d. 619-625 California Drive, zoned C-2 (North California Drive Commercial District) - 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 (Ellis A. Schoichet, AIA, applicant and architect; Ed 1005 BM LLC, property owner) (101 noticed) Staff Contact: Ruben Hurin

All Commissioners had visited the site. There were no ex-parte communications to report.

Senior Planner Keylon provided an overview of the staff report.

Questions of Staff:

> Was this application seen by the Planning Commission prior to the addition of the corner lot? (Gardiner: Initially the applicant had met with some commissioners individually, and at that time the project did not include the corner lot.)
> Would the ground floor spaces be able to be used as office space as opposed to retail space? (Gardiner: Live/Work spans across uses, so the space could be used for office or retail. The definition is not prescriptive; it allows either but does not say whether one should be used rather than the other. The intent is to provide flexibility for different uses.)

Chair Gum opened the public hearing.

Ellis Schoichet represented the applicant, with property owner Ed Duffy.

Commission Questions/Comments:

> Why is the third floor the tallest floor? (Schoichet: It is not supposed to be different. The first floor is taller because of the parking and storefronts, and the second and third floors are supposed to be the same. The fourth floor has the plate height set at the back, then slopes up to a larger expanse. However the fourth floor is surrounded with flat roof, and is sloped for drainage, the the floor thickness between third and fourth floors is thicker.)
> Would prefer greater ceiling height on the first floor. Is 10'-7" for the first floor ceiling acceptable for a commercial space? (Schoichet: Would have preferred to have these as lofts with 20-foot ceilings, but factored the number of stories and the height. Wanted to keep to as close to 35 feet around the perimeter as possible before going up to the fourth floor. The parapet at the streetfront permits is 37 feet.) Would encourage revisiting the first floor to get it taller, since already applying for CUP for height. Wants the ground floor spaces to be as usable and generous as possible.
> Do the work spaces on California Drive have direct access into the living spaces above? (Schoichet: Yes, they are two-story units with internal stairs between the floors and a door between the two levels.) Can the living spaces be accessed other than going through the business? (Schoichet: Yes, they have an entrance through the residential portion of the building, like the rest of the units.)
> Stipulations if a business doesn't work out, what would go in the work space? (Schoichet: CC&Rs and planning conditions should treat what the allowable uses are for the spaces. However can't force people to have businesses in the spaces - conceivably they could live in the space for a period of time as well.)

> Concern with the large windows, if someone moves in and lives or uses the space for storage there is no control in how it looks. (Duffy: The intent is for the work spaces is to enliven the street, rather than having a broad wall. However can't control what happens. Uses will be deed restricted.)

> Are the agreements to occupy the spaces attached? I.e.., different parties occupying each level of the unit. (Duffy: Could be deed-restricted to prevent that from happening.)(Kane: Opposite may also be desirable - if a space is not being occupied, may want to allow a commercial lease for the ground floor to keep it active.)

> Doesn't Downtown have restrictions on what uses can be accommodated on the ground floor? (Gardiner: In the commercial districts yes, but live/work is its own land use. It is more flexible because this is not a primary pedestrian area. There could be office on the ground floor, or residential. Would need to anticipate that some of the units will be used as living space, since that is part of the live/work model.) (Kane: There is an economic interest on the part of the project for these spaces to not appear dead.) (Duffy: The units are typically rented by tech-related occupants. Doesn't anticipate welding, jewelry making or similar operations. Expects tech entrepreneurs.)

> Wants to see how this can enliven the street. Doesn't want to have someone sitting on the ground floor working at their desk. Would be OK on the second floor. Also needs to have parking for clients and customers.

> Is across from the high school, could have retail on ground floor. Professionals can be on the upper floors, which do not need street frontage. It's a good idea but does not want it to fail.

> Should have a traffic study, since it is a busy intersection.

> Has there been a market study? (Duffy: Has done projects like this in San Francisco. This is what the young tech kids want. This is on a transit corridor, and a lot of these kids do not have cars.)(Schoichet: Retail space would need parking. An earlier version of the project had retail on the ground floor with parking provided. Desire is to have uses on the ground floor other than parking.)

> Tech companies have a need for collaboration, and while some will come on transit others will drive. Need to figure out where they will park.

> With the big large windows on first floor, if it is an office it might be disorganized and not look good from the street. (Duffy: Provides window coverings on every building they build.)

> What geography is the demographic drawn from? (Duffy: Projects built in San Francisco.)

> Where did the 1 parking space per unit number come from? (Schoichet: The Downtown Specific Plan.) Where do the guests, vendors, employees, customers park? (Duffy: Last two buildings completed in San Francisco did not provide any parking, and have had no issues. A lot of people take public transportation.)

> How does this fit into the neighborhood architecturally? (Schoichet: This is leading into a different direction on this strip. This originates with the Downtown Specific Plan, and the heights and densities that may come to this street over time. Vision of the plan is to move California Drive to something a little bit more dense and urban. The commercial guidelines have stipulations for gateway sites, allowing for a bit more height and architectural focus.)

> Expected live/work to be something similar to what is shown on the lower floors, with high ceilings and open space like the lofts South of Market. The units above seem more like apartments. (Duffy: Live/Work from years before was trying to copy industrial buildings - had gigantic spaces but bad efficiencies. These units are more like New York-style lofts, more efficient without the wasted space of the 20-foot ceilings. The days of the 18- 20-foot loft is not coming back.)

> Had there been consideration of underground parking, and where the water table is located? (Schoichet: Have had a geotechnical report and have studied the flood maps for the area. The site is not within a flood zone but is adjacent to flood zones on both sides. The geotechnical report suggested the water table could be as high as 6 or 7 feet based on experience with the area.)

> Has there been consideration of podium parking? (Schoichet: If did a podium would lose the glass fronts because there would be a step up. Given the location on the corner and that it gets wet, above-grade drainage makes most sense.)(Schoichet: There is a stipulation that permanent dewatering is not allowed. Intent has been to enliven the streetfront, so design brief has been to get parking off the street, make it look like it does not have parking there.)

> The floors are all equal stacks, like a pancake. Ordinarily there would be a ground floor of about 16 -feet, then 13'-6 to 13'-9" for each floor above for office, or lower if residential. An option would be to have

a higher first floor of 14- to 16-feet, and also consider parking stackers with the higher ceiling. If the intended users are graphic artists, architects and designers, a 10-foot ceiling would be an extravagance. Working through the vertical section would improve the facade; currently it appears blocky. OK with the modern design, but it could be made more elegant. While there is glazing on California, the rest of the project is mostly blank wall on the other three sides. (Duffy: Does not typically build 16-foot ceilings. Typically builds 13-feet floor-to-floor, 12-foot clear. Typically not dropping ceilings. Since there are small units on the ground it would not look right to have high ceilings.)
> Would mixed use with commercial below and live/work above be allowed? (Gardiner: Commercial is allowed, but parking would need to be provided.)

Public Comments:

Cynthia Cornell, Homes for All Burlingame - Curious if a decision has been made if these will be condos or rentals? Renters would be subject to evictions and rent increases after their first lease. Marie Hatch lived at 619 California Drive and was served with eviction and died, roommate Georgia has since moved to assisted living. 1128-32 Douglas Avenue was approved with developer offering two units at 110% of Area Median Income. Would like similar consideration with this project, with units for extremely-low income seniors. For a single senior would be income of $27,000/year, $31,000/year for a couple. Would show goodwill to the City and seniors.

Diane Shonwald - Lives in 1209 Oak Grove condominiums behind. Has met with architect and owners. Main concern is the loss of views for the the units facing California Drive. At present look out at trees, but four of five windows will be blocked. Main concern is traffic and congestion, with schools on both ends of Oak Grove Avenue. Frequently the road is backed up. Has discussed possibility of moving driveway onto California Drive? Building will blocking out light, and is boxy. Was originally going to be three floors, now it's four floors. The ground water creates a huge puddle at the corner when it rains.

Alex Tobin, 609 California Drive - Concern with traffic impact. Also wants info on the emergency exit in back of the building, will open to nothing. There is a bus stop on the corner at 625 California Drive, plus Uber drivers pulling over, so there is no parking. Live/work will generate visitor traffic. There will be backups on Oak Grove, there already are. Traffic study would be appropriate. Wants to know how construction will effect business and customers coming in and out of the garage.

Carrie Bonner, 1222 Oak Grove Avenue - Concern with parking, already very bad. Difficult to find parking on the street at night. Assumes there would be two professionals living in each unit, and each would have a car. Even if they take transit they may drive to the train, such as driving to Millbrae to take BART. Should have two parking spaces per unit so they are not parking on the street. Concern with people driving fast down Oak Grove.

(Unidentified Speaker) - Friend of Marie Hatch. Concern with kids walking from the high school, it is already dangerous with the train. People are driving too fast.

Chair Gum closed the public hearing.

Commission Discussion:

> Likes the creative thinking, and bringing in different ideas for housing, but thinks the building is too big. Concerned with the uses on the first floor.
> Needs a traffic study. Concern with the garage being on Oak Grove, but not sure if California Drive would be any better. Traffic study could help determine this.
> Would like more landscaping, and for planters to be more flush to the ground so people could be out front.
> Would like consideration of a different aesthetic. Likes contemporary design but with classic influences. Examples of a house on Paloma in Burlingame, and the garden center on Chapin.

> Bringing energy to the street with office or work space on California Drive is a great idea. Currently the surroundings area 1- and 2-story shops and utilitarian spaces on California Drive, but could be enhanced.

> It is a gateway corner - would be great to see something with some presence to it, enliven the street and provide a bit of intensification.

> 1 bedroom/studio sizes would be a great addition to the community.

> Architecture needs a bit of work. OK with contemporary style. Neighborhood does not have a lot of existing style cues. This is an opportunity to create some energy and pedestrian activity, particularly with the existing pedestrian activity from the high school.

> Live/Work is already allowed in the location, has a bit of a mixed use feel. Provides additional residential units and enlivens the street. Could imagine living units above stores elsewhere along California Drive.

> Would like to see some work put into the CC&Rs to see how to control/encourage the energy being proposed and ensure it is going to work. There are five work spaces, not huge but large enough for things to be able to happen, 400-500 square feet. Can have some great spaces that don't necessarily have a huge impact but create some energy and life along the street.

> Does not like the contemporary architecture, not pleasing to look at especially if views are going away. Would at least like the building to be more aesthetically pleasing to look at.

> Needs to consider impacts on existing businesses.

> Wants to figure out how to generate foot traffic along California Drive. If the spaces on the ground floor are developed properly it could work, much as the block to the north has a lot of retail spaces.

> Should have a parking and traffic study. Concern with buildings in area being underparked and not compliant with city parking requirements. Traffic with visitors and deliveries.

> Likes live/work concept but expects occupants will have cars and there needs to be adequate parking.

> Not sure the project is appropriate in this location. It is a choke spot, not a gateway spot. Traffic from McKinley and the high school is heavy in the morning and at 2:00 when school lets out. Elsewhere on California Drive could be suitable, but not on this corner.

> Design guidelines emphasize compatibility with surroundings, but does not believe the design as presented fits into a neighborhood where all the other buildings are 1 and 2 story.

> California Drive is characterized by trees, with the large trees on the east mirrored with smaller trees on the west to create a sense of trees. This building will disrupt that visual aesthetic.

> Supportive of live/work, but concerned it will look out of place in this location.

As a Design Review Study/Environmental Scoping item, there is no action from the Planning Commission. The application will return as an Action Item with the environmental review at a later date.

EASA
ARCHITECTURE

PROJECT: California Drive Live/Work
619-625 California Drive, Burlingame CA

Job#: 15666
Date: 10/17/2017

City of Burlingame Planning Application
ENVIRONMENTAL SCOOPING AND DESIGN REVIEW STUDY SESSION (6/12/2017)
ARCHITECT'S SUMMARY and RESPONSE
The plans have been amended as summarized below. Architectural revisions are clouded and indicated:
Delta 3– PC Comments 9/29/2017

3

Summary of Comments and Architect's Responses:

These notes are the Architect's summation of and response to the concerns and criticisms expressed at the Study Session on 6/12/2017. Comments are paraphrased for brevity, and where multiple comments addressed the same topic they're aggregated into a single item. Please note that the many positive and supportive comments that were heard aren't treated in this letter. They speak for themselves and require no response.

Planning Commissioner concerns and criticisms:

1. There was concern about what would happen if one or more Live/Work occupant's businesses along California Drive were to fail. Or what would happen if one or more occupants chose not to have a public serving use in the ground level area of their unit. Could the use and character of the spaces be managed/controlled to make sure the street frontage would be active and welcoming? Could the occupants be held to a high standard in this regard? Could we say for sure that the work spaces would look good from the street, especially given the large windows adjoining the sidewalk? At least one Commissioner wondered whether conventional commercial tenant spaces would be a better choice for this location in the long run.

   Noted and amended.
   The spaces along California Drive, formerly the 'Work' areas attached to the 2nd Floor Live/Work units, are reconceived as commercial tenancies. The 2nd Floor units are now similar to the other Live/Work units in the building, with the 'Work' area integrated into each unit on a single level. The project is now a 'Mixed-Use' development with commercial tenancies on the California Drive frontage. The Live/Work units on the floors above have no connection with the commercial tenancies, other than being in the same building.

   This change is fully integrated into the revised design.

2. There was concern about whether the ceiling heights in the 1st Floor work spaces would be tall enough to be viable for commercial/retail use. There was also a concern that the height of the First Floor being more or less equal to the height of the upper floors led to proportions that seemed squat and 'pancake' like.

   Noted and amended.
   The interior heights of the work spaces along the California Drive street frontage have been increased from 10'-7" to 14'-9" in order to more comfortably accommodate a broader range of potential uses. The street facade has been redesigned accordingly, see item #6 below for a more detailed treatment of the question of proportions.

   This change is fully integrated into the revised design.

3. There was concern that the actual demand for parking to serve the Live/Work units and the ground level uses would exceed the 1 space/unit that's set forth in the Burlingame Downtown Specific Plan (BDSP). The implication was that the BDSP requirement isn't realistic, and the project would exacerbate an existing shortage of parking in the area. There was also concern that additional parking for deliveries, customers, visitors, and/or collaborators wasn't provided. The design team's decision to avoid underground or 2nd floor podium parking was also questioned.

   Noted and amended.
   The concerns about parking are addressed in conjunction with the change to conventional commercial tenancies along the California Drive frontage. The 'Work' areas of the Live/Work units didn't technically require separate parking spaces under the provisions of the BDSP, and as a result no additional spaces were provided for the First Floor 'Work' areas in the previous design. 26 parking spaces were provided to serve the 26 Live/Work units. Converting the California Drive frontage to commercial use triggers a different set of parking requirements. 7 parking spaces are added to serve up to 2,100 sf. of commercial space at a parking ratio of 1:300 sf. Parking for the Live/Work units remains at 26 spaces for the 26 units, and an unassigned space is added to meet the State mandate for separate, dedicated electric vehicle charging spaces in residential garages. In total, the updated design for the Live/Work area of the Garage features 27 spaces with 22 of the spaces on 2-car lifts, and the remaining spaces set directly on the Garage slab. The height of the garage is increased for vertical clearance at the car lifts (in parallel with the increase in height at the commercial spaces described in item #2 above). The 7 newly added commercial parking spaces are placed outside of the secured perimeter of the Live/Work car and bike parking, with unrestricted 24/7 access from the Oak Grove Avenue.

   Consolidating the existing driveways that serve the three merged parcels yields additional street parking as well. The existing 47-lineal feet of curb cuts on California Drive are reduced to a single 12' curb cut for maneuvering bins in and out of the Trash/Recycling room. On Oak Grove Avenue, the proposed new driveway occurs mostly within an existing red zone, so there's only 7-lineal feet of reduced curb from what's currently available. In total there's a net increase of 28-lineal feet of curb space, roughly equivalent to 3 additional parking spaces.

   Aggregating the commercial, Live/Work, EV charging, and recaptured curbside parking there are 37 parking spaces associated with the updated design, an increase of 8 spaces over the previous design.

   This change is fully integrated into the revised design.

   Related notes:
   The Owner and the design team are confident that the provision of 1 parking space per Live/Work unit is consistent with the needs of the target demographic given the project's transit rich environment. It's also consistent with the City's vision, as expressed in the BDSP (Section 3/Land Use). The expressed policy goal is to allow for reduced and/or creative ways of providing and sharing parking in areas that are walkable and well served by transit. The proposed site clearly has both advantages, and the 7 additional commercial parking spaces could easily double as short-term visitor parking for the Live/Work units and be used for guest parking during off-hours of the commercial tenancies. Some or all of the 28-lineal feet of recovered curbside could be set aside for deliveries, loading, and/or short-term parking.

   The incorporation of underground and/or 2nd floor podium parking is impractical on this site. The limited size of the site and its corner location means that the ramps needed for multi-level parking would cancel-out virtually the same number of spaces gained on any additional levels of parking they might access.

   At the Study Session the design team responded to the question regarding the absence of underground parking by pointing out that the corner of California Drive and Oak Grove Avenue is historically prone to flooding. An underground garage in this specific location is a

risk the Owner prefers not to undertake. Incorporating automatic vehicle lifts into the revised design entails excavation for lift pits to a depth of 7.5', which isn't ideal. However, it seems less problematic than having a full underground garage. Given the need to maximize the amount of parking in a very limited area, inclusion of lift pits has been deemed an acceptable compromise by the Owner and the design team.

4. There was concern about how an Environmental assessment could be done without knowing the actual uses that might turn up in the ground level work areas of the Live/Work units.

   Noted and amended.
   To a large extent this concern becomes moot with implementation of conventional commercial tenancies along the California Drive First Floor street front. Although it's still impossible to say exactly what businesses will ultimately lease the storefronts, the types of uses are expected to be typical of a mixed-use building. An environmental consultant should be able to account for them.

   Related notes: For the purposes of the renderings associated with this application we assumed a florist and an audio/home theatre designer/dealer. Both of these uses have been located nearby along the California Drive commercial strip in the past, but moved away within the last several years.

5. There was concern regarding the amount of traffic at the corner of Oak Grove and California Drive, and the impact the proposed project would have. A traffic study was called for.

   Noted.
   Even after accounting for the replacement of the current uses at the site, the proposed development will undoubtedly increase the number of automobile trips at the corner of California Drive and Oak Grove Avenue. However, the net increase will be relatively small as compared with the baseline level of traffic that's already generated by surrounding activity in this central location. A traffic study will be included as part of the Environmental Review in order to quantify the impact to the extent possible.

   No changes have been made in response to this concern.

   Related notes: The 'too much traffic' banner that's raised in opposition to this proposal contradicts good urban planning practice. Claiming that the subject site's location in an area with high traffic volume is a justification for denying redevelopment at a higher density is counterproductive. This is exactly the place where a project such as this should occur. Traffic and congestion on the neighborhood, citywide, and regional scale is arguably mitigated by projects which allow people to live in walkable areas close to transit and shopping. Creating developments that reduce individual car trips and make ownership of multiple vehicles unnecessary should be advocated, not opposed. It makes little sense to say that a project such as this would be better located in a sleepy area where there's minimal traffic, and by extension limited activity. Retrograde planning strategies such as this only reinforce the need for individual car ownership, and encourages more individual car trips to and from the active areas of town. Its a textbook example of a 'vicious cycle,' where automobile traffic in the commercial areas of the City continues to increase, and the insatiable demand for parking grows unabated.

6. There was concern that the building isn't compatible with the surrounding buildings due to its use of contemporary materials and its modern style. The proportions of the building were faulted for being 'pancake' like, with not enough verticality and too little differentiation between the heights of the First Floor and the levels above. 'Traditional' materials and styling were lauded as being more appropriate for Burlingame in general, and by implication, for this project in particular. This response treats the question of style. Refer to the next item (#7 below) for the question of size.

   Noted and amended.

In response to comments addressing the style of the building in relation to its Architectural context, the Owner and design team revisited and reconsidered the multitude of decisions that led to the selection of the proposed materials and style. The use of more 'traditional' materials such as brick, wood, and/or plaster cladding were carefully studied but ultimately rejected. Redesign of the building with some sort of retro/traditional styling treatment was also considered and ultimately rejected. Insistence on traditional materials and a nostalgic direction for the design were seen as preferences based on personal taste, and not by the context of existing buildings that actually populate the area.

The California Drive façade is redesigned in conjunction with the increased height of the First-Floor level and the change to commercial tenancies. The interlacing of the First-Floor street level design treatments with those at the upper level is refined in the updated design. The overall proportions of the building have also been improved, including a subtle increase in vertical emphasis along the California Drive façade. Many other adjustments combine to make the updated design an improvement over the previous one, but the choice of materials and architectural vocabulary remains relatively unchanged. The Owner and design team stand firmly behind the design as originally conceived- a contemporary treatment of the loft building type. We believe this design will ultimately be recognized as an excellent addition to the eclectic mix of buildings that characterizes the area.

Changes are fully integrated into the revised design.

Related notes: In carefully considering the architectural context of the subject property it's not accurate to say that there's a predominant style, or even type of building. There isn't a preponderance of 'traditional' Architecture in the same way that there might be in other areas of Burlingame. In fact, one is hard pressed to generalize about architectural style in the vicinity of the proposed project. There's little or no justification for the assertion that one or another 'traditional' style is any more appropriate for this location than modern or industrial Architecture. Admittedly, there are a few traditionally styled 'jewel box' buildings in the neighborhood. These are best exemplified by the Mr. Bubbles building on California Drive, or the bungalow court a couple of doors down at 1221 Oak Grove Avenue. But these are notable exceptions within a highly eclectic context. For every traditionally styled building found along California Drive or Oak Grove Avenue there are at least as many, or more buildings which are not traditional.

- *Along California Drive the majority of recent development presents either a commercial or utilitarian aspect. The traditionally styled buildings that are interspersed between the commercial and utilitarian buildings typically pre-date the commercial strip that this stretch of California Drive has become in recent decades. They are generally re-purposed from their original incarnations as single or multi-unit residential properties. The area's gradual transformation into a commercial strip may be related to the long-term implementation of the C2 zoning. The C2 commercial/industrial zoning would tend to stymie improvements to, or expansions of the low-density residential type structures that remain along California Drive.*
- *Along Oak Grove Avenue the majority of the multi-level apartment buildings can be identified as examples of modern Architecture from past decades such as the 40's, 50's, 60's, 70's, or 80's. As with California Drive, a few traditionally styled buildings are interspersed with the modern ones, but they represent a relatively small percentage of the overall total.*

The proposed design is admittedly modern in character. It takes its place as a modern building of the present decade, just as appropriate as the modern buildings from past decades, and the traditionally styled ones that are mixed-in. In keeping with the City's Commercial Design Guidelines, the proposed design continues the pattern of diversity in Architectural styles that already exists in the area. It doesn't attempt to imitate the styles of adjacent buildings. It strives

to be an honest reflection of its use, which happens to be the first implementation of a Live/Work building type in this area.

The corner location requires the design to act as a bridge between the Architecture of the California Drive commercial strip and the multi-story residential structures on Oak Grove Avenue. The challenge is met with an elegant and carefully considered design. The contemporary Architectural vocabulary serves well in helping resolve the competing demands of the site, the program, and the context. It synthesizes contextual cues from both adjacent areas while creating a solid identity and presence of its own.

7. Concern was expressed that the building is too big, too tall, too blocky, and would appear out of place. This response treats the question of scale, refer to the previous item (#6 above) regarding the question of Architectural style.

   Noted.
   The Owner and the design team contend that the proposed design is an appropriate size and massing for the subject site. As a result of the increased height of the First Floor, the updated design is a bit taller than the previous design. The increase in height at the First Floor better suits the anticipated commercial uses, while at the same time providing the height needed for the car lifts (see items #2 and #3 above). There is a 4′-2″ increase in the height of the first floor which translates into a 4′-1″ increase in the height of the Third-Floor coping facing California Drive (41′-4″ above the average top of curb elevation). The uppermost line of the Fourth-Floor coping facing California Drive is increased by 2′-11″ (54′-7″ above the average top of curb elevation). While the upper roof of the building now approaches the 55' maximum allowable under a Conditional Use Permit (CUP), the large setbacks render it virtually invisible from the sidewalks below.

   Changes are fully integrated into the revised design.

   Related notes: At the hearing the design team's contention that this site is a 'Gateway Site' was disputed by at least one Commissioner. The suggestion was made that the site is located at a 'choke point'. The term 'choke point' isn't found in the zoning, design guidelines, or specific plan, but is typically used in reference to the limited points of access across the railroad tracks. A site located at one of the several 'choke points' in Burlingame should be even more likely to meet the definition of 'Gateway Site' because of the additional intensity of traffic and urban importance of the location. But even if this isn't a 'Gateway Site', it's most definitely a 'visually prominent' corner site as described and defined in the Burlingame Commercial Design Guidebook. As a 'visually prominent site', it calls for a design that is appropriately scaled for pedestrians on an adjacent sidewalk as well as from cars speeding north and south along California Drive or crossing the tracks from Carolan Avenue. The site sits adjacent to a single-story auto-repair shop, but must also anticipate the inevitable re-development of commercial properties to higher densities envisioned under the BDSP. This design strives to resolve the many, and often conflicting, constraints and opportunities that characterize its unique location.

   While it's true that the proposed building is larger than the existing neighboring buildings along California Drive, the proposed facades are composed of human scaled elements that engage with passersby, adjacent buildings, and the cityscape beyond. The massing of the building and articulation of the elevations imbues each façade with an appearance suited to the direction and context it faces. And despite those variations, the individual facades are united with a strong overall design vocabulary. The proposed design creates a consistency and Architectural presence that's exactly what's needed amidst the random and somewhat chaotic context of the North California Drive commercial strip.

   The California Drive facade is designed as a 'street-wall'. It's intended to be an urban edge that brings to life the BDSP's vision for pedestrian-oriented development that enhances and vitalizes the sidewalk experience. The larger setback and deeper landscaping on the Oak Grove side reflects the pattern established by the multi-unit residential buildings between California Drive

and El Camino to the west. The uppermost level of the building is set way back in order to reduce the apparent height and bulk as viewed from the adjacent sidewalks. The mass of the building from the near view is 3-stories, comparable to and compatible with the typical multi-story/multi-unit residential buildings that predominate along Oak Grove.

From the longer view, the 4th floor is revealed, completing the visual narrative and establishing an Architectural presence on the corner. A 4-story building in this location is absolutely appropriate in the wide open and mostly desolate context of California Drive, the Caltrain right of way, and the BHS track and field beyond.

8. There was concern that there's not enough landscaping on the ground.

Noted and amended.
The planter areas at the sidewalk along California Drive have been reconfigured in conjunction with the façade redesign and the change to commercial tenant spaces. There are now ground level planters separating each of the commercial tenant entry doors along California Drive. On the Oak Grove side, the transformer vault has been moved in order to allow for more and better plantings at grade. The transformer vault is relocated to the sidewalk on the California Drive side. For the most part however, the raised planters proposed in the previous design are maintained in the updated design. As mentioned at the hearing, in some places the raised planters are part of the mandate to meet State storm water management requirements. In others they serve aesthetic or other functional purposes.
Refer to the First Floor Plan/A1 and the Landscape Site Plan/ L1.

Related notes: The terraced planters at the corner of California Drive and Oak Grove Avenue provide a visual transition from the height of the building facade to the pedestrian scale at the corner plaza. They create an opportunity to gently define the limit of the public sidewalk area with benches, and at the same time create expanded seating for the bus stop. The combination of tiered plantings and raised planters of differing heights establish a context where building residents, the general public, and passers-by of all kinds will feel comfortable as they move through the well-defined public space.

Raised planters are generally free of the trash that can accumulate at ground level planters, especially along busy public streets and transit corridors. Additionally, plantings adjacent to busy intersections are typically healthier and larger when grown in raised planters since they aren't subjected to trampling from foot traffic or other forms of abuse.

Public comments:

9. Low income senior housing should be provided in this project.

Noted.
The project site is not zoned for housing, senior or otherwise. The Owner and the design team emphasize that this site isn't really appropriate for senior housing in any event due to its location in a C2 zone. Live/Work is a new option that was recently created by virtue of its being included in the BDSP. The Live/Work concept is presumably geared towards a younger, more adaptable demographic. This demographic is also starved for housing opportunities in present day Burlingame.

10. The project obstructs views from the adjacent condominium building.

Noted.
The Owner and the design team met with neighbors from the adjacent Casa Paloma condominium (1209 Oak Grove Avenue) on multiple occasions. The neighbors were kept up to date on the progress of the project, and where it's been reasonable and practical to incorporate the neighbors' concerns into the project planning process it has been done.

The impact on the views from the 8 units whose windows face north towards the proposed Live/Work project has been carefully considered and discussed at great length. Regrettably, it's

neither reasonable nor practical to limit the height of the proposed development to a single story in order to avoid impacting the view from these units. The majority of large multi-unit buildings along Oak Grove Avenue and beyond have similar conditions. Side and rear units face other buildings of similar or greater height across relatively narrow side or rear yards. The fact that the former property Owners along California Drive hadn't redeveloped their properties with taller buildings isn't a promise that those properties wouldn't be redeveloped in the future. Owners of the condominium units don't have view rights over the adjacent properties to the north.

As the City of Burlingame recommends, the design team afforded neighbors the opportunity to sit at the table, provide input, and influence the design. But even with the best and most solicitous participatory process on offer, it's not reasonable to expect that the existing views from the Casa Paloma condominium apartments can be maintained.

Refer to the Neighborhood Outreach Summary Log that was included with the initial review submittal (dated 11/7/2016), and the updated version that was included with the initial review comments resubmittal (delta 1 dated 3/21/2017).

Related notes: The façade facing the Casa Paloma building has been carefully designed to mitigate its visual impact. The windows on the south facing units of the proposed building have been recessed in order to create a less monolithic appearance and break-up the plane of the façade. The design also has the building stepping back to keep the width of the space between the buildings as wide as practical. The neutral grey color of the cladding panels facing Casa Paloma are selected with the specific intent of maximizing reflected light in the yards between the two buildings. The cor-ten colored panels that are used liberally on the other elevations are kept to a minimum on this facade. The sunshades and dark spandrel panels are also part of the effort to make the southerly façade as deferential to the adjacent building as possible.

The landscape screening along the property line is selected to serve twin goals: Establishing a visual screen between the buildings (e.g. the bamboo hedge), and avoiding blocking light in the space between the buildings with over scaled tree canopies (e.g. the choice of smaller trees spaced out along the common property line).

Refer to the Landscape Site Plan/ L1.

11. Traffic and parking is already problematic in the area, and there will be additional cars coming and going in relation to this project. It will increase congestion and exacerbate the parking problem. You can't assume people in the building will only have one car, so they'll be taking up parking in the neighborhood, and there's no provision for visitors and deliveries.

    Noted and amended.
    Additional parking has been provided.

    Refer to items #3 and #5 above.

12. If the driveway were to be moved from Oak Grove to California Drive it would have less impact on the adjacent condominium owners.

    Noted.
    The location of the driveway was carefully considered as part of the design process. Given the priority for pedestrian friendly uses over parking and driveways along California Drive in the BDSP, the Oak Grove location seems more appropriate. The Owner and design team also believe that the Oak Grove location is superior from a safety, visibility, and landscaping standpoint.

Related notes: The placement of the driveway on Oak Grove is better, even for the residents of Casa Paloma. In the latest design the trash room and the noise associated with it is located far from the neighboring condominiums. If the driveway were located on California Drive it would force the trash room to be located on Oak Grove, adjacent to the Casa Paloma driveway. This

would definitely be less desirable for those neighbors in view of the increased noise and traffic disruption caused by garbage trucks servicing the trash room in the new development.

13. Concern that the proposed design is boxy and large.

    Noted.
    The design has been refined, but remains substantially as previously conceived.
    Refer to item #7 above.

14. There was concern about the impacts on adjacent businesses during and after construction. The adjacent auto repair shop will have to close-off an existing roll-up door that opens directly on the property line.

    Noted.
    The construction impacts of the project will be mitigated via Conditions of Approval (COA) placed on the project by the City and enforced by its agencies. Ultimately, once the project is completed, it will have a highly beneficial impact on adjacent businesses by enlivening and intensifying pedestrian activity and bringing more customers to the neighborhood.

    Related notes: Non-conformities in adjacent buildings such as the existing roll-up door opening at the property line will need to be addressed by the Owners of those adjacent properties.

15. Concern was expressed about people speeding on Oak Grove and California Drive, and suggesting that the project would have a negative impact on the safety of kids walking to and from nearby schools.

    Noted.
    The traffic study and Environmental Review will consider the impacts of this project and recommend mitigations as appropriate. Improved signage and enhancements to the curb markings completed in parallel with the proposed development may also be helpful. The project will enhance the safety and walkability of the area by widening and cleaning-up the sidewalks, and improving visibility around the corner between Oak Grove and California Drive.

    Related notes: Increasing the number of pedestrians in the area and creating people-oriented uses will also contribute to slowing down traffic. The more populated and active an area appears; the slower people tend to drive- likely out of caution and a desire to see what's going on. Mindfulness of pedestrians increases in areas where drivers expect to see pedestrians, and decreases in areas where pedestrians aren't expected. Currently, the site is part of a mostly unremarkable commercial/industrial strip with few focal points, if any. That may be one factor in making people feel comfortable speeding through the area. Creating a populated and active focal point at this intersection might encourage passing vehicles to slow down a bit- out of caution, out of interest, or maybe even a little of both.

End of Response to Study Session comments and criticisms- please call if you have questions. Thank you.

Ellis A Schoichet AIA
650.343.3452

EASA
ARCHITECTURE

PROJECT: California Drive Live/Work Building
619-625 California Drive, Burlingame CA

Job#: 15666
Date: 9/29/2017

City of Burlingame Planning Application

List of Changes from Delta 1 (3/21/2017) through Delta 3 PC comments (9/29/2017)

1. *The California Drive First Floor street frontage has been redesigned to accommodate commercial tenancies. The target area for commercial tenants is 2,100 sf.*
2. *The Live/Work units on the 2nd Floor along the California Drive street frontage (Units #1-5) have been redesigned to eliminate the internal connection with the First Floor street front spaces. These units are now self-contained Live/Work units similar in nature to all of the other units in the building.*
3. *The parking garage is redesigned to create 7 parking stalls to serve the commercial tenancies. The floor area of the 1st Floor commercial space is based on a parking ratio of 1:300 sf.*
4. *The residential parking area is redesigned to accommodate 26 parking stalls for the Live/Work units in the reduced area remaining after the commercial parking area has been allocated. This is accomplished by providing (11) automatic car lifts that create (2) spaces each for a total of (22) spaces on lifts. The remaining (4) spaces, including one accessible van space are located on the garage slab.*
5. *The residential parking area serving the Live/Work units is redesigned to accommodate a dedicated EV charging space that meets all requirements for an accessible van space. The EV charging space is provided in addition to the (26) Live/Work parking spaces.*
6. *The parking garage has been redesigned to be an 'open' parking garage (per CBC 405.5). In the previous iteration of the design the parking garage was partially 'open' and partially 'enclosed'.*
7. *The number of bicycle parking spaces provided within the secured Live/Work parking area has been reduced from (54) in the previous scheme to (28) in the current scheme. Bicycle parking is provided via (12) double-height racks and (4) single ground-mounted racks.*
8. *The First Floor is redesigned to provide a dedicated Electrical Room adjacent to and accessed from the residential parking area.*
9. *The California Drive street frontage at the First Floor is redesigned with the Trash Room oriented for access directly from California Drive. This eliminates the indirect and circuitous path via the southeasterly side yard that was shown in the previous design.*
10. *The façade of the California Drive street frontage has undergone significant redesign. The storefront configuration of the street facing spaces are now suitable for a single 2,100 sf commercial tenant, or for two smaller ones.*
11. *The street front commercial spaces are designed to have up to two exits and two toilet rooms each in order to accommodate a wide range of uses without being constrained by occupant load restrictions in the building code.*
12. *The First-Floor podium height is increased by 4′-1″ to accommodate the car lifts and create a more generous ceiling height for the commercial tenancies.*
13. *The increased podium height triggers a corresponding 4′-1″ increase in the height of the 3rd Floor parapet, and a 3′-4″ increase in the uppermost coping at the 4th Floor roof. The height of the building at its maximum point along the California Drive facing coping of the 4th Floor roof) is now 54'-10", approaching the maximum allowable with a Conditional Use Permit.*
14. *The First Floor level of the California Street façade has been significantly redesigned, especially the way the architectural treatments at the First Floor interpenetrate and integrate with the treatment at the floors above. Modest changes have been implemented across the rest of the building,*

Ellis A. Schoichet AIA
Peninsula Building • 307 South "B" Street #12 • San Mateo CA 94401 • 650 • 343 • 3452

refinements to the previous design. The palette of (6) different color rain-screen panels, architectural concrete, as well as decorative metal gates and grille work remains as before.

15. *The number and configuration of windows in the rear-facing Live/Work units (#6-10 on the 2nd Floor and #17-21 on the 3rd Floor) have been changed. The smaller window at the 'Work' areas has been eliminated.*
16. *The location of the windows on the southeasterly facing wall of the Stair #2 enclosure has been shifted to the southerly corner.*
17. *Access to the uppermost roof from the 4th Floor at Stair #2 has been redesigned to eliminate the penthouse. This facilitates the increase in building height due to the podium change without triggering a corresponding increase in the height of the uppermost projections.*
18. *The Lot Coverage has increased by 3 sf., the floor area remains approximately the same. The building remains well within the allowable numbers in those metrics.*
19. *The underground transformer vault has been relocated from the Oak Grove frontage to the California Drive frontage.*

This list is intended as an overview/summary of significant changes, and doesn't note the many other subtle and minor modifications that were needed in order to implement the larger changes. Please call if you have questions about any specific item. Thank you.

Ellis A Schoichet AIA
650.343.3452

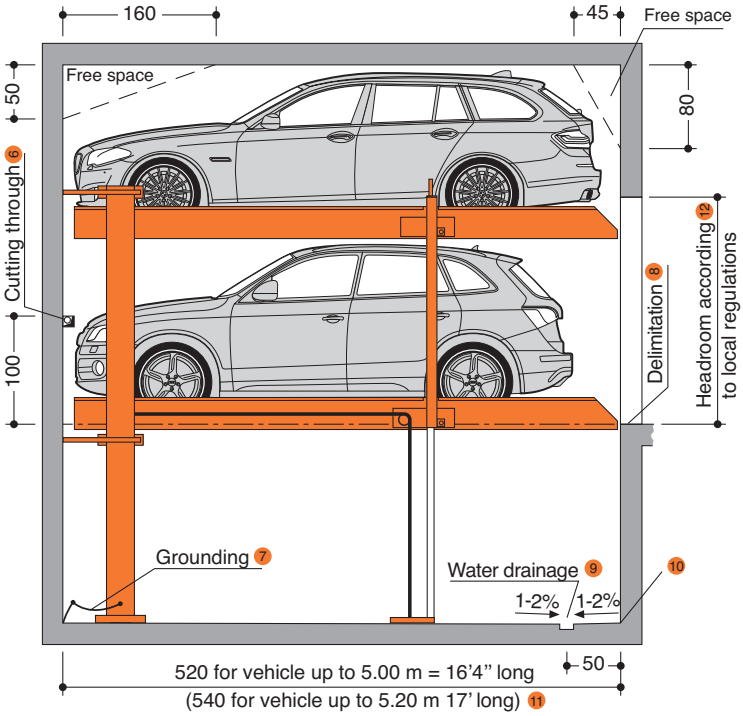
KLAUS Multiparking GmbH
Hermann-Krum-Straße 2
D-88319 Aitrach
Fon +49 (0) 7565 508-0
Fax +49 (0) 7565 508-88
info@multiparking.com
www.multiparking.com

PRODUCT DATA

multibase 2072

2000 kg [1] / 2600 kg [2]

Garage without door (basement garage)



Dimensions

All space requirements are minimum finished dimensions.

Tolerances for space requirements $^{+3}_{0}$. [3]
Dimensions in cm.

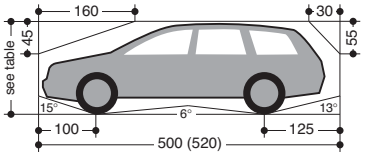
EB (single platform) = 2 vehicles
DB (double platform) = 4 vehicles

Suitable for

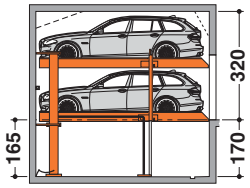
Standard passenger cars:
Limousine, station wagon, SUV, van according to clearance and maximal surface load.

	Standard	Special [3]
width	190 cm [4]	190 cm [4]
weight	max. 2000 kg	max. 2600 kg
wheel load	max. 500 kg	max. 650 kg

Clearance profile

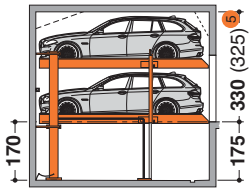


2072-165



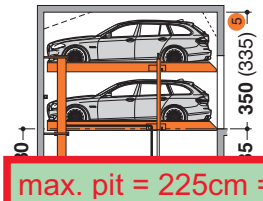
height	car height upper	car height lower
320	**150**	**150**

2072-170



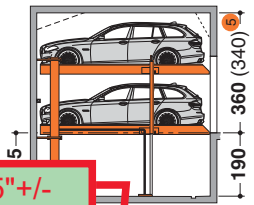
height	car height upper	car height lower
330	**155**	**155**
(325)	150	155

2072-180 [1]



height	car height upper	car height lower
350	**165**	**165**
(335)	150	165

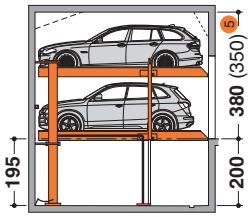
2072-185



height	car height upper	car height lower
360	**170**	**170**
(340)	150	170

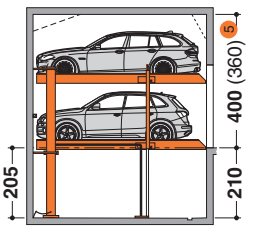
max. pit = 225cm = 7'-5"+/-

2072-195



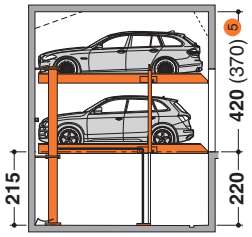
height	car height upper	car height lower
380	**180**	**180**
(350)	150	180

2072-205



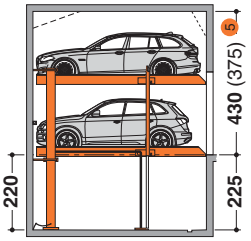
height	car height upper	car height lower
400	**190**	**190**
(360)	150	190

2072-215



height	car height upper	car height lower
420	**200**	**200**
(370)	150	200

2072-220



height	car height upper	car height lower
430	**205**	**205**
(375)	150	205

min. height from garage floor = 375 cm = 12'-4"+/-

Ht. at unloading space = 205 cm = 6'-8" +/-

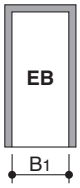
1. Standard type
2. Spec (max
3. To fo to consider the tolerances according to VOB, part C (DIN 18330 and 18331) and the DIN 18202.
4. Car width for platform width 230 cm. If wider platforms are used it is also possible to park wider cars.
5. If a higher ceiling height is available higher cars can be parked.
6. For dividing walls: cutting through 10 x 10 cm.
7. Potential equalization from foundation grounding connection to system (provided by the customer).
8. In compliance with DIN EN 1010, 10 cm wide yellow-black pliant to ISO 3864 must be applied by the e edge of the pit in the entry area to mark th see „load plan" page 4).
9. Slope with drainage channel and sump.
10. At the transition section between pit floor and walls no hollow ves are e pits accordingly wider.
11. For convenient use of your parking space and due to the fact that the cars keep becoming longer we recommend a pit length of 540 cm.
12. Must be at least as high as the greatest car height + 5 cm.

MultiBase 2072 | Code number 586.15.680-001 | Version 11.2012

Width dimensions for garage without door (basement garage)

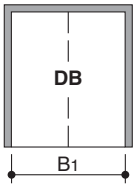
Dividing walls

Single Platform (EB)



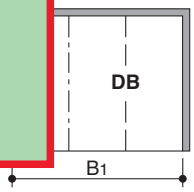
usable platform width	B1
230	260
240	270
250	**280**

Double Platform (DB)



usable platform width	B1
460	490
470	500
480	510
490	520
500	**530**
510	**540**
520	**550**
530	**560**
540	**570**

Single and Double Platform (EB + DB) – Example



usable platform width	B1
230 + 460	750
240 + 470	770
250 + 480	790
250 + 500	**810**
270 + 500	**830**
270 + 510	**840**
270 + 520	**850**
270 + 530	**860**
270 + 540	**870**

double bay width = 550 cm = 18'-1" +/- min.

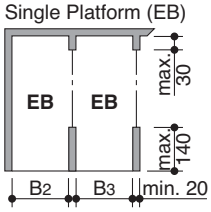
triple usable platform width = 520cm + 260 cm = 780 cm = 25'-7" +/- / 3 = 8'-6" each space.

triple bay width = 550 cm + 285 cm = 835cm = 27'-5"+/- min.

double usable platform width = 17'-0"+/- /2= 8'-6" per space

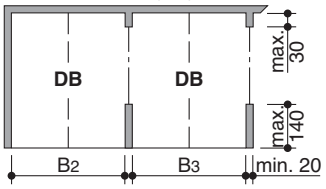
Columns in pit

Single Platform (EB)



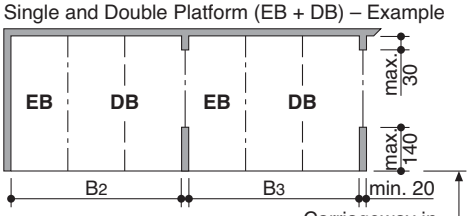
usable platform width	B2	B3
230	255	245
240	265	255
250	**275**	**265**
260	**285**	**275**
270	**295**	**285**

Double Platform (DB)



usable platform width	B2	B3
460	485	475
470	495	485
480	505	495
490	515	505
500	**525**	**515**
510	**535**	**525**
520	**545**	**535**
530	**555**	**545**
540	**565**	**555**

Single and Double Platform (EB + DB) – Example

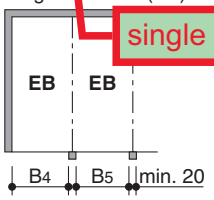


usable platform width	B2	B3
230 + 460	745	735
240 + 470	765	755
250 + 480	785	775
250 + 500	**805**	**795**
270 + 500	**825**	**815**
270 + 510	**835**	**825**
270 + 520	**845**	**835**
270 + 530	**855**	**845**
270 + 540	**865**	**855**

width in bay req. for single space= 285 cm

Columns outside p

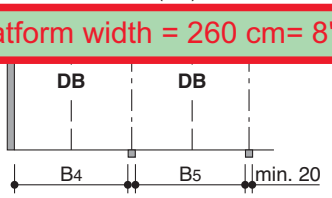
Single Platform (EB)



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

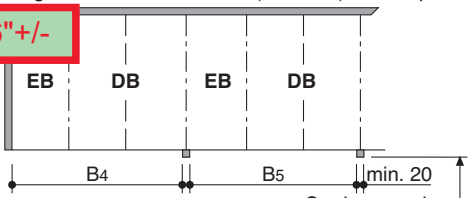
single usable platform width = 260 cm= 8'-6"+/-

Double Platform (DB)



usable platform width	B4	B5
460	480	470
470	490	480
480	500	490
490	510	500
500	**520**	**510**
510	**530**	**520**
520	**540**	**530**
530	**550**	**540**
540	**560**	**550**

Single and Double Platform (EB + DB) – Example



usable platform width	B4	B5
230 + 460	740	730
240 + 470	760	750
250 + 480	780	770
250 + 500	**800**	**790**
270 + 500	**820**	**810**
270 + 510	**830**	**820**
270 + 520	**840**	**830**
270 + 530	**850**	**840**
270 + 540	**860**	**850**

For parking boxes on the edges and boxes with intermediate walls we recommend our maximum platform width of 270 cm for single platforms and 540 for double platforms. Problems may occur if smaller platform widths are used (depending on car type, access and individual driving behaviour and capability).

For larger limousines and SUV wider driveways are necessary (in particular on the boxes on the sides due to the missing manoeuvring radius).

06.12.16 PC Meeting
Item # 9d
619 - 625 California Drive
Page 1 of 1

COMMUNICATION RECEIVED AFTER PREPARATION OF STAFF REPORT

From: Kalendra Bell [mailto:kalendrab@gmail.com]
Sent: Saturday, June 10, 2017 10:42 AM
To: GRP-Planning Commissioners
Subject: Planning Commission Monday meeting

Honorable members of the Planning Commission,

During this Monday's meeting, when you hear the development plans for the property at California Drive and Oak Drive, I respectfully ask you do your best to help the owners see the value to our community and persuade them to include low-income units for seniors.

Please do this for the people you serve and the city you love.

Kind Regards,
K

CD/PLG-Catherine Keylon

Subject: FW: hearing tonight on proposed project for 625-619 California Ave. Item #9d

-----Original Message-----
From: Katie Treu [mailto:kctreu@gmail.com]
Sent: Monday, June 12, 2017 4:23 PM
To: GRP-Council; GRP-Planning Commissioners
Cc: John Ward; Gay Obrien
Subject: hearing tonight on proposed project for 625-619 California Ave.

Gentlemen,

Having just returned from an oversea's trip yesterday, I saw the proposed hearing for 625-619 California Drive for this evening (6/12)

Due to prior commitments I am unable to attend and would appreciate if mine and some of my neighbors concerns could be addressed.

It was to be foreseen that a project would be put together for that property and the owners have every right to utilize their land to its highest and best use.

As a 50 year resident and 49 year home owner at 745 Neuchatel Avenue I have numerous concern for the near future (construction) and later (traffic.) that will impact us directly. (less than 1 bloc from the proposed site)

We are already suffering from many fast drivers who are looking to avoid the traffic light at Oak Grove and Calif. Drive; especially all the traffic that comes out of Hillsborough every weekday morning.

With Construction at that corner this will be a hellish nightmare for us!!!

In addition to contacting the above 2 groups, who else would be in a position to work with us to find traffic and parking solutions for the construction period
and permanent solutions to help us with the all already overcrowded street from above mentioned traffic and the long term parking for folks other than residents.

As you may or may not be aware, Neuchatel is a very narrow street and when cars are parked on both sides of the road it literally becomes a one-way street- totally unable to pass unless one finds room in a driveway.

Respectfully,

Katie Treu
745 Neuchatel Ave.
Burlingame, CA. 94010
cell phone 650 520 8109
email: kctreu@gmail.com

CD/PLG-Ruben Hurin

From: CD/PLG-Kevin Gardiner
Sent: Monday, July 17, 2017 5:35 PM
To: CD/PLG-Ruben Hurin
Subject: FW: Regarding Proposed Development on SW cornder of Oak Grove and California
Attachments: IMG_8545.JPG; IMG_8547.JPG; IMG_8552.JPG; IMG_8554.JPG

From: Brett Newman [mailto:brett@daylightdesign.com]
Sent: Monday, July 17, 2017 5:14 PM
To: GRP-Planning Commissioners <PlanningCommissioners@burlingame.org>
Subject: Regarding Proposed Development on SW cornder of Oak Grove and California

Greetings,

My name is Brett Newman. I own 721 Neuchatel Ave and live there with my wife and two children. I am writing to express concern about a proposed 4-story, 26 Unit Live/Work development on the Southwest corner of California and Oak Grove.

Building such a unit would have significantly negative impact on the community. The corner is currently occupied by a single family unit that, though dilapidated, is the appropriate type of structure for the neighborhood.

My office is in the Mission District of San Francisco and I have watched over the last 10 years how the neighborhood has radically changed as live/work developments have been exploited for purposes beyond their intended use.

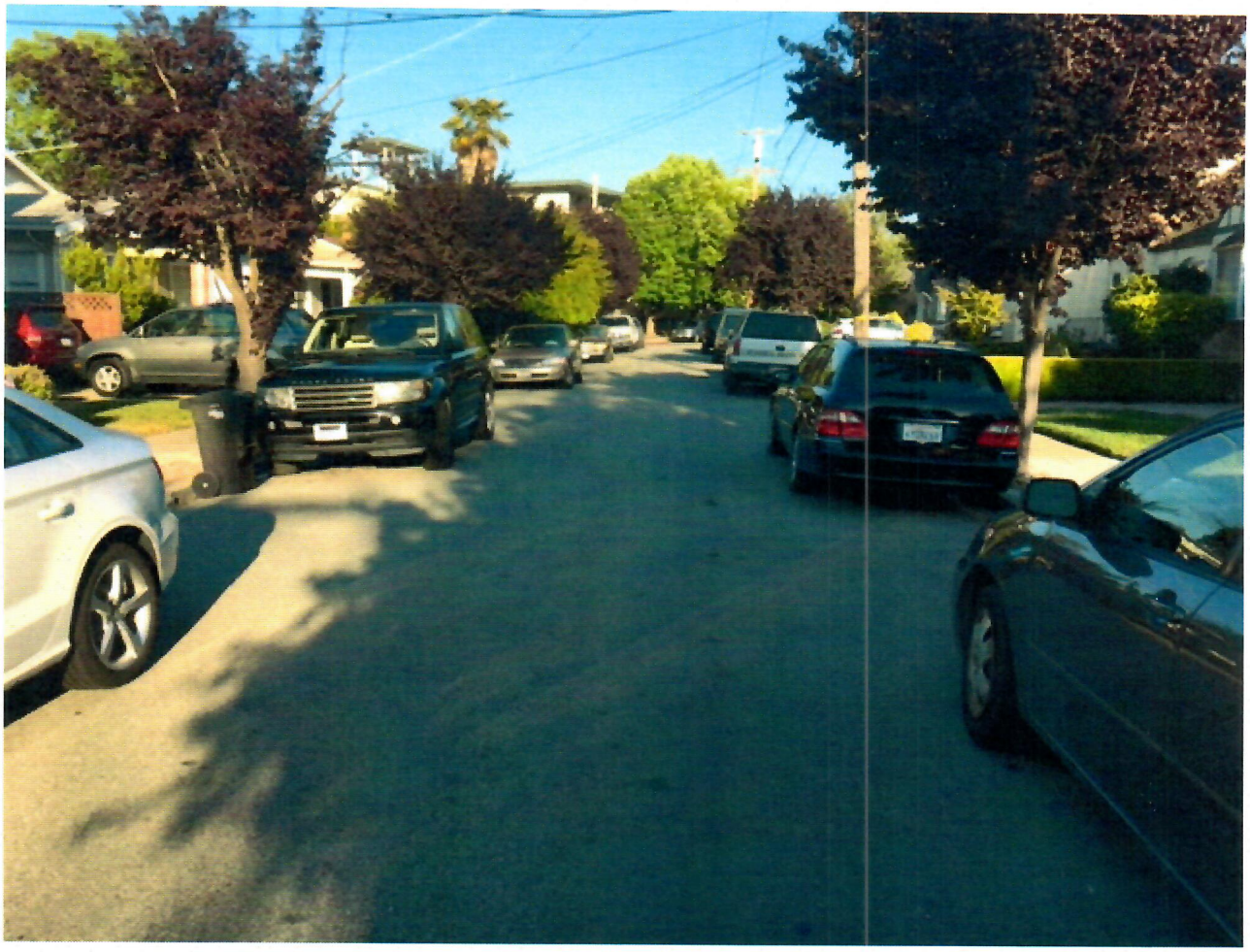
Just from a parking perspective there are significant problems. Neuchatel shares the street with a large apartment complex. Though parking spaces were built to accommodate residents they go largely unused... 20% capacity on average... with cars parking on Neuchatel and Oak Grove, presumably to avoid paying additional fees for parking or because there are more cars than resident spots. The result is that parking on Nuechatel and Oak Grove has become very very difficult and would be make untenable if there was more demand for street parking.

Thank you for your attention.

Brett Newman
415.260.8349
brett@daylightdesign.com

--
Brett Newman
415.260.8349

Daylight | daylightdesign.com
Design Thinking I whatisdesignthinking.org




THE OAK GROVE

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
029-131-150
029-131-140

☑ Design Review ☐ Variance ☐ Parcel #:
☑ Conditional Use Permit ☐ Special Permit ☐ Zoning / Other:

PROJECT ADDRESS: 619-625 California Drive, Burlingame CA 94010

APPLICANT
Name: Ellis A. Schoichet AIA
Address: 307 S. 'B' Street #12
City/State/Zip: San Mateo CA 94401
Phone: 650.343.3452
E-mail: easa@earthlink.net

PROPERTY OWNER
Name: Ed Duffy / Renovatio Construction
Address: 414 Pinehill Drive
City/State/Zip: Hillsborough CA 94010
Phone: 415.533.4953
E-mail: renovatioconstruction@gmail.com

ARCHITECT/DESIGNER
Name: EASA Architecture
Address: Same as 'Applicant'
City/State/Zip:
Phone:
E-mail:

Burlingame Business License #: 25679

RECEIVED
NOV - 7 2016
CITY OF BURLINGAME
CDD-PLANNING DIV.

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

PROJECT DESCRIPTION: New 26-Unit 'Live/Work' building w/ 26 car ground floor covered parking garage. (5) of the units will have ground floor storefronts on California Drive. (4) Stories total building height. with common and private roof terraces on 4th floor.

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

Applicant's signature: _____ **Date:** 11/7/2016

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

Property owner's signature: _____ **Date:** 11/7/16

Date submitted: 11/7/16

EASA
ARCHITECTURE

Architect's Statement

Commercial Design Review and Conditional Use Permit Application
619-625 California Drive Live/Work Building
(Delta 3 update 10/17/2017)

PROJECT DESCRIPTION:

A 26-unit mixed-use 'Live/Work' building at the intersection of California Drive and Oak Grove Avenue in Burlingame. Up to 2,100 sf of commercial storefronts along the California Drive frontage served by 7 parking spaces. 26 Live/Work units on three floors above have both living and work areas within them. A 26-car secured parking garage will be provided on the First Floor for the Live/Work residents. Landscaping will be oriented to the public rights-of-way at the corner facing areas. Private amenities 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 *'Burlingame Downtown Specific Plan' (BDSP)* in 2011. With these rules came the option for developing *'Live/Work'* multi-unit housing within the District. The need for a range of different types of housing in Burlingame, combined with the transit rich locale makes the Live/Work concept an ideal use for this property. There are probably few places in the City better suited for a development such as this. The project will create a 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 single day, the timing couldn't be better. People are looking for options like this, and everyone in the City should be enthusiastically welcome the first Live/Work project under the BDSP!

The commercial spaces on California Drive are intended to be conventional tenancies allowed under the City's C2 zoning. Allowable uses in the C2 district include all uses allowed in the C1 district such as retail, personal services, business services, offices (except medical and real estate), financial services, food services, and laundromats. The C2 district designation adds a different character of uses, including auto sales and repair, building contractors and trades, dry cleaners, amusements, print shops, and trade schools. The 26 Live/Work units on the Second, Third, and Fourth Floors are similar to 'artist's lofts', with work areas flexibly accommodated within a dwelling unit. Units can be imagined in use as photo, art, recording, instruction, or exercise studios. They could also function as the offices and working spaces for professional writers, accountants, architects, engineers, interior, graphic, and other designers, artists, artisans, attorneys, software, web, and multi-media developers, consultants of all stripes, insurance, real estate, and travel agents, internet sales, maintenance and repair persons, and many others who would be well served by the opportunity to live and work in this central location.

The building is designed to respond to the many demands and constraints that converge at this unique site. The street wall along California Drive responds to the City's vision for pedestrian-oriented commercial in the District. The larger setback along Oak Grove responds to the context

Ellis A. Schoichet AIA
Peninsula Building • 307 South "B" Street #12 • San Mateo CA 94401 • 650 • 343 • 3452

established by neighboring multi-unit residential buildings with larger setbacks and generous landscaping along the street frontage. On the macro scale the building creates a visual focal point amidst the wide-open and mostly desolate expanse of California Drive, the Caltrain right of way, and the Burlingame High School track and field beyond. The four-story height establishes the massing needed for a *'gateway'* building on this visually prominent site. On the micro-scale, the building is carefully designed to appear as three-stories from all sides. Large setbacks at the Fourth-Floor act to conceal it 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 becomes revealed.

The BDSP 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 well-defined sleeping area. The 8 largest units are designed as *'1-Bedroom'* units. In accordance with the District zoning, 26 parking spaces are provided for the 26 Live/Work units. In order to facilitate and encourage alternative methods of travel, the automobile parking is supplemented with 28 secure, covered, and convenient bicycle parking spaces. The garage is located at ground level for safety, convenience, and long-term flood resistance. 22 of the parking spaces are on 2-car mechanical lifts, and the remaining spaces are located on the garage slab. One additional space is provided for electric vehicle charging for a total of 27 automobile spaces in the Live/Work garage. Also on the ground level, and outside of the secured perimeter of the Live/Work garage, are 7 parking spaces with unrestricted access from the public way. These are provided to serve the commercial tenancies first and foremost, but could also be shared by the Live/Work units for guest parking, etc. during commercial off-hours.

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 minimize potential impacts on the adjoining properties.

The Owner and the design team believe that this proposed development is timely, reasonable, and will be of great benefit to the City. They have worked long and hard to find the balance point between the specific conditions at and around the site, impacts on the neighbors, the long-term goals of the City, and of course, the Owner's vision for the highest and best use of the property.

Ellis A. Schoichet AIA
October 17, 2017

NEIGHBOR OUTREACH SUMMARY LOG:

Updated for delta1 3/21/2017

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.

   Note: 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.

   Note: 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

Attachment #1

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

Attachment #2

From: Jonathan Britton
To: Ellis A Schoichet AIA
Subject: Re: 619-621 California Drive Burlingame
Date: Thursday, June 02, 2016 11:05:47 AM

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 <easa@earthlink.net> 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

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

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.

   Note: 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.

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.

   Note: 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.

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 that hadn't previously responded were again solicited via mailer. Most of 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)

619-625 California Dr.
Shadow Study
10/24/2016
1"=80'

MARCH 21 / SEPTEMBER 21
(SPRING EQUINOX / FALL EQUINOX)

1:16 PM DST (SOLAR NOON)

619-625 California Dr.
Shadow Study
10/24/2016
1"=80'

MARCH 21 / SEPTEMBER 21
(SPRING EQUINOX / FALL EQUINOX)

6:23 PM DST (1 HOUR BEFORE SUNSET)

619-625 California Dr.
Shadow Study
10/24/2016
1"=80'

JUNE 21
(SUMMER SOLSTICE)

6:47 AM DST (1 HOUR AFTER SUNRISE)

619-625 California Dr.
Shadow Study
10/24/2016
1"=80'

JUNE 21
(SUMMER SOLSTICE)
1:11 PM DST (SOLAR NOON)

619-625 California Dr.
Shadow Study
10/24/2016
1"=80'

JUNE 21
(SUMMER SOLSTICE)

7:35 PM DST (1 HOUR BEFORE SUNSET)

619-625 California Dr.
Shadow Study
10/24/2016
1"=80'

DECEMBER 21
(WINTER SOLSTICE)

8:22 AM (1 HOUR AFTER SUNRISE)

619-625 California Dr.
Shadow Study
10/24/2016
1"=80'

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

619-625 California Dr.
Shadow Study
10/24/2016
1"=80'

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

619-625 California Dr.
Shadow Study
10/24/2016
1"=80'

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: 029-131-140, 029-131-150, 029-131-160

Applicant Name: Ellis A. Schoichet AIA
Address: 307 'S' B Street #12
City/State/Zip: San Mateo CA 94401
Phone: 650.343.3452

Property Owner Name: Ed Duffy
Address: 414 Pinehill Road
City/State/Zip: Hillsborough CA 94010
Phone: 415.533.4953

Permit applications required for this project (special permit, variance, subdivision map, parcel map, condominium permit, building permit, etc.): Design Review, Conditional Use Permit, Condo Permit Building Permit.

Related permits, applications and approvals required for this project by City, Regional, State and Federal Agencies: Same as above plus lot merger

SITE INFORMATION

Site size: 0.45 Acres and 19,450 Square Feet Existing Zoning: C-2
Existing use(s) of property: Auto repair and residential
Total Number of Existing Parking Spaces[1]: 1 Number of Compact Spaces[1]: 0
Number of Existing Structures and Total Square Footage of Each (4) Structures:
Auto repair: 5,987 sf.; Single-family dwelling: 1,453 sf.; Accessory dwelling: 855 sf; Shed: 153 sf
Will any structures be demolished for this project? ✓ Yes ____ No
Size and use of structures to be demolished:
Auto repair: 5,987 sf; Single-family dwelling: 1,453 sf; Accessory dwelling: 855 sf; Shed: 153 sf.
Number and size of existing trees on site[2]: Site: (8) 4"ø - 31"ø City R.O.W: (5 total) 5"ø - 24"ø
Will any of the existing tress be removed? ✓ Yes ____ No
If Yes, list number, size and type of trees to be removed: Site: (8) to be removed; City R.O.W: (3) to be removed
Site: remove 4" Arborvitae and (7) unknown ranging 8"ø - 31"ø; R.O.W: remove 16" Privet, 5" Pear, 13" Magnolia.
Are there any natural or man-made water channels which run through or adjacent to the site?
____ Yes ✓ No If Yes, where? ____

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NOV - 7 2016
CITY OF BURLINGAME
CDD-PLANNING DIV.

[1] City of Burlingame minimum standard parking space size is 9'x20'. The minimum size for compact parking spaces is 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 Public R.O.W. and CalTrain R.O.W.
South Multi-family residential
East Auto repair and other commercial
West Commercial and multi-family residential

PROPOSED PROJECT

Project Description: New 26-unit 'Live/Work' building w/ 26 car ground floor covered parking garage. (5) of the units will have ground floor storefronts on California Drive. (4) stories total overall building height with common and private roof terraces on 4th floor.

Residential Projects:

Number of Dwelling Units: 26 'Live/Work' units
Size of Unit(s): All units are studio type apartments with work areas. Sizes vary from 964 sf. to 1546 sf, and (5) units have downstairs work areas included in the size.
Household size (number of persons per unit) expected: 1 or (2) persons per unit expected.

Commercial/Industrial Projects:

Type and square footage of each use: Unknown

Estimated number of employees per shift: Unknown
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: _____

Estimated number of employees per shift: _____
Estimated Occupancy: _____

For all Projects:

Flood Hazard: Is this site within a special flood hazard area? _____ Yes ✓ No (Zone 'X')

Land Use: If the project involves a conditional use permit, variance or rezoning application, please explain why the applications are required[3]: C.U.P. required for height: 35' as-of-right; C.U.P. required 35'-55' max; 54'-2½" max. proposed from average top of curb to top of elevator penthouse.

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

Building gross square footage: Existing: 8,448 sf. Proposed: 48,327 sf.
Number of floors of construction: Existing: 1 Proposed: 4

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

Existing: Standard 1) uncovered.
Compact _____
Total (1) uncovered

Proposed: Standard N/A
Compact N/A
Total (26) uni-stall (all covered)

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

_____ 0-500 cubic yards
✓ 500-5,000 cubic yards
_____ 5,000-20,000 cubic yards
_____ Over 20,000 cubic yards(indicate amount)_____

Note: If fill is being placed over existing bay fill, provide engineering reports which show the effect of the new fill on the underlying bay mud.

Storm water runoff: Indicate area of site to be covered with impervious surfaces (parking lot paving, etc.): 17,165 sf.
Is the area with impervious surfaces less than 200 feet away from a wetland, stream, lagoon or bay?
_____ Yes ✓ No

Noise: Describe noise sources and timing of activity generated by your project during construction: General construction noise during City's allowable hours of work...

Noise sources generated during operation of facility: Noises consistent with multi-family residential uses.

Vibration: Will the proposal cause vibration that may affect adjacent properties? Describe any potential sources of vibration: None anticipated.

Exterior Lighting: Please describe any proposed exterior lighting of the facility[4]: T.B.D. - Design will comply w/ City's Exterior Illumination Ordinance.

Water: Expected amount of water usage: (Preliminary Estimates)
Domestic 5,200 gal/day Peak use 40 gal/min
Commercial N/A gal/day Peak use N/A gal/min
Expected fire flow demand 2,032 gal/min

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?
No

[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? No

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? No

5. Would the proposed project result in increased erosion in its watershed? No

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? No

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? No

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? No

10. Will the project impact aquatic, wetland, or riparian habitat? No

Sewer: Expected daily sewer discharge 5,000 gal./day. (Preliminary Estimate)
Source of wastewater discharge on site (i.e. restrooms, restaurants, laboratory, material processing, etc.)
Domestic kitchens, bathrooms, laundry.

General:

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

	Yes	No	
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.	✓		See attachment
Change in pattern, scale or character of general area of project.	✓		See attachment
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).	✓		See attachment
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.

Date 11/7/2016 Signature _____

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.

CITY OF BURLINGAME
CONDITIONAL USE PERMIT APPLICATION

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 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 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.

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

COMMERCIAL APPLICATION

PLANNING COMMISSION APPLICATION SUPPLEMENTAL FORM

RECEIVED
NOV - 7 2016
CITY OF BURLINGAME
CDD-PLANNING DIV.

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

	At Opening/Existing		In 2 Years		In 5 Years	
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		Unknown				
Weekends Full-time						
Part time						

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

	At Opening/Existing		In 2 Years		In 5 Years	
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			Unknown			
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? Street parking.
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) N/A.

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 fine-grained 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.

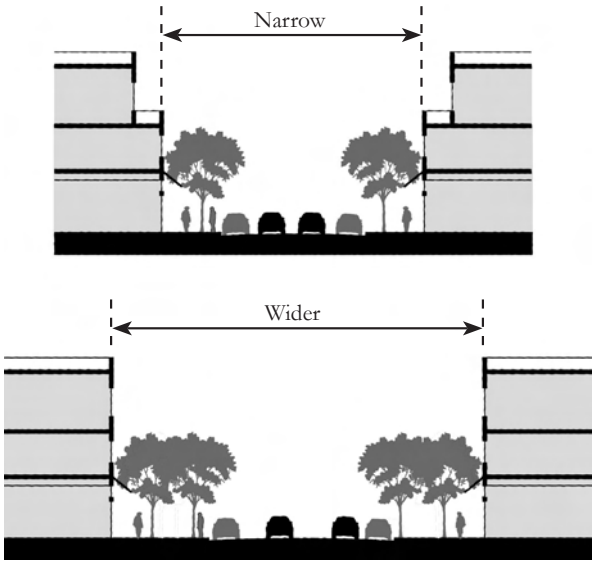


FIGURE 5-7: Buildings should not overwhelm the pedestrian experience on the street and should account for the relationship between building height and street width.

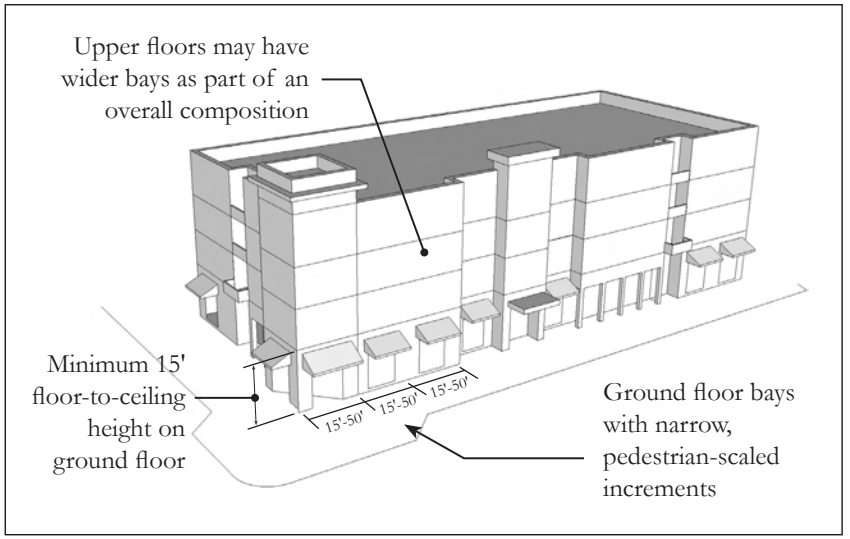


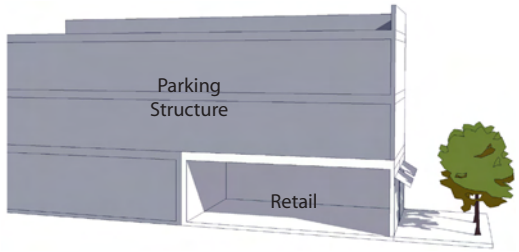
FIGURE 5-8: Building scale should preserve he rhythm and fine-grained pedestrian character of downtown, particularly at the pedestrian level.

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.

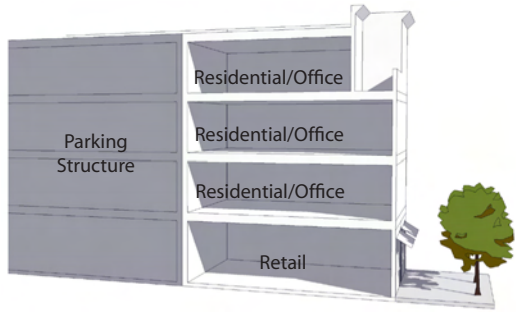
Application: Municipal parking structure.



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.

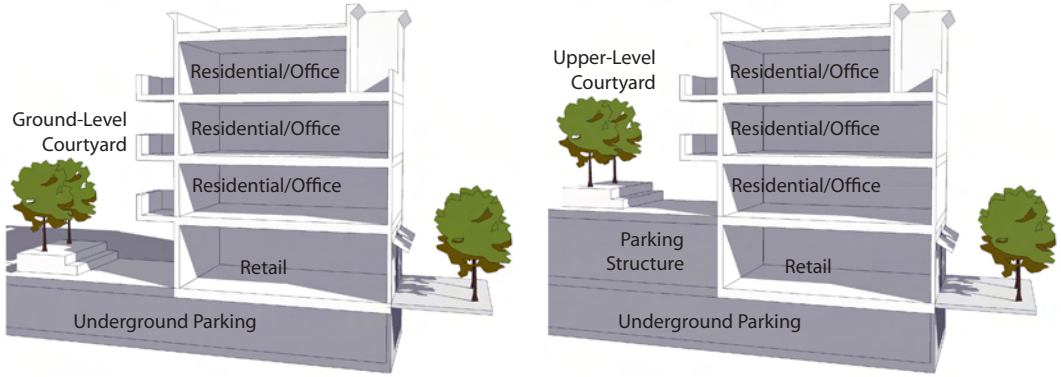
Application: Projects with relatively large amount of parking provided on-site. Typically requires a relatively large site to accommodate the parking structure and liner building.



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 non-parking 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.

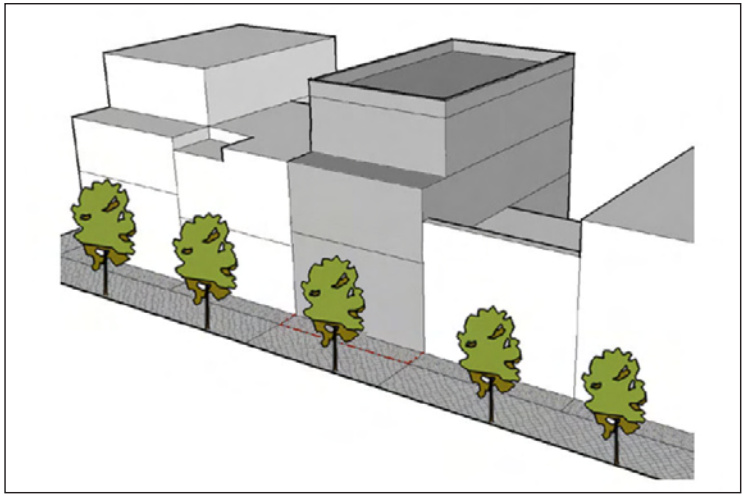


FIGURE 5-10: Where neighboring buildings are three stories or lower in height, newer taller buildings should consider matching lower facades to those of adjoining lower buildings with upper floors set back.

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.

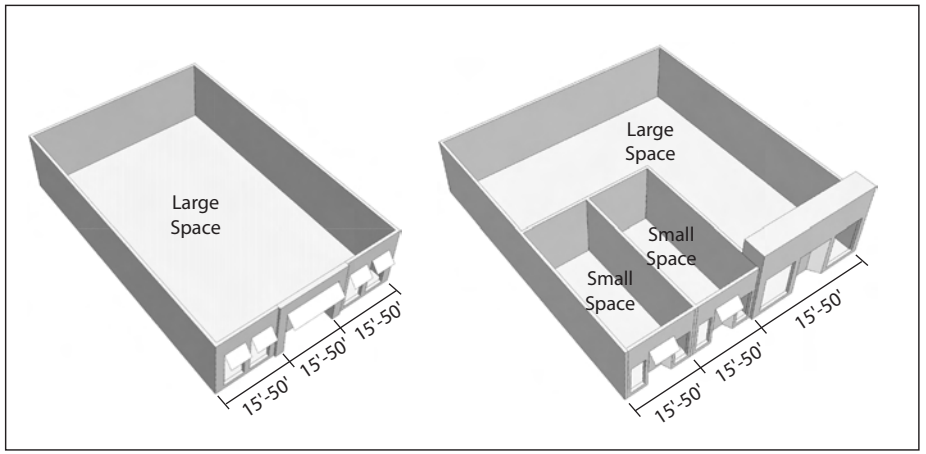


FIGURE 5-13: Even if separate businesses function within the same building, the overall design of the façade should be consistent. Individual businesses should not break the basic lines, material and concept of the facade.

5.2.3 ARCHITECTURAL DESIGN CONSISTENCY

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 over-

sized 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 through-block 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.

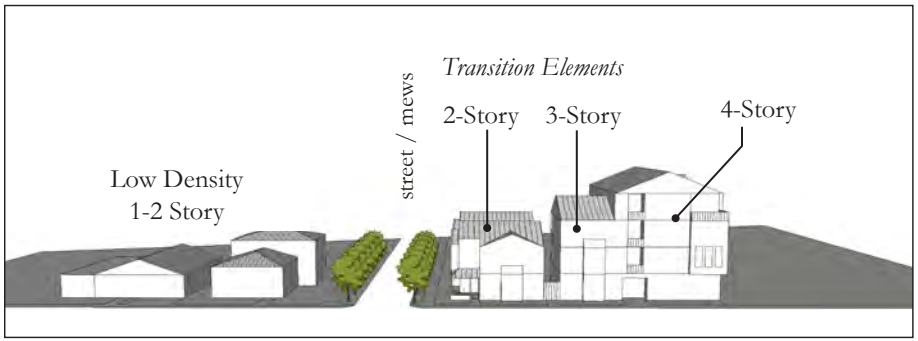


FIGURE 5-37: Transitions can also be made by stepping massing down within a project, with lower building elements providing a buffer between taller elements and adjacent lower-density development.

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.

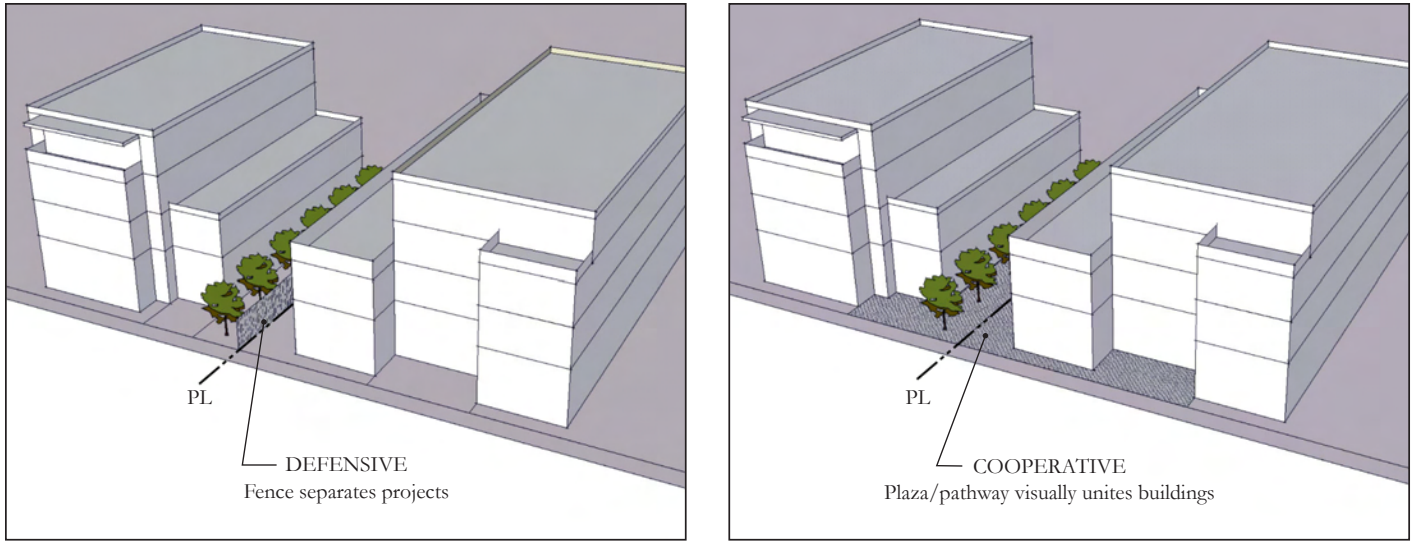


FIGURE 5-38: Following a cooperative, rather than defensive design approach for the spaces between buildings results in a more coherent downtown feel, as opposed to a collection of unrelated projects.

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

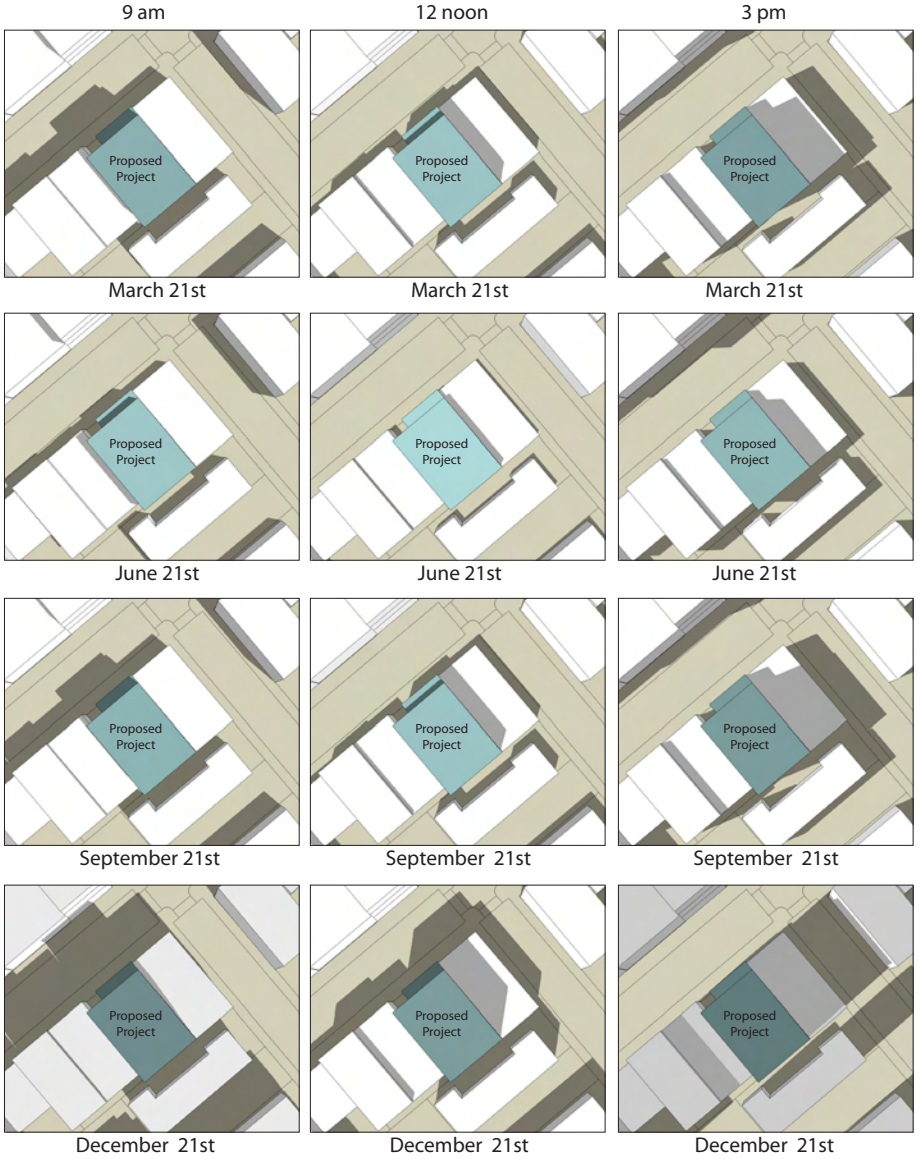


FIGURE 5-40: Sample shadow analysis shows the range of shading conditions through the year.

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.

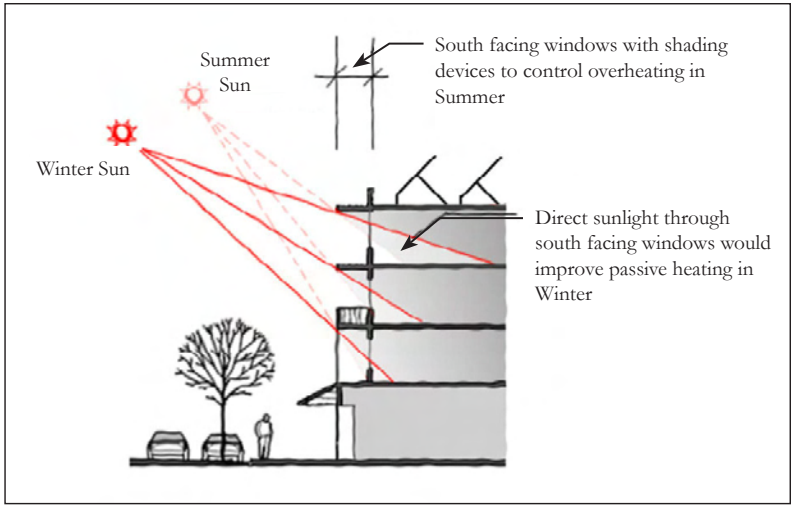


FIGURE 5-41: Use of shading devices to control solar loads in summer and gain passive heat in winter.

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

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

5.4.4 LANDSCAPE TREES

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

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

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

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

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

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

Site: 619 – 625 CALIFORNIA DRIVE

PUBLIC HEARING NOTICE

The City of Burlingame Planning Commission announces the following public hearing **on MONDAY, NOVEMBER 13, 2017 at 7:00 P.M.** in the City Hall Council Chambers, 501 Primrose Road, Burlingame, CA:

Application 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 C2 (North California Drive Commercial District). APN 029-131-140, 029-131-150 & 029-131-160.

Mailed: November 3, 2017

(Please refer to other side)

City of Burlingame

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

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

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

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

William Meeker
Community Development Director

PUBLIC HEARING NOTICE

(Please refer to other side)

619-625 California Drive, C-2