



City of Burlingame

BURLINGAME CITY HALL
501 PRIMROSE ROAD
BURLINGAME, CA 94010

Meeting Minutes Planning Commission

Monday, December 9, 2019

7:00 PM

Council Chambers

- d. 601 California Drive, zoned C-2 (North California Drive Commercial District) - Environmental Scoping for Design Review, Conditional Use Permit for building height, and Condominium Permit for construction of a new, five-story, 26-Unit live/work development. (Ian Birchall. Ian Birchall and Associates, applicant and architect; Edward Duffy, property owner) (102 noticed) Staff Contact: Erika Lewit

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

Senior Planner Keylon provided an overview of the staff report.

Questions of staff:

- > *In the section under development and impact fees, we usually get an initial assessment or calculation of what we think those impact fees are going to be. Is there a reason we can't get that this time? (Keylon: Because this is a study meeting, we may not have received the data for the existing building, for which they get a credit, and therefore can't calculate the fees. But it's putting it out there that these are the fees that the project would be subject to; calculations will be determined at a later date.)*
- > *They're not exempt from fees, but they haven't been calculated yet? (Keylon: Correct.)*
- > *If the project is defined as live-work, they are not required to provide an on-site delivery and service vehicle parking space, correct? (Keylon: That is correct.)*
- > *If it's condominium project, they are required to provide this space, correct?. (Keylon: We have waived those requirements in the downtown district.)*
- > *When we say live-work, we mean that potentially they can have customers or clients come in their condominium? Define live-work. (Keylon: The definition is very broad. It talks about a commercial/office space as well as the residential component. You couldn't have an auto repair business, but if somebody is an artist, a financial planner, or accountant, you would have to assume that some clients are coming to and from the site throughout the day.)*
- > *Staff report says you have off street parking. The area for delivery service vehicles is not required or provided with this project and it's only required for residential condominium. The next paragraph, it says the residential regulations are most appropriate for live-work projects. Please clarify. (Keylon: Because live-work is very limited in where it is allowed in the City of Burlingame, there are no specific regulations that apply just to live-work. We are dealing with a use that's commercial and residential. We looked in the past live-work projects we have done and applied those criteria. In some cases it's residential and in some cases it's commercial. We had to adapt, if you will.)*

Chair Comaroto opened the public hearing.

Ian Birchall represented the applicant.

Commission Discussion/Direction:

- > *The work portion that you have is approximately 8 feet by 9 feet in area. Help me understand how this is live-work? (Birchall: We were asked to identify a work area on the plans for submission. There's no requirement that we have found and confirmed with Planning Division for designated area of a certain size,*

shape, percentage section of the apartment. So we drew in an indicator of work area which probably will be customized for each of the occupants.)

> Otherwise, this is a condominium project and condominiums are not allowed in this area, but live-work is allowed, is that correct? (Hurin: Under current code, that's correct.)

> We have a relatively dead street. Other than the lobby that comes in, you have the electrical room and the bike storage, and then access to the stair. Otherwise there's no life, there's no commercial space along there that we can latch onto to help call this live-work. Is there a way to consider finding another place for the electrical room and the meter room and incorporate another type of use on ground floor to activate it? Perhaps a conference or work room that's rentable that might help with this live-work concept. In other words, the people living in the upstairs units have access to a conference room they can rent to meet with clients. If there were a space like that on that ground floor on that street frontage, think that would push it closer towards that live-work concept.

> Clearly show height of screens between patios on building elevations and renderings.

> Something about this project feels a little more work than live, feels a little too much like an office building. It might be the rendering and the apparent gray glass. Biggest problem is achieving respect and promotion of pedestrian activity by placement of buildings to maximize street frontage.

> Need to find a way to address the pedestrian issue. It is a design criteria that's stated very explicitly in the commercial design review guidelines and the project fails without answering that question.

> Like the architecture the way it's working. Like how you've taken the four floors and have a finish and massing on that. Like what we're doing on the fifth floor in terms of architecture and different color palette. Would ask that if there was a way to have that come down for that central lobby to help. It appears you're changing colors on some of the window framing and curtain wall framing at that second floor. Is there a reason that lighter color doesn't continue down?

Public Comments:

> There were no public comments.

Chair Comaroto closed the public hearing.

There was no action, as the application will return on the Regular Action Calendar once the environmental review has been completed.

Date : 09/18/2020.

LETTER OF EXPLANATION
601 California Drive, Burlingame
APN: 0291-31380

RECEIVED

SEP 22 2020

Project Summary

CITY OF BURLINGAME
CDD-PLANNING DIV.

This transit-oriented development (TOD) project will provide 25 live/work units within 1/3 mile of the Burlingame Caltrain Station.

An attractive ground floor entrance lobby provides pedestrian access to the live/work units on the upper floors. Residential amenities at the ground floor include a conference room facing the corner of California Drive Floribunda Ave. and an exercise room facing California Drive.

An at-grade parking garage provides 25 parking spaces, including one electric vehicle space and one accessible space. 24 of the 25 car parking spots comprise of either shuffle stacker parking or independently accessed stacker parking.

16 car parking spots (# 2-17) shall be Shuffle parking.
(See Klaus -Trend Vario 4300 - Platform model 240.)

<http://www.klaususa.com/productdetail.html?detail=trendvario4300.html>

8 car parking spots (# 18-25) shall be independently accessed stacker parking.
(See Klaus 2072i-180 DB - Platform width 490.)

<http://www.klaususa.com/productdetail.html?detail=2072i.html>

The one-bedroom live/work units on the second, third, fourth, and fifth floors range from 744 to 1195 square feet in size. Each live/work unit includes a living area, kitchen, bathroom, laundry closet, sleeping area, and a work area.

The project will transform an underutilized site at the southwest corner of California Drive and Floribunda Avenue into a hybrid commercial and residential use, as envisioned in the Downtown Specific Plan. The site is occupied by a service station and is surrounded by an automobile service facility to the west, single-family and multi-family residential buildings

to the south, multifamily buildings across Floribunda Avenue to the east, and a railroad right-of-way across California Drive to the north.

Another live/work project has been proposed at 619-625 California Drive at the corner of California Drive and Oak Grove Avenue, half a block to the north. These projects will further the transformation of the properties along California Drive from legacy businesses to a pedestrian-oriented commercial and residential district.

Sustainable development features are incorporated into the project, including secure bike parking to encourage tenants' use of alternative transportation, significant landscaping and open spaces, and solar panels on the roof. The ground floor will have a 14-foot floor-to-floor height, providing substantial light and air for tenants and customers as they enter and exit the building.

The project meets all applicable development standards. The lot size is 10,250 square feet. The floor area will be 30,248 square feet. The project will have a 2.95 FAR, though a 3.0 FAR is allowed. Lot coverage will be 73.5% (7,536 square feet) though 75% lot coverage is allowed.

There are no setbacks on the front or sides where the project borders the street and other commercial properties, and none are required. The rear setback, where the project borders existing residential development, is about 18 feet, nearly double the 10-foot required setback.

The project's façades are primarily a rain-screen system – Staggered Parklex Façade cladding in the "Copper" wood pattern along with Kynar coated dark grey aluminum panels.

The scored concrete-like TAKTL panels in light and dark grey color on the solid walls at the base of the building help ground the upper levels.

The glazing elements of the storefront on the ground floor continue up the main façade at the stairs to break the massing of the building.

The extruded curtain wall mullion caps at the upper level and at the stairs act as shading devices in lieu of the previously proposed aluminum fins.

Balcony guardrails are Kynar coated dark grey aluminum grating.

Project changes since the Design Review hearing:

1. A revised floor plan layout on the ground floor incorporates an activated street front with an exercise room instead of a mechanical room along the street frontage on California Drive. A Conference room with a storefront at the corner of California Drive and Floribunda Ave further activates the building corner.
2. Revised parking layout in the garage with relocated Elec. Meter room and bike storage.
3. 2 proposed trees previously shown on California Drive had to be eliminated due to an existing gas line very close to the curb.
4. Reduction in the number of live-work units. The proposed project now has 25 units instead of the previously proposed 26 units.
5. Based on feedback from the Traffic Impact Analysis report, a Red curb along Floribunda is proposed.

Required Approvals

Live/work use is a permitted use in the C-2 North California Drive Commercial District, where the project is located, under both the Downtown Specific Plan and the Zoning Code. A conditional use permit (CUP) is required for buildings with a height between 35 and 55 feet. Commercial Design Review is also required.

The findings for a CUP are satisfied given that the project is consistent with the existing commercial and multifamily residential uses in the neighborhood, provides live/work units on a property where such use is appropriate under the City's land use regulations, and is compatible with the surrounding structures in mass and scale, especially given that the higher floors are stepped back and significant setbacks are provided from adjacent residential uses.

Commercial Design Review approval is appropriate because the project supports the architectural styles of the commercial area, is compatible with the architectural design and building mass and bulk in the area, and the TOD and live/work nature of the project promotes pedestrian activity near downtown Burlingame and the Burlingame Caltrain Station.



PLANNING APPLICATION

COMMUNITY DEVELOPMENT DEPARTMENT—PLANNING DIVISION

501 PRIMROSE ROAD, 2ND FLOOR, BURLINGAME, CA 94010-3997

TEL: 650.558.7250 | FAX: 650.696.3790 | E-MAIL: PLANNINGDEPT@BURLINGAME.ORG

PROJECT INFORMATION

601 California Drive

PROJECT ADDRESS

0291 31380

ASSESSOR'S PARCEL # (APN)

C-2

ZONING

PROJECT DESCRIPTION

The proposed project comprises of a 5 story, 26 Unit "Live/Work" building at the corner of California Drive and Floribunda Avenue. The project includes a private 26 car covered parking garage (+ 1 EV charging spot) at the Ground level with the Live/Work units at the upper levels. Private amenities for the residents include a secure Bike Parking area and common gathering areas on the Ground and 5th level.

APPLICANT INFORMATION

Ed Duffy for Ownership LLC yet to be determined.

PROPERTY OWNER NAME ☒ APPLICANT?

ADDRESS

650.627.4260

PHONE

E-MAIL

Ian Birchall and Associates

177 Post Street, Suite 920, San Francisco CA 94108.

ARCHITECT/DESIGNER ☒ APPLICANT?

ADDRESS

415.512.9660

ian@ibadesign.com (cc - vidhi@ibadesign.com)

PHONE

E-MAIL

33529

BURLINGAME BUSINESS LICENSE #

FOR PROJECT REFUNDS - Please provide an address to which to all refund checks will be mailed to:

AFFIDAVIT OF OWNERSHIP

I HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE INFORMATION GIVEN HEREIN IS TRUE AND CORRECT TO THE BEST OF MY

09/20/2019

PROPERTY OWNER

DATE

AND HEREBY AUTHORIZE THE ABOVE APPLICANT TO SUBMIT THIS APPLICATION TO THE

09/20/2019

DATE

AUTHORIZATION TO REPRODUCE 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 TO THE PLANNING APPROVAL PROCESS AND WAIVE ANY CLAIMS AGAINST THE CITY ARISING OUT OF OR RELATED TO SUCH ACTION.

(INITIALS OF ARCHITECT/DESIGNER)

STAFF USE ONLY

APPLICATION TYPE

- | | |
|------------------------------------------------------------------|------------------------------------------|
| <input type="checkbox"/> ACCESSORY DWELLING UNIT (ADU) | <input type="checkbox"/> VARIANCE (VAR) |
| <input checked="" type="checkbox"/> CONDITIONAL USE PERMIT (CUP) | <input type="checkbox"/> WIRELESS |
| <input checked="" type="checkbox"/> DESIGN REVIEW (DSR) | <input type="checkbox"/> FENCE EXCEPTION |
| <input type="checkbox"/> HILLSIDE AREA CONSTRUCTION PERMIT | <input type="checkbox"/> OTHER: _____ |
| <input type="checkbox"/> MINOR MODIFICATION | |
| <input type="checkbox"/> SPECIAL PERMIT (SP) | |

DATE RECEIVED:



STAFF USE ONLY



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 use, at the proposed location, will not be detrimental or injurious to property or improvements in the vicinity, and will not be detrimental to the public health, safety, general welfare, or convenience, because the live/work use is consistent with the existing commercial and multiple-family residential uses in the neighborhood.

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

The proposed use will be located and conducted in a manner in accord with the Burlingame General Plan and the purposes of this title because it provides a live/work use on a property determined to be suitable for such use in the Zoning Code and Burlingame General Plan

- 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?***

The proposed project will be compatible with the aesthetics, mass, bulk, and character of the existing and potential uses on adjoining properties in the general vicinity because the neighborhood, bounded by California Drive, Oak Grove Avenue, El Camino Real and Bellevue Avenue, is composed of two- to six-story structures, the project is generally compatible with the surrounding structures in mass and scale with a proposed building height of 54'-7.5"; and because the higher floors are stepped back, containing a smaller floor area than the lower levels, it will provide less of a sense of mass when viewed from nearby locations and the street below. The project will be compatible with the mass and character of buildings in the Downtown Area and add a renewed aesthetic along California Drive.

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.

How will the proposed structure or use within the structure affect neighboring properties or structures on those properties? If neighboring properties will not be affected, state why. Think about traffic, noise, lighting, paving, landscaping sunlight/shade, views from neighboring properties, ease of maintenance.

Why will the structure or use within the structure not affect the public's health, safety or general welfare?

Public health includes such things as sanitation (garbage), air quality, discharges into sewer and stormwater systems, water supply safety, and things which have the potential to affect public health (i.e., underground storage tanks, storage of chemicals, situations which encourage the spread of rodents, insects or communicable diseases).

Public safety. How will the structure or use within the structure affect police or fire protection? Will alarm systems or sprinklers be installed? Could the structure or use within the structure create a nuisance or need for police services (i.e., noise, unruly gatherings, loitering, traffic) or fire services (i.e., storage or use of flammable or hazardous materials, or potentially dangerous activities like welding, woodwork, engine removal).

General welfare is a catch-all phrase meaning community good. Is the proposal consistent with the city's policy and goals for conservation and development? Is there a social benefit?

Convenience. How would the proposed structure or use affect public convenience (such as access to or parking for this site or adjacent sites)? Is the proposal accessible to particular segments of the public such as the elderly or handicapped?

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

Ask the Planning Department for the general plan designation and zoning district for the proposed project site. Also, ask for an explanation of each. Once you have this information, you can compare your proposal with the stated designated use and zoning, then explain why this proposal would fit accordingly.

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?

How does the proposed structure or use compare aesthetically with existing neighborhood? If it does not affect aesthetics, state why. If changes to the structure are proposed, was the addition designed to match existing architecture, pattern of development on adjacent properties in the neighborhood? If a use will affect the way a neighborhood or area looks, such as a long term airport parking lot, compare your proposal to other uses in the area and explain why it fits.

How does the proposed structure compare to neighboring structures in terms of mass or bulk? If there is no change to the structure, say so. If a new structure is proposed, compare its size, appearance, orientation, etc. with other structures in the neighborhood or area.

How will the structure or use within the structure change the character of the neighborhood? Think of character as the image or tone established by size, density of development and general pattern of land use. Will there be more traffic or less parking available resulting from this use? If you don't feel the character of the neighborhood will change, state why.

How will the proposed project be compatible with existing and potential uses in the general vicinity? Compare your project with existing uses. State why you feel your project is consistent with other uses in the vicinity, and/or state why your project would be consistent with potential uses in the vicinity.



Heather Forcher, MS, REHS

Environmental Health Services
San Mateo County Health

September 26, 2019

APN: 029-131-380

Joe Cyr
Chief Building Official
City of Burlingame
501 Primrose Road, 2nd Floor
Burlingame, CA 94010


**SUBJECT: RESIDUAL CONTAMINANTS AT 601 CALIFORNIA DRIVE
BURLINGAME, CALIFORNIA 94010**

Dear Mr. Cyr:

The underground storage tank (UST) system was recently removed from the subject property in July 2019. A limited amount of gasoline-affected media was detected near the former USTs, which was consistent with conditions at the time a previous leaking UST case received closure in 1991. Therefore, GPP staff determined opening a new case was not warranted. Although these contaminants do not appear to pose a risk to public health and the environment under existing land use conditions, changes in land use or removal of soil and groundwater from the affected area may create a risk. Therefore, any proposed change in land use or proposed soil or groundwater removal activity at or in close proximity to the subject site must be submitted to the GPP for our review under government code section 65850.2 so we can evaluate whether the residual contaminants will likely pose a risk to public health and the environment if the proposed activities are implemented. The costs to evaluate the potential public health or environmental impacts of the proposed land use or construction activity in relation to the residual contaminants will be billed directly to the entity initiating the activity requiring our review.

Please call me at (650) 272-4590 if you have any questions. Thank you for your cooperation.

Sincerely,


Brian Gwinn, PG
Hazardous Materials Specialist
Groundwater Protection Program

Cc: State GeoTracker database
Edward Duffy ()

October 22, 2019

Renovatio Construction
625 California Dr.
Burlingame, CA 94010

Subject: UST Closure at 601 California Dr, Burlingame, California 94010

Dear Edward Duffy:

San Mateo County Environmental Health has reviewed the following information in response to the Underground Storage Tank (UST) Removed from the Subject Property, on July 1, 2019.

- The Golden Gate Tank Removal, Inc. Underground Storage Tank Closure Report
- San Mateo County UST Removal Inspection Report

Based on the review of the above information, it has been determined that the tanks were closed *in accordance with Chapters 6.5 and 6.7 of Division 20 of the Health and Safety Code and with California Code of Regulations, Title 23 Section 2672* and therefore, **no further action is required at this time**. This determination was made with the provision that all the information provided to this office is accurate and representative of existing conditions.

Please be advised that this letter does not relieve you of any liability under the California Health and Safety Code for past, present, or future operations at the site. Nor does it relieve you of the responsibility to clean up existing, additional, or previously unidentified conditions at the site, which cause or threaten to cause pollution or nuisance or otherwise pose a threat to water quality or public health. Samples taken at the time of tank removal indicated there are low levels of contamination in the soil on site from a previous release. This contamination may need to be addressed in the future with the Groundwater Protection Program staff within our agency.

Additionally, be advised that changes in the present or proposed use of the site may require further site characterization and mitigation activity. It is the owner's responsibility to notify this agency of any changes in report content, future contamination findings, or site usage.

Please contact me if you have any questions or comments regarding this site closure letter. I can be reached at (650) 464-7200 or by e-mail at ethomas@smcgov.org

Sincerely,

Erin Thomas
Hazardous Materials Specialist

cc: File



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Fax +49 (0) 75 65 508-88
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www.multiparking.com

PRODUCT DATA



multibase 2072i

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

Page 1
Section
Car data

Page 2
Height
dimensions

Page 3
Function
Width
dimensions
without door

Page 4
Width
dimensions
without door

Page 5
Width
dimensions
without door

Page 6
Width
dimensions
with door

Page 7
Load plan

Page 8
Approach
Installation

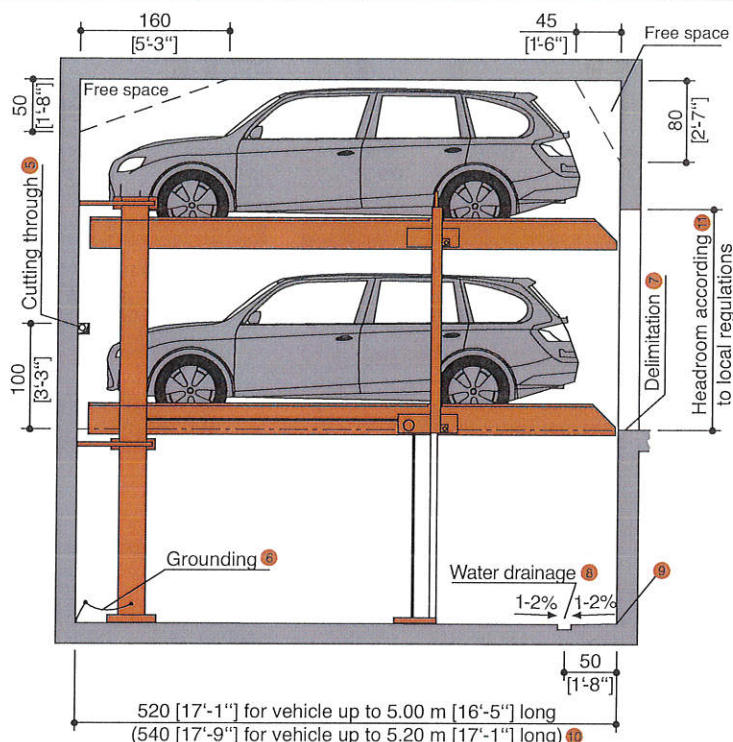
Page 9
Electrical
installation

Page 10
Technical
data

Page 11
To be performed
by the customer

Page 12
Description

Garage without door (basement garage)



Dimensions

All space requirements are minimum finished dimensions.

Tolerances for space

requirements $+3 \begin{bmatrix} +1 \\ 0 \end{bmatrix}$ ³

EB (single platform) = 2 vehicles

DB (double platform) = 4 vehicles

Dimensions: cm [ft] (1 cm = 0,393 in)

Weights: kg [lbs] (1 kg = 2.2 lbs)

Forces: kN [lbf] (1 kN = 224.8 lbf)

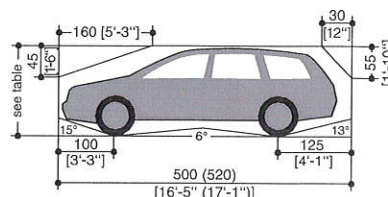
Temperature: °C [°F] (0° C = 32° F)

Suitable for

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

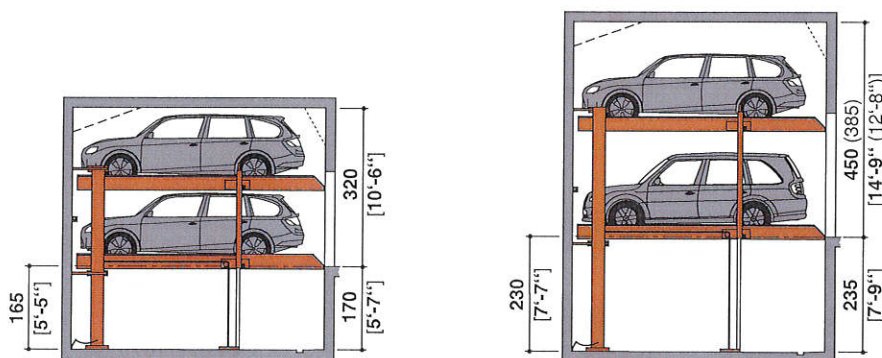
	Standard	Special ²
Width	190 cm [6'-3"] ⁴	190 cm [6'-3"] ⁴
Weight	max. 2000 kg [max. 4400 lbs]	max. 2600 kg [max. 5730 lbs]
Wheel load	max. 500 kg [max. 1100 lbs]	max. 650 kg [max. 1430 lbs]

Clearance profile



Height dimensions

See page 2 for all pit and height dimensions.



Smallest type

Biggest type

601 California Drive,
Burlingame, CA
Product Specs highlighted
on next page.
IB+A
11/22/2019
(page 1 of 3)

- Standard type
- Special system: maximum load for extra charge (maximum load for EB up to 3000 kg [6610 lbs] per place for extra charge).
- To follow the minimum finished dimensions, make sure to consider the tolerances according to VOB, part C (DIN 18330 and 18331) and the DIN 18202.
- Car width for platform width 230 cm [7'-7"]. If wider platforms are used it is also possible to park wider cars.
- For dividing walls: cutting through 10 x 10 cm [4" x 4"].
- Potential equalization from foundation grounding connection to system (provided by the customer).

- In compliance with DIN EN 14010, 10 cm [4"] wide yellow-black markings compliant to ISO 3864 must be applied by the customer to the edge of the pit in the entry area to mark the danger zone (see „load plan“ page 7).
- Slope with drainage channel and sump.
- At the transition section between pit floor and walls no hollow mouldings/coves are possible. If hollow mouldings/coves are required, the systems must be designed smaller or the pits accordingly wider.
- For convenient use of your parking space and due to the fact that the cars keep becoming longer we recommend a pit length of 540 cm [17'-9"].
- Must be at least as high as the greatest car height + 5 cm [+ 2"].

Page 1
Section
Car data

Page 2
Height
dimensions

Page 3
Function
Width
dimensions
without door

Page 4
Width
dimensions
without door

Page 5
Width
dimensions
without door

Page 6
Width
dimensions
with door

Page 7
Load plan

Page 8
Approach
Installation

Page 9
Electrical
installation

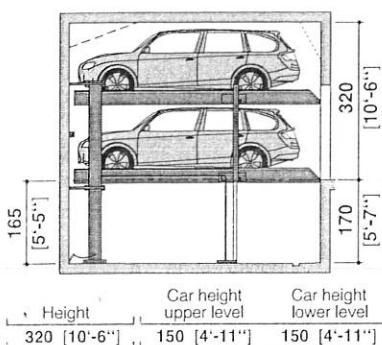
Page 10
Technical
data

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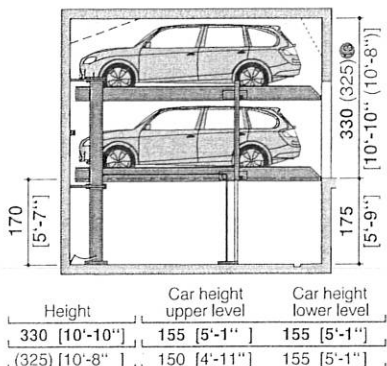
Page 12
Description

Height dimensions for garage without door (basement garage)

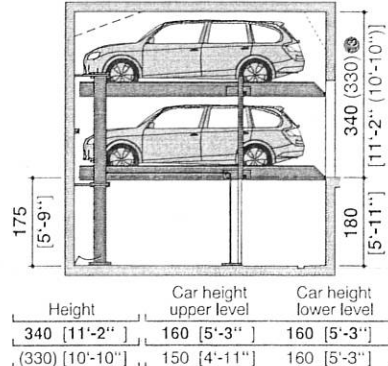
2072i-165 [5'-5"]



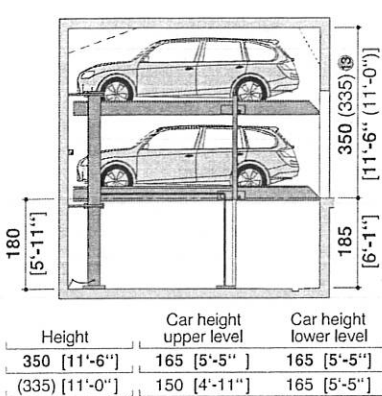
2072i-170 [5'-7"]



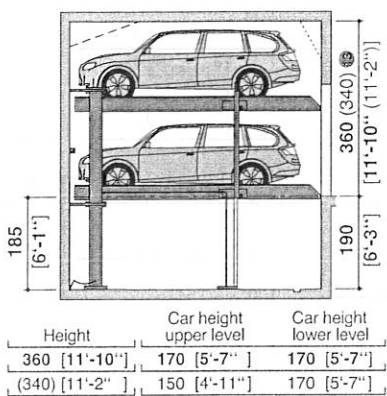
2072i-175 [5'-9"]



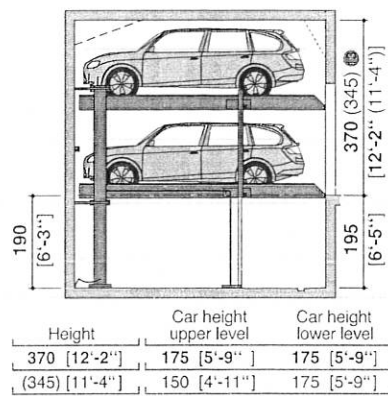
2072i-180 [5'-11"] 12



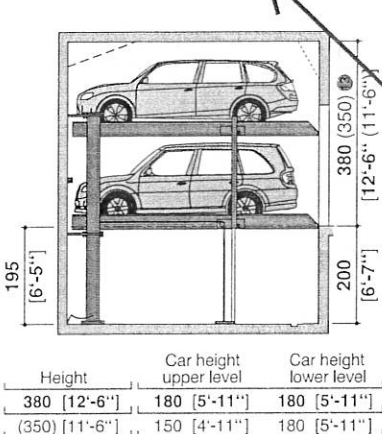
2072i-185 [6'-1"]



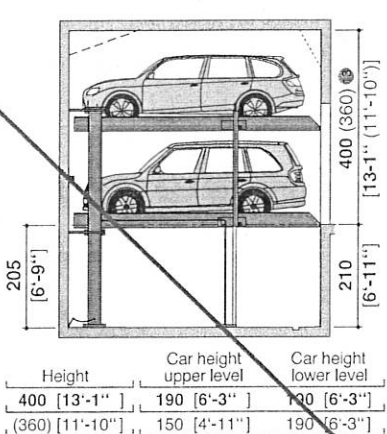
2072i-190 [6'-3"]



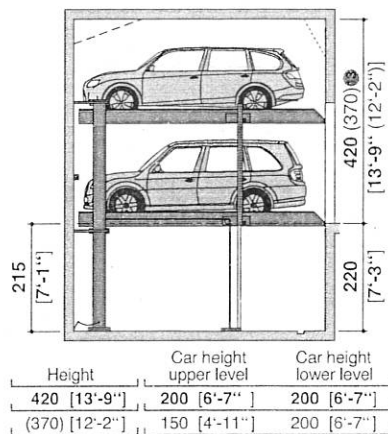
2072i-195 [6'-5"]



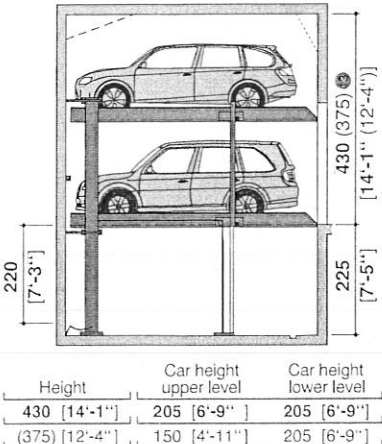
2072i-205 [6'-9"]



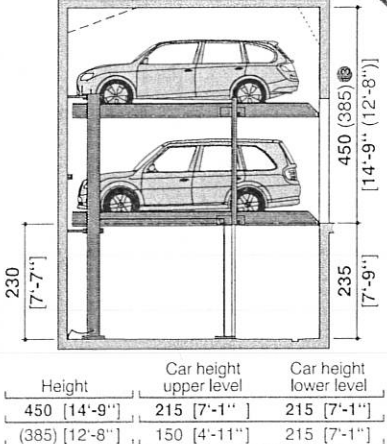
2072i-215 [7'-1"]



2072i-220 [7'-3"]



2072i-230 [7'-7"]



601 California Drive,
Burlingame, CA
Product Specs
IB+A
11/22/2019
(page 2 of 3)

● Standard type

● If a higher ceiling height is available higher cars can be parked.

Page 1
Section
Car data

Page 2
Height
dimensions

Page 3
Function
Width
dimensions
without door

Page 4
Width
dimensions
without door

Page 5
Width
dimensions
without door

Page 6
Width
dimensions
with door

Page 7
Load plan

Page 8
Approach
Installation

Page 9
Electrical
installation

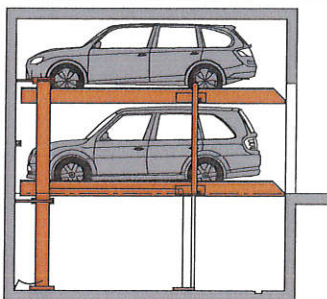
Page 10
Technical
data

Page 11
To be performed by the
customer

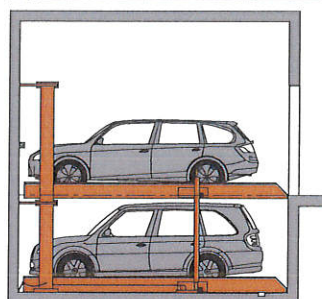
Page 12
Description

Function

System lifted



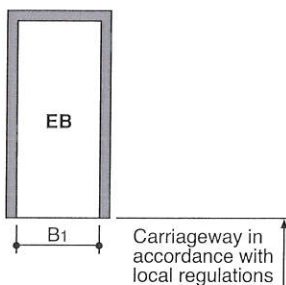
System lowered



Width dimensions for garage without door (basement garage)

Dividing walls

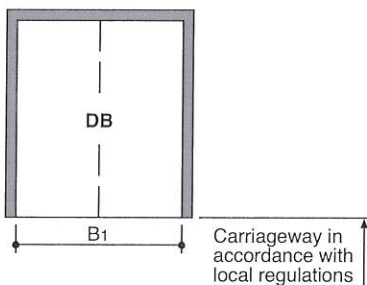
Single Platform (EB)



Usable platform width	B1
230 [7'-7"]	260 [8'-6"]
240 [7'-10"]	270 [8'-10"]
250 [8'-2"]	280 [9'-2"]
260 [8'-6"]	290 [9'-6"]
270 [8'-10"]	300 [9'-10"]

601 California Drive,
Burlingame, CA
Product Specs
IB+A
11/122/2019
(page 3 of 3)

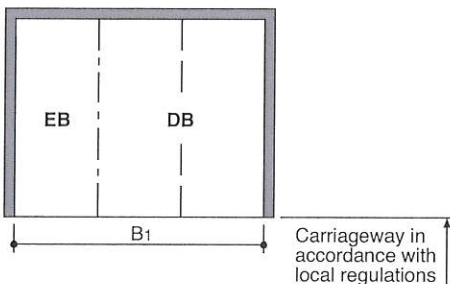
Double Platform (DB)



Usable platform width	B1
460 [15'-1"]	490 [16'-1"]
470 [15'-5"]	500 [16'-5"]
480 [15'-9"]	510 [16'-9"]
490 [16'-1"]	520 [17'-1"]
500 [16'-5"]	530 [17'-5"]
510 [16'-9"]	540 [17'-9"]
520 [17'-1"]	550 [18'-1"]
530 [17'-5"]	560 [18'-5"]
540 [17'-9"]	570 [18'-9"]

Qty: 1

Single and Double Platform (EB + DB) – Example



Usable platform width	B1
230 + 460 [7'-7" + 15'-1"]	750 [24'-7"]
240 + 470 [7'-10" + 15'-5"]	770 [25'-3"]
250 + 480 [8'-2" + 15'-9"]	790 [25'-11"]
250 + 500 [8'-2" + 16'-5"]	810 [26'-7"]
270 + 500 [8'-10" + 16'-5"]	830 [27'-3"]
270 + 510 [8'-10" + 16'-9"]	840 [27'-7"]
270 + 520 [8'-10" + 17'-1"]	850 [27'-11"]
270 + 530 [8'-10" + 17'-5"]	860 [28'-3"]
270 + 540 [8'-10" + 17'-9"]	870 [28'-7"]



For parking boxes on the edges and boxes with intermediate walls we recommend our maximum platform width of 270 cm [8'-10"] for single platforms and 540 cm [17'-9"] 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).

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 façade, creating a small alcove.

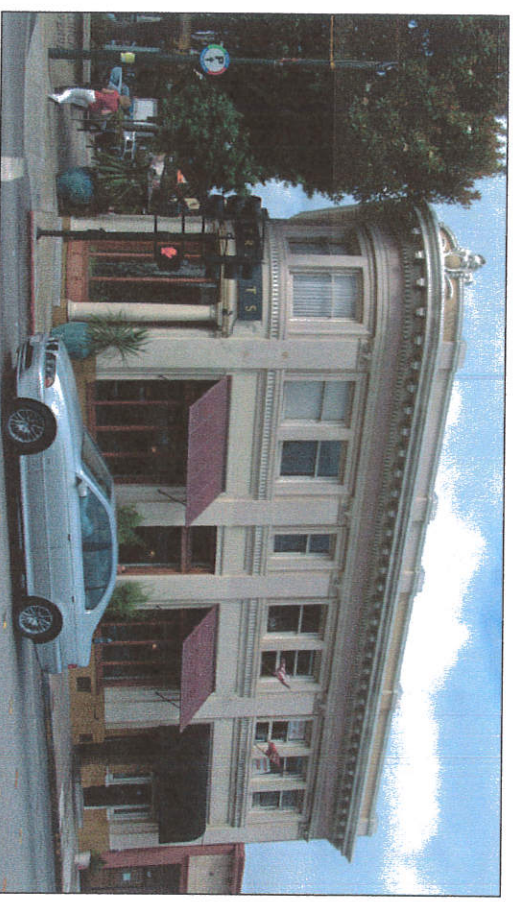


FIGURE 5-4: Corner parcels are encouraged to incorporate special features such as rounded or cut corners, special corner entrances, display windows, corner roof features, etc. but should avoid monumentally-scaled elements such as towers.

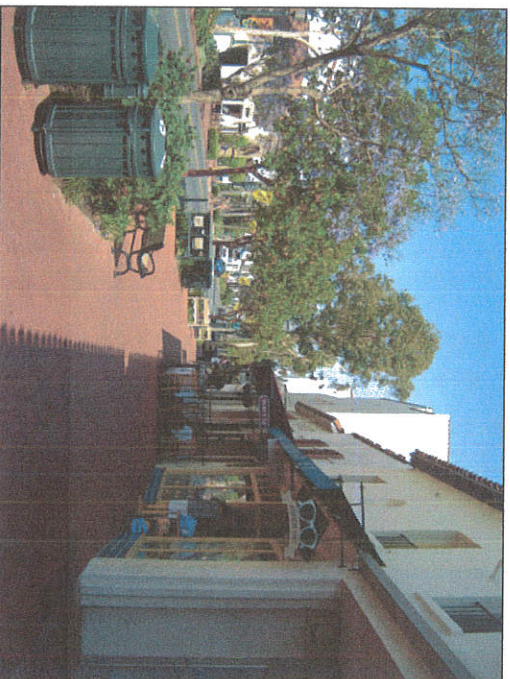


FIGURE 5-5: Particular attention should be given to craftsmanship and detailing within the pedestrian's range of touch and view.



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.

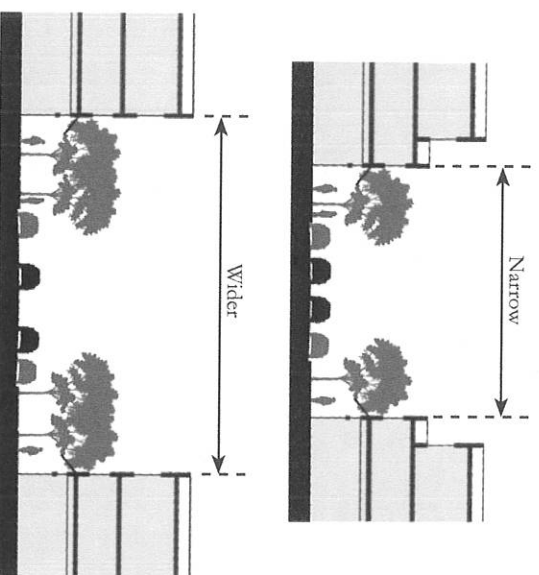


FIGURE 5-7: Buildings should not overwhelm the pedestrian experience on the street and should account for the relationship between building height and street width.

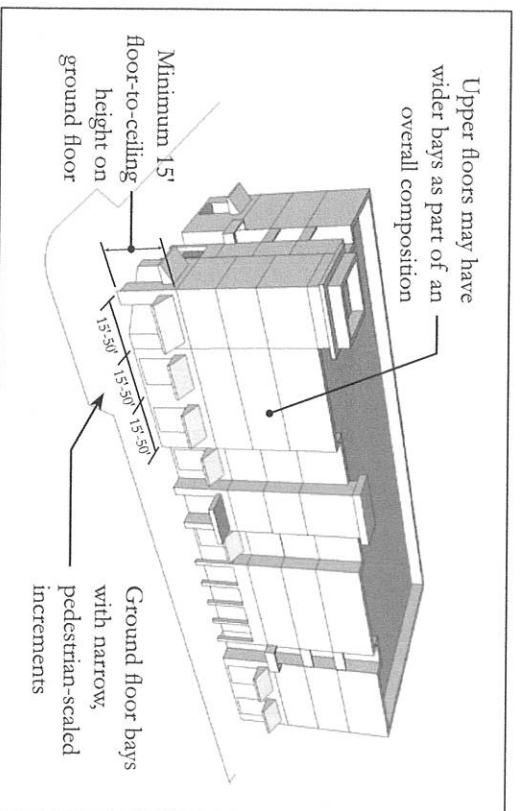


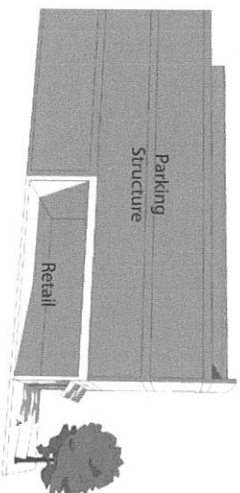
FIGURE 5-8: Building scale should preserve the rhythm and fine-grained pedestrian character of downtown, particularly at the pedestrian level.

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.

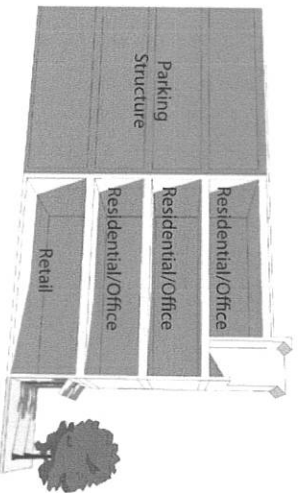
Application: Municipal parking structure.



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.

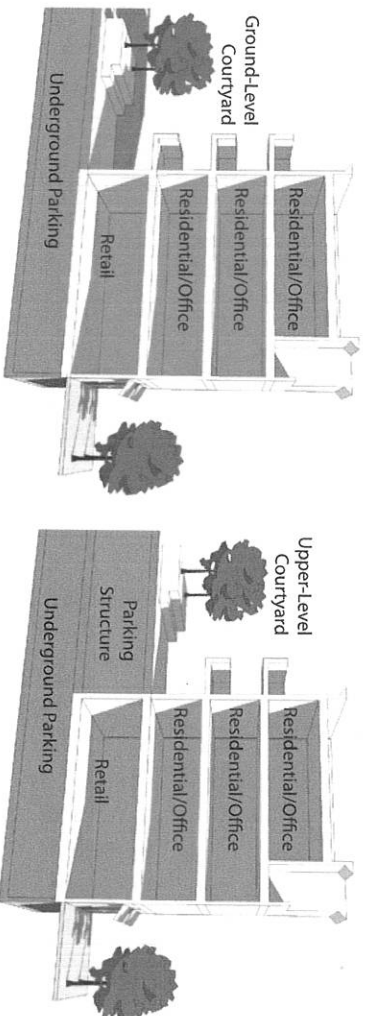
Application: Projects with relatively large amount of parking provided on-site. Typically requires a relatively large site to accommodate the parking structure and liner building.



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.

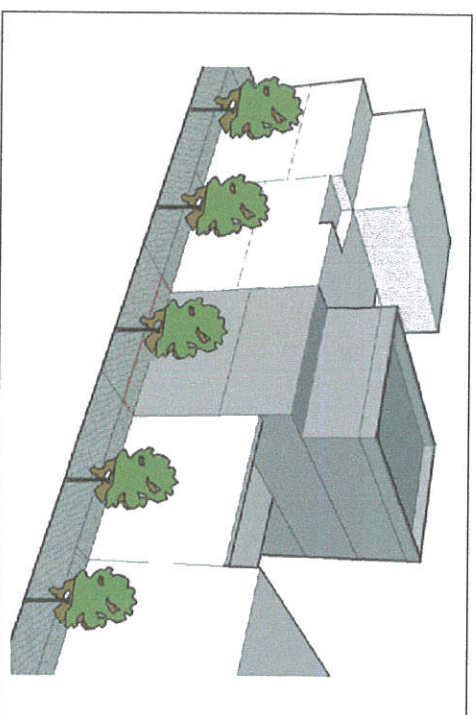


FIGURE 5-10: Where neighboring buildings are three stories or lower in height, newer taller buildings should consider matching lower façades to those of adjoining lower buildings with upper floors set back.



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.

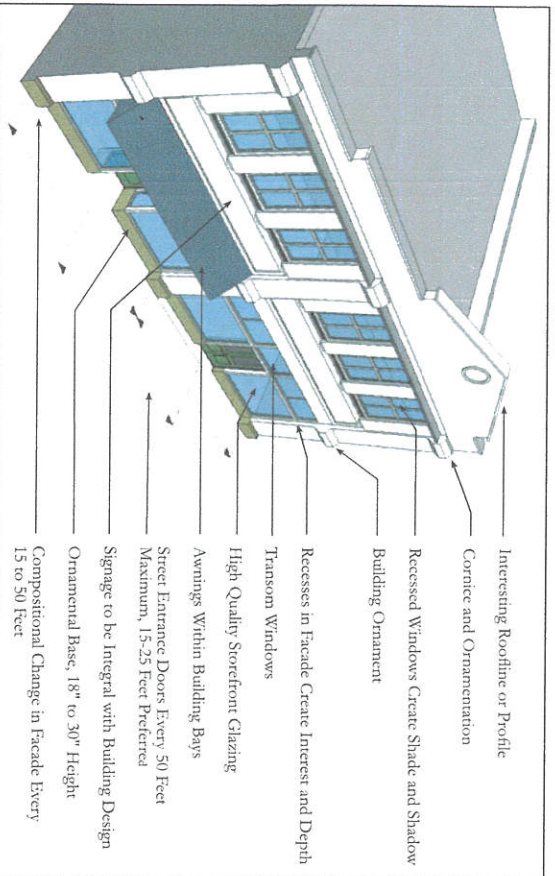


FIGURE 5-12: Facades on both new and rehabilitated buildings should include the elements that make up a complete storefront including doors, display windows, bulkheads, signage areas and awnings.

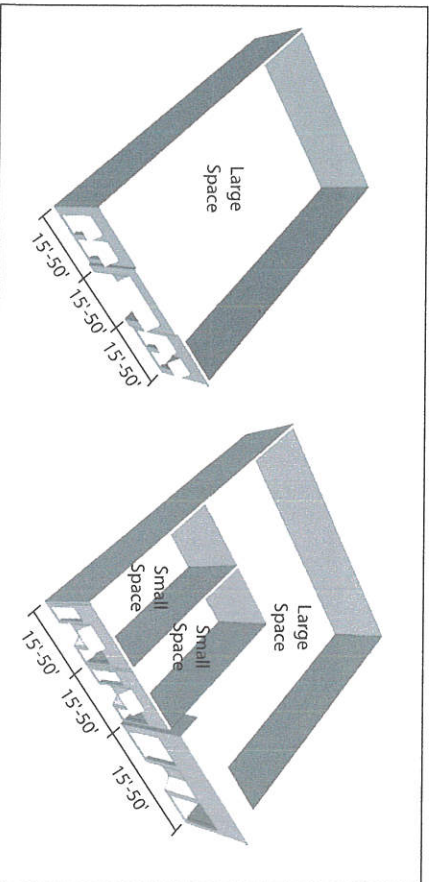


FIGURE 5-13: Even if separate businesses function within the same building, the overall design of the façade should be consistent. Individual businesses should not break the basic lines, material and concept of the facade.

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 existing 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 facade. 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. Noticeably 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 façade design, and provide effective weather and sun protection. The placement of awnings should relate to the major architectural elements of the façade, 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 façade 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

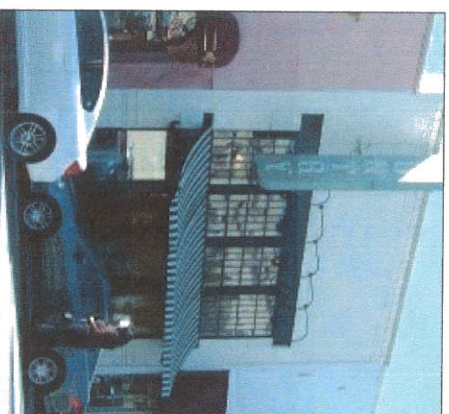


FIGURE 5-15: Awnings should be designed to be decorative, complimentary to the overall façade design, and provide effective weather and sun protection.

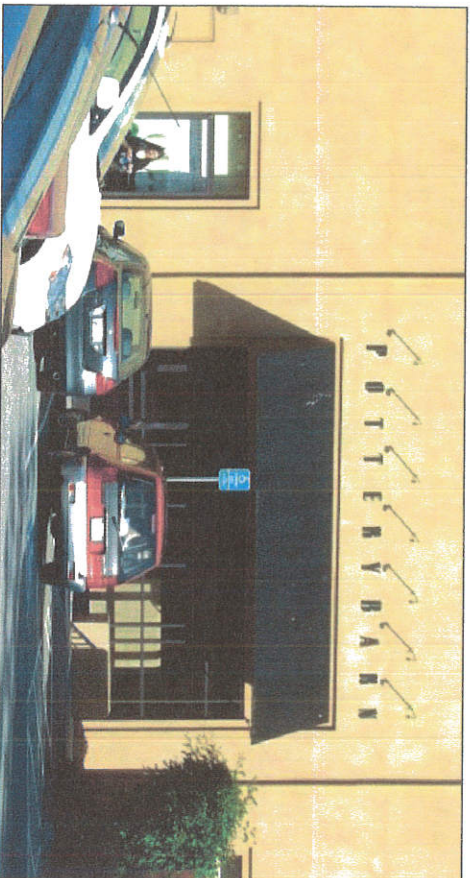


FIGURE 5-16: Rear and side facades that are visible from the public realm should exhibit sophisticated levels of design and materials of a quality similar to front facades. Buildings facing public parking lots are strongly encouraged to have rear entrances in addition to their principal street entrances.

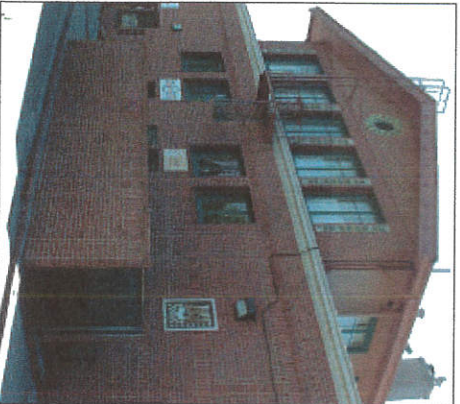


FIGURE 5-17: Service facilities such as trash enclosures and mechanical equipment should be screened with enclosures and devices consistent with the building architecture in form, material and detail.

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 facades that are visible from the public realm should exhibit sophisticated levels of design and materials. Rear and side facades 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.

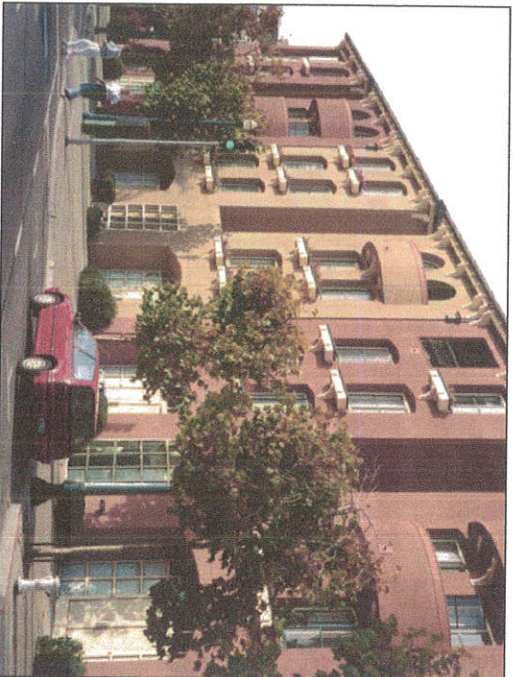


FIGURE 5-20: To reinforce the Downtown commercial character of Downtown Burlingame, mixed-use buildings with a residential component shall conform to the setback standards for commercial projects.

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 maintaining 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

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME
APPROVING CATEGORICAL EXEMPTION, CONDOMINIUM PERMIT, COMMERCIAL DESIGN
REVIEW, CONDITIONAL USE PERMIT FOR BUILDING HEIGHT, AND TENTATIVE
CONDOMINIUM MAP FOR A 25-UNIT LIVE/WORK CONDOMINIUM AT 601 CALIFORNIA
DRIVE, ON PROPERTY SITUATED WITHIN THE C-2 - NORTH CALIFORNIA COMMERCIAL
DISTRICT**

RESOLVED, BY THE PLANNING COMMISSION OF THE CITY OF BURLINGAME THAT:

WHEREAS, a Categorical Exemption has been prepared and application has been made for Condominium Permit, Commercial Design Review, Conditional Use Permit for building height, and Tentative Condominium Map for construction of a new 25-unit live/work condominium at 601 California Drive, zoned C-2- North California Commercial District, Edward Duffy, property owner, APN: 029-131-380;

WHEREAS, said matters were heard by the Planning Commission of the City of Burlingame on September 28, 2020, at which time it reviewed and considered the staff report and all other written materials and testimony presented at said hearing;

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

1. On the basis of the Initial Study and the documents submitted and reviewed, and comments received and addressed by this Commission, it is hereby found that there is no substantial evidence that the project set forth above will have a significant effect on the environment, and categorical exemption, per CEQA Section 15332, In-Fill Development Projects, is hereby approved.
2. Said Commercial Design Review, Condominium Permit, Conditional Use Permit, and Tentative Condominium Map are approved subject to the conditions set forth in Exhibit "A" attached hereto. Findings for such Commercial Design Review, Condominium Permit, Conditional Use Permit, and Tentative Condominium Map are set forth in the staff report, minutes, and recording of said meeting.
3. It is further directed that a certified copy of this resolution be recorded in the official records of the County of San Mateo.

Chairperson

I, _____, Secretary of the Planning Commission of the City of Burlingame, do hereby certify that the foregoing resolution was introduced and adopted at a regular meeting of the Planning Commission held on the 28th day of September, 2020 by the following vote:

Secretary

EXHIBIT "A"

Conditions of Approval for Condominium Permit, Commercial Design Review, Conditional Use Permit, and Tentative Condominium Map

601 California Drive

Effective **October 8, 2020**

1. that the project shall be built as shown on the plans submitted to the Planning Division date stamped September 22, 2020, sheets A0.01 through A-6.00, L-1.00 through L-3.00, C-1, and Architectural Site Survey dated November 20, 2019;
2. that prior to issuance of a building permit for construction of the project, the project construction plans shall be modified to include a cover sheet listing all conditions of approval adopted by the Planning Commission, or City Council on appeal; which shall remain a part of all sets of approved plans throughout the construction process. Compliance with all conditions of approval is required; the conditions of approval shall not be modified or changed without the approval of the Planning Commission, or City Council on appeal;
3. that prior to issuance of a building permit, the applicant shall apply for a tentative and final condominium map with the Public Works, Engineering Division for processing in conformance with the Subdivision Map Act;
4. that prior to issuance of the building permit for the project, the applicant shall pay the residential impact fees in the amount of \$610,410.00 to \$712,145.00 (to be determined based on use of prevailing wage labor) made payable to the City of Burlingame and submitted to the Planning Division;
5. that prior to issuance of the final framing inspection of the project, the applicant shall pay the public facilities impact fees in the amount of \$125,759.00, made payable to the City of Burlingame and submitted to the Planning Division;
6. that any changes to the size or envelope of the building, which would include expanding the footprint or floor area of the structure, replacing or relocating windows or changing the roof height or pitch, shall be subject to Planning Commission review (FYI or amendment to be determined by Planning staff);
7. that the final inspection shall be completed and a certificate of occupancy issued before the close of escrow on the sale of each unit;
8. that the developer shall provide to the initial purchaser of each unit and to the board of directors of the condominium association, an owner purchaser manual which shall contain the name and address of all contractors who performed work on the project, copies of all warranties or guarantees of appliances and fixtures and the estimated life expectancy of all depreciable component parts of the property, including but not limited to the roof, painting, common area carpets, drapes and furniture;
9. that a Klaus automated vehicle stacker parking system, or an equivalent parking lift system, shall be installed, with the following conditions:
 - a. the parking lifts shall be properly illuminated to provide safety for easy loading and unloading, while not causing excessive glare.
 - b. signage shall be installed explaining the proper use of the lifts and emergency contact information for lift maintenance or problems.
 - c. the final design of the parking lifts shall be subject to the review and approval of the Community Development Director.

EXHIBIT "A"

Conditions of Approval for Condominium Permit, Commercial Design Review, Conditional Use Permit, and Tentative Condominium Map

601 California Drive

Effective **October 8, 2020**

10. that the developer shall install a visual and audio pedestrian warning system shall be installed at the exit/entrance to the building parking area and that the developer shall install a red curb along Floribunda Avenue from the intersection with California Drive to the edge of the driveway apron for the multifamily property immediately to the south and abutting the subject site rear property line; and that both installations are subject to approval by the Public Works Division;
11. that the project shall be constructed in accordance with the July 29, 2019 "Request for Alternate Materials or Methods of Construction" agreement between Edward Duffy and Central County Fire Department;
12. that if the City determines that the structure interferes with City communications in the City, the property owner shall permit public safety communications equipment and a wireless access point for City communications to be located on the structure in a location to be agreed upon by the City and the property owner. The applicant shall provide an electrical supply source for use by the equipment. The applicant shall permit authorized representatives of the City to gain access to the equipment location for purposes of installation, maintenance, adjustment, and repair upon reasonable notice to the property owner or owner's successor in interest. This access and location agreement shall be recorded in terms that convey the intent and meaning of this condition;
13. that all construction shall abide by the construction hours established in the Municipal Code; with the exception of certain activities noted in the Class 32 Categorical Infill Exemption dated September 2020 and subject to the approval of the Chief Building Official;
14. that the project applicant and its construction contractor(s) shall develop a construction management plan for review and approval by the City of Burlingame. The plan must include at least the following items and requirements to reduce, to the maximum extent feasible, traffic and parking congestion during construction:
 - a. A construction parking plan to provide worker parking off site and generally off neighborhood streets, with shuttles or other transportation as needed to transport workers to the site;
 - b. A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes;
 - c. Identification of haul routes for movement of construction vehicles that would minimize impacts on motor vehicular, bicycle and pedestrian traffic, circulation and safety, and specifically to minimize impacts to the greatest extent possible on streets in the project area;
 - d. Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures would occur;
 - e. Provisions for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project applicant; and

EXHIBIT "A"

Conditions of Approval for Condominium Permit, Commercial Design Review, Conditional Use Permit, and Tentative Condominium Map

601 California Drive

Effective October 8, 2020

- f. Designation of a readily available contact person for construction activities who would be responsible for responding to any local complaints regarding traffic or parking. This coordinator would determine the cause of the complaint and, where necessary, would implement reasonable measures to correct the problem.
15. that the applicant shall submit an erosion and sedimentation control plan describing BMPs (Best Management Practices) to be used to prevent soil, dirt and debris from entering the storm drain system; the plan shall include a site plan showing the property lines, existing and proposed topography and slope; areas to be disturbed, locations of cut/fill and soil storage/disposal areas; areas with existing vegetation to be protected; existing and proposed drainage patterns and structures; watercourse or sensitive areas on-site or immediately downstream of a project; and designated construction access routes, staging areas and washout areas;
16. that the applicant shall submit a Construction Noise Control Plan. This plan would include measures such as:
 - Using smaller equipment with lower horsepower or reducing the hourly utilization rate of equipment used on the site to reduce noise levels at 50 feet to the allowable level.
 - Locating construction equipment as far as feasible from noise-sensitive uses.
 - Requiring that all construction equipment powered by gasoline or diesel engines have sound control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation.
 - Prohibiting gasoline or diesel engines from having unmuffled exhaust systems.
 - Not idling inactive construction equipment for prolonged periods (i.e., more than 5 minutes).
 - Constructing a solid plywood barrier around the construction site and adjacent to operational businesses, residences, or other noise-sensitive land uses.
 - Using temporary noise control blanket barriers.
 - Monitoring the effectiveness of noise attenuation measures by taking noise measurements.
 - Using "quiet" gasoline-powered compressors or electrically powered compressors and electric rather than gasoline- or diesel-powered forklifts for small lifting.
17. that all off-road diesel-powered equipment used during construction is equipped with U.S. Environmental Protection Agency (EPA) Tier 4 "final" engines;
18. that construction access routes shall be limited in order to prevent the tracking of dirt onto the public right-of-way, clean off-site paved areas and sidewalks using dry sweeping methods;
19. that during construction, the applicant shall provide fencing (with a fabric screen or mesh) around the project site to ensure that all construction equipment, materials and debris is kept on site;
20. that storage of construction materials and equipment on the street or in the public right-of-way shall be prohibited;
21. that if construction is done during the wet season (October 1 through April 30), that prior to October 1 the developer shall implement a winterization program to minimize the potential for erosion and polluted runoff by inspecting, maintaining and cleaning all soil erosion and sediment

EXHIBIT "A"

Conditions of Approval for Condominium Permit, Commercial Design Review, Conditional Use Permit, and Tentative Condominium Map

601 California Drive

Effective **October 8, 2020**

control prior to, during, and immediately after each storm even; stabilizing disturbed soils throughout temporary or permanent seeding, mulching matting, or tarping; rocking unpaved vehicle access to limit dispersion of mud onto public right-of-way; covering/tarping stored construction materials, fuels and other chemicals;

22. that trash enclosures and dumpster areas shall be covered and protected from roof and surface drainage and that if water cannot be diverted from these areas, a self-contained drainage system shall be provided that discharges to an interceptor;
23. that this project shall comply with the state-mandated water conservation program, and a complete Irrigation Water Management and Conservation Plan together with complete landscape and irrigation plans shall be provided at the time of building permit application;
24. that all site catch basins and drainage inlets flowing to the bay shall be stenciled. All catch basins shall be protected during construction to prevent debris from entering;
25. that this proposal shall comply with all the requirements of the Tree Protection and Reforestation Ordinance adopted by the City of Burlingame in 1993 and enforced by the Parks Department; complete landscape and irrigation plans shall be submitted at the time of building permit application and the street trees will be protected during construction as required by the City Arborist;
26. that the applicant shall coordinate with the City of Burlingame Parks Division regarding the planting of three (3) street trees along Floribunda Avenue;
27. that the project shall comply with the Construction and Demolition Debris Recycling Ordinance which requires affected demolition, new construction and alteration projects to submit a Waste Reduction plan and meet recycling requirements; any partial or full demolition of a structure, interior or exterior, shall require a demolition permit;
28. that demolition or removal of the existing structures and any grading or earth moving on the site shall not occur until a building permit has been issued and such site work shall be required to comply with all the regulations of the Bay Area Air Quality Management District;
29. that the applicant shall comply with Ordinance 1503, the City of Burlingame Storm Water Management and Discharge Control Ordinance;
30. that the project shall meet all the requirements of the California Building and Uniform Fire Codes, as amended by the City of Burlingame;
31. that this project shall comply with Ordinance No. 1477, Exterior Illumination Ordinance;

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

32. that prior to scheduling the foundation inspection a licensed surveyor shall locate the property corners, set the building envelope;
33. that prior to underfloor frame inspection the surveyor shall certify the first floor elevation of the

EXHIBIT "A"

Conditions of Approval for Condominium Permit, Commercial Design Review, Conditional Use Permit, and Tentative Condominium Map

601 California Drive

Effective **October 8, 2020**

new structure(s) and the various surveys shall be accepted by the Building Division;

34. that prior to scheduling the framing inspection, the project architect, engineer or other licensed professional shall provide architectural certification that the architectural details such as window locations and bays are built as shown on the approved plans; if there is no licensed professional involved in the project, the property owner or contractor shall provide the certification under penalty of perjury. Certifications shall be submitted to the Building Division;
35. that prior to final inspection, Planning Division staff will inspect and note compliance of the architectural details (trim materials, window type, etc.) to verify that the project has been built according to the approved Planning and Building plans;
36. that the maximum elevation to the top roof parapet shall not exceed elevation 75.26', as measured from the average elevation at the top of the curb along California Drive (20.31') for a maximum height not to exceed 54'-11" to the top of roof of the fifth floor; the garage finished floor elevation shall be elevation 20.12'; the top of each floor and final roof ridge shall be surveyed by a licensed surveyor who shall provide certification of that height to the Building Division; Should any framing exceed the stated elevation at any point it shall be removed or adjusted so that the final height of the structure with roof shall not exceed the maximum height shown on the approved plans;

The following conditions of approval are from Downtown Specific Plan:

37. that if subgrade structures are proposed, the project sponsor shall prepare a Geotechnical Study identifying the depth to the seasonal high water table at the project site. No permanent groundwater dewatering would be allowed. Instead, all residential uses must be elevated to above the seasonal high water table and all areas for non-residential uses shall be flood-proofed and anchored, in accordance with floodplain development requirements, to the design depth as recommended by geotechnical engineer. Final design shall be prepared by a qualified professional engineer and approved by the Burlingame Department;
38. the project sponsor shall implement all appropriate control measures from the most currently adopted air quality plan at the time of project construction;
39. the project sponsor shall ensure implementation of the following mitigation measures during project construction, in accordance with BAAQMD standard mitigation requirements:
 - a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day or as necessary.
 - b. All haul trucks transporting soil, sand, or other loose material offsite shall be covered or otherwise loaded consistent with California Vehicle Code Section 23114.
 - c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry sweeping is prohibited.
 - d. All vehicle speeds on unpaved roads shall be limited to 15 mph.

EXHIBIT "A"

Conditions of Approval for Condominium Permit, Commercial Design Review, Conditional Use Permit, and Tentative Condominium Map

601 California Drive

Effective **October 8, 2020**

- e. All roadways, driveways, sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
 - f. Idling times shall be minimized either by shutting off equipment when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
 - g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
 - h. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.
43. the project sponsor shall implement the following Greenhouse Gas reduction measures during construction activities:
- a. Alternative-Fueled (e.g., biodiesel, electric) construction vehicles/equipment shall make up at least 15 percent of the fleet.
 - b. Use at least 10 percent local building materials.
 - c. Recycle at least 50 percent of construction waste or demolition materials.
44. the project sponsor shall provide adequate secure bicycle parking in the plan area at a minimum ratio of 1 bicycle spot for every 20 vehicle spots;
45. the condominium management shall post and update information on alternate modes of transportation for the area (i.e. bus/shuttle schedules and stop locations, maps);
46. the project sponsor shall incorporate commercial energy efficiency measures such that energy efficiency is increased to 15% beyond 2008 title 24 standards for electricity and natural gas;
47. the project sponsor shall incorporate recycling measures and incentives such that a solid waste diversion rate of 75% is achieved upon occupation of each phase of plan development;
48. the project sponsor shall incorporate residential water efficiency measures such that water consumption is decreased by a minimum of 10 percent over current standard water demand factors;
49. that construction shall avoid the March 15 through August 31 avian nesting period to the extent feasible, as determined by staff. If it is not feasible to avoid the nesting period, a survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than 7 days prior to construction. The area surveyed shall include all clearing/construction areas, as well as areas within 250 ft. of the boundaries of these areas, or as otherwise determined by the biologist. In the

EXHIBIT "A"

Conditions of Approval for Condominium Permit, Commercial Design Review, Conditional Use Permit, and Tentative Condominium Map

601 California Drive

Effective **October 8, 2020**

event that an active nest is discovered, clearing/construction shall be postponed within 250 ft. of the nest, until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts;

50. that for projects within the Plan Area that require excavation, a Phase I Environmental Site Assessment (and Phase II sampling, where appropriate) would be required. If the Phase I Environmental Site Assessment determines that remediation is required, the project sponsor would be required to implement all remediation and abatement work in accordance with the requirements of the Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), or other jurisdictional agency;
51. the following practices shall be incorporated into the construction documents to be implemented by the project contractor.
 - a. Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures:
 - Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site; - Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors;
 - Locate stationary equipment to minimize noise impacts on the community; and
 - Minimize backing movements of equipment.
 - b. Use quiet construction equipment whenever possible.
 - c. Impact equipment (e.g., jack hammers and pavement breakers) shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other quieter procedures, such as drilling rather than using impact equipment, shall be used whenever feasible.
52. the project sponsor shall incorporate the following practice into the construction documents to be implemented by construction contractors: The project sponsor shall require that loaded trucks and other vibration-generating equipment avoid areas of the project site that are located near existing residential uses to the maximum extent compatible with project construction goals;
53. that if the project increases sewer flows to the sanitary sewer system, the project sponsor shall coordinate with the City Engineer to determine if improvements to public sanitary sewer infrastructure are needed. If improvements are needed, the following shall apply:
 - that prior to issuance of a building permit, the project sponsor shall develop a plan to facilitate sanitary sewer improvements. The plan shall include a schedule for implementing sanitary sewer upgrades that would occur within the development site and/or contribution of a fair share fee toward those improvements, as determined by the City Engineer. The plan shall be reviewed by the City Engineer.
54. that prior to issuance of a building permit, the development plans shall be reviewed by the Fire Marshal to determine if fire flow requirements would be met given the requirements of the

EXHIBIT "A"

Conditions of Approval for Condominium Permit, Commercial Design Review, Conditional Use Permit, and Tentative Condominium Map

601 California Drive

Effective **October 8, 2020**

proposed project, and the size of the existing water main(s). If the Fire Marshal determines improvements are needed for fire protection services, then the following shall apply:

- that prior to issuance of a building permit the project sponsor shall be required to provide a plan to supply adequate water supply for fire suppression to the project site, consistent with the Fire Marshal's requirements. The plan shall be reviewed by the Fire Marshal. The project sponsor shall be responsible for implementation of the plan including installation of new water mains, and/or incorporation of fire water storage tanks and booster pumps into the building design, or other measures as determined by the Fire Marshal.

55. that if evidence of an archeological site or other suspected cultural resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Burlingame shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City of Burlingame shall consult with the archeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC;
56. that should a unique paleontological resource or site or unique geological feature be identified at the project construction site during any phase of construction, the project manager shall cease all construction activities at the site of the discovery and immediately notify the City of Burlingame. The project sponsor shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is carried out. The project sponsor shall be responsible for implementing any additional mitigation measures prescribed by the paleontologist and approved by the City; and
57. that if human remains are discovered at any project construction site during any phase of construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Burlingame and the County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Burlingame shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code Section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of Burlingame, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.



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

Project Site: 601 California Drive, zoned C-2
(North California Drive Commercial District)

The City of Burlingame Planning Commission announces the following virtual public hearing via Zoom **on Monday, September 28, 2020 at 7:00 P.M.** You may access the meeting online at www.zoom.us/join or by phone at (669) 900-6833:

Meeting ID: 891 8594 9112 Passcode: 466732

Description: Application for Design Review, Conditional Use Permit for building height, and Condominium Permit for construction of a new, five-story, 25-Unit live/work development.

Members of the public may provide written comments by email to: publiccomment@burlingame.org.

Mailed: September 18, 2020

(Please refer to other side)

**PUBLIC HEARING
NOTICE**

City of Burlingame - Public Hearing Notice

If you have any questions about this application or would like to schedule an appointment to view a hard copy of the application and plans, please send an email to planningdept@burlingame.org or call (650) 558-7250.

Individuals who require special assistance or a disability-related modification or accommodation to participate in this meeting, or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed, should contact the Planning Division at planningdept@burlingame.org or (650) 558-7250 by 10 am on the day of the meeting.

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.

Kevin Gardiner, AICP
Community Development Director

(Please refer to other side)

601 California Drive
500' noticing
APN #: 029.131.380

