



# APPLICATION TO THE PLANNING COMMISSION

**Type of application:**

- Design Review
- Conditional Use Permit
- Variance
- Special Permit
- Parcel #: APN 025-116-110
- Zoning / Other: \_\_\_\_\_

**PROJECT ADDRESS:** 1766 El Camino Real

**APPLICANT**

Name: CERTOSA, INC.

Address: 1818 GILBRETH, SUITE 123

City/State/Zip: BURLINGAME, CA 94010

Phone: 650.219.0028

E-mail: MARMUZZI@yahoo.com

**PROPERTY OWNER**

Name: CERTOSA, INC.

Address: 1818 GILBRETH, SUITE 123

City/State/Zip: BURLINGAME, CA 94010

Phone: 650.219.0028

E-mail: MARMUZZI@yahoo.com

**ARCHITECT/DESIGNER**

Name: ARCHITECTURE INTERNATIONAL

Address: 225 MILLER AVE.

City/State/Zip: MILL VALLEY, CA 94941

Phone: 415.999.8557

E-mail: whiggins@arch-intl.com

Burlingame Business License #: 33101

RECEIVED

MAR 15 2019

CITY OF BURLINGAME  
PLANNING DIV

**Authorization to Reproduce Project Plans:**

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

**PROJECT DESCRIPTION:** 1 STORY MIXED-USE PROJECT CONSISTING OF 60 RESIDENTIAL UNITS, 148,000 SF OF OFFICE AND 7,588 SF OF COMMERCIAL RETAIL ABOVE A 2 BASEMENT PARKING GARAGE OF 385 SPACES.

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

**Applicant's signature:** [Signature] Date: 3/15/19

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

**Property owner's signature:** [Signature] Date: 3/15/19

Date submitted: 3.15.19.

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



ARCHITECTURE  
INTERNATIONAL

ARCHITECTURE  
PLANNING  
INTERIOR DESIGN

August 1, 2019

Catherine Keylon  
Senior Planner  
Community Development Department  
City of Burlingame  
501 Primrose Road  
Burlingame, CA 94010-3997

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

Dear Catherine:

We are submitting 1 full size sets and 3 half size sets for the above referenced project for Planning review. 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 housign 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.

SAN FRANCISCO  
225 Miller Avenue  
Mill Valley, California  
94941 USA  
415.381.2074 T  
415.381.2075 F  
[www.arch-intl.com](http://www.arch-intl.com)

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 6<sup>th</sup> floor to include a barbbque 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.

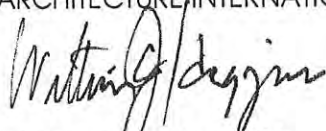
The 7-story, 85-ft. tall building will be Type 1-A construction consisting of post-tensioned concrete slabs and a regular structural column grid. The exterior finishes will include a glass curtain wall for the office and a combination of curtain wall and window wall for the residential units. This is 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, and if you have any questions please do not hesitate to contact me.

Best Regards,

ARCHITECTURE INTERNATIONAL



William J. Higgins, FAIA  
Principal

1766 EL CAMINO / BURLINGAME, CA						3.11.19
Site Area:				74,168	SF	

OFFICE DENSITY: FAR=2.0	148,336	SF
COMMERCIAL DENSITY: FAR=1.0	74,168	SF

**PLANNING COMMISSION SUBMITTAL: RESIDENTIAL OVER OFFICE - NON HIGH-RISE**

LEVELS	USE	FLOOR HT. Feet	USE ZONE	RESIDENTIAL		COMM. /RETAIL		OFFICE
				# OF UNITS	GFA	NSA		GFA*
7	RESIDENTIAL	9.833		28	32,000			
6	RESIDENTIAL	9.833		28	32,000			
5	OFFICE	12.5						35,569
4	OFFICE	12.5						35,569
3	OFFICE	12.5						35,569
2	OFFICE	12.5						37,717
Ground	COMMERCIAL	15		4	19,870	7,588		3,633
<b>SUBTOTALS:</b>		<b>85</b>	<b>75</b>	<b>60</b>	<b>83,870</b>	<b>7,588</b>		<b>148,057</b>

\*includes office core/corridor

**UNIT MIX**

STUDIOS	1 BR	2 BR	3 BR
0	20	6	2
0	21	6	1
	4		
<b>0</b>	<b>45</b>	<b>12</b>	<b>3</b>

PARKING REQUIRED			PARKING PROVIDED	
RESIDENTIAL	69	As per Interim Zoning	GROUND	3
OFFICE	296	2.0 / 1000 sf GFA	B1	164
RETAIL	19	1.0 / 400 sf GFA	B2	218
	384			385

**RESIDENTIAL PARKING REQUIRED:**

0	45	18	6
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**OPEN SPACE CALCULATIONS:**

<b>OPEN SPACE REQUIRED</b>	
60 Units @100 sf =	6,000
<b>OPEN SPACE PROVIDED</b>	
Residential Amenity Deck	5,044
Residential Balconies	4,296
<b>% LANDSCAPED REQUIRED</b>	
10% of Site =	7,417
<b>% LANDSCAPE PROVIDED</b>	
	18,703



# RRMU & NBMU PROJECT SUMMARY CHECKLIST

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](mailto:PLANNINGDEPT@BURLINGAME.ORG)

PROJECT INFORMATION

RRMU ZONING DISTRICT     NBMU ZONING DISTRICT

1766 EL CAMINO REAL, BURLINGAME, CA  
PROJECT ADDRESS

APN-025-116-110  
ASSESSOR'S PARCEL # (APN)

CONDOMINIUM     APARTMENT

60 # OF PROPOSED RESIDENTIAL UNITS

7,588 COMMERCIAL SQ. FT.

239,515 GFA TOTAL PROPOSED SQ. FT.

OFFICE = 148,057 OTHER USE(S) SQ. FT.

Please refer to the respective zoning districts for Development Standards and requirements for Community Benefit Bonuses.

CHECK THE APPROPRIATE BOX THAT APPLIES TO PROPOSED PROJECT:

TIER 1 (BASE STANDARD)     TIER 2 (INCREASED INTENSITY)     TIER 3 (MAXIMUM INTENSITY)

### TIER 2 (INCREASED INTENSITY) AND TIER 3 (MAXIMUM INTENSITY) REQUIREMENTS

Must include at least two (2) community benefits for Tier 2 or at least three (3) community benefits for Tier 3 from subsection 4 (Community Benefits) of respective zoning district AND at least one (1) affordable and workforce housing objective from subsection 4 (a).

#### I. REQUIREMENT—AFFORDABLE HOUSING [SEE SUBSECTION 4 (a)]

Must include at least one of the following:

- Affordable housing at rate of 5% for low-income households; OR ✓
- 10% for moderate-income households, as a percentage of total # of housing units built

#### I. REQUIREMENT—COMMUNITY BENEFITS

Must include at least two (2) of the following for Tier 2 and at least three (3) for Tier 3:

- Pedestrian Amenities
- Public Plazas Beyond Minimum ✓
- Off-Site Streetscape Improvements
- Cultural Arts Space
- Pedestrian and Similar Paths and Connections between Adjacent Properties
- Historic Preservation (Off-Site)
- Mode Split ✓
- Zero Net Energy
- Publicly Accessible Park Space
- Public Parking Facilities
- Flexible (Miscellaneous) Benefit

COMMUNITY BENEFITS BONUSES



## 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 of car stackers at 1766 ECR will not be detrimental or injurious to the property or improvements in the vicinity or to the public health, safety and general welfare or convenience because they will provide required on-site parking for the uses proposed at this location and therefore would help to preserve existing on-street parking spaces for visitor in the vicinity. They are will wholly enclosed within the building and would not impact other business/properties.*

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

*The mechanical vehicle stackers proposed at 1766 ECR are called out as Conditional Uses in the NBMU interim zoning, and are therefore consistent with the intended zoning. This method of parking is consistent with the parking alternatives discussed in the General Plan and presented in the interim zoning as an option to standard parking spaces with approval of a Conditional Use Permit. Car stackers are a common parking option used in urban and suburban areas along the Peninsula and across the Bay Area.*

- 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 as the proposed mechanical vehicle stackers will be located wholly within an enclosed building. The stackers would not impact the aesthetics, mass, bulk or character of the subject or surrounding properties.*



**MILLER STARR  
REGALIA**

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Walnut Creek, CA 94596

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Travis Brooks  
travis.brooks@msrlegal.com

October 23, 2019

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

Re: California Environmental Quality Act Review Scoping for Mixed Use Project  
at 1766 El Camino Real

Honorable Commissioners:

This office represents Certosa, Inc. ("Certosa") in its efforts to develop a seven-story, mixed use building including retail, office, and residential uses at 1766 El Camino Real in the City of Burlingame (the "Project"). We submit this letter in advance of the City Planning Commission's environmental scoping meeting scheduled for the Project on October 28, 2019.

As you know, the Project will require discretionary approval of a design review application, conditional use permit for parking stackers, and a zoning code amendment related to office parking requirements in the applicable zone. Accordingly, staff have taken the position that the Project will require some level of environmental review under the California Environmental Quality Act ("CEQA"). As discussed below, we believe that a Tiered Negative Declaration, or Tiered Mitigated Negative Declaration ("MND"), addressing potential impacts from the Project's adjustments to office parking requirements, is the appropriate level of environmental review for the Project. Such review would be tiered off of the Environmental Impact Report ("General Plan EIR") certified for the City's General Plan update and interim zoning ordinance for the North Burlingame Mixed Use zone ("NBMU") on January 7, 2019.

#### **I. Background**

As noted in the Project application materials, the Project's office, commercial, and residential components, and proposed parking for commercial and residential uses are consistent with the General Plan and interim zoning standards for the NBMU. However, the Project's proposed office parking component is less than current parking requirements in the City's Zoning Code. Accordingly, Certosa is requesting an amendment of the interim zoning code that, consistent with General Plan policy M-7.3, would reduce office parking requirements throughout the NBMU zone.

CERT\56334\2178923.1



Specifically, the requested zoning amendment would reduce parking requirements from one space for every 300 square feet of office space to one space required for every 400 square feet of office space in the NBMU zone.

**II. Tiered environmental review of the Project is appropriate.**

Tiered environmental review of the Project is appropriate under Public Resources Code section 21094 and CEQA Guideline 15152. Under these provisions, when an EIR has already been prepared for a general plan, a lead agency “shall” examine a later project, subject to that general plan, using a tiered EIR or Negative Declaration if the following requirements are met:

- The later project is consistent with the originally adopted general plan or policy (Pub. Res. Code § 21094(b)(1)-(2); 14 CCR § 15152(d)-(e).);
- The later project is consistent with applicable zoning ordinances *or includes a rezoning to achieve or maintain conformity with the general plan.* (Pub. Res. Code § 21094(b)(2); 14 CCR § 15152(e) (emphasis added).); and
- The project does not reflect changes or new information requiring a subsequent or supplemental original EIR. (Pub. Res. Code § 21094(b)(3).)

Here, each of the above requirements are met. As indicated in the Project application, the Project is designed to be consistent with the City's newly updated General Plan. Next, outside of the Project's proposed levels of office parking, the Project's is consistent with the City's Interim Zoning Code. To remedy the inconsistency between the Project's proposed office Parking requirements and those in the Zoning Code, the proposed zoning amendment would amend Zoning Code section 25.39.050 to achieve conformity with recently added General Plan Policy M-7.3. Policy M-7.3 seeks to reduce, or even eliminate minimum parking requirements in the Zoning Code:

Reduce or eliminate minimum parking requirements...for housing, commercial, office, and other land uses in mixed use areas and in proximity to frequent transit services. Comprehensively examine parking requirements in the Zoning Code and adjust as needed to respond to evolving vehicle ownership patterns and parking practices.

(Burlingame General Plan Policy M-7.3.)

Finally, the Project does not reflect the type of new information or changes to the General Plan that would require issuance of a subsequent or supplemental General Plan EIR, thus meeting the last requirement.

The requirements for tiered environmental review are met and the City should analyze the Project on a tiered basis, based on the General Plan EIR.

III. **Any resulting transportation impacts from parking requirement reductions would be insignificant and a negative declaration or MND is appropriate.**

When preparing a tiered EIR or Negative Declaration, a lead agency should only analyze those potentially significant impacts of the later project that were not analyzed in the prior EIR. (Pub. Res. Code § 21068.5(b).)

Here, the Project is consistent with the General Plan and interim zoning standards already analyzed in the General Plan EIR, except for the Project's proposed zoning amendment related to office parking. Thus, the only potentially significant, new impacts resulting from the Project would be those related to parking.

We note that reduced parking levels, in-and-of themselves, are generally not recognized as environmental impacts under CEQA. (See CEQA Guidelines, Appendix G [revised after 2002 to remove parking capacity from the CEQA environmental checklist].) Instead, parking levels are only relevant under CEQA to the extent they cause secondary transportation or other recognized environmental impacts. (See *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656, 697; see also *Taxpayers for Accountable School Bond Spending v. San Diego Unified School Dist.* (2013) 215 Cal.App.4th 1013, 1053; see also Pub. Res. Code 21099(d)(1)[explicitly exempting parking impacts from review for mixed use infill projects in transit priority areas].)

Any Project impacts resulting from changes to the City's parking standards in the NBMU zone would be insignificant. First, the Project's proposed number of parking spaces for office uses is entirely consistent with the results of the office parking demand survey performed by Hexagon Transportation Consultants for the Project earlier this year. (Report on Parking Research Completed for the Mixed-use Development at 1766 El Camino Real in Burlingame, California, June 18, 2019.) This survey found that similar projects in similar locations had peak parking demand ratios of approximately one parking space for every five-hundred square feet of office space. (*Id.*) We also note the General Plan EIR found that build out of the General Plan would not result in any significant transportation impacts with the incorporation of a single mitigation measure related to the intersection of California Drive and Broadway. (General Plan EIR at pp. 2-8, 2-9.) Last, from a Project specific standpoint, any conceivably significant impacts resulting from reduced parking requirements for the Project would be mitigated by the Transportation Demand Management measures incorporated in the Project application. (See Recommended TDM Measures for the Mixed-use Development at 1766 El Camino Real, June 18, 2019, Hexagon Transportation Consultants.)

For the foregoing reasons, we believe that a tiered negative declaration, or a tiered mitigated negative declaration (incorporating the TDM measures in the Project application as mitigation measures), is the appropriate level of environmental review for the Project.

**IV. Conclusion**

We hope the above information is helpful to you and greatly appreciate your time and attention to this matter. If the Commission has any questions regarding the Project or the above information, we will be happy to answer them at the meeting on October 28, 2019.

Very truly yours,

MILLER STARR REGALIA



Travis Brooks

cc: Catherine Keylon, Senior Planner  
Mario Muzzi  
Arthur Coon, Miller Star Regalia

TZB



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

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MAR 15 2019

CITY OF BURLINGAME  
CDD-PLANNING DIV.

**GENERAL INFORMATION**

Project Address: 1766 EL CAMINO  
BURLINGAME, CA

Assessor's Parcel Number: 025-116-110

Applicant Name: CERTOSA, INC.

Property Owner Name: CERTOSA, INC.

Address: 1818 GILBRETH, SUITE 123

Address: 1818 GILBRETH, SUITE 123

City/State/Zip: BURLINGAME, CA 94010

City/State/Zip: BURLINGAME, CA 94010

Phone: 650-219-0028

Phone: 650-219-0028

Permit applications required for this project (special permit, variance, subdivision map, parcel map, condominium permit, building permit, etc.): BUILDING PERMIT

Related permits, applications and approvals required for this project by City, Regional, State and Federal Agencies: \_\_\_\_\_

**SITE INFORMATION**

Site size: ~~1.703~~ 1.703 Acres and 74168 Square Feet Existing Zoning: \_\_\_\_\_

Existing use(s) of property: \_\_\_\_\_

Total Number of Existing Parking Spaces<sup>1</sup>: \_\_\_\_\_ Number of Compact Spaces<sup>1</sup>: \_\_\_\_\_

Number of Existing Structures and Total Square Footage of Each: \_\_\_\_\_

Will any structures be demolished for this project?  Yes  No

Size and use of structures to be demolished: \_\_\_\_\_

Number and size of existing trees on site<sup>2</sup>: 24

Will any of the existing trees be removed?  Yes  No

If Yes, list number, size and type of trees to be removed: \_\_\_\_\_

TBR.

Are there any natural or man-made water channels which run through or adjacent to the site?

Yes  No If Yes, where? \_\_\_\_\_

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

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

Describe in general the existing surrounding land uses to the:

North OFFICE / MEDICAL  
South OFFICE  
East BURLINGAME POLICE DEPARTMENT  
West MEDICAL

**PROPOSED PROJECT**

Project Description: 1-STORY MIXED-USE PROJECT CONSISTING OF 60 RESIDENTIAL UNITS, 148,000 SF OF OFFICE & 7,588 SF OF COMMERCIAL/RETAIL SPACE ABOVE A 2 BASEMENT PARKING GARAGE OF 385 SPACES.

**Residential Projects:**

Number of Dwelling Units: 60  
Size of Unit(s): 1 BEDROOM UNITS: 665 SF - 980 SF; 2 BEDROOM UNITS: 1168 SF - 1300 SF; 3 BEDROOM UNITS: 1477 - 1754 SF.  
Household size (number of persons per unit) expected: 1.5 AVERAGE

**Commercial/Industrial Projects:**

Type and square footage of each use: OFFICE = 148,057 SF; COMMERCIAL/RETAIL = 7,588 SF  
Estimated number of employees per shift: TBD  
Will the project involve the use, disposal or emission of potentially hazardous materials (including petroleum products)? Yes No  No  
If Yes, please describe:

**Institutional Projects (public facilities, hospitals, schools):**

Major function of facility: N/A  
Estimated number of employees per shift:  
Estimated Occupancy:

**For all Projects:**

**Flood Hazard:** Is this site within a special flood hazard area? Yes  No

**Land Use:** If the project involves a conditional use permit, variance or rezoning application, please explain why the applications are required<sup>3</sup>: N/A

<sup>3</sup> Please fill out and submit the appropriate application form (variance special permit, etc.)

Building gross square footage: Existing: \_\_\_\_\_ Proposed: \_\_\_\_\_  
Number of floors of construction: Existing: \_\_\_\_\_ Proposed: \_\_\_\_\_

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

Existing: Standard 23 \_\_\_\_\_ Proposed: Standard 16 \_\_\_\_\_  
Compact \_\_\_\_\_ Compact \_\_\_\_\_  
Total 23 \_\_\_\_\_ Total 16 \_\_\_\_\_

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

\_\_\_\_\_ 0-500 cubic yards \_\_\_\_\_ 5,000-20,000 cubic yards  
\_\_\_\_\_ 500-5,000 cubic yards  Over 20,000 cubic yards(indicate amount) ~50,000

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

**Storm water runoff:** Indicate area of site to be covered with impervious surfaces (parking lot paving, etc.): \_\_\_\_\_

Is the area with impervious surfaces less than 200 feet away from a wetland, stream, lagoon or bay?  
 Yes \_\_\_\_\_ No

**Noise:** Describe noise sources and timing of activity generated by your project during construction: \_\_\_\_\_

Noise sources generated during operation of facility: \_\_\_\_\_

**Vibration:** Will the proposal cause vibration that may affect adjacent properties? Describe any potential sources of vibration: NO

**Exterior Lighting:** Please describe any proposed exterior lighting of the facility<sup>4</sup>:  
AS PER EXTERIOR ILLUMINATION ORDINANCE

**Water:** Expected amount of water usage:

Domestic \_\_\_\_\_ gal/day Peak use \_\_\_\_\_ gal/min  
Commercial \_\_\_\_\_ gal/day Peak use \_\_\_\_\_ gal/min  
Expected fire flow demand \_\_\_\_\_ gal/min

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

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

\_\_\_\_\_  
\_\_\_\_\_

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

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

3. Would the proposed project result in increased impervious surfaces and associated increased runoff? \_\_\_\_\_  
\_\_\_\_\_

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

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

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

7. Would the proposed project have a potential significant environmental impact on surface water quality, to marine, fresh, or wetland waters? \_\_\_\_\_  
\_\_\_\_\_

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

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

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

**Sewer:** Expected daily sewer discharge \_\_\_\_\_

Source of wastewater discharge on site (i.e. restrooms, restaurants, laboratory, material processing, etc.) \_\_\_\_\_  
\_\_\_\_\_

**General:**

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

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

**Yes**      **No**

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

\_\_\_\_\_

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

\_\_\_\_\_

Significant amounts of solid waste or litter.

\_\_\_\_\_

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

\_\_\_\_\_

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

\_\_\_\_\_

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

\_\_\_\_\_

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

\_\_\_\_\_

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

\_\_\_\_\_

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

\_\_\_\_\_

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

\_\_\_\_\_

Relationship to a larger project or series of projects.

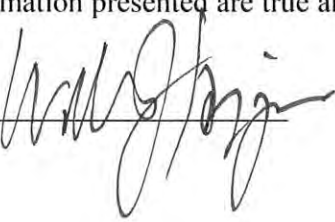
\_\_\_\_\_

\_\_\_\_\_

**CERTIFICATION**

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

Date 3-15-19

Signature 





# HEXAGON TRANSPORTATION CONSULTANTS, INC.

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June 18, 2019

Mr. Mario Muzzi  
Email: marmuzzi@yahoo.com

**Re: *Recommended TDM Measures for the Mixed-use Development at 1766 El Camino Real in Burlingame, California***

Dear Mr. Muzzi:

Hexagon Transportation Consultants, Inc has completed parking research relative to the office portion of your proposed mixed-use development at 1766 El Camino Real in Burlingame, California. The project proposes to provide on-site parking at a reduced parking ratio compared with the City's Zoning Code requirements for the proposed office uses. We understand the City is considering a reduced parking ratio but would like to see some research supporting a reduced number. Also, the City will allow a reduced ratio in conjunction with appropriate Transportation Demand Management measures.

Hexagon recommends a list of Transportation Demand Management (TDM) measures that that can be implemented by the project to reduce its parking demand.

## **Recommend TDM Measures**

Transportation Demand Management (TDM) is a combination of services, incentives, facilities, and actions that reduce single-occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, greenhouse gas emissions, and air pollution problems. The attached table presents a list of recommended TDM measures that are applicable to the proposed office development, along with an indication of who should have primary responsibility for implementing each measure.

The recommended TDM measures include a broad range of TDM measures designed to reduce single-occupant vehicle trips and the project parking demand through a combination of appropriate measures to promote alternative forms of transportation. The objectives of these TDM measures include encouraging employees to use existing transit services and encouraging the use of bicycle travel and walking to, from, and around the area. The recommended TDM measures also include planning and design measures related to the attributes of the site design and on-site amenities. Such design measures encourage walking, biking, and use of transit. Some of the most important TDM measures are described as follows:

### **Transportation Coordinator**

Experience with other TDM programs indicates that having a TDM contact person (also referred to as a Transportation Coordinator) who focuses on transportation issues and is responsible for implementing the TDM program is key to the plan's success. We recommend the developer appoint an individual as the Transportation Coordinator or TDM contact person to serve the entire mixed-use complex. He/She will be responsible for implementation of the TDM program throughout the project and will be available to answer questions from both residents and employees, and to coordinate as needed with all employers in the building.



### **Transit Subsidies**

The project is located about 0.5 miles from the Millbrae Transit Center, which provides direct access to BART and Caltrain service as well as to multiple shuttle routes and SamTrans bus routes. At a normal walking pace, it would take approximately 10 minutes to walk from the project site to the transit center. This encourages the use of Caltrain and SamTrans for residents and employees of the proposed project.

Subsidized transit passes are an effective means of encouraging employees and residents to use transit rather than drive. One way of doing this is to provide a Clipper Card with a certain amount of cash value to the office employees and residents. The Clipper Card is an all-in-one transit card that can be used to pay for rides on all major Bay Area transit providers, including BART, Caltrain, and SamTrans.

### **Emergency Ride Home Program**

An Emergency Ride Home program will guarantee that office employees within the project need not worry about being stranded at work without a car in the event of illness, family emergency, or unexpected overtime if they bicycle, carpool, or vanpool. The emergency ride home program could offer free taxi service from the workplace to the employee's home.

### **Bicycle Sharing**

Bike sharing programs provide commuter-style bikes that can be checked out from and returned to self-service bike share stations for short trips. The idea behind bike sharing is to make bikes available to transit users for the short journey between a transit station and the residential location. There are no bike sharing program stations near the project site. Therefore, the project could provide its own bike sharing program by providing bicycles on site that can be checked out by office employees or residents for short trips.

### **Unbundling of On-Site Parking**

Unbundled parking means separating the cost of parking from office and residential leases and allowing tenants to choose whether to lease a parking space. This program has the benefit of communicating the cost of constructing and maintaining parking to tenants, and it may help increase use of other travel modes.

The TDM measures in this letter would reduce trip making and parking demand for the project.

Sincerely,

**HEXAGON TRANSPORTATION CONSULTANTS, INC.**

A handwritten signature in black ink, appearing to read 'Ling Jin', written over a white background.

Ling Jin  
Associate



**Table 1 – Recommended TDM Measures**

TDM Measure	Implementation Responsibility
<b>Program Administration, Monitoring and Reporting</b>	
Designating a Transportation Coordinator	Building developer
Online Kiosk/TDM Information Board <sup>1</sup>	Transportation Coordinator
Transportation Information Packets	Transportation Coordinator
Participation in Transportation Management Association	Building developer
Trip Planning Assistance	Transportation Coordinator
Annual Resident/Employee Surveys	Transportation Coordinator
<b>Transit Elements</b>	
Proximity to Transit Center	Building developer
Resources (schedules, route maps & other info)	Trans. Coordinator
Transit Subsidy	Employer/Property Owner
<b>Bicycle Facilities</b>	
Bicycle Parking	Building developer
Shower Room	Building developer
Resources (maps & info)	Trans. Coordinator
Bike Sharing	Building developer
<b>Pedestrian Facilities</b>	
Enhanced Sidewalks	Building developer
<b>Carpool and Vanpool Programs</b>	
On-Site Ridematching	Transportation Coordinator
511 Ridematching Assistance	Available to public
Incentives for New Carpools/Vanpools	Available to public
Discounted Tolls on Bay Area Bridges	Available to public
<b>Other On-Site Amenities</b>	
Residential	Building developer
Retails	Building developer
<b>Emergency Ride Home Program</b>	
Reimburse cost of emergency taxi rides	Trans. Coordinator
<b>Unbundling of On-Site Parking</b>	
<b>Notes:</b>	
(1) The building developer will have Initial responsibility for creating an online kiosk . After the building is occupied, the Transportation Coordinator will have ongoing responsibility for the online kiosk and various program elements.	

## 2019 San Mateo County Income Limits

as determined by HUD - effective December 18, 2013

revised 05/21/19

For HUD-funded programs, use the Federal Income Schedule. For State or locally-funded programs, you may use the State Income Schedule. For programs funded with both federal and state funds, use the more stringent income levels.

Please verify the income and rent figures in use for specific programs.

### San Mateo County (based on Federal Income Limits for SMC)

Prepared 5/21/2018 - HUD-established area median income \$136,800 (based on household of 4).

Income Category	Income Limits by Family Size (\$)							
	1	2	3	4	5	6	7	8
Extremely Low (30% AMI) *	33,850	38,700	43,550	48,350	52,250	56,100	60,000	63,850
Very Low (50% AMI) *	56,450	64,500	72,550	80,600	87,050	93,500	99,950	106,400
HOME Limit (60% AMI) *	71,170	81,340	91,500	101,630	109,830	117,920	126,060	134,220
Low (80% AMI) *	90,450	103,350	116,250	129,150	139,500	149,850	160,150	170,500

### NOTES

\* Income figures provided by HUD for following San Mateo County federal entitlement programs: CDBG, HOME, ESG;

### California State Income Limits

Effective 4/24/19 - Area median income \$136,800 (based on household of 4)

Income Category	Income Limits by Family Size (\$)							
	1	2	3	4	5	6	7	8
Extremely Low (30% AMI) *	33,850	38,700	43,550	48,350	52,250	56,100	60,000	63,850
Very Low (50% AMI) *	56,450	64,500	72,550	80,600	87,050	93,500	99,950	106,400
Low (80% AMI) *	90,450	103,350	116,250	129,150	139,500	149,850	160,150	170,500
Median (100% AMI)	95,750	109,450	123,100	136,800	147,750	158,700	169,650	180,600
Moderate (120% AMI)	114,900	131,300	147,750	164,750	17,300	190,400	203,550	216,700

### NOTES

\* 2019 State income limits provided by State of California Department of Housing and Community Development ;

## 2019 San Mateo County Income Limits

as determined by HUD, State of CA HCD, and County of San Mateo

Income limits effective 06/01/2019.

Please verify the income and rent figures in use for specific programs.

**HUD-defined Area Median Income \$136,800 (based on household of 4). State median \$136,800 (household of 4) due to hold harmless policy.**

Income Category	Income Limits by Family Size (\$)								NOTES
	1	2	3	4	5	6	7	8	
Extremely Low (30% AMI) *	33,850	38,700	43,550	48,350	52,250	56,100	60,000	63,850	
Very Low (50% AMI) *	56,450	64,500	72,550	80,600	87,050	93,500	99,950	106,400	
HOME Limit (60% AMI) *	71,170	81,340	91,500	101,630	109,830	117,920	126,060	134,220	
HERA Special VLI (50% AMI) ***	56,450	64,500	72,550	80,600	87,050	93,500	99,950	106,400	See Note regarding HERA for FY2019***
HERA Special Limit (60% AMI) ***	71,170	81,340	91,500	101,630	109,830	117,920	126,060	134,220	See Note regarding HERA for FY2019***
Low (80% AMI) *	90,450	103,350	116,250	129,150	139,500	149,850	160,150	170,500	
State Median (100% AMI)	95,750	109,450	123,100	136,800	147,750	158,700	169,650	180,600	

Income Category	Maximum Affordable Rent Payment (\$)					
	SRO **	Studio	1-BR	2-BR	3-BR	4-BR
Extremely Low *		846	907	1,088	1,256	1,401
Very Low *		1,411	1,512	1,814	2,096	2,338
Low HOME Limit*	1,552	1,411	1,512	1,814	2,096	2,338
High HOME Limit*	1,552	1,906	2,044	2,456	2,827	3,131
HERA Special VLI (50% AMI) ***		HERA Spec. Rents - Go to <a href="http://www.treasurer.ca.gov/ctcac/2018/supplemental.asp">www.treasurer.ca.gov/ctcac/2018/supplemental.asp</a>				
HERA Special Limit (60% AMI) ***		2,260	2,423	3,078	3,557	3,746
Low**		2,069	2,561	3,170	4,153	4,392
HUD Fair Market Rent (FMR)		2,964	3,176	3,811	4,405	4,913
Median **						

effective 6/01/2018; 2019 HOME Limit  
effective 6/01/2018; 2019 HOME Limit

CA Tax Credit Rent limits for Low and Median Income Group  
HUD-published Fair Market Rents  
CA Tax Credit Rent limits for Low and Median Income Group

### NOTES

\* Income figures provided by HUD for following San Mateo County federal entitlement programs: CDBG, HOME, ESG.

\*\* CA Tax Credit Rent Limits for Low and Median Income Group

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For San Mateo County, the Housing & Economic Recovery Act of 2008 (HERA) & the HUD 2010 HOME hold-harmless provision permit multifamily tax subsidy projects (MTSPs) & HOME projects placed in service before 1/1/2009 to continue to use HOME/tax credit/tax exempt bond rents based on the highest income levels that project ever operated under. Once these units are placed in service, the rents will not adjust downward should HUD establish lower incomes/rents in any subsequent year. Marketing of vacant units should be targeted to the current year's income schedule. However, HUD's Section 8 income limits are larger than those defined by Section 3009(a)(E)(ii) of the Housing and Economic Recovery Act of 2008 (Public Law 110-289). Therefore, for FY2018 no special income limits are necessary.

\*+ SROs with -0- or 1 of the following - sanitary or food preparation facility in unit; if 5+ SRO HOME-assisted units, then at least 20% of units to be occupied by persons with incomes up to 50% AMI.

**OTHER NOTES (generic)**

- 1 Maximum affordable rent based on 30% of monthly income and all utilities paid by landlord unless further adjusted by HUD. Utility allowances for tenant-paid utilities may be established by Housing Authority of County of San Mateo Section 8 Program.  
High HOME Limit rent set at **lower of:** (a) 30% of 60% AMI, or (b) FMR (HUD Fair Market Rent).  
For 2011, the FMR for Studio is the lower rent.

- 2 Rent Calculations - The following is the assumed family size for each unit: Studio: 1 person 1-BR: 1.5 persons 2-BR: 3 3-BR: 4.5 4-BR: 6

- 3 Table below provides rent guidance on appropriate income schedule to use:

Placed in Service Date	Maximum Inc. Limits Schedule
On or before 12/31/2008	2018 HERA Special
1/1/2009 to 5/13/2010	2009
5/14/2010 - 5/31/2011	2012
6/1/2011 - 11/30/2011	2012
12/01/2011 - 11/30/2012	2012
12/01/2012 - 12/17/2013	2013
12/18/2013 - 03/05/2015	2014
03/06/2015 - 03/27/16	2015
03/28/2016 - 4/14/2017	2016
04/14/2017 to 3/31/18	2017
4/01/2018 - 3/31/2019	2018
4/01/2019 to present	2019

Rent schedules at [https://www.huduser.gov/portal/pdrdatas\\_landing.html](https://www.huduser.gov/portal/pdrdatas_landing.html) for additional information as well as the various income schedules. Please also refer to [www.treasurer.ca.gov/ctcac/2018/supplemental.asp](http://www.treasurer.ca.gov/ctcac/2018/supplemental.asp)