



City of Burlingame

BURLINGAME CITY HALL
501 PRIMROSE ROAD
BURLINGAME, CA 94010

Meeting Minutes Planning Commission

Monday, September 23, 2019

7:00 PM

Council Chambers

b. 1766 El Camino Real, zoned NBMU:

a. Application for Environmental Review, Design Review, and Conditional Use Permit for mechanical parking stackers for a new seven-story, mixed-use building with retail, office and 60 residential units with below grade parking (Certosa Inc. applicant and property owner; Architecture International, architect) (84 noticed) Staff Contact: Catherine Keylon

b. Application for Zoning Code Amendment to Amend Office Parking Regulations in the NBMU Zone. Staff Contact: Catherine Keylon

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

Senior Planner Keylon provided an overview of the staff report.

Questions of staff:

> *What is the parking ratio in other commercial zones? (Keylon: Parking ratio for office is the same throughout the city and is 1:300 SF. Parking ratio for medical uses is 1:250 SF, except in the Inner Bayshore area where it is 1:300 SF in buildings over 20,000 SF in area; that's the nexus we used for this application on the north end of Burlingame.)*

> *Please clarify the residential linkage fee. (Keylon: Projects that are developing residential units can either provide affordable units on site or pay an in-lieu fee based on their density and type of labor. The rate is different if the project is prevailing wage or non-prevailing wage. In this case, the community benefit they've chosen is to provide affordable units at 5% low income, and therefore the residential linkage fee would not be required since affordable units are being provided.)*

> *In reading through the reduced parking requirements and the modifications being proposed in this area for the office ratio, what's being presented to us is changing the ordinances so that the parking ratio is 1 space per 500 SF, or 2 spaces per 1,000 SF as it's being presented in the parking table provide by Hexagon. Even with reductions allowing for projects that are close to multimodal transportation or in downtown areas, not seeing too many that get as low as 2 parking spaces per 1,000 SF. There are various considerations, for example Mountain View says parking reduction and shared parking may be implemented if it can be justified that there will be no resulting parking deficiency, however that doesn't tell me they're getting as low as 2 parking spaces per 1,000 SF on a regular basis. If we're going to 2 spaces per 1,000 SF, there doesn't seem to be too many other communities that are going that low, am I correct in reading this? (Keylon: For Millbrae, their ratio comes down to approximately 1 space per 660 SF within 800 feet of the multimodal station. Outside of that boundary, it's 1 space per 400 SF; San Mateo is almost 1 per 400 SF because they're 2.6 per 1,000 SF; and South San Francisco within their downtown near the train station is 1 per 400 SF. The case study also provides additional information. (Kane: The table referring to TOD buildings demonstrates a considerably lower ratio than the default ratio for the City's.)*

Acting Chair Kelly opened the public hearing.

Mario Muzzi, Bill Higgins, Dave LoCoco and John Martin, represented the applicant.

Commission Questions/Comments:

- > Staff report shows 20 parking spaces dedicated or assigned for the commercial spaces. Where would those spaces be located? (Higgins: It's an unbundled garage, but they could be assigned spaces for the commercial tenants, probably off the California Drive side since that's the easiest entry point without going deep into the garage. We haven't explored exactly the actual assignment or location, but that's one idea.)
- > Are the 20 parking spaces for employees working in the commercial space or are those for customers or clients coming to visit the commercial space? (Keylon: The intent is that they would be for both.) (LoCoco: From an accessibility and electric vehicle point of view, the code requires certain percentages of those types of parking spaces for commercial and residential uses, and this project has those. The final signage of which are retail are not designated at this point, but it would get evolved as the leases are made. Assume there would be some spaces underneath and some along the back edge for employees; want to make your most comfortable retail spaces available for the customer.)
- > If I am a customer or employee coming to the commercial area and I park in the garage, how would I get to the commercial space? (LoCoco: You would use the office elevator to the front lobby, which will provide access to the retail spaces through the outdoor plaza area. We're not trying to create a mall or an internal streetscape.)
- > Are you confident that people coming to the retail businesses will use the garage parking and walk out to the street and then back into a store? (Higgins: Yes, it's all protected so they can park in a protected area and come through a protected lobby.)
- > Can there be better identification for the lobby along the El Camino Real facade? Concern is that it's a six-story building and there is a hard line between the first and second floors, and there isn't really a celebration of that lobby. Something is needed to help identify and articulate that entry and create a little bit more pedestrian experience. (Higgins: We could look at adding a canopy extension.)
- > Have same concern on the residential side; there is a canopy of some sort that is a little better articulated, but some sense of entry is needed. Perhaps some movement into upper floors with the canopy.
- > In and around the fitness center, the plan is showing an arcade and plaza leading up to building which feels a little harsh. Is there any opportunity to get some softened edges, perhaps some trees along the driveway to soften that transition from the storefront wall of the fitness center to the arcade. Might filter that view into the fitness center so you don't feel like you're on the driveway. (Higgins: Intent would be the fitness center would be entered from the Trousdale Drive side, it could have a double entry. The pedestrian experience does continue under cover to get to the front entry; there is a planter separating it from the sidewalk area.) May want to revisit that edge between the arcade and driveway, would help to soften that edge.
- > Plans show artificial turf in the dog play area, however the images show benches and other amenities. Will the dog play area get developed with some articulation besides just a swath of turf over the parking? (Martin: Yes, we want to make sure people can socialize and let the dogs out and sit around and talk to their neighbor.)
- > Do you have the trees species identified for what will be planted along the street? (Martin: Patriot elm along El Camino Real and Red Oak along Trousdale Drive. In both of our plans, they are 5-foot tree wells, which is what we understood also from the city was the desired size, and it shifts away from the curb in Option 2 to allow for a step out zone; provides extra space to open your door depending on if you're parking or being dropped off.)
- > The basement garage wall is at the edge of the public right-of-way. Are you confident that the Patriot elm will have enough room to grow at the height shown on the plans? What height will they grow to? (Martin: Growth height would be approximately 40 feet. The intent is make sure the roots don't encroach on the basement walls with root barriers, as well as how we take an approach to using soil and making sure that the desirable soil for the tree runs closer to the curb where the roots are going to go.) (Higgins: The garage itself is going to be a straight line, so that section was taken at the narrowest point.)
- > The second layer of trees are in raised planters because they're above the garage, correct? (Martin: Yes, they are in raised planters and there is an opportunity to look closer into detail the use of the nose of where the cars are parking to be able to more depth along that edge.) What is the species of those trees? (Martin: Those would be Peppermint trees, they have a darker appearance and are more

ornamental, intent is to provide more verticality.) What height would you expect those to get if they're in raised planters? (Martin: Depends on the soil, but would likely go to 10 to 15 feet in height.)

> With the dominant corner of Trousdale Drive and El Camino Real where you're looking to develop a bulb out, there's an opportunity to define that corner more at the building. Having trouble identifying the entrance in the middle of the building along El Camino Real. Wondering how the corner can either orient or direct people a little bit more in that direction with perhaps some greater depth of landscaping around that corner, and some more activity that could help people to visualize or move in that direction versus having a flat facade. For example, Peninsula Hospital across the street has sculptures at the corner; corner needs more attention.

> At the residential turnaround up against masonry wall at the police station, is there some thought as to how you'll present that rear edge of the property? (Higgins: We have to look at the grades and the top of the wall, but wall will have to extend up because the drop off is up near the lobby level, so it is up from the street level about three to four feet; will have to look at the articulation of that wall as a landscape wall since it's going to be the backdrop of our drop off, so that will require some attention.)

> You have some punch outs along the residential levels and even in the center part of the commercial level, wondering if there's enough shade for the balcony areas? West side has a really strong sun exposure. (Higgins: Intent is that the balconies create some outdoor living, we have scaled them such that we have about 6 to 8 feet depending on the dimension of the bow. The office ones extend back over ten feet deep and are much bolder due to the floor heights. We think they do provide opportunity for sun shading on that facade. Not carrying them around because we want the balconies off the living dining areas and not just off every room.)

> Wondering if there could be some more dimensionality with more projection coming beyond the eave, maybe it's a material or trellis, some type of element that could though define the face of the building a little bit more. Higgins: Sometimes we do articulate the slab edge by extending it out since it's post-tension concrete, that is possible for the slab edge. Right now we're envisioning the office being a more of a curtain wall expression and maybe it can transition to that sort of slab expression as we get to the top.)

> How do you see this building fitting into Burlingame? Why this building, on this site, in this town? (Higgins: Architecturally think it will fit in very well, it anchors this location as part of the north Burlingame entry. This is across the street from the hospital, which also has a prominent facade even though it's setback further, it establishes a vocabulary that this office carries across the street and can create a mixed-use district. This is a more sophisticated architecture that is compatible with the hospital. Creates a contemporary expression which creates a new zone as an entry to Burlingame, shows the growth of Burlingame and follows the pattern of the new zoning.)

> Does this building seem very frontal to you? (Higgins: It is indeed frontal because the longest facade is facing El Camino Real, part of the intent is to not have it be a wall of a building but to articulate the mass so it breaks down the mass, and not try to necessarily read like three buildings, but also address that this facade is an important facade, and it needs to be highly articulated, otherwise it will become a 300-foot wall. Part of the interim zoning guidelines is to breakdown the mass with depth and movement.)

> If this is a gateway building, doesn't that mean that the end facade becomes considerably more important? (Higgins: It does and that's one of the reasons we turned the glass around the corner so it reveals a solid edge.)

> The end of your building is static and symmetrical and that's very frontal, and the long facade is very frontal.

> Why have the tri-part type divisions of the major pieces and what's the bow got to do with anything? It seems very, very symmetrical. (Higgins: It's not perfectly symmetrical because the facades have different dimensions. It's an angled site, so we're gradually moving the facade out into that zone with the bow, so it's stepping the facade forward to address El Camino Real as opposed to being a straight rectangle. Think the bow and notching of the facade helps us create a re-entry zone so that we can articulate the bow, also provides a more panoramic view.)

Public Comments:

Larisa Vaserman: Not associated with the museum, however am appalled and upset by the idea that that

museum will have to cease to exist; there doesn't seem to be a solution to relocate the museum. Am a member of the most vulnerable part of the human society, am disabled and an dependent adult. Early lease termination of the Peninsula Museum of Art in Burlingame is making me and members of the community frustrated and upset. Land owner decided to demolish the structure at 1777 California Drive, a museum which includes exhibition galleries, a library, and working studios for professional artists and a wide variety of mediums. Owner plans to build a high rise housing complex, which will no doubt be unaffordable for most. There are a lot of souls being sheltered and nurtured at the museum, museum gives us hope, that our human society will be more humane, better, kinder, loving and compassionate. Museum hosts visitors, special events, exhibit openings, and regular group meetings. Museum receives financial support, understanding the museums' importance in the contribution to a better world. Museum admission is free and provides guided tours and exhibitions for schools, children, seniors and people with disabilities. Museum has made many disabled-accessible upgrades and is extensively used by the elderly and disabled. Museum is needed for people who are confined to a hospital or assisted living facility. Given the difficult health issues in our society, it's imperative that we put our mindset toward art. Museum is an invaluable institution in San Mateo County and what it provides for the community is priceless and very much needed.

Dale Young: Live in condominium building next door, next to the California Drive entrance to the proposed project. This transition creates many more users of these premises between the residents, employees, office tenants, and patrons than are using that building now. Concerned with reduction in the parking, parking already is a problem in the area. I've had people try to come visit me, they have to park a block away because they cannot find parking on California Drive. Concerned with the height of the building because my backyard is there. Not sure how much glass there is on the other side of the building, but i don't know if I like the idea of people peering in my backyard. If you're going to emphasize the transit orientation of the area, you need to focus on how are people are going to get to and from their destinations. Know from personal experience, because I walk from my condominium to the BART and Caltrain station everyday, that traffic at Trousdale and California Drive will be a problem; stepping into the crosswalk across Trousdale Drive is dangerous for pedestrians. People driving eastbound on Trousdale Drive turning south onto California Drive often roll right through that stop sign, even if there's a pedestrian standing on the corner. Have nearly been hit three times travelling southbound on California Drive from the BART station, with northbound traffic on California Drive turning left onto Trousdale Drive, it turns abruptly even though a person is stepping off the curb into the crosswalk or not paying attention. Think there needs to be a recommendation perhaps to City Council or other city department that there be a traffic signal installed at that intersection. Also, there is no way to get across California Drive between Broadway and Murchison Drive, people jaywalk which is very dangerous. If there is going to be more traffic, there should also be another crosswalk across California Dive at Trousdale Drive and not just a traffic signal for the traffic, but a dedicated pedestrian signal as well.

No name provided: Live in condominium building next door and have same concerns as previous speaker. Main concern is the parking because the city has taking away parking spaces and parking hours. Nice that you want to have a transit oriented community at this end of town, but it's not the reality of what people do; if people come in their car and there is no place for them to park, they'll park where they're not supposed to which is our driveway or our guest parking spaces. Regarding the transit orientation, most buildings in area are medical buildings that a lot of disabled people come to, so they are not using public transit; there needs to be places for people who come in a car that need help being escorted into the building. Think it's an impractical proposal to reduce the parking and that's not the reality of what people do.

Acting Chair Kelly closed the public hearing.

Commission Discussion/Direction:

- > This is an incredible opportunity site and am really excited about the idea of the project.
- > One of the challenges you face in doing this project is that almost anything you do on a project of this

size is going to seem out of place in some way, because it's going to stand out, even though the hospital is across the street; it's going to stand out as a new scale of building and a new type of architecture.

> Think that transit oriented developments is an important step for us, there is certainly going to be traffic studies completed.

> Think there are a lot of good things going on with this building, however it leaves me cold. My first reaction to it was it looks like a Washington, D.C. suburban Virginia office building, it doesn't feel like it belongs here somehow, seems formulaic. Reason I was asking about the bowed front is because it looks like a building from the mid 80's and mid 90's, think it's missing a tremendous opportunity on that site. It's very frontal, stayed and measured, and not exactly symmetrical. The site and the opportunity seems very asymmetrical; it is a gateway project. Has the long 300 foot facade that has to be broken up in some way, but it doesn't have to be broken up necessarily in this way, this is just one option. Don't know exactly where to go with it, really want to see something exceptionally on this corner. Feels uninspired, seems like you have a formula and you put the formula before us, seems like it wants to be strung with buildings that are the same, if you get enough of them you have a pseudo city. It doesn't feel like Burlingame and it doesn't feel like it belongs on this site and it doesn't do what it needs to do on this site.

> Feel like this project is so done the way it's been presented, feel like we haven't had the opportunity to provide input. Have provided many details on the plans, but you haven't solved the urban design problem, the most important problem you need to solve. You've got the building completely designed, all the materials and plants chosen, but think you need to take a huge step back. Glad that this is a design review study, but fear is that somebody is going to make a proposal and we bring this back on regular action, we'll look at it one more time and it will be approved. This looks like one of those projects that just has to be worked, and it needs more thought; big problem needs to be solved before the small problems. Want so much for this sort of thing to happen in Burlingame, but not like this one.

> Generally accepting of the conditional use permit for the mechanical stackers and zoning code amendment, but think those issue are going to be bourne out through the environmental review. Need to see what the traffic analysis shows, need to see how that's going to affect traffic in the neighborhood and potential impacts. Unfortunately, this project is not going to be able to solve a lot of the issues elsewhere in the neighborhood. Understand what the neighbors are saying, have witnessed similar experiences in terms of the crossings and the intersections at California Drive. Fortunately, this project can address the intersections and the crossings at El Camino Real and along Trousdale Drive. Grateful that they are considering the bulb-outs to make it an easier crossing for pedestrians across an intersection, you get the those bulb-outs in the sidewalks and you get more territory dedicated to pedestrians and you cause the car to have to slow and navigate through intersections.

> Landscaping needs additional work in terms of the detailing and articulation, what is experience going to be like in the dog park area, what are the edges going to be like at the fitness center, and what are the anecdotal or the scenario type experiences in the plaza for the public amenity. What is the expectation for how that's experienced, and when and who is experiencing that because there's not a lot of pedestrian traffic along El Camino Real and along that slip road, for the time being it's still traffic oriented. With this office park, there likely will be more people coming from the BART/Caltrain station and arriving to the office and walking into the office park, so there likely would be more scenarios of the office users down in that plaza, but what is that experience like? Are they going to come down and use that? What if the commercial spaces could help support that in terms of accessing that to pick up coffee or a sandwich.

> In terms of design review, building is very horizontal. Appreciate the mixed-use nature of the building, really like the commitment to providing the office, commercial and the residential component within this project. Adds for some great dynamic for the interplay of what I was describing in terms of the users for how they experience the street and the building. The mix of users is going to help with the vibrancy of the potential for this corner.

> I look at this building versus the hospital building, which has been cited as an example, and the hospital building is much more massive, but it's broken down and articulated in a different way in terms of its component parts and pieces that come together as a building that really helped to experience that building both close up and from a distance in terms of understanding it visually, in terms of different parts and pieces of the architecture. Along El Camino Real and Trousdale Drive, the hospital is experienced in a certain way in looking at its architecture, this project has a lot of stretch of the same thing. Don't think

solution is as simple as breaking down the massing down to three component pieces. Needs strong consideration of how architecture defines itself in terms of the pieces of the facade.

> There is a great opportunity to define what happens at the corner, both in the architecture, landscaping and in the pedestrian realm. Might help to define end or corner piece because that is going to be prominent for the time being. Would like to know that we're not just looking at a corner that just kind of happened with two facades coming together.

> Like the project in terms of what it's doing, know for a fact when we were putting together the plan in this area, there was doubt as to what would happen with these properties, so am grateful that property owners are coming forward and wanting to commit to embracing our area plan and adding some energy to this neighborhood and doing something with those properties along there.

> Agree about the mixed-use nature of this project, will be a great addition to this area.

> Important to look at dewatering during and after construction, give that the garage is 20 feet below sea level.

> Generally in support of reducing the parking ratio in this area. Would parking reduction also apply to hospital or medical uses? (Keylon: It would apply to medical and dental offices, there is a different ratio for hospitals.)

> Not convinced that 1:500 SF is the right ratio for this area. Studies that Hexagon presented in their report were really helpful, and by two of them, this building would be under parked everyday, so it doesn't seem to support it. In looking at the other cities referenced, almost none of them had a parking ratio like this, particularly Millbrae which is next to the same intermodal station; even their ratio was not this light and is also limited to 800 feet, which is a significantly tighter radius than the half mile proposed in the amendment. Don't think the data supports 1:500 SF ratio; could see supporting a 1:400 SF, but would like to see additional data to get to that ratio.

> Do we know the distance from this property to the intermodal station? Would help to know the distance, should include in next staff report. (Muzzi: Located 0.4 miles from station.)

> Not sure if I can support the reduced parking ratio, but could still consider it with additional studies. We're in this heavily medical office area, so we do have to think about companions bringing people to their appointments, and maybe the need even for more disabled-accessible parking spaces depending on what the commercial usage of the office spaces may be.

> Concerned about access to the main entrance off the slip road. There should be some more exploration of locating a main entrance closer to the corner at Trousdale Drive and El Camino Real, rather than in the middle of the property. Access to a middle entrance would be difficult because you would have to make a u-turn if driving southbound. If you move forward with a middle entrance, wondering if that could be the residential entrance, and the main entrance and entrance to the fitness center and office spaces could be some where else.

> Property is great as a mixed-used designation, thank you for embracing that idea. This is a great opportunity to be a gateway property, much like how the eucalyptus trees along El Camino Real form the entrance to Burlingame.

> Building doesn't have to look like the hospital, but definitely could be an interesting architectural feature to the area, and meet a lot of the needs of this part of the city.

> When we first started looking at the zoning and discussed the height limits for this particular block of buildings, was concerned because there are homes and backyards just one block away that look up to medical buildings and then this project would extend above that. Given this building and location, it is one floor too tall.

> With regards to the design, can see how you arrived at this design; the police station is next door, an old medical building is adjacent to the site, there is a medical facility on Trousdale Drive, and older medical buildings to the north that are certainly due to be rebuilt soon. But that is what makes this building so important, will be setting the standard for new zoning in the area. Focus on the detail of this building is due, and we really have to get it right. Don't feel like I'm truly entering Burlingame until I'm a block south of this site, think you have the potential to change that with this building on this prominent corner.

> A contemporary design is the right direction to be headed with this. Not at all suggesting that it doesn't fit into Burlingame because it's not mission style, contemporary makes a lot of sense for me in this location.

- > *There is a certain homogeneity of the project that makes me uneasy, it's a very homogeneous project except for the indentations splitting the building into three pieces over 300 feet. Needs to have asymmetry and less homogeneity and it needs to address the various urban design requirements of the site which has to do with the entrance and the hospital across the street.*
- > *Have a phenomenal opportunity here and would like to see it pushed as far as we possibly can.*
- > *In support of the reduced parking, however it does feel light.*

There is no motion for this item. The application will return for action once the environmental review has been completed.

John P. Sheehy, FAIA, RIBA
William J. Higgins, FAIA
Sherry Caplan, IIDA, Assoc. AIA



ARCHITECTURE
INTERNATIONAL

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PLANNING
INTERIOR DESIGN

October 21, 2019

Catherine Keylon
Senior Planner
Community Development Department

Planning Commission
City of Burlingame
501 Primrose Road
Burlingame, CA 94010-3997

Subject: 1766 El Camino / Burlingame, CA
Planning Commission Submittal
Letter of Explanation

Dear Catherine and Commissioners:

We are submitting 1 full size sets and 10 half size sets of the updated plans and elevation views for the above referenced project for Planning review. We appreciate the Commissioners' design review comments and input from our Study Session of September 23rd and have made great progress in responding to them as represented by the drawing resubmission attached. We have endeavored to revise the design to respond to these key elements in particular:

- The site is an opportunity for a Contemporary, Transit-Oriented Mixed-Use Development:
The revised design concept is a contemporary elegant addition to the North Burlingame Mixed-Use zone with a more dynamic composition and scale appropriate for this area and is a well thought-out translation of the interim zoning constraints and design guidelines.
- Building seems too "frontal" and homogenous:
We have composed the El Camino façade to be less static and more compositional by articulating the Trousdale corner as a strong end element that frames this gateway corner. Coupled with this, we have incorporated a grand canopy that frames and unifies the four office floors and links the center building mass to the end mass thus creating an asymmetrical movement to the design. This connecting element is further enhanced with a color and façade pattern change at the residential floors above.

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- Building should also address / define the corner of Trousdale & El Camino – it is a gateway from the north:
As stated above, we have articulated the Trousdale corner with a similar punched opening end element that frames this gateway corner and acts as a transition to the more transparent El Camino Real façade.
- Provide more definition of the office lobby entry:
The horizontal extension of the grand canopy provides for an opportunity to give identity to the building and announce the El Camino Real office lobby address while providing covered protection at the office entrance.
- The Landscape should articulate the edges and enhance the pedestrian experience:
Additional attention and detail have been given to the planting around the fitness area and more diagrammatic dog run with seating, planting and agility toys for small dogs. Also, the Trousdale corner and El Camino plaza can provide opportunities integrated into the plan. Depending on what is desired, art can be vertical (scales vary), embedded in the ground (could be directional toward the lobby), or more functional such as the design of the seating or bike racks (like Burlingame Ave.)

The project is being submitted as a Tier 3 project under the Interim Zoning standards. As part of this submission the project will be achieving Benefit items 4a as well as 4c, 4f and 4h of the following Community Benefits Objectives:

- 4a. Affordable Housing – The project will provide affordable housing at a rate of 5% of low income households as a percentage of the total number of units built for a period of 55 years. This will be built as 3 on-site units.
- 4c. Public Plaza – The Project provides for a public plaza along the El Camino street frontage with a total area of approximately 5,778 sf which is in excess of the 2,000 sf required. The Plaza will provide seating, planting, bike parking, trash/recycle receptacles and other streetscape amenities as per the Community Benefits guidelines.
- 4f. Pedestrian Connection between Adjacent Properties – The Project provides improved pedestrian connections between adjacent properties for a more walkable and bikeable environment.
- 4h. Mode Split - The project will provide for the permanent mode shift towards alternative transportation for building occupants through a Transportation Demand Management Program that achieves the objectives of General Plan Chapter VI: Mobility.

The project is a 7-story mixed-use building above grade with 2 levels of below grade parking and includes the following uses:

- Residential – 60 units consisting of 1, 2 & 3 Bedroom Units on 2 floors
- Office – 148,057 sf on 4 floors plus ground floor lobby
- Commercial/ Retail – 7,588 sf on the ground floor
- Residential Amenities on ground floor

Residential Amenity terrace on the 6th floor to include a barbeque and kitchen area

Parking – 385 spaces on 2 below grade levels

Ground level amenities include:

Fitness Center – 3,772 sf

Leasing Office – 1,314 sf

Bike Parking & Bike/Dog Wash – 1,931 sf

Lobby, Lounge & Mail room – 5,433 sf

The project will have vehicular access off of the El Camino “slip” road and off of California Drive, thus providing a balanced separation of ingress and egress. There will be a vehicular drop-off for the residential lobby off of Trousdale Drive. A curbside drop-off will be provided on the El Camino “slip” road for the office lobby and short term loading.

A landscaped plaza totalling 5,778 sf will be located on the El Camino side thus providing an enhanced pedestrian experience and a community benefit for the public. The streetscape of both the El Camino frontage and the Trousdale Drive frontage will follow City guidelines and will include street trees, raised planters, special paving, seatwalls and a planting pallet compatible with the Bay Area climate.

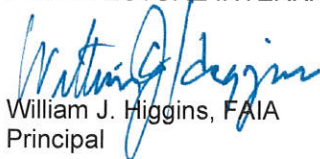
The 7-story, 85-ft. tall building will be Type 1-A construction consisting of post-tensioned concrete slabs and a regular structural column grid. The exterior finishes will include a glass curtain wall for the office and a combination of curtain wall and window wall for the residential units. This is being designed to be coupled with a precast wall panel system and extensive use of balconies for the residential units and the office tenants. The ground level will be clad in a procelain or stone tile.

The overall design concept is to be a contemporary elegant addition to the North Burlingame Mixed-Use zone with a scale appropriate for this area. The building massing is articulated with building mass breaks along the El Camino frontage to reduce the scale of this longer façade. The curvilinear bowing of the El Camino façade creates a modulated street wall that provide varied views along this important street frontage. The south, north and east facades are framed with a more solid, punched opening expression to balance the composition and to relate more directly to those adjacent neighbors.

I hope that this letter highlights the features of the building for your review; I look forward to our next review on October 28th.

Best Regards,

ARCHITECTURE INTERNATIONAL


William J. Higgins, FAIA
Principal

**09.23.19 Meeting
Item 9b
1766 El Camino Real
Page 1 of 2**

*COMMUNICATION RECEIVED
AFTER PREPARATION
OF STAFF REPORT*

From: Jennifer Pfaff [REDACTED]
Sent: Sunday, September 22, 2019 11:23 PM
To: GRP-Planning Commissioners <PlanningCommissioners@burlingame.org>
<ckeylon@burlingame.org>
Cc: CD/PLG-Kevin Gardiner <kgardiner@burlingame.org>
Subject: 1766 EL Camino Agenda 9b - landscape issue

RECEIVED
SEP 23 2019
CITY OF BURLINGAME
CDD – PLANNING DIV.

Dear Chair Comaroto and Planning Commissioners,

I wonder if you would please ask the developer of 1766 El Camino Real about a couple of landscape related items, a few of which are attached to this correspondence.

Pls See profile Section I pages 27-28 L.5.0 and L5.1 of the site plan landscaping—

These show the profile view of the building, the trees, and the underground garage, and I think the El Camino frontage and Trousdale are similar with this concern. It looks like the tree well space is only 4 ft. wide, total, then the sidewalk area is just 6 ft. until roots underneath the pavement will hit the wall of the underground garage. I think that creates roughly 8 ft. wide maximum of root space on the side adjacent to the project.

Could you ask them if that is that going to be enough space for the roots to grow, or will this tree need to be felled early, because of eventual damage to the retaining walls of the underground garage?

Also, it looks as if the (maroon colored) tree on the El Camino facing side planted on top of the sidewalk is in a raised planter that appears to have a very shallow depth. It, too, sits on top of the hollowed garage. What is called the "specimen tree" on page. 26 (L.4.0) possibly may also not be planted on solid ground.

This issue seems to have become a problem in other cities, so it would be great to figure this out beforehand on such a significant project that is meant to shape the area for the future in many ways.

Again, apologize if I am not reading the plans properly.

Thanks so much for your attention to this.

Sincerely,

Jennifer Pfaff
[REDACTED]



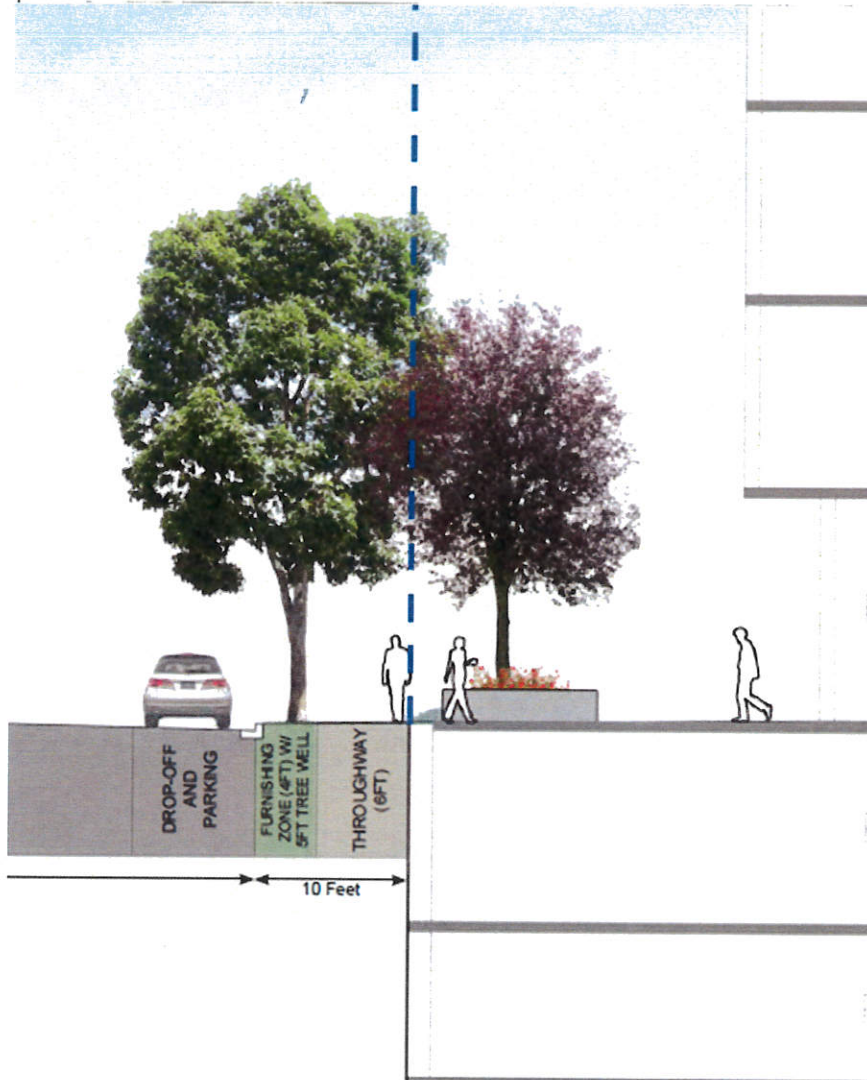
PLAZA PAVING DEFINES ENTRIES AND SEATING AREAS



SEATING AREAS AND PLANTERS IN ENTRY PLAZA



STREETScape TREE AND UNDERSTORY PLANTING



September 16, 2019

From: Larisa Vaserman
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To: San Mateo County Board of Supervisors

To whom it may concern:

My name is Larisa Vaserman. I am a member of the most vulnerable part of the Human Society: I am Disabled and Dependent Adult. Let me utter my view on a subject that became a very big issue in the Community lately and affected me personally. In addition to my very difficult life, full of injustice, "extremely complicated Medical History", this very wrong "business" is making me and a lot of other members of the community very much frustrated, upset and hopeless for the better World, which is rapidly changing, becoming more diverse and interconnected every day.

The "business", I am referring to, is "early lease termination" for PMA, Peninsula Museum of Art, located in Burlingame.

WHY?!

The Landowner decided to demolish the existing structure at 1777 California Drive, Burlingame. The Museum includes Exhibition Galleries, Library, 29 Working Studios for Professional Artists in a wide variety of mediums. The Landowner plan to build a high-rise housing-oriented complex, no doubt **unaffordable** for most.

Here is one DEFINITION of HOUSING:

"a rigid casing that encloses and protects a piece of moving or delicate equipment".

This definition comes to the **heart** of the present building at 1777 California Drive, Burlingame, CA 94010:

this "Delicate Equipment" protects many BODIES and many SOULS.

There are a lot of "SOULS" being sheltered and nurtured there:

SOUL of the Museum Founder notable sculptor and amazing Human Being - Ruth von Jahnke Waters;
SOULS of the 29 Artists in their working studios and many other Artists, who exhibit their Art there;

SOULS of many volunteers: Docents and helpers;
SOULS of many Children, who choose to study Art and express their creativity. Thus giving hope to us that our Human Society will be more Humane, much Better, much Kinder, much more Loving and Compassionate;

SOULS of many visitors every day or at special Events: Exhibit Openings, Artist Talks, Classes;

SOULS of many women of all ages, who belong to California Peninsula Women's Caucus for Art and come here for their regular meetings;

SOULS of many Patrons, who financially support Peninsula Museum of Art with understanding of Museum importance in the Contribution to a Better World around.

And, it already is:

Museum admission is free. More than that: it provides guided Tours around the Museum and Exhibitions for Schools, Children, Seniors and for People with Disabilities. At one time, PMA spent lots of money by re-building an existing **wheelchair ramp** to bring it up to the ADA new requirements.

And YES, it's extensively used by the Elderly and Disable, considering a number of Facilities around: from Assisted Living to a Skilled Nursing. Plus, Main Mills Peninsula Hospital right across.

Living in such Facilities doesn't mean that "outside life" has to stop completely, doesn't mean that a person's curiosity and interest in the magical world of arts and creativity has to end.

Quite the opposite - it will be more valuable and enjoyable and needed for most people, who are "confined" to live in such environment for one reason or another, when one's life is "restricted" due to health and/or age, especially for psychological and healing purposes.

While physical structure comprised of "Living Spaces" for people - a safe place, where we sleep, wake up to start a new day, eat, drink, raise family, love, play games, have birthdays, getting older, it's vitally important to have a "housing for SOUL" - for EVERYBODY!

Witnessing today an "Epidemic" Mass shooting, especially in our country United States of America, tough Reality full of Frustration, Stress, Depression, growing need in help of Doctors/ Experts in Psychiatry/Psychology, it's imperative to "re-route" our mindset towards **ART**, which

is "a diverse range of **HUMAN ACTIVITIES** in creating **Visual, Auditory or Performing artifacts (ARTWORKS)**, expressing the author's **IMAGINATIVE, CONCEPTUAL IDEAS**, or **TECHNICAL SKILL**, intended to be appreciated for their **BEAUTY** or **EMOTIONAL POWER**".

PENINSULA MUSEUM OF ART represents an invaluable institution here, in San Mateo County. What it provides for the Community, is absolutely priceless and very much needed, more than ever!

PMA MISSION

The Peninsula Museum of Art enhances our region and Enriches lives through Art and Education.

The inclusion of Artist's Studios as a Major Department of the Peninsula Museum of Art is a deliberate effort to bridge the gap Between the Creative Community of Professional Artists and The Community at large.

Peninsula Museum of Art (PMA) features:

- Changing Exhibitions of work by outstanding Artists of The Greater Bay Area
 - Art Classes and Workshops for Children and Adults
 - Receptions, Art Talks and other special Events
 - Special receptions for mobility-impaired visitors
 - 29 Studios for Professional Artists, working in both: 2D and 3D
 - Community involvement
 - FREE Admission
 - 501(c)3 Non-profit Corporation
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