rain gardens when possible.

FIGURE 5-43: Consistent with Burlingame's status as "Tree City USA," new projects are required to incorporate trees into landscape and private open space plans.

5.4.4 LANDSCAPE TREES

The City of Burlingame has a long history of proactive tree planting and proper tree care. From the late 1800's when trees were planted along El Camino Real and Easton Drive to the current day, Burlingame has enjoyed the many benefits trees provide to an urban area. Burlingame's longtime commitment to trees is evidenced by recognition as a "Tree City USA" for 30 consecutive years. This is the longest streak in the County, 5th longest in the State and one of the longest in the Country for receiving this award.

In Downtown Burlingame, trees include street trees lining sidewalks and roadways (typically within the public right-of-way), as well as trees on private property in settings such as landscaped setback areas, courtyards, and roof gardens.

Chapter 4: Streetscapes & Open Space) provides guidance for street trees within the public right-of-way. Landscape trees on private property have equal importance as part of the "urban forest," in contributing environmental and aesthetic benefits to downtown. Trees are important for their beauty, shade and coolness, economic benefits, and role in reducing energy use, pollution, and noise.

The City of Burlingame has an Urban Forest Management Plan that includes policies and management practices for both city and private trees. Maintaining existing trees is a priority, and large trees on private property are protected by City Ordinance. Any tree with a circumference of 48 inches or more when measured 54 inches above the ground is a "Protected Tree." A permit is required to remove or heavily prune a protected tree.

Consistent with Burlingame's status as "Tree City USA," new projects are required to incorporate trees into landscape and private open space plans. Property owners should consult the Burlingame Urban Forest Management Plan for design considerations, planting techniques, and maintenance guidance.

5.4.5 PRESERVATION OF HISTORIC BUILDINGS

Downtown Burlingame is the symbolic and historic center of the City. The vision for Downtown is to preserve the mix of buildings, the pedestrian-scaled environment and the carefully designed public spaces that contribute to its special community character. Downtown's flexible and timeless late 19th and early 20th Century buildings contribute historic character and distinctiveness to this desirable pattern and mix of buildings. New buildings should be sensitive to the historic scale and architecture of Downtown.

Historic preservation and adaptive re-use is encouraged both to maintain the unique ambience of Downtown Burlingame but also for ecological benefits. Preservation maximizes the use of existing materials and infrastructure, reduces waste, and preserves historic character. Historic buildings were often traditionally designed with many sustainable features that responded to climate and site, and when effectively restored and reused, these features can bring about substantial energy savings.

The guidelines in this chapter, together with the *Commercial Design Guidebook* for commercial and mixed use developments and the *Inventory of Historic Resources* are intended to ensure that both new development and improvements to existing properties are compatible with the historical character of Downtown and will be the basis of design review.

Where a building is described in the *Inventory of Historic Resources*, the inventory should be consulted as part of the design review. Building characteristics described in the inventory should be a consideration in project design and review, together with other design considerations described in this chapter and in the *Commercial Design Guidebook*.

FIGURE 5-44: Downtown's late 19th and early 20th Century buildings contribute historic character and distinctiveness to this desirable pattern and mix of buildings.

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME APPROVING CATEGORICAL EXEMPTION, DESIGN REVIEW AND CONDOMINIUM PERMIT FOR A NEW SEVEN-UNIT RESIDENTIAL CONDOMINIUM DEVELOPMENT AT 21 PARK ROAD (ASSESSOR PARCEL NO: 029-233-130)

WHEREAS, on September 30, 2016 Levy Design Partners, on behalf of GGH Investment LLC filed an application with the City of Burlingame Community Development Department – Planning Division requesting approval of the following requests:

- Design Review for construction of a new three-story, seven-unit condominium building (C.S. 25.35.045 and 25.57.010); and

- Condominium Permit for construction of new seven-unit condominium building (C.S. 26.30.020).

WHEREAS, on October 23, 2017 the Planning Commission conducted a duly noticed public hearing (design review study) to review a seven-unit residential condominium project. At that time direction was provided to the applicant for minor revisions to the project design and to consider adding vegetative screening along the north property line; and

Following consideration of all information contained in the May 29, 2018 staff report to the Planning Commission regarding the project, all written correspondence, and all public comments received at the public hearing, the Planning Commission grants approval of the seven-unit multi-family residential condominium development based on the following findings regarding the project entitlements:

Design Review Findings:

- That the proposed condominium building will be compatible with the existing character of the neighborhood with the use of a variety of quality materials including cement plaster, lap siding, fiber cement panels, metal panel awnings, wood guardrails at the balconies, composite wood windows, painted wood entry doors, and metal sectional garage doors. The new three-story building respects the mass and scale of this portion of Park Road and El Camino Real which has a mix of three-story multifamily residential buildings and one and two-story office and commercial buildings with a variety of architectural styles. The building includes an articulated front façade that provides visual interest. For these reasons the project may be found to be compatible with the requirements of the City's six design review criteria.

Condominium Permit Findings:

- *Sound community planning; the economic, ecological, social and aesthetic qualities of the community; and on public health, safety and general welfare* in that the seven-unit residential condominium project is scaled to be compatible with existing multifamily buildings along Park Road and El Camino Real and features ample landscaping with usable common open space;

- *The overall impact on schools, parks, utilities, neighborhoods, streets, traffic, parking and other community facilities and resources* in that the project site is located in an urban area and is surrounded by commercial and residential development which is served by utility and public

services; that the existing one-story building containing a single family residence will be replaced with a three-story building containing seven residential units on the same lot and therefore can be adequately served by required utility and public services since the proposed project is only contributing six net new units on the site; and that a Mitigated Negative Declaration was prepared for the Downtown Specific Plan, which analyzed potential impacts of new infill development and included standard conditions of approval to mitigate potential environmental impacts from projects, and with incorporation of these standard conditions of approval, the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and

- *Conformity with the general plan and density permitted by zoning regulations*, in that the project provides six additional residential units (7 total) consistent with the applicable general plan and zoning designations.

WHEREAS, said matters were heard by the Planning Commission of the City of Burlingame on May 29, 2018, at which time it reviewed and considered the staff report and all other written materials and testimony presented at said hearing;

NOW, THEREFORE, IT IS RESOLVED AND DETERMINED BY THIS PLANNING COMMISSION THAT:

Section 1. On the basis of the Initial Study and the documents submitted and reviewed, and comments received and addressed by this Commission, it is hereby found that there is no substantial evidence that the project set forth above will have a significant effect on the environment, and categorical exemption, per CEQA Section 15332, In-Fill Development Projects, is hereby approved.

Section 1. Said Design Review and Condominium Permit are approved subject to the conditions set forth in Exhibit "A" attached hereto. Findings for such Design Review and Condominium Permit are set forth in the staff report, minutes, and recording of said meeting.

Section 2. It is further directed that a certified copy of this resolution be recorded in the official records of the County of San Mateo.

_____
Chairman

I, _____, Secretary of the Planning Commission of the City of Burlingame, do hereby certify that the foregoing resolution was introduced and adopted at a regular meeting of the Planning Commission held on the 29th day of May, 2018, by the following vote:

_____
Secretary

EXHIBIT "A"

Conditions of Approval for Categorical Exemption, Design Review and Condominium Permit.
21 Park Road
Effective June 8, 2018

1. that the project shall be built as shown on the plans submitted to the Planning Division date stamped April 30, 2018, sheets A0.0 through A5.2, L1.1, and Topographic and Boundary Survey;

2. that prior to the final inspection, the project sponsor shall provide and install evergreen hedges on the 33 Park Road property along the north property line between 21 and 33 Park Road; the final layout and plant locations shall be determined at time of construction and after consulting with each of the 33 Park Road residents that have balconies and/or patios adjacent to the north property line; the project sponsor shall provide to the Planning Division a revised Site Plan and Landscape Plan once the final planting locations have been determined;

3. that prior to issuance of a building permit for the project, the applicant shall pay the first half of the Public Facilities Impact fee in the amount of $14,798.50, made payable to the City of Burlingame and submitted to the Planning Division;

4. that prior to scheduling the final framing inspection for the condominium building, the applicant shall pay the second half of the Public Facilities Impact fee in the amount of $14,798.50, made payable to the City of Burlingame and submitted to the Planning Division;

5. that Klaus SingleVario 2061 parking lifts, or equivalent parking lifts, shall be installed in the garage of each residential unit, with the following conditions:

    a. the parking lifts shall be properly illuminated to provide safety for easy loading and unloading, while not causing excessive glare.

    b. signage shall be installed in each garage explaining the proper use of the lifts and emergency contact information for lift maintenance or problems.

    c. the final design of the parking lifts shall be subject to the review and approval of the Community Development Director.

6. that during construction, the applicant shall provide fencing (with a fabric screen or mesh) around the project site to ensure that all construction equipment, materials and debris is kept on site;

7. that the applicant shall apply for a tentative and final condominium map with the Public Works, Engineering Division for processing in conformance with the Subdivision Map Act;

8. that the applicant shall apply for an encroachment permit from the Department of Transportation for any work proposed in the state right-of-way;

9. that the maximum elevation at the top of the roof ridge shall not exceed elevation 73.25' as measured from the average elevation at the top of the curb along Park Road (38.25') for a maximum height of 35'-0", and that the top of each floor and final roof ridge shall be surveyed and approved by the City Engineer as the framing proceeds and prior to final framing and roofing inspections. The garage/first floor finished floor elevation shall be elevation 40.25'; second floor finished floor shall be elevation 52.50'; third floor finished floor shall be elevation 62.75'. Should any framing exceed the stated elevation at any point it shall be removed or adjusted so that the final height of the structure with roof shall not exceed the maximum height shown on the approved plans;

10. that any changes to the size or envelope of the building, which would include expanding the footprint or floor area of the structure, replacing or relocating windows or changing the roof height or pitch, shall be subject to Planning Division or Planning Commission review (FYI or amendment to be determined by Planning staff);

11. that storage of construction materials and equipment on the street or in the public right-of-way shall be prohibited;

12. that the service/delivery vehicle area, located adjacent to the trash enclosure area, shall be identified on the site and designated on the final map and plans, the service/delivery vehicle area shall not be assigned to any unit, but shall be owned and maintained by the condominium association, and the service/delivery vehicle area shall always be accessible for parking and not be used for resident storage;

13. that the Covenants Conditions and Restrictions (CC&Rs) for the condominium project shall require that the service/delivery vehicle area shall be reserved for service/delivery vehicles only and shall not be used by condominium residents;

14. that the final inspection shall be completed and a certificate of occupancy issued before the close of escrow on the sale of each unit;

15. that the developer shall provide to the initial purchaser of each unit and to the board of directors of the condominium association, an owner purchaser manual which shall contain the name and address of all contractors who performed work on the project, copies of all warranties or guarantees of appliances and fixtures and the estimated life expectancy of all depreciable component parts of the property, including but not limited to the roof, painting, common area carpets, drapes and furniture;

16. that the trash receptacles, furnaces, and water heaters shall be shown in a legal compartment outside the required parking and landscaping and in conformance with zoning and California Building and Fire Code requirements before a building permit is issued;

17. that any security gate system across the driveway shall be installed a minimum 20'-0' back from the front property line;

18. that all runoff created during construction and future discharge from the site shall be required to meet National Pollution Discharge Elimination System (NPDES) standards;

19. that the applicant shall submit an erosion and sedimentation control plan describing BMPs (Best Management Practices) to be used to prevent soil, dirt and debris from entering the storm drain system; the plan shall include a site plan showing the property lines, existing and proposed topography and slope; areas to be disturbed, locations of cut/fill and soil storage/disposal areas; areas with existing vegetation to be protected; existing and proposed drainage patterns and structures; watercourse or sensitive areas on-site or immediately downstream of a project; and designated construction access routes, staging areas and washout areas;

20. that methods and procedures such as sediment basins or traps, silt fences, straw bale dikes, storm drain inlet protection such as soil blanket or mats, and covers for soil stock piles to stabilize denuded areas shall be installed to maintain temporary erosion controls and sediment control continuously until permanent erosion controls have been established;

21. that construction access routes shall be limited in order to prevent the tracking of dirt onto the public right-of-way, clean off-site paved areas and sidewalks using dry sweeping methods;

22. that if construction is done during the wet season (October 15 through April 15), that prior to October 15 the developer shall implement a winterization program to minimize the potential for erosion and polluted runoff by inspecting, maintaining and cleaning all soil erosion and sediment control prior to, during, and immediately after each storm even; stabilizing disturbed soils throughout temporary or permanent seeding, mulching matting, or tarping; rocking unpaved vehicle access to limit dispersion of mud onto public right-of-way; covering/tarping stored construction materials, fuels and other chemicals;

23. that common landscape areas shall be designed to reduce excess irrigation run-off, promote surface filtration and minimize the use of fertilizers, herbicides and pesticides;

24. that trash enclosures and dumpster areas shall be covered and protected from roof and surface drainage and that if water cannot be diverted from these areas, a self-contained drainage system shall be provided that discharges to an interceptor;

25. that this project shall comply with Ordinance 1845, the City of Burlingame Water Conservation in Landscaping Regulations, and complete landscape and irrigation plans shall be provided at the time of building permit application;

26. that all site catch basins and drainage inlets flowing to the bay shall be stenciled. All catch basins shall be protected during construction to prevent debris from entering;

27. that all new utility connections to serve the site, and which are affected by the development, shall be installed to meet current code standards and local capacities of the collection and distribution systems shall be increased at the developer's expense if necessary;

28. that all utilities to this site shall be installed underground. Any transformers needed for this site shall be installed underground or behind the front setback on this site;

29. that sewer laterals from the site to the public sewer main shall be checked and shall be replaced to city standards as required by the development;

30. that all abandoned utilities and hookups shall be removed;

31. that all drainage (including water from the below grade parking garage) on site shall be required to be collected and pumped to the street as determined by the Public Works Department;

32. that demolition of the existing structures and any grading or earth moving on the site shall be required to comply with all the regulations of the Bay Area Air Quality Management District;

33. that the applicant shall install fire sprinklers and a fire alarm system monitored by an approved central station prior to the final inspection for building permit;

34. that all construction shall abide by the construction hours established in the Municipal Code;

35. that the applicant shall comply with Ordinance 1645, the City of Burlingame Recycling and Waste Reduction Ordinance, and shall submit a waste reduction plan and recycling deposit for demolition and new construction, before receiving a demolition permit;

36. that this project shall comply with Ordinance No. 1477, Exterior Illumination Ordinance;

37. that the project shall be required to comply with all the standards of the California Building and Fire Codes, in effect at time of building permit issuance, as amended by the City of Burlingame;

The following four (4) conditions shall be met during the Building Inspection process prior to the inspections noted in each condition:

38. that prior to scheduling the foundation inspection a licensed surveyor shall locate the property corners, set the building envelope;

39. that prior to scheduling the framing inspection, the project architect, engineer or other licensed professional shall provide architectural certification that the architectural details such as window locations and bays are built as shown on the approved plans; if there is no licensed professional involved in the project, the property owner or contractor shall provide the certification under penalty of perjury. Certifications shall be submitted to the Building Department;

40. that prior to scheduling the roof deck inspection, a licensed surveyor shall shoot the height of the roof ridge and provide certification of that height to the Building Division;

41. that prior to final inspection, Planning Division staff will inspect and note compliance of the architectural details (trim materials, window type, etc.) to verify that the project has been built according to the approved Planning and Building plans;

The following conditions of approval are from Downtown Specific Plan:

42. the project sponsor shall implement all appropriate control measures from the most currently adopted air quality plan at the time of project construction;

43. the project sponsor shall ensure implementation of the following mitigation measures during project construction, in accordance with BAAQMD standard mitigation requirements:

    a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day or as necessary.

    b. All haul trucks transporting soil, sand, or other loose material offsite shall be covered or otherwise loaded consistent with California Vehicle Code Section 23114.

    c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry sweeping is prohibited.
    d. All vehicle speeds on unpaved roads shall be limited to 15 mph.

    e. All roadways, driveways, sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

    f. Idling times shall be minimized either by shutting off equipment when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

    g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

h. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

44. the project sponsor shall implement the following Greenhouse Gas reduction measures during construction activities:

a. Alternative-Fueled (e.g., biodiesel, electric) construction vehicles/equipment shall make up at least 15 percent of the fleet.

b. Use at least 10 percent local building materials.

c. Recycle at least 50 percent of construction waste or demolition materials.

45. the project sponsor shall provide adequate secure bicycle parking in the plan area at a minimum ratio of 1 bicycle spot for every 20 vehicle spots;

46. the project sponsor shall incorporate residential energy efficiency measures such that energy efficiency is increased to 15% beyond 2008 title 24 standards for electricity and natural gas;

47. the project sponsor shall incorporate recycling measures and incentives such that a solid waste diversion rate of 75% is achieved upon occupation of each phase of plan development;

48. the project sponsor shall incorporate residential and commercial water efficiency measures such that water consumption is decreased by a minimum of 10 percent over current standard water demand factors;

49. that construction shall avoid the March 15 through August 31 avian nesting period to the extent feasible. If it is not feasible to avoid the nesting period, a survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than 7 days prior to construction. The area surveyed shall include all clearing/construction areas, as well as areas within 250 ft. of the boundaries of these areas, or as otherwise determined by the biologist. In the event that an active nest is discovered, clearing/construction shall be postponed within 250 ft. of the nest, until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts;

50. that for projects within the Plan Area that require excavation, a Phase I Environmental Site Assessment (and Phase II sampling, where appropriate) would be required. If the Phase I Environmental Site Assessment determines that remediation is required, the project sponsor would be required to implement all remediation and abatement work in accordance with the requirements of the Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), or other jurisdictional agency;

51. that the following practices shall be incorporated into the construction documents to be implemented by the project contractor.

    a. Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures:

        - Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site; - Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors;
        - Locate stationary equipment to minimize noise impacts on the community; and
        - Minimize backing movements of equipment.

    b. Use quiet construction equipment whenever possible.

    c. Impact equipment (e.g., jack hammers and pavement breakers) shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other quieter procedures, such as drilling rather than using impact equipment, shall be used whenever feasible.

52. the project sponsor shall incorporate the following practice into the construction documents to be implemented by construction contractors: The project sponsor shall require that loaded trucks and other vibration-generating equipment avoid areas of the project site that are located near existing residential uses to the maximum extent compatible with project construction goals;

53. that if the project increases sewer flows to the sanitary sewer system, the project sponsor shall coordinate with the City Engineer to determine if improvements to public sanitary sewer infrastructure are needed. If improvements are needed, the following shall apply:

    - that prior to issuance of a building permit, the project sponsor shall develop a plan to facilitate sanitary sewer improvements. The plan shall include a schedule for implementing sanitary sewer upgrades that would occur within the development site and/or contribution of a fair share fee toward those improvements, as determined by the City Engineer. The plan shall be reviewed by the City Engineer.

54. that prior to issuance of a building permit, the development plans shall be reviewed by the Fire Marshal to determine if fire flow requirements would be met given the requirements of the proposed project, and the size of the existing water main(s). If the Fire Marshal determines improvements are needed for fire protection services, then the following shall apply:

    - that prior to issuance of a building permit the project sponsor shall be required to provide a plan to supply adequate water supply for fire suppression to the project site, consistent with the Fire Marshal's requirements. The plan shall be reviewed by the Fire Marshal. The project sponsor shall be responsible for implementation of the plan

including installation of new water mains, and/or incorporation of fire water storage tanks and booster pumps into the building design, or other measures as determined by the Fire Marshal.

55. that if evidence of an archeological site or other suspected cultural resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Burlingame shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City of Burlingame shall consult with the archeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC;

56. that should a unique paleontological resource or site or unique geological feature be identified at the project construction site during any phase of construction, the project manager shall cease all construction activities at the site of the discovery and immediately notify the City of Burlingame. The project sponsor shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is carried out. The project sponsor shall be responsible for implementing any additional mitigation measures prescribed by the paleontologist and approved by the City; and

57. that if human remains are discovered at any project construction site during any phase of construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Burlingame and the County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Burlingame shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code Section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of Burlingame, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.

CITY OF BURLINGAME
COMMUNITY DEVELOPMENT DEPARTMENT
501 PRIMROSE ROAD
BURLINGAME, CA 94010
PH: (650) 558-7250 ● FAX: (650) 696-3790
www.burlingame.org

Site: 21 PARK ROAD

PUBLIC HEARING NOTICE

The City of Burlingame Planning Commission announces the following public hearing **on *TUESDAY*, MAY 29, 2018 at 7:00 P.M.** in the City Hall Council Chambers, 501 Primrose Road, Burlingame, CA:

Application for Design Review, Condominium Permit and Tentative Condominium Map for a new 3-story, 7-unit residential condominium building at **21 PARK ROAD** zoned BMU. APN 029-223-130

Mailed: May 18, 2018

(Please refer to other side)

City of Burlingame

A copy of the application and plans for this project may be reviewed prior to the meeting at the Community Development Department at 501 Primrose Road, Burlingame, California.

If you challenge the subject application(s) in court, you may be limited to raising only those issues you or someone else raised at the public hearing, described in the notice or in written correspondence delivered to the city at or prior to the public hearing.

Property owners who receive this notice are responsible for informing their tenants about this notice.

For additional information, please call (650) 558-7250. Thank you.

William Meeker
Community Development Director

PUBLIC HEARING NOTICE

(Please refer to other side)

21 PARK ROAD
029-133-130 – 300' noticing