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MAR 2 3 2017

NEIGHBOR OUTREACH SUMMARY LOG:

Updated for delta1 3/21/2017

CITY OF BURLINGAME

At the Owner's request the design team has made a point of reaching out to Owners of neighboring properties in parallel with the development of the design. They have been kept up to date as the project has evolved, their input gathered and reflected in the design where practical.

A summary of neighbor outreach activities follows:

1. On 3/2/2016 the Architect reached out to the Homeowner's Association of the condominium building at 1209 Oak Grove Avenue, adjacent to the subject property. This early outreach resulted in a meeting on 3/12/2016 with (4) concerned Owners at 1209 Oak Grove, in one of the (8) units that face the subject property. These Owners were briefed on the project, reviewed the preliminary plans, provided input, and aired their concerns.

<u>Note</u>: At this early stage the project spanned only the (2) parcels at 619 and 621 California Drive. It hadn't yet been expanded to include the corner parcel at 625 California Drive.

- a) The Owners were concerned over the obstruction of light and views and the impact on privacy on their units. The Architect offered to take practical steps to mitigate the impacts, including making sure the proposed building reflects light back, has visual relief, and that landscape screening is treated as top design priority.
- b) There was concern over what 'Live/Work' means and what types of neighbors they might expect in the proposed project. At the time of the meeting there wasn't a specific definition, but the Owners' concerns were focused around parking. They pointed out that there is a parking shortage in the area already, and it would be wise to make sure 'Live/Work' excludes uses which draw significant numbers of customers and/or visitors who might arrive in private vehicles. The Owners were skeptical of the idea that the new neighbors would be one-car or car-free households, despite the best intentions of the Downtown Specific Plan.
- b) There was a question as to whether the proposed building might block some amount of noise coming from the Caltrain tracks. While there's likely to be a reduction as compared to the existing single story structures, it's unclear at this point whether the reduction would be meaningful.
- c) The Owners were concerned about construction impacts such as asbestos, toxics, dust, and noise. Assurances were given that there would be a full environmental review, and any such issues would be dealt with proactively.
- d) The neighbors requested to be kept in the loop regarding the scheduling of demolition so they could shut their windows when work commences.
- 2. On 5/16/2016 a mailer was sent to the Owners of seven other properties surrounding the subject property, offering the opportunity to review and comment on the design. This resulted in direct meetings with (2) of the Owners and email exchanges with (2) others over the course of the following weeks. No response was ever received from (3) of the targeted Owners.

<u>Note</u>: At this early stage the project spanned only the (2) parcels at 619 and 621 California Drive. It hadn't yet been expanded to include the corner parcel at 625 California Drive.

Discussions with the property owners who responded proceeded as follows:

- a) 601 California Drive / Dean Najdawi and Willie Aish (W&M Investments): Met on 5/20/2016, very supportive of concept and design. Offered to provide a letter of support if requested.
- b) 609 California Drive / Matt Tragoutsis: Matt requested digital files in-lieu of meeting. Files were sent on 5/27/2016. A detailed response was received via email on 7/11/2016. The response paraphrased comments by his Architect which were generally negative, but nevertheless contained a number of good suggestions. The email is attached for reference [Attachment #1].
- c) 701 California Drive / Jonathan Britton: Jonathan responded with a supportive email on 6/2/2016, attached for reference [Attachment #2].
- d) 1206 Floribunda Avenue / Anthony Galli: Met on 6/1/2016, no specific objections although he expressed concern with the height of the building and how it might appear from the rear of his property.
- 3. On 10/11/2016 a follow-up effort was made to update neighbors regarding changes to the project. During the intervening months the corner parcel at 625 California Drive had been acquired and added to the project site and the project had been redesigned accordingly. Where the original design proposal was for (18) units on two parcels, the updated proposal (consistent with this application) encompassed (26) units across three parcels. The group of Owners with whom a dialogue had previously been opened was re-contacted via email, and received a telephone follow-up. The neighbors who hadn't responded previously were once again solicited via mailer. The Owners of 601, 609, and 701 California Drive and 1206 Floribunda requested digital files of the updated drawings, which were shared via email. General support for the proposed project was expressed in telephone conversations with the Owners of 601, and 701 California Drive and 1206 Floribunda. As of the date of this writing there have been no comments on the updated design from the Owner of 609 California Drive. The same group of neighbors who didn't to respond to the first outreach attempt once again failed to respond. A follow-up meeting was scheduled with the group of concerned Owners at 1209 Oak Grove Avenue. The meeting took place on 10/30/2016. The neighbors were briefed on the expanded design and once again given an opportunity to voice their concerns and suggestions. The discussion on 10/30/2016 touched on the following specific topics:
 - a) There was general agreement that the aesthetics of the design had evolved and looked better than the first time around, but concerns over the obstruction of light and views and the impact on privacy were reiterated.
 - b) Traffic backs-up along Oak Grove as it stacks to cross or turn on California Drive. There is a large amount of East/West traffic, especially at peak drop-off and pick-up hours at McKinley Elementary to the West (at El Camino), and BHS to the East across the tracks. This is compounded when the train goes by and interrupts East/West traffic. The stacked cars on Oak Grove interfere with the driveway at 1209 Oak Grove, obstructing traffic entering and exiting the property. This same problem will also impact the driveway of the proposed development. There was a brief discussion as to whether it would be practical to move the driveway to the California Drive frontage. The Architect explained the City's expressed preference for locating pedestrian oriented uses over driveways and parking along

California Drive. With the location of the driveway on the Oak Grove frontage as a given, it was suggested that extending the red zone further west, all the way to the 1209 Oak Grove driveway, would ease the problem by increasing the depth of the area where there are two lanes for stacking.

- c) The critical importance of selecting the right landscape screening along the shared west property line was revisited. The Landscape Architect will seek plantings that provide year-round screening but aren't so dense as to block all light, that look good year-round, with canopy heights that fit the need.
- d) In answer to the Neighbors' query, it was clarified that the proposed project is intended to be for rental. Even so, the requirements and paperwork for eventual condominium conversion will be completed in parallel with the initial development process. It's not been determined yet whether there will be house metering, sub-metering, or individual water meters for each unit.
- e) The neighbors pointed out that the gutter was falling off the existing house next door and pouring water onto their driveway.
- f) The Owner of Unit #301 requested more detail regarding the size of the windows that would be facing her unit, and what the proposed building would look like from her window.
- 4. Additional documentation was developed in response to the 1209 Oak Grove Owners' requests at the 10/30/2016 meeting. The additional documentation included a dimensioned detail of the proposed fenestration facing 1209 Oak Grove Unit #301 (dated 11/15/2016), and hypothetical views of the proposed building taken from the windows at Units #201, #301, and #302 (all dated 11/10/2016). Offered a choice between presentation in-person and receipt via email the neighbors opted to receive the documentation via email. The package of supplementary documentation was issued to the neighbors via email on 11/22/2016.
- 5. An email was received from the 1209 Oak Grove neighbors on 11/23/2016 requesting another in-person meeting to review the sketches and receive a broader update on the project. This meeting took place on 12/11/2016 with the Owners of Units #201, #301, and #302. The 12/11/2016 meeting touched on the following specific topics:
 - a) The Owners' concerns over the obstruction of light and views and the impact on privacy were revisited. It was suggested that window treatments be made part of the basic shell building design to make sure that units facing 1209 Oak Grove would be equipped with them without depending on random tenants to select and install them.
 - b) The traffic back-up along Oak Grove as it stacks to turn right on California Drive was revisited. It interferes with entrance and exiting from the driveway at 1209 Oak Grove, and if not addressed it will also impact the driveway of the proposed development. It was again suggested that extending the red zone further west, all the way to the 1209 Oak Grove driveway would help by creating a deeper stacking area. Another suggestion was to widen Oak Grove Avenue as it approached the corner of California Drive, although it seemed clear to all that this wouldn't really be practical.
 - c) Oak Grove Avenue floods during heavy rains in the area between 1209 Oak Grove Driveway and the corner at California Drive. This is due to a low spot in the street, and it will impact the driveway of the proposed development. It was suggested that a new catch

basin placed at the low point of the street might be included in the project scope, allowing the trapped water to drain away.

- d) Concern was expressed regarding penetration of roots across the property line from new plantings at the proposed development. It was suggested that the Landscape Architect look at this possibility carefully and propose a design that mitigates the risk of this happening.
- e) There was a strong preference that the transformer for the new project be located underground. The group visited the existing transformer at 1209 Oak Grove and emphasized that it was an eyesore that shouldn't be repeated at the new building next door, if possible.
- f) The group was pleased that the trash room had been located on the California Drive frontage, away from their property. Apparently the backup caused by the trash trucks on Oak Grove Avenue is significant as it is. The Owners were relieved that the proposed design wouldn't further exacerbate the problem.
- g) The Architect remarked on the fact that only a limited group of Owners at 1209 Oak Grove had taken the opportunity to participate in the conversations around the proposed project. The Owners present confirmed that all Owners had been kept in the loop through the Homeowners' Association. There were some Owners who they would have expected to participate, but who had for some reason chosen not to participate.

End of Neighbor Outreach Summary Log

From:	Matthew Tragoutsis
To:	Ellis@EASAarchitecture.com
Subject:	609 California drive
Date:	Monday, July 11, 2016 8:49:44 PM

Hi Ellis

Hope all is well. I sent the drawings out to my architect so that I could get his professional point of view and instead of trying to interpret his words to you, I am forwarding the below e-mail outlining what he had to say after his review of the plans.

The bottom line seems to be that if done well, the changes you are proposing will increase the value of my property also. Take a look at his comments below and let me know your thoughts and the areas you would be willing to address.

" I have reviewed the drawings that you sent. Looking at the neighborhood, I see that Oak Grove, Floribunda and the area around City Hall is dominated by high density housing. Based on this, I think that the proposed project would fit in. I am assuming they will need to have the zoning changed from commercial to residential. In concept, the fact that the developer is taking a parking lot and a smaller commercial space and squeezing 18 residential units out of it, should bring up the value of the surrounding properties.

Now with regard to the specifics of the project. I think that the project is out of scale with its surroundings. It looks too big. At the ground floor, what is seen by pedestrians and cars passing by, is an open garage space. There is no "entrance" to the living space. The street presence is cold. The business space on the ground floor is somewhat small and unappealing. This space has a rather small street frontage which I think would affect its desirability. I could see it being vacant, and an eyesore. Then, the three stories over seem somewhat ominous. The façade could be broken up, possibly with balconies, or by simply stepping back to break the mass of glass wall. I would try to get the project to be successful without the top floor. I think it is only beneficial to you if it is successful, and the proposal needs some work to add appeal.

And finally, I would request that he take extra measures to soundproof the units so that the residential units that will be adjacent to your commercial space do not constantly complain about noise. Your repair facility may generate noises that would disturb someone "working" in the live/work space."

Sincerely,

Matt Tragoutsis

Ellis,

Sorry for the delay. The project looks great. Best of luck with the city and let us know if you need anything.

On Thu, Jun 2, 2016 at 10:54 AM, Ellis A Schoichet AIA <<u>easa@earthlink.net</u>> wrote:

Hi Jonathan, I'd appreciate it if you'd take a quick minute to confirm receipt of my email of 5/31/2016.

Regards, Ellis

Ellis A Schoichet AIA

EASA Architecture

307 South B Street #12

San Mateo CA 94401

650.343.3452

www.EASAarchitecture.com

Jonathan Britton W.J. Britton & Co. (415) 934-1100 BRE#01855832



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	029-131-160
Borign Boview	029 - 131 - 150
Conditional Use Permit Special Permit	Zoning / Other:
PROJECT ADDRESS: 619-625 Califo	mia Drive, Burlingame CA 9-1010
APPLICANT	PROPERTY OWNER
Name: Ellis A. Schoichet AIA	Name: Ed Duffy Removate Construction
Address: 307 S. B' Street #12	Address: 414 fine hill Drive
City/State/Zip: San Mateo CA 94401	City/State/Zip: Hrlls Dwough CA 94010
Phone: 650.3-13.3-152	Phone: 415. 533.4953
E-mail: <u>easa @ earthlink.net</u>	E-mail: renovatio construction equal .com
Name: EASA Architecture	
Address: <u>Game as Applicant</u>	
City/State/Zip:	RECEIVED
Phone:	
E-mail:	NUV - 7 2016
Burlingame Business License #: 25679	
Authorization to Reproduce Project Plans:	CDD-PLANNING DIV.
I hereby grant the City of Burlingame the authority to reprodu application on the City's website as part of the Planning appl arising out of or related to such action.	uce upon request and/or post plans submitted with this roval process and waive any claims against the City Architect/Designer)
PROJECT DESCRIPTION: New 26. Unit Live	work building w/ 26 car
ground floor covered parking gard	ge. (5) of the units will have
ground fluer store fronts on Calif	arnia Drive. (4) Stories total building height.
with common and private rast terraces	on the floor.
AFFIDAVIT/SIGNATURE: I hereby certify under penalty of perjur best of my knowledge and belief	ry that the information given herein is true and correct to the
Applicant's signature:	Date: 11/7/2016
I am aware of the proposed application and hereby authorize the Commission.	above applicant to submit this application to the Planning
Property owner's signature:	Date: $K/7/16$
	Data submitted: 11/7/16
	S:\HANDOUTS\PC Application.doc

Architect's Statement

RECEIVED **Commercial Design Review and Conditional Use Permit Application** 619-625 California Drive Live/Work Building 7 November 2016

PROJECT DESCRIPTION:

NOV - 7 2016

CITY OF BURLINGAME CDD-PLANNING DIV.

A 26 unit 'Live/Work' building at the busy intersection of California Drive and Oak Grove Avenue in Burlingame. Five of the units will have street level work areas with storefronts along the California Drive frontage, and the remaining units will have the work areas within. A 26-car covered parking garage will be provided for the residents at grade level. Landscaping will be oriented to the public at the corner area. Private amenities will include secure covered bicycle parking, and a series of common gathering spaces on grade and at the Fourth Floor rooftop.

REQUEST:

The Owner is seeking Commercial Design Review for the project in combination with a Conditional Use Permit for building height in excess of 35'.

BRIEF:

Rules governing the 'North California Drive Commercial District' (the District) went into effect with the adoption of the 'Downtown Specific Plan' in 2011. With these rules came the option for developing 'Live/Work' multi-unit housing within the District. The Owner strongly believes that the dire need for different types of housing combined with the transit rich locale makes this an ideal use for the subject property. As a matter of fact there are probably few places better suited for a development such as this. The proposed project will create a vibrant new type of dwelling option in an area where the current uses don't take full advantage of the prime location. With the lack of housing in the headlines every day the timing couldn't be better- people are looking for options like this!

There are two types of units proposed in this project. The five units on the Second Floor along California Drive have connecting work spaces on the street level with storefronts opening out onto the sidewalk. This type of unit is reflective of the time-honored living unit over shop that's been an urban staple for centuries. The remaining twenty-one units are similar to 'artist's lofts' with work areas within the dwelling unit, another common and well-known live/work arrangement. The units with storefronts can be imagined in use as photo, art, recording, instruction, or exercise studios, light manufacturing, internet sales with a local retail presence, professional, or health care offices. Any of the units, those with street frontage or without can be imagined as the living and working space for writers, accountants, architects, engineers, interior, graphic, and other designers, artists, artisans, attorneys, software, web, and multi-media professionals, consultants, insurance, real estate, and travel agents, repair persons, maintenance persons, and many others who would be well situated at this location.

The design of the building is designed to carefully and deliberately respond to the many demands. and constraints converging at this unique spot. The street wall along California Drive responds to the City's vision for pedestrian-oriented commercial vitality in this area. The larger setback along Oak Grove responds to the general context of multi-unit buildings along that street, which are generally set back further with generous landscaping. On a macro scale the site acts as an urban edge which frames the wide-open and mostly desolate expanse of California Drive, the Caltrain right of way, and the Burlingame High School track and field beyond. Extending the height of the building to four stories helps establish the massing needed for a 'gateway' building in this highly visible location. However, on the micro-scale, the building is carefully designed to appear as

three-stories from all sides. The large setbacks surrounding the Fourth Floor act to conceal it when viewed from the adjacent sidewalks and properties. The uppermost story is only apparent in the context of a longer and broader viewpoint. The longer and broader the viewpoint, the more it is revealed.

The District's regulations call for a single parking space for each 'Live/Work' Studio or One-Bedroom unit. The majority of the proposed units are equivalent to what's commonly known as 'Junior 1-Bedroom' units, which are effectively a Studio with a defined sleeping area. Six of the larger ones are designed as full '1-Bedroom' units. In response to the basic District zoning requirement 26 'unistall' parking spaces are provided in a secured, covered garage for the 26 units. In order to facilitate and encourage alternative methods of travel, the vehicular parking is supplemented with secure, covered, and convenient bicycle parking provided at the rate of two per unit, for a total of 52 bicycles. The garage is placed at ground level for safety, convenience, long-term durability, and flood resistance. In service of those goals the idea of recessing the garage underground, and/or the use of mechanical lifts has been avoided in this design.

Amenities on the site will include landscaped common areas on the ground and a rooftop terrace on the Fourth Floor. The rooftop terrace is situated towards the front corner of the building in order to make sure there's no impact on the adjoining properties.

In conclusion, the Owner believes that this request is entirely reasonable, and will be a benefit to the City. The design team has worked long and hard to strike a balance between the specific circumstances of the site, the long-term goals of the City, the potential impacts on the neighbors, and of course, the Owner's vision for the property.

ATTACHMENTS:

- 1. Neighbor Outreach Summary (1 page).
- 2. Shadow Studies dated 10/24/2016 (9 pages).
- 3. Perspective Study Sketches (5 pages).

NEIGHBOR OUTREACH SUMMARY:

At the Owner's request the design team has made a point of reaching out to Owners of neighboring properties in parallel with the development of the design. They have been kept up to date as the project has evolved, their input gathered and incorporated into the design where practical. Here is a summary of activities in this regard:

1. On 3/2/2016 the Architect reached out to the Homeowner's Association of the condominium building at 1209 Oak Grove Avenue, adjacent to the subject property. This early outreach resulted in a meeting with (4) concerned Owners at 1209 Oak Grove, in one of the (8) units that face the subject property. These Owners were briefed on the project, reviewed the preliminary plans, provided input, and aired their concerns.

<u>Note</u>: At this early stage the project spanned only the (2) parcels at 619 and 621 California Drive. It hadn't yet been expanded to include the corner parcel at 625 California Drive.

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3. On 10/11/2016 a follow-up effort was made to update the neighbors regarding changes to the project. During the intervening months the corner parcel at 625 California Drive had been acquired and added to the project site. The project had been redesigned to adapt to the larger site. Where the original design proposal was for (18) units on two parcels, the updated proposal (*consistent with this application*) encompassed (26) units across three parcels. The group of Owners with whom a dialogue had previously been opened were re-contacted via email, and received a telephone follow-up. The neighbors requested digital files of the updated drawings, which were shared via return email. A follow-up meeting was held with concerned Owners at 1209 Oak Grove Avenue on 10/30/2016. They were briefed on the expanded design and once again voiced their concerns and suggestions. Those same neighbors who had failed to respond to the first round of outreach failed to respond a second time.



MARCH 21 / SEPTEMBER 21 (SPRING EQUINOX / FALL EQUINOX) 8:10 AM DST (1 HOUR AFTER SUNRISE)



MARCH 21 / SEPTEMBER 21 (SPRING EQUINOX / FALL EQUINOX) 1:16 PM DST (SOLAR NOON)



MARCH 21 / SEPTEMBER 21 (SPRING EQUINOX / FALL EQUINOX) 6:23 PM DST (1 HOUR BEFORE SUNSET)















JUNE 21 (SUMMER SOLSTICE) 7:35 PM DST (1 HOUR BEFORE SUNSET)





DECEMBER 21 (WINTER SOLSTICE) 8:22 AM (1 HOUR AFTER SUNRISE)





DECEMBER 21 (WINTER SOLSTICE) 12:08 PM (SOLAR NOON)





DECEMBER 21 (WINTER SOLSTICE) 3:51 PM (1 HOUR BEFORE SUNSET)





PERSPECTIVE KEY PLAN

EXTERIOR FINISH LEGEND





TYPE 2 RAINSCREEN - [COR-TEN] TRESPA METEON - NATURALS NMOI - RUSTED BROWN - MATT

TYPE 3 RAINSCREEN [4TH LEVEL] TRESPA METEON - UNI COLOURS A22.2.1 - BLUISH GREY - SATIN



TYPE 4 RAINSCREEN [RECESS] TRESPA METEON WOOD DECORS NW25 - HESBANIA - MATT



TYPE 5 RAINSCREEN [LOWER LEVEL] TRESPA METEON - LUMEN L21.5.1 - DIFFUSE

TYPE 6 RAINSCREEN [UPPER TOWER] TRESPA METEON - UNI COLOURS A03.4.0 - SILVER GREY - SATIN

POURED CONCRETE PLANTERS



1 VIEW NORTH ON CALIFORNIA DRIVE









3 REAR VIEW FROM OAK GROVE











ENVIRONMENTAL INFORMATION FORM

(to be completed by applicant when Negative Declaration or Environmental Impact Report is required)

GENERAL INFORMATION

Project Address: 619-625 California Drive	Assessor's Parcel Number: <u>029-131-160</u>
Applicant Name: Ellis A. Schoichet ALA	Property Owner Name: Ed. Duffy
Address:307 S. B Street #12	Address: <u>414 Pinehill Zoac</u>
City/State/Zip: San Mateo CA 94401	City/State/Zip: <u>Hills borough</u> CA 94010
Phone:650. 343. 3452	Phone: <u>415.533.4453</u>
Permit applications required for this project (spec	cial permit, variance, subdivision map, parcel map,
condominium permit, building permit, etc.):	Review, Conditional Use fermit, Condo permit

Building Related permits, applications and approvals required for this project by City, Regional, State and Federal Same Agencies: e ve plus lot werger 15

SITE INFORMATION

Site size: O.45 Acres and Square Feet Existing Zoning: C.2
Existing use(s) of property: <u>Auto repair and residentia</u>
Total Number of Existing Parking Spaces ¹ ! / Number of Compact Spaces ¹ :
Number of Existing Structures and Total Square Footage of Each Structures :
<u>Auto repart: 5,987 sf.; Single. family cluelling: 1,453 sf.; Accessor quelling: BST sf Shed: 153 sf</u> Will any structures be demolished for this project? Yes No
Size and use of structures to be demolished:
Number and size of existing trees on site ² . Site: 8)/4/2.3/ City R.D.W. (5 total / 50/-24)/0
Will any of the existing tress be removed?YesNo
If Yes, list number, size and type of trees to be removed: Site (B) to be removed ; City RO.W: (3) to be removed
Site: remove 1" Arborvitae on J (7) unknown ranging 8" J-31" B; R.O.L.J: remove 16" Privet, 5"Perr; 13" Magnolia.
Are there any natural or man-made water channels which run through or adjacent to the site?
$\underline{\qquad Yes \qquad \bigvee No \qquad If Yes, where? \qquad \qquad RECEIVED}$

NUV - 7 2016

029-131-140

CITY OF BURLINGAME

¹ City of Burlingame minimum standard parking space size is 9'x20'. The minimum size for compact-parking space by 8'x17'. Refer to City of Burlingame Zoning Ordinance C.S. 25.70 for parking requirements for particular uses.

² Refer to the City of Burlingame's Urban Reforestation and Tree Protection Ordinance (C.S. 11.06) for tree removal permit and tree planting requirements.

Describe in general the existing surrounding land uses to the:
North Tublic RO.W. and Caltrain R.O.W.
South Multi-family residential
East Auto repair and other commercial
West Commercial and mutti-family residential

PROPOSED PROJECT

Project Description:	Jew 26-unit	Live Work	- building w	126 car a	round
floor coveral	Parking Ga	vago (5)	of the units	will have a	round floor
spretrunts o	n California	Prite. (1) S	tobries total	arevall buildi	ing height with
common and	private roof	terraces on	the floor.		
		-			

Residential Projects:

Number of Dwelling Units: ______ Live / Wark units Size of Unit(s): <u>All units are studio type apartments with work areas. Sizes vary</u> from 964 sf. to 1546 sf. and (5) units have downstars work areas included in the size. Household size (number of persons per unit) expected (1pr(2) persons per unit expected.

Commercial/Industrial Projects:

Type and square footage of each use: _____

Estimated number of employees per shift: Inknow Will the project involve the use, disposal or emission of potentially hazardous materials (including petroleum products)?____Yes ____No If Yes, please describe: Unknown

Institutional Projects (public facilities, hospitals, schools):

Major function of facility:_____

For all Projects:

Flood Hazard: Is this site within a special flood hazard area?

No (zone ×)

Land Use: If the project involves a conditional use permit, variance or rezoning application, please explain why the applications are required³: <u>C.U.P. required for height</u>: <u>35 as of -right;</u> <u>C.U.P. required 35 - 55 max</u>; <u>54'-2/2'' max. proposed from average top of curb</u> to top. of elevator penthouse.

Yes

³ Please fill out and submit the appropriate application form 9variance special permit, etc.)

Building gross square footage: Existing:	B,4485f.	Proposed:	48,321 st.	
Number of floors of construction: Existing:	<u> </u>	Proposed:	4	

Traffic/Circulation: Standard and compact off-street parking spaces provided:

Existing: Standard <u>1/ Uncovered</u>. Proposed: Standard <u>N/A</u> Compact <u>Compact <u>N/A</u> Total <u>(1) uncovered</u> Total <u>(all covered</u>)</u>

Grading: Amount of dirt/fill material being moved (check one):

As per the C.3 regulations set forth by the California Regional Water Quality Control Board, please respond to the following questions:

1. Would the proposed project result in an increase in pollutant discharges to receiving waters?

⁴ Refer to City of Burlingame Exterior Illumination Ordinance (No. 1477) regarding requirements which limit exterior illumination in both residential and commercial zones.

2. Would the proposed project result in significant alteration of receiving water quality during or following construction?

3. Would the proposed project result in increased impervious surfaces and associated increased runoff? No

4. Would the proposed project create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates volumes?

5. Would the proposed project result in increased erosion in its watershed?

6. Is the project tributary to an already impaired water body, as listed on the Clean Water Action Section 303(d) list? If so will it result in an increase in any pollutant for which the water body is already impaired?

7. Would the proposed project have a potential significant environmental impact on surface water quality, to marine, fresh, or wetland waters? No

8. Would the proposed project have a potentially significant adverse impact on ground water quality?

9. Will the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?

10. Will the project impact aquatic, wetland, or riparian habitat?

Sewer: Expected daily sewer discharge <u>for gal. / day</u>. <u>Preliminary Estimate</u>) Source of wastewater discharge on site (i.e. restrooms, restaurants, laboratory, material processing, etc.) Domestic Kitchens, bathnisms, laundry

General:

Are the following items applicable to the project or its effects? Provide attachment to explain nature of all items checked 'yes'.

Change in existing features of any bays, tidelands, beaches, or hills, or substantial alteration of ground contours.

Change in scenic views or vistas from existing residential areas or public lands or roads.

Change in pattern, scale or character of general area of project.

Significant amounts of solid waste or litter.

Change in dust, ash, smoke fumes or odors in vicinity.

Change in bay, lagoon, stream, channel or groundwater quality or quantity, or alteration of existing drainage patterns.

Substantial change in existing noise or vibration levels in the vicinity (during construction and/or during operation).

Site on filled land or on slope of 10 % or more.

Use or disposal of potentially hazardous materials, such as toxic substances, flammable materials or explosives.

Substantial change in demand for municipal services (police, fire water, sewage)

Substantial increase in fossil fuel consumption (oil, natural gas, etc.).

Relationship to a larger project or series of projects.

CERTIFICATION

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

7/2010 Date Signature

See attachment See attachment See attachment See attachment See attachment

Yes

No

ENVREV.FRM

ENVIRONMENTAL INFORMATION FORM: ATTACHMENT

Change in scenic views or vistas from existing residential areas or public lands or roads.

The proposed project will impact existing views from the (8) condominium apartments at 1209 Oak Grove which face northeasterly and look towards the Caltrain right of way across and over the existing one-story development on the subject property.

Mitigations:

- The proposed separation between buildings exceeds the distance required by the zoning at all but one point, and far exceeds the norm for adjacent multi-family residential developments in Burlingame.
- The as-of-right height of 35' would have virtually the same visual impact as the proposed height because the areas of the building in excess of 37' are set back to the point where they will be out of the line-of-sight from the apartments at 1209 Oak Grove.

Change in pattern, scale or character of general area of project.

While taking its cues from the predominantly 3-story multi-unit building lining Oak Grove Avenue, the proposed design is an intentional and justifiable departure from the existing California Drive context. The design responds to the Commercial Design Guidelines' call for buildings at visually prominent and gateway sites to address the broader urban context. In addition to the micro-context of immediately adjacent buildings, the design needs to be viewed in terms of its relationship to its wider surroundings. The design seeks to forge a reasonable precedent which interprets the Design Guidelines through the lens of the North California Drive Commercial District regulations.

Mitigations:

- Where a fourth story is proposed, it is set back from all sides.
- Where a facade is taller than one-story, it is designed with careful articulation of massing, materials, light, and shadow to reflect the scale of the smaller parcels common along California Drive.
- Where the building is experienced from the adjoining sidewalk, the visual presence is scaled down to three stories, the presence of the fourth story being masked by the setbacks.
- Amenities are provided in response varying conditions along the perimeter of the property, with deeper landscaping along Oak Grove, storefronts along California Drive, and a publicly oriented landscape treatment featuring benches, planters, and a wider sidewalk at the corner.

Substantial change in existing noise or vibration levels in the vicinity (during construction and/or during operation).

The construction process will involve a temporary increase in noise and vibration levels in the vicinity of the property.

Mitigations:

The builder will abide by the City's work hour restrictions.

www.burlingame.org



CITY OF BURLINGAME CONDITIONAL USE PERMIT APPLICATION NOV - 7 2016

CITY OF BURLINGAME

1

CDD-PLANNING DIV. The Planning Commission is required by law to make findings as defined by the City's Ordinance (Code Section 25.52.020). Your answers to the following questions can assist the Planning Commission in making the decision as to whether the findings can be made for your request. Please type or write neatly in ink. Refer to the back of this form for assistance with these questions.

1. Explain why the proposed use at the proposed location will not be detrimental or injurious to property or improvements in the vicinity or to public health, safety, general welfare or convenience.

The proposed re-development of this site will be a tremendous improvement to public health, safety, general welfare, and convenience in the vicinity. The positive impacts will far outweigh changes to the status-quo that impact the adjoining properties. The proposed development will create a thriving community that enhances the vitality of the neighborhood, replacing uses that are no longer the best fit for the location. The project will open up this busy corner for pedestrians and create a welcoming transition between the residential and commercial areas. The project will meet the requirements of the 2016 California Building Code, including all of the latest regulatory standards for energy efficiency, sustainable development, and the enhancement of environmental quality.

2. How will the proposed use be located and conducted in accordance with the Burlingame General Plan and Zoning Ordinance?

The proposed 'Live/Work' development is fully consistent with the City's vision for this prominent corner site. The broad and general outlines of the C-2 District zoning regulations have been sharpened and focused within the project vicinity through the advent of the 'North California Drive Commercial District' within the recent 'Burlingame Downtown Specific Plan' (hereafter referred to as the 'District'). The District rules open the door to forward-thinking uses such as 'Live/Work' within this high traffic, high visibility, and high transit service commercial area. Policy Goal S-1.7 of the Specific Plan states that new developments shall include pedestrian-oriented retail design treatments on exposed elevations. The proposed design responds by creating a line of storefronts along the commercial (California Drive) frontage. The proposed redevelopment is in the spirit of the City of Burlingame General Plan's Goal 'I' / Implementing Objective 'c.' which states, "Encourage assembly of small lots in suitable locations to provide larger sites for apartments, office buildings, and commercial enterprises". The recently enacted option to create opportunities for 'Live/Work' units in this highly transit connected location is consistent with Implementing Objective 'e.', "Keep codes and standards free of arbitrary or obsolete provisions that would tend to inhibit construction of sound buildings in suitable locations to house a variety of uses."

3. How will the proposed project be compatible with the aesthetics, mass, bulk and character of the existing and potential uses on adjoining properties in the general vicinity?

This project is designed to be respectful of the existing multi-story residential buildings that line Oak Grove Avenue. These are viewed as the defining fabric of the existing neighborhood, the mature context within which the design seeks to insert itself as a good neighbor. On the other hand, the project site occupies the pivot point between the lovely residential neighborhood up Oak Grove, and the jumble of mixed commercial, institutional, and transit uses along California Drive. The quality of design and public amenity along this important stretch of roadway is uneven, and there is little justification for matching or deferring to the buildings immediately adjacent to the subject property. Many of the single-story buildings along California Drive are bound to be remodeled or redeveloped as time goes-by, especially those in the direction of Burlingame Avenue that fall within the District.

In this regard the proposed design is an intentional and justifiable departure from the existing California Drive context. The design responds to the Commercial Design Guidelines' call for buildings at visually prominent and gateway sites to address the broader urban context. In addition to the microcontext of immediately adjacent buildings, the design needs to be viewed in terms of its relationship to its wider surroundings. The design seeks to forge a reasonable precedent which interprets the Design Guidelines through the lens of the District regulations. Balance is achieved through thoughtful design, and attention to the full range of competing interests which converge at this location. Where a fourth story is proposed, it is set back from all sides. Where a facade is taller than one-story, it is designed with careful articulation of massing, transparency, color, light, and shadow. Where the building is visible within a broader context, it presents a massing and presence that's scaled accordingly. Where the building is experienced from the adjacent sidewalk, it's visual presence is scaled down appropriately. Amenities are provided in response varying conditions along the perimeter of the property, with deeper landscaping along Oak Grove and storefronts along California Drive. The diverse mix of pedestrians who traverse the corner daily will be served by a publicly engaging landscape treatment featuring benches, planters, and a wider sidewalk.

2

Community Development Dept. = 501 Primrose Road = Burlingame, CA 94010 = P:650.558.7250 = F:650.696.3790 = www.burlingame.org

BURLINGAME	COMMERCIAL APPLICATION PLANNING COMMISSION APPLICATION SUPPLEMENTAL
1. Proposed	use of the site Live Work units.
2. Days and	hours of operation Unknown

3. Number of trucks/service vehicles to be parked at site (by type) Linka or an

CITY OF BURLINGAME

NUV = 7

PLEMENTAL FORM

CDD-PLANNING DIV.

2016

4. Current and projected maximum number of employees (including owner) at this location:

	At Openin	g/Existing	ln 2 \	(ears	ln 5 Y	'ears
Hours of Operation	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm
Weekdays Full-time						
Part-time		Linko	2 C			
Weekends Full-time						
Part time						

5. Current and projected maximum number of visitors/customers who may come to the site:

	At Openin	g/Existing	ln 2 \	(ears	ln 5 `	/ears
Hours of Operation	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm
Weekdays			Inknown			
Weekends						

- 6. What is the maximum number of people expected on site at any one time (include owner, employees and visitors/customers): 50
- 7. Where do/will the owner and employees park? Owners park in garage. Employees on streets.
- 8. Where do/will the customers/visitors park?______ Packing
- 9. Present or most recent use of site Auto repair and residential uses
- 10. List other tenants on property, their number of employees, hours of operation (attach a list if more room is

needed



Project Comments – Planning Application

Project Address:	619-625 California Drive, zoned C-2,	APN:	029-131-160, 029-131-150, 029-131-140
Description:	Request for Environmental Review, Desig for building height, and Lot Merger development.	gn Revi for a	iew, Conditional Use Permit new, four-story live/work
From:	Rick Caro III Building Division		

Please address the following comments at this time; provide a written response and revised plans with your resubmittal: No Comment

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

1) Anyone who is doing business in the City must have a current City of Burlingame business license.

Note: Any revisions to the plans approved by the Building Division must be submitted to, and approved by, the Building Division *prior to the implementation of any work not specifically shown on the plans*. Significant delays can occur if changes made in the field, without City approval, necessitate further review by City departments or the Planning Commission. Inspections cannot be scheduled and will not be performed for work that is not shown on the Approved plans.

2) Due to the extensive nature of this construction project the Certificate of Occupancy will be rescinded once construction begins. A new Certificate of Occupancy will be issued after the project has been final. No occupancy of the building is to occur until a new Certificate of Occupancy has been issued.

NOTE: A condition of this project approval is that the Demolition Permit will not be issued and, and no work can begin (including the removal of <u>any</u> building components), until a Building Permit has been issued for the project. The property owner is responsible for assuring that no work is authorized or performed.

- 3) When you submit your plans to the Building Division for plan review provide a completed Supplemental Demolition Permit Application. **NOTE: The Demolition Permit will not be issued until a Building Permit is issued for the project.**
- 4) Specify on the plans the location of all required accessible signage. Include references to separate sheets on the plans which provide details and graphically illustrates the accessible signage requirements.
- 5) In the tenant space indicate the location of the "Office" or area where bookkeeping and financial reconciliation will take place. 2013 CBC 11B-203.9
- 6) Include with your Building Division plan check submittal a complete underground fire sprinkler plan. Contact the Burlingame Water Division at 650-558-7660 for details regarding the water system or Central County Fire for sprinkler details.
- 7) Sewer connection fees must be paid prior to issuing the building permit.
- 8) A pre-construction meeting must be conducted prior to issuing the permit. After you are notified by the Building Division that your plans have been approved call 650-558-7270 to schedule the pre-construction issued until a Building Permit is issued for the project.

Reviewed By: Rick Caro III 650 558-7270 Date: March 31, 2017



Project Comments – Planning Application

Project Address:	619-625 California Drive, zoned C-2,	APN:	029-131-160, 029-131-150, 029-131-140
Description:	Request for Environmental Review, De for building height, and Lot Merge development.	sign Rev r for a	iew, Conditional Use Permit new, four-story live/work
From:	Rick Caro III Building Division		

Please address the following comments <u>at this time;</u> provide a written response and revised plans with your resubmittal:

1) Specify on the plans that this project will comply with the 2013 California Energy Efficiency Standards.

Go to <u>http://www.energy.ca.gov/title24/2013standards/</u> for publications and details.

- 2) Provide two completed copies of the attached *Mandatory Measures* with the submittal of your plans for Building Code compliance plan check. In addition, replicate this completed document on the plans. Note: On the Checklist you must provide a reference that indicates the page of the plans on which each Measure can be found.
- 3) Place the following information on the first page of the plans:

"Construction Hours" Weekdays: 8:00 a.m. – 7:00 p.m. Saturdays: 9:00 a.m. – 6:00 p.m. Sundays and Holidays: No work allowed

(See City of Burlingame Municipal Code, Section 13.04.100 for details.)

Construction hours in the City Public right-of-way are limited to weekdays and non-City Holidays between 8:00 a.m. and 5:00 p.m.

Note: Construction hours for work in the public right of way must now be included on the plans.

4) On the first page of the plans specify the following: "Any hidden conditions that require work to be performed beyond the scope of the building permit issued for these plans may require further City approvals including review by the Planning Commission." The building owner, project
designer, and/or contractor must submit a Revision to the City for any work not graphically illustrated on the Job Copy of the plans prior to performing the work.

- 5) On the plans specify that the roof eaves and overhangs will not project within two feet of the property line.
- 6) Provide details on the plans which show that all roof projections and overhangs which project beyond the point where fire-resistive construction would be required, will be constructed of one-hour fire-resistance-rated construction per 2013 CBC §705.2.
- 7) On the plans show that all openings in exterior walls, both protected and unprotected, will comply with 2013 CBC, Table 705.8. Provide a table or chart that specifies 1) the openings allowed and; 2) the size and percentage of the openings proposed.
- 8) Indicate on the plans that, at the time of Building Permit application, plans and engineering will be submitted for shoring as required by 2013 CBC, Chapter 31 regarding the protection of adjacent property and as required by OSHA. On the plans, indicate that the following will be addressed:
 - a. The walls of the proposed basement shall be properly shored, prior to construction activity. This excavation may need temporary shoring. A competent contractor shall be consulted for recommendations and design of shoring scheme for the excavation. The recommended design type of shoring shall be approved by the engineer of record or soils engineer prior to usage.

b. All appropriate guidelines of OSHA shall be incorporated into the shoring design by the contractor. Where space permits, temporary construction slopes may be utilized in lieu of shoring. Maximum allowable vertical cut for the subject project will be five (5) feet. Beyond that horizontal benches of 5 feet wide will be required. Temporary shores shall not exceed 1 to 1 (horizontal to vertical). In some areas due to high moisture content / water table, flatter slopes will be required which will be recommended by the soils engineer in the field.

c. If shoring is required, specify on the plans the licensed design professional that has sole responsibility to design and provide adequate shoring, bracing, formwork, etc. as required for the protection of life and property during construction of the building.

d. Shoring and bracing shall remain in place until floors, roof, and wall sheathing have been entirely constructed.

e. Shoring plans shall be wet-stamped and signed by the engineer-of-record and submitted to the city for review prior to construction. If applicable, include surcharge loads from adjacent structures that are within the zone of influence (45 degree wedge up the slope from the base of the retaining wall) and / or driveway surcharge loads.

- 9) Indicate on the plans that an OSHA permit will be obtained per CAL / OSHA requirements. See the Cal / OSHA handbook at: <u>http://www.ca-osha.com/pdfpubs/osha_userguide.pdf</u>
 * Construction Safety Orders : Chapter 4, Subchapter 4, Article 6, Section 1541.1.
- 10) Indicate on the plans that a Grading Permit, if required, will be obtained from the Department of Public Works.

- 11) Prior to applying for a Building Permit the applicant must either confirm that the address is 619 625California Dr. or obtain a change of address from the Engineering Department. Note: The correct address must be referenced on all pages of the plans.
- 12) Acknowledge that, when plans are submitted for building code plan check, they will include a complete underground plumbing plan including complete details for the location of all required oil interceptors and city-required backwater prevention devices.
- 13) On the first page of the plans state the Access Regulations that you are using to gain full access compliance. There are five access regulations that may apply to a multi-family residential project in California:
 - a. The Architectural Barriers Act of 1969 (ABA)
 - b. Section 504 of the Rehabilitation Act of 1973
 - c. The Fair Housing Act (FHA)
 - d. The Americans with Disabilities Act (ADA)
 - e. The California Building Code (CBC), Chapters 11A and 11B.
- 14) On the first page of the plans clearly state whether ANY public money, of any kind, will or will not be used to construct this project.
- 15) On the first page of the plans clearly state if an application for ANY tax credits have or will be submitted for tax rebates. NOTE: See the 2015 California Code of Regulations, Title IV, §10325 (f) 7 (K). In part: "All tax credit recipient projects shall adhere to the provisions of California Building Code 11(B) regarding accessibility to privately owned housing made available for public use."
- 16) Provide an exit plan showing the paths of travel
- 17) Specify an accessible path of travel from all required exits to the public right of way.
- 18) Specify a level landing, slope, and cross slope on each side of the door at all required entrances and exits.
- 19) Provide complete dimensioned details for accessible bathrooms
- 20) Provide complete, dimensioned details for accessible parking
- 21) Provide details on the plans which show that the building elevator complies with all accessible standards. 2013 CBC § 11B-407.
- 22) Provide details on the plans which show that the building elevator complies with all accessible standards. 2013 CBC § 11B-407.
- 23) Provide details which show that the maneuvering clearances for the bathrooms in each unit are accessible CBC 1127A2.2 #1. (The space under the lavatory can be used but the maneuvering clearance and are allowed to encroach into the knee and toe clearances.)
- 24) Provide details which show that the water closet in each unit complies with CBC1134A.7 #1;
- 25) Specify whether CBC 1134A.2 option #1 or option #2 will be used for the bathrooms.
- 26) Specify that there will be a clear maneuvering space adjacent to each tub that is at least 30" X 48" measured from the drain end of the tub. CBC 1134A.5
- 27) Specify on the plans that all dwelling unit interior doors will comply with CBC 1132A5.2.

- 28) Where elevators are provided in structures that are four or more stories in height at least one elevator shall be provided for Fire Department emergency access. One elevator must accommodate a stretcher that is 24" x 84". See 2013 CBC §3002.4 for elevator cab dimensions (80" x 54") and other details.
- 29) Please Note: Architects are advised to specify construction dimensions for accessible features that are below the maximum and above the minimum dimension required as construction tolerances generally do not apply to accessible features. See the *California Access Compliance Manual Interpretive Regulation 11B-8.*
- 30) The accessible parking shown in the garage must comply with the accessibility requirements of the 2013 CBC. Specifically:
 - a. All entrances to and vertical clearances within the parking structure must have a minimum vertical clearance of 8' 2" where required for accessibility to accessible parking spaces.

b. At least one of these spaces must comply with the accessible parking requirements including loading / unloading access aisle and signage. See 2013 CBC §1109A.5 – Unassigned and Visitor Parking Spaces.

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

31) Anyone who is doing business in the City must have a current City of Burlingame business license.

Note: Any revisions to the plans approved by the Building Division must be submitted to, and approved by, the Building Division *prior to the implementation of any work not specifically shown on the plans*. Significant delays can occur if changes made in the field, without City approval, necessitate further review by City departments or the Planning Commission. Inspections cannot be scheduled and will not be performed for work that is not shown on the Approved plans.

32) Due to the extensive nature of this construction project the Certificate of Occupancy will be rescinded once construction begins. A new Certificate of Occupancy will be issued after the project has been final. No occupancy of the building is to occur until a new Certificate of Occupancy has been issued.

NOTE: A condition of this project approval is that the Demolition Permit will not be issued and, and no work can begin (including the removal of <u>any</u> building components), until a Building Permit has been issued for the project. The property owner is responsible for assuring that no work is authorized or performed.

- 33) When you submit your plans to the Building Division for plan review provide a completed Supplemental Demolition Permit Application. **NOTE: The Demolition Permit will not be issued until a Building Permit is issued for the project.**
- 34) Specify on the plans the location of all required accessible signage. Include references to separate sheets on the plans which provide details and graphically illustrates the accessible signage requirements.

- 35) Include with your Building Division plan check submittal a complete underground fire sprinkler plan. Contact the Burlingame Water Division at 650-558-7660 for details regarding the water system or Central County Fire for sprinkler details.
- 36) Sewer connection fees must be paid prior to issuing the building permit.
- 37) A pre-construction meeting must be conducted prior to issuing the permit. After you are notified by the Building Division that your plans have been approved call 650-558-7270 to schedule the pre-construction **issued until a Building Permit is issued for the project.**

Reviewed By: Rick Caro III 650 558-7270 Date: November 16, 2016



Project Address:	619-625 California Drive, zoned C-2,	APN:	029-131-160, 029-131-150, 029-131-140
Description:	Request for Environmental Review, Des for building height, and Lot Merge development.	sign Rev r for a	iew, Conditional Use Permit new, four-story live/work
From:	Christine Reed Fire Dept.		

Please address the following comments <u>at this time;</u> provide a written response and revised plans with your resubmittal:

- 1. Access around perimeter of building must accommodate Fire Dept. ground ladders. Transport of longest ground ladder is done horizontally; ladder length is 17'. South side and corner (gridline J/9) must accommodate carrying the ground ladder horizontally without obstructions due to bioswale, landscaping, permanent outdoor furniture/BBQ/fire pit at lounge areas and condenser enclosure. Indicate clear ladder turning radius around this side and corner.
- 2. Stairway #1 required to extend to the roof. (California Fire Code §504.3)
- Live/Work units Work areas within live/work units shall not include the use/storage of hazardous
 materials. Acceptable operational processes are limited to those where the majority of contents are either
 noncombustible or so arranged that a fire is not likely to spread rapidly.

4/5/17 - Items addressed in resubmittal, see resubmittal response to comment sheet.

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal:

1. The building shall be equipped with an approved NFPA 13R sprinkler system throughout. Sprinkler drawings shall be submitted and approved by the Central County Fire Department prior to installation. The system shall be electronically monitored by an approved central receiving station, under a separate fire alarm permit.

2. Fire department connection shall be located within 5 feet of the sidewalk and not within city right-of-way.

3. The applicant shall ensure proper drainage in accordance with the City of Burlingame Engineering Standards is available for the fire sprinkler main drain and inspector test on the building plumbing drawings. These items may drain directly to landscape or in the sewer with an air gap.

4. The fire protection underground shall be submitted and approved by the Burlingame Building Department prior to installation. The fire sprinkler system and fire standpipe system will not be approved by the Central County Fire Department until the fire protection underground has been submitted and approved by the Burlingame Building Department.

5. The building shall be equipped with an approved Class I NFPA 14 Standpipe System. Roof outlets required every 100' of roof area. The standpipe system shall be submitted and approved by the Central County Fire Department prior to installation.

6. A manual and automatic fire alarm system shall be installed throughout the building.

7. Lockable pedestrian gates are acceptable if keys are included in the emergency key box.

8. Phase I & II elevator recall for firefighter emergency operation required.

9. Elevator car shall be sized to accommodate an ambulance stretcher of 24" x 84".

10. Elevator shunt trip (causing loss of power) is not allowed. Sprinkler head at top of elevator shaft and in machine room not allowed. Elevator machine room must be constructed of the same rating as the elevator shaft.

Reviewed By: Christine Reed 650-558-7617



Project Address:	619-625 California Drive, zoned C-2,	APN:	029-131-160, 029-131-150, 029-131-140
Description:	Request for Environmental Review, Desig for building height, and Lot Merger development.	gn Revi for a	iew, Conditional Use Permit new, four-story live/work
From:	Christine Reed Fire Dept.		

Please address the following comments <u>at this time;</u> provide a written response and revised plans with your resubmittal:

- Access around perimeter of building must accommodate Fire Dept. ground ladders. Transport of longest ground ladder is done horizontally; ladder length is 17'. South side and corner (gridline J/9) must accommodate carrying the ground ladder horizontally without obstructions due to bioswale, landscaping, permanent outdoor furniture/BBQ/fire pit at lounge areas and condenser enclosure. Indicate clear ladder turning radius around this side and corner.
- 2. Stairway #1 required to extend to the roof. (California Fire Code §504.3)
- 3. Live/Work units Work areas within live/work units shall not include the use/storage of hazardous materials. Acceptable operational processes are limited to those where the majority of contents are either noncombustible or so arranged that a fire is not likely to spread rapidly.

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal:

1. The building shall be equipped with an approved NFPA 13R sprinkler system throughout. Sprinkler drawings shall be submitted and approved by the Central County Fire Department prior to installation. The system shall be electronically monitored by an approved central receiving station, under a separate fire alarm permit.

2. Fire department connection shall be located within 5 feet of the sidewalk and not within city right-of-way.

3. The applicant shall ensure proper drainage in accordance with the City of Burlingame Engineering Standards is available for the fire sprinkler main drain and inspector test on the building plumbing drawings. These items may drain directly to landscape or in the sewer with an air gap.

4. The fire protection underground shall be submitted and approved by the Burlingame Building Department prior to installation. The fire sprinkler system and fire standpipe system will not be approved by the Central County Fire Department until the fire protection underground has been submitted and approved by the Burlingame Building Department.

5. The building shall be equipped with an approved Class I NFPA 14 Standpipe System. Roof outlets required every 100' of roof area. The standpipe system shall be submitted and approved by the Central County Fire Department prior to installation.

6. A manual and automatic fire alarm system shall be installed throughout the building.

7. Lockable pedestrian gates are acceptable if keys are included in the emergency key box.

8. Phase I & II elevator recall for firefighter emergency operation required.

9. Elevator car shall be sized to accommodate an ambulance stretcher of 24" x 84".

10. Elevator shunt trip (causing loss of power) is not allowed. Sprinkler head at top of elevator shaft and in machine room not allowed. Elevator machine room must be constructed of the same rating as the elevator shaft.

Reviewed By: Christine Reed 650-558-7617

Date: 12-20-16



Project Address:	619-625 California Drive, zoned C-2,	APN:	029-131-160, 029-1 029-131-140	131-150,
Description:	Request for Environmental Review, Desig for building height, and Lot Merger development.	gn Revi for a	iew, Conditional U new, four-story	se Permit live/work
From:	Martin Quan Public Works Engineering			

Please address the following comments <u>at this time;</u> provide a written response and revised plans with your resubmittal:

 This project is over 10,000sf in lot size. The developer must construct permeant stormwater treatment measures on-site. Please show how the project will be in compliance. No additional storm runoff will be allowed from post construction site. More information can be found at:

http://www.flowstobay.org/newdevelopment

2. Please provide a preliminary title report for review.

3. Please dimension the standard width of the parking space(s).

4. On the proposed plan, please show the location of all proposed locations for utilities (PG&E, water, sewer, and sewer cleanout).

5. Show the replacement of all the sidewalk, curb, and gutter surrounding the property.

6. Planting areas are shown on California Avenue to be outside of the property line. Please provide a detail of what is proposed. Please confirm that these areas are not part of the c3 treatment areas for the project.

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

7. A parcel map will be required for the merger of the three parcels.

8. A remove/replace utilities encroachment permit is required to (1) replace all curb, gutter, driveway and sidewalk fronting site, (2) plug all existing sanitary sewer lateral connections and install a new 4" lateral, (3) all water line connections to city water mains for services or fire line are to be installed per city standard procedures and specification, (4) any other underground utility works within city's right-of-way.

9. Please submit an erosion control plan. This plan shall include, but not limited to, delineation of area of work, show primary and secondary erosion control measures, protection of creek or storm drain inlets, perimeter controls, protections for construction access points, and sediment control measures.

10. Based on the scope of work, this is a "Type III" project that requires a Stormwater Construction Pollution Prevention Permit. This permit is required prior to issuance of a Building Permit. An initial field inspection is required prior to the start of any construction (on private property or in the public right-of-way).

11. A stormwater maintenance agreement shall be recorded with the County for all c3 treatment measures. This agreement must be recorded prior to building permit signoff.

Reviewed By: Martin Quan 650-558-7245

Date: 4/7/17



Project Address:	619-625 California Drive, zoned C	-2, APN:	029-131-160, 029-131-150, 029-131-140
Description:	Request for Environmental Revie for building height, and Lot development.	ew, Design Rev Merger for a	iew, Conditional Use Permit new, four-story live/work
From:	Martin Quan Public Works Engineering		

Please address the following comments <u>at this time;</u> provide a written response and revised plans with your resubmittal:

1. This project is over 10,000sf in lot size. The developer must construct permeant stormwater treatment measures on-site. Please show how the project will be in compliance. No additional storm runoff will be allowed from post construction site. More information can be found at:

http://www.flowstobay.org/newdevelopment

- 2. Please provide a preliminary title report for review.
- 3. Please dimension the standard width of the parking space(s).
- 4. On the proposed plan, please show the location of all proposed locations for utilities (PG&E, water, sewer, and sewer cleanout).
- 5. Show the replacement of all the sidewalk, curb, and gutter surrounding the property.

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

6. A parcel map will be required for the merger of the three parcels.

7. A remove/replace utilities encroachment permit is required to (1) replace all curb, gutter, driveway and sidewalk fronting site, (2) plug all existing sanitary sewer lateral connections and install a new 4" lateral, (3) all water line connections to city water mains for services or fire line are to be installed per city standard procedures and specification, (4) any other underground utility works within city's right-of-way.

8. Please submit an erosion control plan. This plan shall include, but not limited to, delineation of area of work, show primary and secondary erosion control measures, protection of creek or storm drain inlets, perimeter controls, protections for construction access points, and sediment control measures.

9. Based on the scope of work, this is a "Type III" project that requires a Stormwater Construction Pollution Prevention Permit. This permit is required prior to issuance of a Building Permit. An initial field inspection is required prior to the start of any construction (on private property or in the public right-of-way).

Reviewed By: Martin Quan 650-558-7245

Date: 11/9/16



Project Address:	619-625 California Drive, zoned C-2,	APN:	029-131-160, 029-131-150, 029-131-140
Description:	Request for Environmental Review, Design for building height, and Lot Merger development.	gn Revi for a	iew, Conditional Use Permit new, four-story live/work
From:	BD Parks Division		

Please address the following comments <u>at this time;</u> provide a written response and revised plans with your resubmittal:

- 1. New City Street trees shall be 24" Platanus acerfolia 'Columbia'. Please note on plans.
- 2. Irrigation required for new City Street Trees.

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

Tree Work Permit required for removal of City Street Trees.

Irrigation Plan required for Building Permit

WELO required for Building Permit

Reviewed By: BD

650.558.7333

Date: 4.10.17



Project Address:	619-625 California Drive, zoned C-2,	APN:	029-131-160, 029-131-150, 029-131-140
Description:	Request for Environmental Review, Desig for building height, and Lot Merger development.	gn Revi for a	ew, Conditional Use Permit new, four-story live/work
From:	BD Parks Division		

Please address the following comments <u>at this time;</u> provide a written response and revised plans with your resubmittal:

- 1. City owned street trees may not be removed without permit from Parks Division. Permit will be issued once Planning Commission approves project.
- 2. Landscape plan is required to meet the new 'Water Conservation in Landscape Regulations" for commercial buildings. Irrigation Plan required for Building permit. Audit due for Final.

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

- No existing tree over 48 inches in circumference at 54 inches form base of tree may be removed without a Protected Tree Removal Permit from the Parks Division. (558-7330)
- 2. If Public Works requires sidewalk replacement, **Policy for Expanding Width of Planter Strip** needs to be implemented.
- 3. For any new planting in City ROW, Park Division will supply standards for tree grates, trees staking and irrigation.
- 4. Irrigation will need to be provided for any new planting in City ROW.

Reviewed By: BD 650.558.7333



Project Address:	619-625 California Drive, zoned C-2,	APN:	029-131-160, 029-131-150, 029-131-140
Description:	Request for Environmental Review, Desi for building height, and Lot Merger development.	ign Rev for a	iew, Conditional Use Permit new, four-story live/work
From:	Carolyn Critz Stormwater		

Please address the following comments <u>at this time;</u> provide a written response and revised plans with your resubmittal:

- This project may be required to comply with the C.3 and C.6 provisions of the San Francisco Bay Municipal Regional Stormwater NPDES Permit (MRP). If the project will create and/or replace 10,000 square feet or more of impervious surface and the project will replace 50 percent or more of site impervious surface, then stormwater source control and treatment requirements shall apply to the entire project site. A summary of applicable requirements is at <u>http://flowstobay.org/newdevelopment</u>. The project proponent must complete, sign and submit, to the City, the appropriate form for each applicable requirement. – Martin Quan to review all sizing. Nothing needed by project proponent at this time.
- 2. Please complete, sign and return the following forms, available at the link above:
 - a. C.3 and C.6 Development Review Checklist. Submitted 3/23/2017
 - b. Worksheet F, Special Projects. Not a Special Project
 - **c.** Any other worksheets that apply to your project. Submitted 3/23/2017. Note the project area (first floor) has increased from 13,841 ft² to 14,214 ft²

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

- Any construction project in the City, regardless of size, shall comply with the city's stormwater NPDES permit to prevent construction activity stormwater pollution. Project proponents shall ensure that all contractors implement appropriate and effective Best Management Practices (BMPs) during all phases of construction, including demolition. When submitting plans for a building permit, please include a list of construction BMPs as project notes, preferably, on a separate full size (2'x 3' or larger), plan sheet. A downloadable electronic file is available at: <u>http://www.flowstobay.org/Construction</u> - Noted
- 2. Label all **pervious** and **impervious** surfaces and site design measures for stormwater. -Submitted 3/23/2017

For further assistance regarding stormwater, please contact Carolyn Critz, Environmental Compliance Manager, at (650) 342 3727, ext. 118, or <u>carolyn.critz@veolia.com</u>

Reviewed By: Carolyn Critz (650) 342 3727, ext. 118 Date: November 14, 2016 April 4, 2017



Project Address:	619-625 California Drive, zoned C-2,	APN:	029-131-160, 029-131-150, 029-131-140
Description:	Request for Environmental Review, Desig for building height, and Lot Merger development.	jn Revi for a	ew, Conditional Use Permit new, four-story live/work
From:	Carolyn Critz Stormwater		

Please address the following comments <u>at this time;</u> provide a written response and revised plans with your resubmittal:

- This project may be required to comply with the C.3 and C.6 provisions of the San Francisco Bay Municipal Regional Stormwater NPDES Permit (MRP). If the project will create and/or replace 10,000 square feet or more of impervious surface and the project will replace 50 percent or more of site impervious surface, then stormwater source control and treatment requirements shall apply to the entire project site. A summary of applicable requirements is at <u>http://flowstobay.org/newdevelopment</u>. The project proponent must complete, sign and submit, to the City, the appropriate form for each applicable requirement.
- 2. Please complete, sign and return the following forms, available at the link above:
 - a. C.3 and C.6 Development Review Checklist.
 - b. Worksheet F, Special Projects.
 - c. Any other worksheets that apply to your project.

For additional information, including downloadable electronic files, please see the C.3 Stormwater Technical Guidance at

http://www.flowstobay.org/sites/default/files/SMCWPPP C3 Handbook 2016.pdf

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

- Any construction project in the City, regardless of size, shall comply with the city's stormwater NPDES permit to prevent construction activity stormwater pollution. Project proponents shall ensure that all contractors implement appropriate and effective Best Management Practices (BMPs) during all phases of construction, including demolition. When submitting plans for a building permit, please include a list of construction BMPs as project notes, preferably, on a separate full size (2'x 3' or larger), plan sheet. A downloadable electronic file is available at: <u>http://www.flowstobay.org/Construction</u>
- 2. Label all pervious and impervious surfaces and site design measures for stormwater.

For further assistance regarding stormwater, please contact Carolyn Critz, Environmental Compliance Manager, at (650) 342 3727, ext. 118, or <u>carolyn.critz@veolia.com</u>

Reviewed By: Carolyn Critz (650) 342 3727, ext. 118 Date: November 14, 2016

ENVIRONMENTAL CHECKLIST FROM APPENDIX G OF THE CEQA GUIDELINES

AESTHETICS. Would the project:

- □ Have a substantial adverse effect on a scenic vista?
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- Substantially degrade the existing visual character or quality of the site and its surroundings?
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- Conflict with or obstruct implementation of the applicable air quality plan?
- □ Violate any air quality standard or contribute to an existing or projected air quality violation?
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- □ Expose sensitive receptors to substantial pollutant concentrations?
- Create objectionable odors affecting a substantial number of people?

BIOLOGICAL RESOURCES. Would the project:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- Have a substantial or adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- Interfere substantially with the movement of any native or resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

CULTURAL RESOURCES. Would the project:

- □ Cause a substantial adverse change in the significance of an historical resource as defined in '15064.5?
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?
- Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?
- Disturb any human remains, including those interred outside of formal cemeteries?

GEOLOGY AND SOILS. Would the project:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - a) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - b) Strong seismic ground shaking?
 - c) Seismic-related ground failure, including liquefaction?
 - d) Landslides?
- Result in substantial soil erosion or loss of topsoil?
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2001), creating substantial risks to life or property?
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

GREENHOUSE GAS EMISSIONS

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- □ For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

HYDROLOGY AND WATER QUALITY. Would the project:

- Violate any water quality standards or waste discharge requirements?
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
- Otherwise substantially degrade water quality?
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows?
- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- □ Inundation by seiche, tsunami, or mudflow?

LAND USE AND PLANNING. Would the project:

- Dependence of the provide an established community?
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- Conflict with any applicable habitat conservation plan or natural community conservation plan?

MINERAL RESOURCES. Would the project:

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- 2b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

NOISE. Would the project result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

POPULATION AND HOUSING. Would the project:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

PUBLIC SERVICES. Would the project:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - a) Fire protection?
 - b) Police protection?
 - c) Schools?
 - d) Parks?
 - e) Other public facilities?

RECREATION.

- □ Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

TRANSPORTATION/TRAFFIC. Would the project:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Result in inadequate emergency access?
- Result in inadequate parking capacity?
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

UTILITIES AND SERVICE SYSTEMS. Would the project:

- □ Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- Comply with federal, state, and local statutes and regulations related to solid waste?

MANDATORY FINDINGS OF SIGNIFICANCE.

Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Environmental Checklist from Appendix G of the CEQA Guidelines

- Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?
- Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

and doors at ground level. Architecture should include the type of well-crafted architectural details that are common to Burlingame, and convey that architectural heritage in terms of material, color, proportion, window type, and overall composition.

Commercial and mixed use development projects in the Downtown Specific Plan area are subject to the City of Burlingame's *Commercial Design Guidebook*. In addition, the following recommendations apply specifically to Downtown development:

5.2.1 PEDESTRIAN USE AND CHARACTER

5.2.1.1 Entrances

Commercial entrances should be recessed from the façade, creating a small alcove. This establishes a more definitive sense of entry and affords an alternative view of merchandise in the display windows. Existing recessed entries should be retained.

The doors of a commercial storefront typically contain large glass panels with vertical proportions that present a visual connection to the streetscape. Storefronts should continue to exhibit this pattern, whether a new project or the re-use of an existing space.

5.2.1.2 Ground-Level Corner Uses

High activity-generating uses are especially encouraged at the Burlingame Avenue and Howard Avenue intersections with side streets. Store façades along side streets should be designed to help entice pedestrians onto the side streets. To achieve this, the façades should include windows and continuation of the architectural details from the main storefront extending across the sidestreet façade. Entries to elevator lobbies should not be located at these intersections where they would serve to diminish pedestrian activity at these highly visible locations.



FIGURE 5-3: Commercial entrances should be recessed from the facade, creating a small alcove.



FIGURE 5-4: Corner parcels are encouraged to incorporate special features such as rounded or cut corners, special corner entrances, display windows, corner roof features, etc. but should avoid monumentally-scaled elements such as towers.



FIGURE 5-5: Particular attention should be given to craftsmanship and detailing within the pedestrian's range of touch and view.



FIGURE 5-6: Downtown Burlingame is characterized by relatively narrow building increments, predominantly 15 to 50 feet in width.

5.2.1.3 Ground Level Treatment

The unique community character created by the mixture of building ages and architectural styles should be maintained. All street-frontage establishments should provide primary access directly to the street.

Particular attention should be given to craftsmanship and detailing within the pedestrian's range of touch and view. For instance, the use of special storefront detailing and façade ornamentation such as planters, flower boxes, and special materials can reinforce the pedestrian nature of the street.

To ensure ease in caring for landscaping, major remodels and new projects should provide outdoor water spigots and electric sockets. When businesses have access to water, they can more easily care for their plants and trees, and keep the streets cleaned as well.

5.2.1.4 Site Access

Curb cuts are prohibited on Burlingame Avenue and should be avoided to the extent feasible on Howard Avenue and California Drive. Any on-site parking garage should be accessed in a safe, attractive manner and should not significantly detract from pedestrian flow, nor interfere with the orderly flow of traffic on public streets and within parking lots. Where possible, parking garage access should be from the side streets or alleys. In some cases, access to on-site parking could be provided from city-owned parking lots.

5.2.2 ARCHITECTURAL COMPATIBILITY

5.2.2.1 Building Scale

Table 3-2 in Chapter 3 specifies basic building standards such as setbacks and height. Beyond conforming to the basic building mass, new development should preserve the rhythm and finegrained pedestrian scale of existing buildings within the commercial districts by respecting the relatively narrow building increments, which typically range from 15 feet to no more than 50 feet in width. To be consistent with the existing character of Downtown Burlingame, to provide a welcoming retail environment, and to accommodate a range of potential uses over the lifetime of the building, first floors should have a floor to finished ceiling height of at least 15 feet.

New development should also be sensitive to the human scale of Downtown with sensitivity to building height. Buildings should not overwhelm the pedestrian experience on the street and should account for the relationship between building height and street width. Where building mass and height might overwhelm the pedestrian experience on the street, design strategies such as upper floor setbacks and articulated building mass should be considered to ensure comfortable human scale.





FIGURE 5-7: Buildings should not overwhelm the pedestrian experience on the street and should account for the relationship between building height and street width.



FIGURE 5-8: Building scale should preserve he rhythm and fine-grained pedestrian character of downtown, particularly at the pedestrian level.

FIGURE 5-9: ON-SITE STRUCTURED PARKING IN COMMERCIAL AND MIXED USE AREAS

A. Wrapped on Ground Level

An above-ground parking structure where non-parking uses such as retail spaces are integrated into the ground level of the building along the street frontage of the parcel. The parking structure may be exposed to the building street frontage on upper levels, with appropriate design and screening.

Application: Municipal parking structure.



B. Wrapped on All Levels

An above-ground parking structure where non-parking uses are integrated into the building along the entire street frontage of the parcel on all levels of the building. The parking structure is totally hidden behind a "liner building" of non-parking uses.

Application: Projects with relatively large amount of parking provided on-site. Typically requires a relatively large site to accommodate the parking structure and liner building.



C. Underground

A parking structure that is fully submerged underground and is not visible from the street. Depending on amount of parking provided, may also include a level of at-grade parking hidden behind nonparking uses such as retail.

Application: Can be suitable for projects on relatively small sites, as well as larger sites. Could also be combined with in-lieu arrangement, where some parking is provided on-site (such as for residential uses) and other parking is provided off-site in a municipal facility through in-lieu fees.



5.2.2.2 On-Site Structured Parking

Given the density and premium land values Downtown, new projects will likely provide on-site parking in enclosed garage structures or underground. However, the parking should not overwhelm the character of the project or detract from the pedestrian environment. Ground level enclosed parking should be fronted or wrapped with actively occupied spaces such as storefronts and lobbies. Access to parking shall be designed so that it is not prominent and ties into the adjacent architectural style.

5.2.2.3 Upper-Story Setbacks – Burlingame Avenue Frontages

While the height limit allowed by conditional use permit is 55 feet on Burlingame Avenue, many existing buildings and in particular, many buildings with historic character, have façades of a smaller scale. New buildings and building additions should reinforce the historic pattern with heights and setbacks oriented to the many two- and three-story buildings. Where neighboring buildings are three stories or lower in height, newer taller buildings should consider matching lower façades to those of adjoining lower buildings and setting upper floors back at least 10 feet from the lower façade.

5.2.2.4 Myrtle Road Mixed Use Area

The unique mix of residential and commercial uses in the Myrtle Road Mixed Use area offers an opportunity to create a niche district with its own style distinct from other parts of downtown. Recognizing the varied auto-related commercial character of the area, new development and redevelopment projects within the Myrtle Road Mixed Use Area should be encouraged to feature a blend of both commercial and residential design features. Design features could include corrugated metal roofs and sidings, simple multi-paned metal rimmed windows, and recycled "green" building materials. Buildings may even draw inspiration from the style of utilitarian buildings found in such mixed use districts such as sheds and quonset huts. The creation of this commercial, live/work identity for the Myrtle Road area will allow it to be a unique subarea of Downtown Burlingame that accommodates infill while respecting existing uses.



FIGURE 5-10: Where neighboring buildings are three stories or lower in height, newer taller buildings should consider matching lower facades to those of adjoining lower buildings with upper floors set back.



FIGURE 5-11: Design features such as corrugated metal roofs and sidings, simple multi-paned metal rimmed windows, and recycled "green" building materials can maintain the existing varied character of the Myrtle Road Mixed Use Area.



FIGURE 5-12: Facades on both new and rehabilitated buildings should include the elements that make up a complete storefront including doors, display windows, bulkheads, signage areas and awnings.



FIGURE 5-13: Even if separate businesses function within the same building, the overall design of the façade should be consistent. Individual businesses should not break the basic lines, material and concept of the facade.

5.2.3 ARCHITECTURAL DESIGN CONSISTENCY

BURLINGAME DOWNTOWN

SPECIFIC PLAN

5.2.3.1 Facade Design

To maintain the present scale and character of buildings in Downtown, large uninterrupted expanses of horizontal and vertical wall surface should be avoided. Building façades should respond to the relatively narrow increments of development (15 to 50 feet) with variation in fenestration, building materials and/or building planes. Facades should have generous reveals such as inset doorways and windows. Doors, windows, and details should be in keeping with pedestrian scale, as opposed to a monumental scale that is out of proportion to the surrounding context. Design details should be authentic and have purpose, rather than being applied or strictly decorative. Facades should have a variation of both positive space (massing) and negative space (plazas, inset doorways and windows).

Facades on both new and rehabilitated buildings should include the elements that make up a complete storefront including doors, display windows, bulkheads, signage areas and awnings. New buildings need not mimic an "historic" architectural style (and in fact should avoid imitation that results in caricatures) but should include a level of architectural detailing and quality of materials that complements existing buildings. Where older exiting buildings are renovated, preservation of existing architectural details and materials is encouraged.

Even if separate businesses function within the same building, the overall design of the façade should be consistent. Individual businesses should not break the basic lines, material and concept of the façade. Storefronts can be demarcated from each other within the same building by subtle variations in the color or pattern of surfaces of doors, tiling, signage or entries. Corner parcels are encouraged to incorporate features such as rounded or cut corners, corner entrances, display windows, corner roof features, wrap-around awnings/overhangs, blade signs, etc.

5.2.3.2 Windows

General

Windows are important for providing "eyes on the street" and enlivening streetscapes. Building walls should be punctuated by well-proportioned openings that provide relief, detail and variation on the façade. Windows should be inset from the building wall to create shade and shadow detail. The use of high-quality window products that contribute to the richness and detail of the façade is encouraged. Reflective glass is considered an undesirable material because of its tendency to create uncomfortable glare conditions and a forbidding appearance. The use of materials that are reflected in the historic architecture present in the Downtown area is encouraged.

Display Windows

Display windows should be designed to enliven the street and provide pedestrian views into the interior of the storefront. Size, division and shape of display windows should maintain the established rhythm of the streetscape. Glass used in the display windows should be clear so it is possible to see inside, and display cases that block views into stores are strongly discouraged. Noticably tinted glazing is discouraged and mirrored/reflective glass is not permitted.

5.2.3.3 Awnings

Awnings should be designed to be decorative, complimentary to the overall facade design, and provide effective weather and sun protection. The placement of awnings should relate to the major architectural elements of the facade, avoiding covering any transom windows or architectural elements such as belt courses, decorative trim and similar features. The position of awnings should also relate to the pedestrian and provide a sense of shelter, with awnings situated to correspond to the tops of doorways and scale of pedestrians rather than high up on the facade with a monumental scale. Separate awnings should be used over individual storefront bays as defined by the columns or pilasters rather than placing a continuous awning across the



FIGURE 5-14: Size, division and shape of display windows should maintain the established rhythm of the streetscape



FIGURE 5-15: Awnings should be designed to be decorative, complimentary to the overall facade design, and provide effective weather and sun protection.



FIGURE 5-16: Rear and side facades that are visible from the public realm should exhibit sophisticated levels of design and materials of a quality similar to front facades. Buildings facing public parking lots are strongly encouraged to have rear entrances in addition to their principal street entrances.





FIGURE 5-17: Service facilities such as trash enclosures and mechanical equipment should be screened with enclosures and devices consistent with the building architecture in form, material and detail.

building frontage. Backlit awnings that visually appear as large light sources will not be permitted.

5.2.3.3 Materials

Building materials should be richly detailed to provide visual interest; reference should be made to materials used in notable examples of historic Downtown architecture. Metal siding and large expanses of stucco or wood siding are also to be avoided, except in the Myrtle Mixed Use area. Roofing materials and accenting features such as canopies, cornices, and tile accents should also offer color variation.

Character and richness in Downtown can be enhanced from the incorporation of details and ornamentation into the design of the buildings. These elements can include elements that have been traditionally used such as cornices, brackets or moldings.

5.2.3.4 Rear and Side Facades

Because the side streets and alleys in Downtown are highly visible and are used for both pedestrian access and vehicular access, rear and side façades that are visible from the public realm should exhibit sophisticated levels of design and materials. Rear and side façades of existing buildings should be improved with design features and quality materials where possible. Buildings should have windows and doors oriented to the alleys and side streets. Entry doors, garage doors and windows should be attractive and durable. Where buildings abut public parking lots, they are strongly encouraged to have rear entrances in addition to their principal street entrances. Rear facades may look like the back of a building, but still be pleasant and inviting.

Service facilities such as trash enclosures and mechanical equipment should be screened with enclosures and devices consistent with the building architecture in form, material and detail. Roofs and trellises are recommended for screening views from above. Whenever possible, trash and recycling enclosures should be consolidated and designed to serve several adjacent businesses provided they do not become oversized or too ungainly. Care should be taken to ensure refuse areas do not become noxious or smelly.

Where security devices are desired or warranted, designs should be artful with decorative grillwork that enhances the overall building design. Alley areas should be well lit but should be designed so they are attractive and do not adversely impact adjacent properties and detract from the ambiance of Downtown.

5.2.4 SITE DESIGN AND AMENITIES

5.2.4.1 Building Coverage

In order to create well-defined street spaces consistent with the scale of Downtown Burlingame, side yards are generally discouraged in favor of contiguous building façades along the street. However, narrow mid-block pedestrian passages that encourage throughblock pedestrian circulation and/or arcaded spaces that create wider sidewalk areas for cafés, etc. are encouraged.

5.2.4.2 Open Space

Private open space within Downtown is not intended to provide recreational or large landscaped areas, since this is a more urban environment. However, open space is an important element and should be used to articulate building forms, promote access to light and fresh air, and maintain privacy for Downtown residents.

In residential mixed-use developments, most open space should be used to provide attractive amenities for residents, including interior courtyards and perimeter landscaping. Balconies and rooftop terraces are encouraged. Commercial development should typically have less open space in order to maintain a direct pedestrian relationship and continuous storefront streetscape. Entry alcoves, courtyards, and employee open space are examples. Open space for nonresidential projects should provide a visual amenity for the development and an attractive buffer to adjacent residential uses where applicable.



FIGURE 5-18: Open spaces such as retail plazas and outdoor seating areas should be located at building entries, or along or near well-traveled pedestrian routes to encourage frequent and spontaneous use.



FIGURE 5-19: In residential mixed-use developments, most open space should be used to provide attractive amenities for residents, including interior courtyards and perimeter landscaping.



FIGURE 5-20: To reinforce the Downtown commercial character of Downtown Burlingame, mixed-use buildings with a residential component shall conform to the setback standards for commercial projects.

Open spaces such as retail plazas and outdoor seating areas should be located at building entries, or along or near well-traveled pedestrian routes to encourage frequent and spontaneous use. Amenities should be functional as well as visually appealing, with seating, tables, canopies and covering trellises. Plazas and open spaces should be generously landscaped with trees, planters and vines. Permeable paving and/or creative site planning elements such as rain gardens are encouraged to alleviate the impacts of paved areas on drainage.

Low walls may be used to screen service and mechanical areas, create spatial definition and to provide seating. Low walls should be designed of quality materials that are complementary to the architecture of the primary structure(s) on the property.

5.2.5 RESIDENTIAL MIXED-USE DEVELOPMENTS WITHIN COMMERCIAL AREAS

5.2.5.1 Setbacks

To reinforce the Downtown commercial character of Downtown Burlingame, mixed-use buildings with a residential component shall conform to the setback standards for commercial projects (outlined in Table 3-1 in Chapter 3). The Community Development Director may allow increased side and rear setbacks to enhance the residential portion of a mixed-use project provided the setbacks do not detract from the commercial storefront character of the Downtown district. Setbacks and overall building form should maintain the human scale of Downtown and be in keeping with the character of the surroundings, with emphasis on mainintaining an active street edge and sidewalk boundary.

5.2.5.2 Noise and Ground Vibrations

Projects with a residential component on California Drive should be designed to minimize noise impacts on residents from the Caltrain



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 5-42: 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.



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

Site: 619-625 CALIFORNIA DRIVE

The City of Burlingame Planning Commission announces the following public hearing on MONDAY, JUNE 12, 2017 at 7:00 P.M. in the City Hall Council Chambers, 501 Primrose Road, Burlingame, CA:

Environmental Scoping for Lot Merger, Design Review, Conditional Use Permit for building height, and Condominium Permit for construction of a new, four-story, 26-unit live/work development at 619-625 CALIFORNIA DRIVE zoned C-2. APNs 029-131-140, 029-131-150, and 029-131-160

Mailed: June 2, 2017

(Please refer to other side)

<u>City of Burlingame</u>

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**

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PUBLIC HEARING NOTICE

PUBLIC HEARING NOTICE



619-625 California Drive, C-2