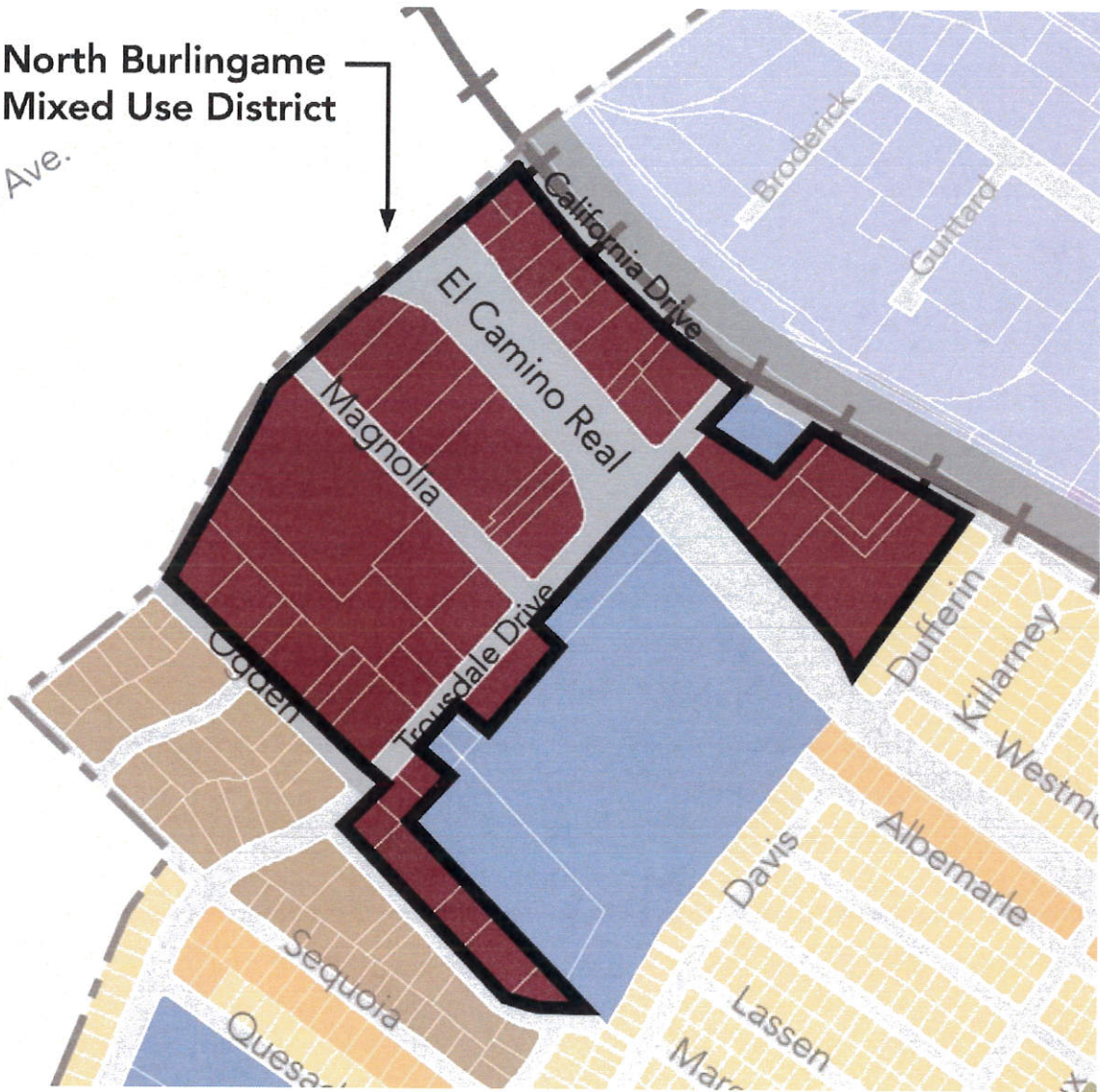


North Burlingame
Mixed Use District



Chapter 25.40
North Burlingame Mixed-Use Zone – Interim Standards
January 7, 2019

25.40.010 Purpose and Applicability

- A. The purpose of the North Burlingame Mixed-Use (NBMU) zone is to implement the General Plan North Burlingame Mixed Use designation by providing a distinct, defining area at the City’s north gateway on El Camino Real, with housing and complementary commercial and office uses at urban-level intensities, and that takes advantage of the adjacent multimodal transit center. This transit-oriented development district accommodates housing at progressively higher densities based on the level of community benefits provided, with the goal of ensuring that new development adds value for all in the City.
- B. The provisions of this chapter shall apply to the areas in the city with the “North Burlingame Mixed Use” land use designation as shown on the Land Use Plan, Figure CC-1 of the Burlingame General Plan.

25.40.020 Land Use Regulations

- A. Table 25.40-1 identifies the land use regulations for the NBMU zone. Any use not listed below shall be prohibited, unless the Director finds that the proposed use is similar in characteristics to allowed uses.
- B. Stand-alone commercial and residential developments are permitted.

TABLE 25.40-1: NBMU LAND USE REGULATIONS	P CUP MCUP TUP A --	Permitted Conditional Use Permit Minor Conditional Use Permit Temporary Use Permit Accessory Use Not Permitted	
Land Use	Permit Requirement	Specific Use Regulations	
COMMERCIAL - RETAIL			
Eating and Drinking Establishments <ul style="list-style-type: none"> • Bars, Taverns • Night Club • Restaurant • Restaurant – Drive-through 	MCUP CUP P --		
Food and Beverage Sales <ul style="list-style-type: none"> • General Market • Convenience Store • Liquor Store 	P CUP --		
Nurseries and Garden Centers	--		

TABLE 25.40-1: NBMU LAND USE REGULATIONS		
	P	Permitted
	CUP	Conditional Use Permit
	MCUP	Minor Conditional Use Permit
	TUP	Temporary Use Permit
	A	Accessory Use
	--	Not Permitted
Land Use	Permit Requirement	Specific Use Regulations
Retail Sales <ul style="list-style-type: none"> • General • Large Format • Specialized 	P -- CUP	
Vehicle Fuel Sales and Service	CUP	
Vehicle Sales <ul style="list-style-type: none"> • Auto and Light Truck – New • Auto and Light Truck – Used • Heavy Equipment Sales and Rental 	-- -- -- --	
COMMERCIAL – SERVICES AND RECREATION		
Adult Entertainment Businesses	--	
Animal Care Services <ul style="list-style-type: none"> • Boarding/Kennels • Grooming • Veterinarian 	-- P MCUP	Grooming - No overnight animal stays permitted.
Banks and Financial Institutions	P	
Check Cashing and Pay Day Loan Establishments	--	
Commercial Recreation	CUP	
Day Care Centers	CUP	
Food Preparation (catering)	MCUP	
Funeral Services and Cemeteries	--	
Office – Medical or Dental	P	
Office – Professional	P	
Personal Services – General	P	
Personal Services - Specialized	CUP	
Light Research/Development and Laboratories	P	
Theaters <ul style="list-style-type: none"> • Live • Movie or similar 	CUP CUP	
Vehicle Service, Repairs, and Rentals		

TABLE 25.40-1: NBMU LAND USE REGULATIONS		
	P	Permitted
	CUP	Conditional Use Permit
	MCUP	Minor Conditional Use Permit
	TUP	Temporary Use Permit
	A	Accessory Use
	--	Not Permitted
Land Use	Permit Requirement	Specific Use Regulations
<ul style="list-style-type: none"> • Car Wash • Major Repair/Body Work • Minor Repair/Body Work • Rental Facilities 	-- -- -- A	
EDUCATIONAL SERVICES		
Class or School Uses	CUP	
Trade Schools	--	
LODGING		
Bed and Breakfast	--	
Emergency Shelters	--	
Hostels	--	
Hotels and Motels	CUP	
PUBLIC AND QUASI-PUBLIC USES		
Community Open Space	P	
Hospitals and Clinics	CUP	
Public Assembly Facilities	--	
Public Parks	P	
Places of Religious Assembly	CUP	
RESIDENTIAL USES		
Multi-Family Residential	P	
Residential Care Facilities	CUP	
Supportive and Transitional Housing	P	
MIXED USES		
Mixed Use Developments	P	With individual specific uses subject to land use regulatory requirements set forth in this table.
TRANSPORTATION AND UTILITIES		
Parking facilities, including parking garages	--	
Transit Facilities	CUP	
Utilities	MCUP	
SPECIFIC AND TEMPORARY USES		
Outdoor Temporary and Seasonal Sales	TUP	
Temporary Uses	TUP	
Vending machines	A	

Land Use	Permit Requirement	Specific Use Regulations
Outdoor dining	A	

25.40.030 Development Standards

A. Development Standards Generally; Calculation of FAR and Density.

1. Development projects shall comply with the development standards set forth in Table 25.40-2 (NBMU Development Standards). The floor area ratio (FAR) standards shall apply to the non-residential component on a development on a site; the density standards shall apply to any residential component. The non-residential (FAR) and residential (density) components are additive.
2. A developer may elect to develop consistent with either Tier 1, Tier 2, or Tier 3 development standards. Projects using Tier 2 or Tier 3 standards shall provide community benefits pursuant to subparagraph 25.40.030.D, below.

**TABLE 25.40-2
NBMU DEVELOPMENT STANDARDS**

Development Standards	Base Standard (Tier 1)	Increased Intensity (Tier 2)	Maximum Intensity (Tier 3)	Additional Regulations
a. Density – Maximum (applies to residential component)	40 du/ac	80 du/ac	140 du/ac	Tier 2 and 3 must provide community benefits per subparagraph B, below.
b. Floor Area Ratio (FAR) – Maximum (applies to non-residential component) ¹	0.50 Office 0.25 Commercial	1.25 Office 0.50 Commercial	2.0 Office 1.0 Commercial	Tier 2 and 3 must provide community benefits per subparagraph B, below.
c. Height (Unless otherwise controlled by maximum heights established by the Federal Aviation Administration for parcels affected by airport safety zones)	4 stories/ 45 ft. maximum	5 stories/ 55 ft. maximum	7 stories/ 75 ft. maximum For properties on the east side of EI	Tier 2 and 3 must provide community benefits per subparagraph B, below.

**TABLE 25.40-2
NBMU DEVELOPMENT STANDARDS**

Development Standards	Base Standard (Tier 1)	Increased Intensity (Tier 2)	Maximum Intensity (Tier 3)	Additional Regulations
			Camino Real, 9 stories/ 100 ft. subject to additional setback standards, below	<p>Special Requirements and Exceptions:</p> <p>1. Building frontages facing Trousdale Drive (west of El Camino Real), Murchison Drive (west of El Camino Real), Magnolia Drive, Ogden Drive, and Marco Polo Way:</p> <p>a. 35% of the linear frontage above 35 feet must step back a minimum 5 feet, in the form of insets, balconies, or stepbacks, or</p> <p>b. 80% of a building's linear frontage above 55 feet stories must step back a minimum of 10 feet, in the form of insets, balconies, or stepbacks</p>
d. Setbacks				
<ul style="list-style-type: none"> For any building adjacent to properties zoned R-1 or R-2 	<p>Any building façade that faces the adjacent R-1 or R-2 property line and that is above 15 feet in height shall have additional setback distance added to the required setback. That additional setback shall apply to any portion of the building above 15 feet in height and shall be a minimum horizontal distance of one foot for every one foot of building height above 30 feet.</p>			

**TABLE 25.40-2
NBMU DEVELOPMENT STANDARDS**

Development Standards	Base Standard (Tier 1)	Increased Intensity (Tier 2)	Maximum Intensity (Tier 3)	Additional Regulations
<ul style="list-style-type: none"> • Front: El Camino Real 	0 to 10 ft. for first 35 ft.			Subject to streetscape frontage standards in Table 25.40-3
<ul style="list-style-type: none"> • Front: Mixed-Use Arterial (Trousdale Drive, Murchison Drive, California Drive) 	0 to 10 ft., with at least 60 percent of the structure located at the streetscape frontage line per Table 25.40-3			Subject to streetscape frontage standards in Table 25.40-3
<ul style="list-style-type: none"> • Front: Mixed-Use Collector (Magnolia Drive) and Neighborhood Access (Ogden Drive, Marco Polo Way) 	0 to 10 ft., with at least 40 percent of the structure located at the streetscape frontage line per Table 25.40-3			Subject to streetscape frontage standards in Table 25.40-3
<ul style="list-style-type: none"> • Side – Interior: El Camino Real 	10 ft.			
<ul style="list-style-type: none"> • Side – Interior: Trousdale Drive, Murchison Drive, California Drive, Ogden Drive, and Marco Polo Way 	10 ft.			
<ul style="list-style-type: none"> • Side – Street 	0 to 10 ft., with at least 40 percent of the structure located at the streetscape frontage line per Table 25.40-3			Subject to streetscape frontage standards in Table 25.40-3
<ul style="list-style-type: none"> • Rear 	15 ft. minimum 20 ft. minimum if abutting a lot zoned R-1 or R-2			
<p>e. Lot Dimensions – Minimum</p> <ul style="list-style-type: none"> • Size • Width at street frontage 	20,000 sf 150 ft.			Minimum applies to new subdivisions of land; legally established lots of smaller size may be developed consistent with the requirements of this Chapter 25.40.
<p>f. Lot Coverage – Maximum²</p>	80%			Lot coverage may be increased if additional, usable common open space generally equivalent to the additional lot coverage (in square feet) is

**TABLE 25.40-2
NBMU DEVELOPMENT STANDARDS**

Development Standards	Base Standard (Tier 1)	Increased Intensity (Tier 2)	Maximum Intensity (Tier 3)	Additional Regulations
				provided on a rooftop garden and hardscape.
g. Open Space and Landscaping <ul style="list-style-type: none"> • Open space for residential units – Minimum • Percent landscape coverage - Minimum 	100 sf per unit of open space per unit. Open space may be either private, common, or include both.	10% of entire site; see also 25.40.040.		Minimum dimensions of open space: <ul style="list-style-type: none"> • Private: 5 ft. deep, 8 ft. wide • Common: 15 ft. in any direction
h. Parking		<ol style="list-style-type: none"> 1. Parking shall be provided as set forth in Chapter 25.70. 2. Garages may be constructed entirely below ground level, and such underground garages may project into any required yard or building setback area. 3. No at-grade parking shall be visible or accessed from EI Camino Real. 		
Notes: ¹ Above-ground parking structures shall be exempt from Floor Area Ratio (FAR) calculations. ² Lot coverage may be increased if additional useable common open space equivalent to the additional lot coverage (in square feet) is provided on a podium-level landscaped courtyard or plaza.				

B. Community Benefits – Required Enhancements for Tier 2 and 3 Increased FAR, Density, and Height.

1. **Purpose and Applicability.** The community benefits program is established to provide incentives for higher intensity development not otherwise allowed by these zoning regulations, and to create new community benefits that may not otherwise result from development activity. The Planning Commission, through a discretionary review and public hearing process, may grant increased FAR, density, or building height in return for provision of specific community benefits, as listed below or subsequently identified by the City Council, if doing so is in the City’s interest and will help implement the General Plan, and in finding that these benefits cannot be realized without granting increased FAR, height, and/or density. A variety of objectives are listed to ensure that proposed project features are appropriate for the site and surroundings, and to allow for a wide range of possible project types.
2. **Tier 2 - Number of Community Benefits.** The Planning Commission may approve Tier 2 projects if it determines that the project includes at least **two** community benefits from subsection 4 of this Section (Community Benefits Objectives). At least one affordable and workforce housing objective from 4.a shall be chosen.

3. Tier 3 - Number of Community Benefits. The Planning Commission may approve Tier 3 projects if it determines that the project includes at least **three** community benefits from subsection 4 of this Section (Community Benefits Objectives). At least one affordable and workforce housing objective from 4.a shall be chosen.

4. Community Benefit Options.

a. Affordable and Workforce Housing.

- i. The project provides affordable housing at the rate of five percent for low-income households, or 10 percent for moderate-income households, as a percentage of the total number of housing units built for a period of 55 years or greater.
- ii. The project qualifies for, and utilizes, a density bonus in compliance with the City's affordable housing incentives (Chapter 25.63).

b. Pedestrian Amenities. The project includes major pedestrian connections in excess of minimum pedestrian requirements.

c. Public Plazas.

- i. The minimum area of any public plaza shall be 2,000 square feet;
- ii. The public plaza is owned, operated, and maintained by the developer or property manager in accordance with an approved maintenance plan to be reviewed and approved by the Community Development Director;
- iii. Each part of the public plaza shall be accessible from other parts of the open space without leaving the open space area;
- iv. The public plaza shall be on the ground level and directly accessible from the sidewalk, and be accessible to persons with disabilities;
- v. The public plaza shall be open to the public, without charge, each day of the year, except for temporary closures for necessary maintenance or public safety; and
- vi. At a minimum, the following elements shall be included within the open space: trees and landscaping, seating, bicycle racks, trash and recycling receptacles, and signage that include hours of operation.

d. Off-Site Streetscape Improvements. These provisions do not include improvements along the frontage of a development site that would normally be required. Examples of amenities include:

- i. Enhanced pedestrian and bicycle-oriented streetscapes.
- ii. Protected bicycle lanes and pedestrian pathways, improved bicycle and pedestrian crossings/signals, bicycle racks/shelters.

- iii. New pedestrian and bicycle connections to transit facilities, neighborhoods, trails, commercial areas, etc.
 - iv. Removal of existing pedestrian and bicycle barriers (e.g. dead-ends and cul-de-sacs).
 - v. Upgrading traffic signals to enhance pedestrian and bicycle safety.
- e. **Cultural Arts Space.** Includes space for visual arts, performing arts, artist housing, and other activities that support arts and culture.
 - f. **Pedestrian and Similar Paths and Connections between Adjacent Properties.** To effectuate the goal of creating walkable and bikeable environments, improved pedestrian ways and other paths open to the public that accommodate easy movement across and between properties under separate ownership.
 - g. **Historic Preservation (Off-Site).** Where there are no historic resources on the project site, the project provides for the permanent preservation of a building off site that is listed in the City's inventory of historical resources through the recordation of a historic preservation agreement.
 - h. **Mode Split.** The project provides 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. Prior to the issuance of building permits, a covenant agreement shall be recorded that discloses the required Transportation Demand Management provisions. This agreement shall be recorded in the office of the County Recorder to provide constructive notice to all future owners of the property of any ongoing programmatic requirements.
 - i. **Zero Net Energy.** The project provides 100 percent of total building energy load measured as kilowatt per square foot through solar panels, wind turbines, or other renewable sources.
 - j. **Public Parking Facilities.** The project provides publicly accessible parking to serve area-wide parking needs. To qualify, the parking spaces should be permanently available for public use and subject to easements or restrictions acceptable to the City.
 - k. **Flexible (Miscellaneous) Benefit.** The applicant agrees to provide a currently undefined community benefit approved by the City Council that is significant and substantially beyond normal requirements. Examples are inclusion of a child care center or community event space in a new development project, off-site utility infrastructure improvements above and beyond those required to serve the development, additional funding for City programs such as contribution to a local façade improvement program, or subsidy for existing commercial tenants or other local small businesses.

25.40.040 Design Standards and Objective Design Criteria. In addition to the development standards in Section 25.40.030, the following design standards and criteria shall apply to all new development projects.

A. Design Standards. All new development shall be designed to achieve the following objectives:

1. The design shall provide for internal compatibility between the different uses in terms of noise, hours of operation, vehicle and pedestrian circulation, access, use of open space, and other operating characteristics that affect quality of life.
2. Potential noise, odors, glare, pedestrian traffic, and other impacts on residents shall be minimized to allow a compatible mix of residential and nonresidential uses on the same site.
3. The design of the mixed-use project shall ensure that the residential units are of a residential character and that privacy between residential units and between other uses on the site is maximized.
4. The design of the structures and site planning shall encourage integration of the street pedestrian environment with the nonresidential uses through the use of plazas, courtyards, walkways, and street furniture.
5. Site planning and building design shall be compatible with and enhance the adjacent and surrounding built environment in terms of scale, building design, color, exterior materials, roof styles, lighting, landscaping, and signage.

B. Building Orientation, Entrances, and Articulation.

1. **Orientation.** The main building of a development shall be oriented to face a public street. Building frontages shall be generally parallel to streets. For all residential, retail, service, and office uses, at least one primary entrance to a ground-floor use shall face the adjacent street right-of-way. Ground-related entrances include entrances to ground-floor uses, residential units, clusters of residential units, lobbies, or private courtyards.
2. **Ground-Floor Transparency.** At least 75 percent of the exterior walls on the ground floor facing the street shall include windows, doors, or other openings.
3. **Nonresidential Entrances.** Entries shall be clearly defined features of front façades and of a scale that is in proportion to the size of the building and number of units being accessed. Larger buildings shall have a more prominent building entrance while maintaining a pedestrian scale.
4. **Transitional Space at Residential Entries.** New residential buildings shall provide transitional spaces in the form of stoops, overhangs, and porches between public areas fronting the primary street and entrances. This type of element or equivalent shall be required for each unit or group of units, but no less than one of this type of element shall be provided.
5. **Building Articulation.** No street frontage wall may run in a continuous plane for more than 20 feet without an opening (door or window) or offsets, or as approved by the review authority if the project is constrained by unusual parcel size, shape, use, or other features that the responsible review authority accepts as rendering this requirement infeasible. Openings fulfilling this requirement shall have transparent glazing and provide views into work areas, display areas, sales areas, lobbies, or similar active spaces. Offsets shall vary

in depth and/or direction of at least 18 inches, or a repeated pattern of offsets, recesses, or projections of similar depth.

6. **Parking Lot and Structure Location.** Surface parking lots, to the greatest extent practicable, shall be located to the rear of a lot. Parking structures shall be integrated into building design unless a separate structure is required for fire safety purposes or due to the shape or configuration of a lot.

C. Site Layout

1. **Streetscape.** Street frontages shall meet the standards set forth in Table 25.40-3 (NBMU Street Frontage Standards).

TABLE 25.40-3: NBMU STREET FRONTAGE STANDARDS		
Street Type	Frontage – Measured from Back of Curb to Building Face	
El Camino Real – with frontage road	Building Frontage Setback	15 ft. minimum from frontage road curb
	Walk Zone (Public)	10 ft. minimum
	Amenity/Planter Zone	5 ft. minimum
	Tree Wells	5 ft. by 5 ft. min.
El Camino Real – without frontage road	Building Frontage Setback	20 ft. minimum from frontage road curb
	Walk Zone (Public)	10 ft. minimum
	Amenity/Planter Zone	5 ft. minimum
	Tree Wells	5 ft. by 5 ft. minimum
Mixed-Use Arterial (Trousdale Drive, Murchison Drive, California Drive)	Building Frontage Setback	15 ft. minimum
	Walk Zone (Public)	10 ft. minimum
	Amenity/Planter Zone	5 ft. minimum
	Tree Wells	5 ft. by 5 ft. minimum
Mixed-Use Collector (Magnolia Avenue)	Building Frontage Setback	12 feet
	Walk Zone (Public)	6 ft. minimum
	Amenity/Planter Zone	5 ft. minimum
	Tree Wells	5 ft. by 5 ft. minimum
Neighborhood Access (Ogden Drive, Marco Polo Drive)	Building Frontage Setback	10 ft.
	Walk Zone (Public)	6 ft. minimum
	Amenity/Planter Zone	4 ft. minimum
	Tree Wells	4 ft. by 4 ft. minimum
Build-To Lines	At least sixty (60) percent of the structure shall be located at the Building Frontage Setback.	
Exceptions	Exceptions to Building Frontage Standards may be granted to accommodate conflicts with recorded easements, rights-of-ways, etc.	

2. **Pedestrian Access.** On-site pedestrian circulation and access shall be provided per the following standards:

- a. **Internal Connections.** A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.
 - b. **To Circulation Network.** Regular and convenient connections between on-site walkways and the public sidewalk and other existing or planned pedestrian routes, such as safe routes to school, shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage.
 - c. **To Adjacent Areas.** Direct and convenient access shall be provided from mixed-use projects to adjoining residential and commercial areas to the maximum extent feasible while still providing for safety and security.
 - d. **To Transit.** Safe and convenient pedestrian connections shall be provided from adjacent transit stops to building entrances.
3. **Service and Delivery Areas.** Service and loading areas shall be screened from residential areas and integrated with the design of the building. Special attention shall be given when designing loading facilities in a location that is proximate to residential uses. Techniques such as block walls, enhanced setbacks, or enclosed loading shall be used to minimize adverse impacts to residents.
 4. **Location of Residential Units.** In mixed-use developments, it is the intent that residential units not occupy the ground floor within the first 50 feet of floor area measured from each building face adjacent to the street unless the review authority finds that the project is designed in a manner that a residential ground-floor component enhances the pedestrian environment.

D. Landscaping.

1. **Front and Street Side Setbacks.** Within any required front setback area or side yard setback adjacent to a public street, at least 60 percent of the required setback area shall be landscaped to provide a transition to the sidewalk.
2. **Parking Lot Screening.** Where a surface parking lot abuts a public street, a minimum 10-foot-deep landscape buffer shall be provided between the sidewalk and the first parking row.
3. **Parking Garage.** Where the wall of a parking garage directly faces a public street, a minimum 10-foot-deep landscaped area shall be provided between the sidewalk and the parking structure wall.

25.39.050 Parking

A. Off-Street Vehicle Parking. Parking shall be provided as set forth in Chapter 25.70 (Off-Street Parking), with the following exceptions for live/work units, stand-alone residential development, and the residential component of a mixed-use development:

TABLE 25.40-4: NBMU OFF-STREET VEHICLE PARKING	
Number of Bedrooms in a Unit	Minimum Number of Parking Spaces Required
0 (Studio)	1 space/unit
1	1 space/unit
2	1.5 spaces/unit for multifamily housing; 2 spaces/unit for live/work
3 or more	2 spaces/unit
Guest parking	None required

B. Vehicle Parking Stall Dimensions. All parking stalls may be provided in a single dimension, eight and one-half feet in width by 17 feet in length, except for required accessible parking spaces which shall meet the dimensions required in the California Building Code in effect at the time a project is submitted for City review. No compact parking stalls shall be allowed if only a single dimension stall is used.

C. Aisle Dimensions. All aisles within a parking area shall be as set forth in Table 25.40-5 (NBMU Parking Aisle Dimensions)

TABLE 25.40-5: NBMU PARKING AISLE DIMENSIONS	
Parking Space Angle	Required Backup Aisle (minimum)
90 degree	24 feet
60 degree	18 feet
30 degree	13 feet

D. Stacked/Mechanical Parking. Parking utilizing stackers or mechanical systems may be approved with a Conditional Use Permit.

E. Bicycle Parking. Bicycle parking shall be provided as set forth in Table 25.40-6 (NBMU Bicycle Parking).

TABLE 25.40-6: NBMU BICYCLE PARKING	
Class	Minimum Number of Parking Spaces Required
Class I – Resident bicycles	0.5 spaces/unit
Class II – Guest bicycles	0.05 spaces/unit

F. Electric Vehicle (EV) Charging Stalls. Five percent of all spaces shall be prepared for EV charging equipment.

G. Parking Reductions for Transportation Demand Management (TDM) Plan. Projects utilizing a Transportation Demand Management (TDM) Plan per Section 25.40.030.B.4.h. shall be allowed up to 20 percent reduction in required off-street vehicle parking (not including bicycle parking and EV stalls), provided the project provides for a permanent mobility mode shift towards alternative transportation of 25 percent or greater for building occupants through the TDM program.

25.40.060 Review Procedures.

A. Design Review Required. Design review shall be required pursuant to Chapter 25.57.

B. Planning Commission Approval of Community Benefits Bonuses. The Planning Commission shall be the final review authority for an application for Tier 2 or 3 projects.



Project Comments – Planning Application

Project Address: 1766 El Camino Real, zoned NBMU, APN: 029-022-030

Description: Request for Application for Environmental Review and Design Review for a new 7 story mixed-use building with retail, office, 60 residential units, and 2 levels of below grade parking.

From: Jay Kiely
Police Department

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

Police requires that contractor/ developer work with CCFD and TEA to ensure the integrity of EMS radio communication is maintained. To this end, developer/ contractor will be responsible for installing as well as managing all necessary equipment.

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

Reviewed By: Lieutenant Jay Kiely
650-777-4100

Date: 4/10/19



Project Comments – Planning Application

Project Address: 1766 El Camino Real, zoned NBMU, APN: 029-022-030
Description: Request for Application for Environmental Review and Design Review for a new 7 story mixed-use building with retail, office, 60 residential units, and 2 levels of below grade parking.
From: Christine Reed
Fire Dept.

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

- ~~1. L.5.0 lends argument into definition of a highrise. While the building's highest occupiable floor is 74'10" from grade, it is required to be less than 75' from fire apparatus access. I believe you need to shorten the building the height of the curb at the closes fire apparatus access in order to be considered as a non-highrise.~~
2. North fire apparatus access is more than 150 feet long, provide a turn around.
8-16-19: The turnaround is too small to accommodate the length of the fire truck. The Truck turning radius specification sheet details measurements when the truck is turning in a forward motion. To calculate measurements for a hammerhead-type turnaround (Truck moving backward), the total length of the Truck is 42' so the hammerhead turnaround must accommodate this length. Current turnaround design will not accommodate.

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal. Additional requirements 7 & 8 listed below to also be addressed when submitting building permit plans:

1. Fire apparatus access shall be in accordance with the §503, CFC. Slopes shall not exceed 16% and first 15 feet at either end shall not exceed 5%. Turning radius shall be in accordance with CCFD equipment.
2. Provide fire flow and fire hydrants in accordance with Appendix B&C, CFC.
3. The building shall be equipped with an automatic fire sprinkler system throughout conforming to NFPA 13 as adopted. The system shall be interconnected with the standpipe system with outlets located at the intermediate floors. When possible, FDC's and double check valve assemblies or shut-off's shall be located a minimum 2/3rd the height of the building away from the building. This may be a deferred approval item, but plans will not be reviewed until a separate fire protection underground permit has been submitted.
4. Provide a separate fire protection underground submittal under separate permit through the Burlingame Building Department.
5. Provide separate permit for the fire alarm system through the CCFD prior to installation.
6. Provide a separate permit for Emergency Responder Radio Coverage System through the CCFD prior to installation.
7. **The north fire apparatus access road and the entire turnaround, including the center pavers, must support 75,000lbs. The entire turnaround must have a red curb indicating it is a fire lane with no parking allowed. Sheet A2.4 must be sized for correct scale.**
8. **Private garden areas must be openable from the exterior to provide fire department access around the building.**

Reviewed By: Christine Reed
650-558-7617

Date: 8-16-19



Project Comments – Planning Application

Project Address: 1766 El Camino Real, zoned NBMU, APN: 029-022-030

Description: Request for Application for Environmental Review and Design Review for a new 7 story mixed-use building with retail, office, 60 residential units, and 2 levels of below grade parking.

From: Lisha Mai
Public Works Engineering

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

1. Please provide an existing site plan (or survey) for review and overlay it with the proposed. The extents of the survey should include up to the entire street width on the three sides (California, El Camino, Trousdale). **No further comment at this time.**
2. Please dimension all driveway curb cuts proposed for the project site. **Total driveway exceeds 20% of total allowable per Municipal Code 12.04.060. However, in commercial districts approval may be granted for driveways not exceeding seventy (70) percent of the street frontage including the frontage on each street in the case of a corner lot or in the case of lots fronting on two (2) streets, in order to give access to areas used for the off-street parking of vehicles, for off-street loading zones.**
3. Please show how the project will be in compliance for c3 stormwater treatment measures. **Please show compliance.**
4. Please show proposed street lighting to meeting residential usage. Minimum of 0.4 to 0.6 footcandles. **Street lighting requirements shall be design and submitted for review as part of Building Permit submittal.**
5. Will the residential and office parking be separated and secured? **Additional comments may need to be addressed during Building Permit submittal.**
6. Is the proposal to rent or sell the residential units? **Additional comments may need to be addressed during Building Permit submittal.**
7. Please provide cross section views of the sidewalk surrounding the project site with dimensions. **Cross section show sublevel garage built up to property line.**
 - a. Show on site plan, perimeter limits of underground garage in relations to the property line. Keep in mind fire protection assembly shall be aboveground and directly behind property line.
 - b. See comment no. 22 below regarding tie-back agreement.
8. How will the trash be retrieved from the trash rooms and picked up by Recology. On-site pickup is required. A staging area is recommended. **Staging/bin placement for pick up shall be onsite and not within public right of way. How will this be accomplished?**
9. Please show proposed utility connections to the City's infrastructure. **Survey sheet A0,05 is of existing utility. Please show on proposed site plan, new utility connections for the proposed project, as well as replacement of fire hydrant to the main due to new bulb outs.**

10. Please provide a preliminary title report for review.
11. Please show all existing easements, public or private (if required) to be removed from the property. **Please show on plan or respond confirming there are no existing easement, public or private.**
12. Please provide garage ramp profiles. **Per Municipal Code 25.70.025, "Maximum driveway slopes shall not exceed fifteen (15) percent at any point without special approval of the department of public works". Please provide justification for 16% slope.**
13. Please provide lighting details for the proposed open space and pathways. **Additional comments may need to be addressed during Building Permit submittal.**
14. For the residential drop off area, is it designed for a moving vehicle to go around a parked within the circle? **Additional comments may need to be addressed during Building Permit submittal.**
15. Is there a pedestrian pathway along the parking area off of California Avenue besides the staircase leading to the subgrade level? **Additional comments may need to be addressed during Building Permit submittal.**

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

16. Based on the scope of work, this is a "Type IV" project that requires a Stormwater Construction Pollution Prevention Permit. This permit is required prior to issuance of a Building Permit. An initial field inspection is required prior to the start of any construction (on private property or in the public right-of-way).
17. A stormwater maintenance agreement shall be recorded with the County for all c3 treatment measures. This agreement must be recorded prior to building permit signoff.
18. Please provide a letter from Recology indicating that the proposed trash room sizes are sufficient to service the development.
19. Sewer upgrades to the existing mains will be required. Scope of work will be defined as part of the conditions of approval.
20. The back of the driveway/sidewalk approach shall be at least 12" above the flow line of the frontage curb in the street to prevent overflow of stormwater from the street into private property.
21. Please submit an erosion control plan. This plan shall include, but not limited to, delineation of area of work, show primary and secondary erosion control measures, protection of creek or storm drain inlets, perimeter controls, protections for construction access points, and sediment control measures.
22. Subgrade parking is shown to be constructed up to the property line. If excavation method is by means of tie-backs, a shoring and tieback agreement is required for any encroachment into the City's right-of-way.
23. A subdivision map is required if the intent is to sell the residential units.
24. All nonstandard sidewalk details that are constructed in the public right-of-way will require a maintenance agreement with the City as responsibility will be borne the property owner.
25. A traffic, sewer, water, and storm drain study will be required for this project. Any impacts generated as the result of the project will be required to upsize or contribute its prorated share of the impact to upgrade the existing infrastructure.

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Reviewed By: Lisha Mai
650-558-7239

Date: 8/1/19



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

Site: 1766 EL CAMINO REAL

The City of Burlingame Planning Commission announces the following public hearing on **MONDAY, OCTOBER 28, 2019 at 7:00 P.M.** in the City Hall Council Chambers, 501 Primrose Road, Burlingame, CA:

Application for (a) 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 and (b) Zoning Code Amendment to Amend Office Parking Regulations in the NBMU zone at **1766 EL CAMINO REAL** zoned NBMU. APN 025.161.110

Mailed: October 18, 2019

(Please refer to other side)

**PUBLIC HEARING
NOTICE**

City of Burlingame

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

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

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

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

Kevin Gardiner, AICP
Community Development Director

PUBLIC HEARING NOTICE

(Please refer to other side)

1766 El Camino Real
500' noticing
APN #: 025.161.110

