



# City of Burlingame

BURLINGAME CITY HALL  
501 PRIMROSE ROAD  
BURLINGAME, CA 94010

## Meeting Minutes Planning Commission

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Monday, March 14, 2022

7:00 PM

Online

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- d. 1855 -1881 Rollins Road, zoned RRMU - Application for Environmental Scoping, Design Review, Density Bonus with Waivers/Modifications, Community Benefit Bonuses, and Vesting Tentative Parcel Map for a new, 405-unit multi-unit residential development. (Scott Youdall, The Hanover Company, applicant; Jon Ennis, BDE Architecture, architect; SJ Amoroso Properties Co, E and S Property LLC, and ANRM Holdings LLC, property owners) (75 noticed) Staff Contact: Erika Lewit

*All Commissioners have visited the project site. Planning Manager Hurin provided an overview of the staff report.*

*Chair Schmid opened the public hearing.*

*Scott Youdall and Ian Murphy, represented the applicant and answered questions about the application.*

*Public Comments:*

> *There were no public comments.*

*Chair Schmid closed the public hearing.*

*Commission Discussion/Direction:*

- > *I love the plaza and I like the sculptures.*
- > *Wondering if there was an opportunity to do a retail use or something that is a little bit more interactive for the public, maybe on a short-term basis, because I'm in that area all the time and I don't see any foot traffic. I don't know why people would use these plazas. I think they're great, but I don't see anybody using them because there's no reason to be walking around down there. So, until the whole area gets a little bit more developed, I'm hoping we can see some small businesses in there that would generate some pedestrian traffic.*
- > *Consider using the culvert as part of the landscape area. There's an opportunity to develop something; you have open space there that you can take advantage of.*
- > *Looking at the rendering of the north end of the project, driving from Millbrae towards your site, there is a large round wall that can be an opportunity for a wall art, a way to recognize that you are turning into Burlingame and Rollins Road. There's potentially a graphic or a texture opportunity to engage the entry of your project at your main plaza. The artwork is a nice piece. I like the plaza there. But there is something bigger that could go vertical in that area that would give more sense of arrival since you are the first property in. Overall, I like the architecture and project. Consider something that can potentially provide a gateway to Burlingame from Millbrae.*
- > *This is environmental scoping, the traffic has got to be a big issue for us to study. I can't think of any new environmental scoping matters, it is really the usual items.*
- > *In general, I like the project. It's hard not to like this kind of development happening in the city and Bay Area and the housing is desperately needed. It's quite a large project and it's struggling a little bit not be too monotonous. The length is 300 plus feet along Rollins Road and it was a wise move to break it in the middle as you have done so. The question is, is that enough? The gesture at the corners are nice,*

they do something to inflect those important spots in the architecture. However, it feels monotonous in the middle. Consider being more free and playful with the balconies, they are very structured which just adds to the general structure of the 300 feet between the two end points. I looked to see if they were linked to some special units. I don't see any rhyme or reason to them other than they're stacked on top of each other on identical units. Suggest hiding or burying those balconies, they can go up and down and provide some play against the very structured surface for 300 feet. That provides a new level of reading beyond that major break in the middle. It is the nature of these kinds of multi-unit residential projects to be structured similarly to one another. You've done a good job to try to address the monotony. I love the metal snake that runs along each of the corners so there are interesting things going on. It could always be improved. You could jazz up the corners a little bit more, perhaps. The beauty of the project really is that, it's going to be like South Beach or Mission Bay. It's going to be years before we see the kind of foot traffic that we need to see down there and the ability to support retail, but it will come. It's just going to take a long time. There's no way to rush it. But anchor projects like this will be the catalyst for the development we're looking for in this part of the city, so I would say in general, well done.

> I would agree with my fellow commissioner. It's a good development; I like the layout of everything. I like the interior spaces where you have community areas for the people who live there. But again, I'm concerned about those plaza areas and how they're going to be used. I too, like the areas like in China Basin and specifically around the ball park. But as I walk around there before and after games, I've noticed the ground floor street-facing units are often shuttered. It looks nice in your rendering because they're lit up, but that's not what you're going to see. If there's foot traffic there, they're not going to want everyone looking in their doors. But if you gave the opportunity for a small amount of retail, you have a captive audience here. There's going to be over 500 people living in this place, so you have the opportunity and at a future date, maybe they can be converted to living spaces. There's a lot of flexibility when you build. I don't see the foot traffic happening. I like the idea of plazas and they may be developed further as some of the commissioners have suggested. I would like to see if we can generate a reason for people to be there out on the street and not just get into their cars, drive to work and leave the area. But overall, good job.

> I'm getting tired of the monotonous height. You weren't at your maximum height so it might be refreshing to have some more interesting areas. Possibly something at the bottom, it would be logical that those would be at the lower level. Because it's large, has so many units, and because of its location, it feels like the right project to look into some variations on certain areas which would tie into it being a gateway.

> I agree with my fellow commissioners. I would like to see some height and different variations of height. That was one thing that just felt a little bit too monotonous. I think we need to have some coffee shops or something. You have so many people there that there are opportunities here to be wasted if we don't create some retail space on the bottom floor. I want to see an invigoration of Rollins Road and we can do that if we create smaller retail spaces that a lot of people can go to and enjoy. We are missing an opportunity here if we don't do that.

> I agree as well. This property has some unique ability to bring in retail on the ground floor because of the close proximity to the In-n-Out burger and that whole complex is within walking distance. There's a lot of traffic at the intersection of Adrian Road and Rollins Roads so it's not a far stretch for someone to go to this block and visit a cafe, restaurant or retail services that could be offered because this location is at the gateway and in a much better position than further down on Rollins Road. I would like to encourage that to be reviewed further. Also, the corners have some great opportunities for whether it's even more artwork or a stronger statement for that gateway to our North Rollins Road area. It's calling for that and would help break some of the monotony that some of my fellow commissioners were talking about. The design is looking quite nice and has put a lot of work into it so far.

> Concerned with the swimming pool being in shade all day long at the bottom of a five-story building. Consider bringing it up onto a higher level so that it actually will get used. We're not in Hawaii where we want that shade in the swimming pool. Otherwise, a really nice job and thank you for your presentation.

> I agree. It's a nice project overall. There are opportunities always. Going back to the idea of the gateway, we do have some gateway monuments at various areas of the city. We have our lighted obelisks at either end of Burlingame Avenue. We have the old Broadway sign going across the road that helps celebrate the entrance into some of our neighborhoods. Being the first property from the north, you almost

*have the responsibility of being that introduction to what is going to be our newest neighborhood. In hopes that we are going to be creating a more pedestrian friendly environment coming down Rollins Road and not just being the industrial road that it has been for 30 years. There's an opportunity, whether that involves the building architecture on the corner or it's something out in the plaza that gives that gateway feel, it is something to work with. Otherwise, I was pretty satisfied with the drawings and what you're putting forward. I hope to be able to see this project get further along.*

*> We've got the setbacks in the rear and then the floor area ratio which both could be affected differently depending on that parcel in the back. For me personally, it didn't feel like exceeding the FAR seemed out of whack or we were stuffing too much into too small of a lot. The setbacks seemed reasonable because it's not backing up to anything that seems unreasonable. This seems like something we would be able to stomach until the time come.*

*> If that swath involves taking out trees to do something, then I personally would have concerns with that.*

**There was no motion from the Planning Commission, as this application is required to return on the Regular Action Calendar.**



THE HANOVER COMPANY

September 12, 2022

The City of Burlingame Community Development Dept.  
Planning Division  
Attn: Erika Lewit  
501 Primrose Road  
Burlingame, CA 94010

Re: 1855-1881 Rollins Road – Letter of Explanation

Dear Ms. Lewit,

Please see below project summary for the proposed multifamily development project at 1855-1881 Rollins Road in Burlingame:

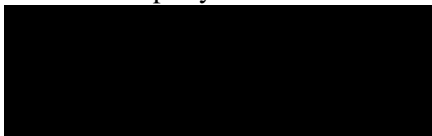
**Project Applicant:**

Scott Youdall  
The Hanover Company



**Property Owners:**

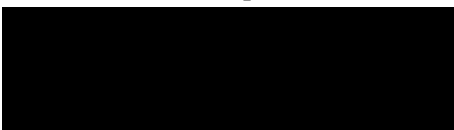
1855 Rollins Road Owners:  
E&S Property LLC



ANRM Holdings LLC

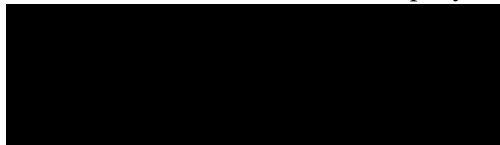


1881 Rollins Road Owner:  
SJ Amoroso Properties Co.



Rail Spur Owner:

Union Pacific Railroad Company



**Property Information:**

1855-1881 Rollins Road

Burlingame, CA 94010

Acreage: 4.993 Acres

APNs: 025-166-230; 025-166-240

*[Note: Union Pacific Railroad Company (UPRR) is classified as a “public utility”, so UPRR-owned real estate does not have APNs]*

**General Plan Designation:**

Rollins Road Mixed Use (RRMU)

**Zoning:**

RRMU

**Project Description:**

1855-1881 Rollins Road (the “Property”) is located between Broderick Road to the southeast and the El Portal Channel, a drainage right-of-way which also serves as the Millbrae border, to the northwest. The Property fronts onto Rollins Road to the northeast and backs up to the BART/Caltrain tracks to the southwest. The Property is currently improved with three single-story commercial/industrial buildings plus surface parking. Each of the buildings are leased to commercial tenants on short term leases. Project Applicant (“Applicant”) is proposing to demolish all existing onsite structures for the construction of a new 5-story Type III wood-frame multifamily building wrapping a 6 level Type I structured parking garage (the “Project”).

Since the Applicant’s last planning submittal to the City of Burlingame on March 7<sup>th</sup>, 2022, the following Project changes have been made:

- UPRR rail spur parcel has been added to the Project, increasing the Project acreage from 4.81 to 4.993 acres
- The hammerhead turnaround in the northwest corner of the Project has been replaced by a loop road around the parking garage for improved fire and trash truck access around the Project perimeter
  - C.3 planters added adjacent to loop road
  - Storm drain lateral extension added beneath loop road
- Unit count has increased from 405 to 420 units and the unit mix has been revised (see updated breakdown below)
  - Affordable unit count has increased from 34 to 35 units
- Long-term bike parking count has increased from 203 to 210 stalls
- Short-term bike parking count has increased from 10 to 11 racks (22 bike parking spaces total)
- Metal “ribbon” at either end of the Rollins Road roofline sloped upwards to create additional height and visual interest at the Project corners
- Exterior accent lighting added to the metal ribbon above the Project’s main entrance to create an enhanced “sense of arrival” and visual interest
- Ground floor coffee kiosk space added near the corner of Rollins / Broderick to help spur pedestrian foot traffic and improved retail options along Rollins Road
  - Plaza B adjusted to account for the coffee kiosk
- Resident lobbies have been added outside the parking garage elevators
- Plaza C expanded and shifted to the mid-block massing break along Rollins and enhanced with pedestrian seating and additional landscaping
- Pet relief area in Courtyard B has been replaced with a resident seating / lounge area

- Dog park added in the northwest corner of the Project
- Floor-to-floor heights have been increased
- New electrical pole added to the northwest corner of the Project adjacent to the dog park
- Resident loading zone reconfigured to reflect improved fire and trash truck access via loop road
- One (1) transformer location in northwest corner of Project shifted to corner of garage
- Project lighting plan updated
- 10' wide Maintenance Access Easement (MAE) with gate added along the Project's El Portal Channel frontage at the City's request
- Flood wall with elevation 13' based on NAVD88 to be constructed along the Project's El Portal Channel frontage at the City's request
- Applicant previously requested a waiver of development standards for 1) rear setback, and 2) lot coverage. These two waivers are no longer necessary with the addition of the UPRR parcel. However, the Project now seeks an incentive for the Open Space requirement, and a waiver of the development standard for 20% landscape coverage. Further explanation for these requests is covered in the "State Density Bonus" section below.

The Project consists of 420 apartment units and 545 off-street parking spaces, which exceeds the RRMU residential parking standard of 498 required spaces. The unit mix includes studio (12%), 1-bedroom (55%), 2-bedroom (28%), and 3-bedroom (4%) units. Resident amenities will include professionally landscaped courtyards with a pool; cabana seating; BBQs; outdoor gaming; a clubhouse and fitness center; bike parking; and on-site storage. The Project's proximity – only a five-minute walk – to the Millbrae Transit Center, will be an added amenity to residents by providing convenient access to both BART and Caltrain. Ten percent (10%) of the apartment units (35 total) will be designated affordable for Low-income households at 80% Area Median Income (AMI), providing much-needed affordable housing in Burlingame. The unit mix for the affordable units will mirror the unit mix for the market rate apartments, as detailed above.

#### **Proposed Action:**

The Property is within the RRMU area and the soon to-be-adopted North Rollins Specific Plan (NRSP), which seeks to create a new neighborhood of housing and commercial uses within close proximity to transit. Applicant is seeking Design Review approval, as the proposed Project is consistent with the Development Standards for RRMU, which the City has advised will remain consistent through NRSP adoption.

Applicant is proposing to merge the three Property parcels via a Vesting Tentative and Final Map, which will include a public easement along the Property's Rollins Road and Broderick Road frontages for the construction of new widened public sidewalks.

The Project complies with the following Maximum Intensity/Tier 3 Development Standards for the RRMU District:

<b>Development Standard</b>	<b>Description</b>
Density	70 du/ac
Height	7 stories/80 feet maximum
Setbacks	Front: 15 feet Walk Zone (Public)—10 feet Planter Zone—5 feet Tree Wells—5 feet by 5 feet minimum Side-Interior: 10 feet Side-Street: 10 feet Rear: 20 feet Alley: 5 feet

Lot Dimension	3,500 square feet
Width at street frontage	40 feet
Lot Coverage	60%
Open Space—sf per unit minimum	125 square feet per unit (may be either private, common, or include both)*
Percent Landscape Coverage	20%*
Pedestrian Plaza/Public Space	1,500 square feet minimum (50% open to the sky)
Mid-Block Plaza	15 feet x 15 feet (50% open to the sky)
Parking	Studio = 1 space per unit One bedroom = 1 space per unit 2 bedroom = 1.5 spaces per unit 3+ bedroom = 2 spaces per unit Guest parking = None Commercial: 1 space per 300 square feet
Bicycle Parking	Class I—Residential bikes = 0.5 spaces/unit Class II—Guest bikes = 0.05 spaces/unit

\* Applicant seeks incentive or waiver for this development standard

To qualify for the Tier 3 density of 70 du/acre, Applicant will provide three community benefits: 1) Affordable Housing, 2) Public Plaza at least 50% larger than the minimum required, and 3) a Transportation Demand Management (TDM) Plan.

#### *Affordable and Workforce Housing*

Applicant is proposing to allocate ten percent (10%) of the “base” project units (35 total) as affordable to Low-Income households at 80% Area Median Income (AMI) for a period of fifty-five (55) years. This allocation is double the required percentage of Low Income units per 25.39.030 (c)(4)(A). The Project seeks to invoke the California State Density Bonus Program in exchange for the above-mentioned Low-income units, which will entitle the Project to a 20% bonus, per Section 25.63.020 of the Burlingame Municipal Code.

#### *Public Plazas Beyond Minimum*

Applicant is proposing to provide approximately 6,899 square feet of publicly accessible open space across three (3) public plazas, with the northernmost plaza (Plaza A) more than fifty percent (50%) larger than the RRMU’s minimum required area of 1,500 square feet. The public plazas will be professionally landscaped and owned, operated, and maintained by the Applicant in accordance with an approved maintenance plan to be reviewed and approved by the Community Development Director. The plazas are located on the ground level with direct access from the sidewalk.

#### *Mode Split via TDM Plan*

Applicant is proposing to execute and record a TDM Plan that would achieve up to a 25% mode shift towards alternative transportation for future residents. This TDM Plan has been prepared by the Applicant in parallel with the City’s traffic analysis for the Project’s CEQA review.

**State Density Bonus:**

Per Section 25.63.020 of the Burlingame Municipal Code, the Project seeks to invoke the Burlingame Density Bonus Program by allocating ten percent (10%) of units (35 total) as affordable to low-income households at 80% AMI. In exchange for providing these Below Market Rate (BMR) units, Applicant seeks one (1) incentive and one (1) waiver of a development standards for the Project, as allowed by Chapter 25.33 of the Burlingame Municipal Code, and CA Government Code 65915, Section 1.

- *Open Space (OS):* An incentive to allow the Project to provide less than the required 125 square feet (SF) per unit (52,500 SF total) of OS and instead provide 123 SF per unit (51,689 SF total). Without this incentive, the Project would need to install grass pavers on the loop road or add additional ordinance-sized balconies to make up the OS shortfall, resulting in additional cost to the Project. Grass pavers would also complicate trash pickup operations by creating additional paver maintenance and replacement costs for the Project.
- *Landscape Coverage:* A development standard waiver to allow the Project to provide landscape coverage of 16%, which is below the 20% minimum threshold set forth in the RRMU standards. Applying this development standard would reduce the building's footprint by 8,974 SF, which would eliminate approximately 10-11 stacks of residential units. At five stories high, this would translate to a loss of at least 50 units, including 4 affordable units.

Applicant reserves the right to seek additional development standard waivers.

We appreciate the City's thoughtful consideration and feedback on our project submittals to date and look forward to working with Staff and the Planning Commission to deliver more needed housing to Burlingame in a transit rich neighborhood! Please feel free to reach out to the Hanover team with any questions.

Sincerely,

A large black rectangular redaction box covering the signature of the Regional Development Partner.

Regional Development Partner





HEXAGON TRANSPORTATION CONSULTANTS, INC.

# 1881 & 1885 Rollins Road Residential Development

## Transportation Demand Management Plan

Prepared for:

**City of Burlingame on Behalf of Hanover Company**

July 22, 2022



### Hexagon Transportation Consultants, Inc.

Hexagon Office: 100 Century Center Court, Suite 501

San Jose, CA 95112

Hexagon Job Number: 22DC08

Phone: 408.971.6100

Client Name: Hanover Company

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Areawide Circulation Plans Corridor Studies Pavement Delineation Plans Traffic Handling Plans Impact Fees Interchange Analysis Parking  
Transportation Planning Traffic Calming Traffic Control Plans Traffic Simulation Traffic Impact Analysis Traffic Signal Design Travel Demand Forecasting

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# 1.

## Introduction

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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, and air pollution problems. The purpose of TDM is to promote more efficient utilization of existing transportation facilities, and to ensure that new developments are designed to maximize the potential for sustainable transportation usage. This Plan has been prepared for the proposed residential development at 1881 & 1885 Rollins Road in Burlingame, California. The City of Burlingame Zoning Code (Section 25.43.020) requires new multi-unit developments of 10 units or more to incorporate measures to meet vehicle trip reduction generation rates that are 20% lower than the standard rates established the most recent edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. The City also requires a 25% mode shift in order to count the TDM plan as a community benefit. This plan has been prepared with the goal of achieving the 25 percent trip reduction. Given that the project is expected to add more than 100 average daily trips, a San Mateo City/County Association of Governments (C/CAG) trip reduction analysis per the TDM Policy Update (September 1, 2021) also was prepared.

### Project Description

The project is located at 1881 & 1885 Rollins Road in Burlingame, California (see Figure 1). The project would consist of 420 apartment units in a five-story building with a 6-level parking garage. The site plan shows that access to the project site would be provided via a driveway along Rollins Road and a driveway along Broderick Road (see Figure 2).



**Figure 1**  
**Site Location**





## TDM Goals

This TDM Plan responds to the City of Burlingame TDM Program requirement and includes a broad range of TDM measures designed to reduce single-occupant vehicle trips through a combination of appropriate measures to promote alternative forms of transportation. The objective of the TDM Program is to encourage residents to walk, bike, or use existing transit services. The program complies with the City's current expectations for TDM measures and incorporates current best practices for reducing vehicle trips.

Trips that would be generated by the proposed project were estimated using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition* for "Multifamily Housing (Mid-Rise)" (Land Use 221). Before TDM reductions, the proposed project is estimated to generate a total of 1,995 daily trips with 134 trips during the AM peak hour and 122 trips during the PM peak hour.

As shown in Table 1, in order to meet the City's 25 percent reduction requirement, at least 34 AM peak hour and 30 PM peak hour trips would need to be eliminated through implementation of the various TDM measures. Stated conversely, the project would be required to generate no more than 100 AM peak hour trips and 92 PM peak hour trips.

**Table 1**  
**Trip Generation Estimates**

Land Use	Size	Unit	Daily		AM Peak Hour					PM Peak Hour				
			Rate	Trips	Rate	In %	In	Out	Total	Rate	In %	In	Out	Total
Proposed Uses														
Multi-Family Apartments <sup>1</sup>	420	DU	4.75	1,995	0.32	56%	75	59	134	0.29	43%	52	70	122
25% Required TDM Reduction				(499)			(19)	(15)	(34)			(13)	(17)	(30)
Net Project Trip Target				1,496			56	44	100			39	53	92
Notes:														
<sup>1</sup> Multi-Family Housing (Mid-Rise) (Land Use 221) average rates published in ITE's <i>Trip Generation Manual, 11th Edition</i> .														

## 2. Transportation Facilities and Services

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Transportation facilities and services that support sustainable modes of transportation include commuter rail, buses and shuttle buses, bicycle facilities, and pedestrian facilities. This chapter describes existing facilities and services near the project site that will support the TDM measures contained in this plan.

### Bicycle Facilities

Bicycle facilities are an important component of the City of Burlingame's transportation network. The City's bikeways are classified as Class I, Class II, or Class III facilities, as follows:

- Class I Bicycle Path – off-street paths with exclusive right-of-way for non-motorized transportation used for commuting as well as recreation
- Class II Bicycle Lane – lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage
- Class III Bicycle Route – existing rights-of-way that accommodate bicycles but are not separate from the existing travel lanes



The existing bicycle facilities within the study area are described below and are shown on Figure 3.

**North-South bicycle connections** in the study area consist of a Class II bike lane/Class III bike route along Rollins Road. A bike route also exists on El Camino Real, north of Millbrae Avenue. The bike route along Rollins Road provides a connection to the project site from transit facilities and other points of interest in the area.

**East-West bicycle connections** in the study area consist of a bike route/bike lane along Broadway, from Carolan Avenue to where Broadway becomes Airport Boulevard. It begins as a bike route at Carolan Avenue and connects to the bike/pedestrian bridge over US 101 to Airport Boulevard. From Airport Boulevard, bicycle riders can connect to a bicycle/pedestrian path (the San Francisco Bay Trail) or a bike lane/bike route on Airport Way.

## Pedestrian Facilities

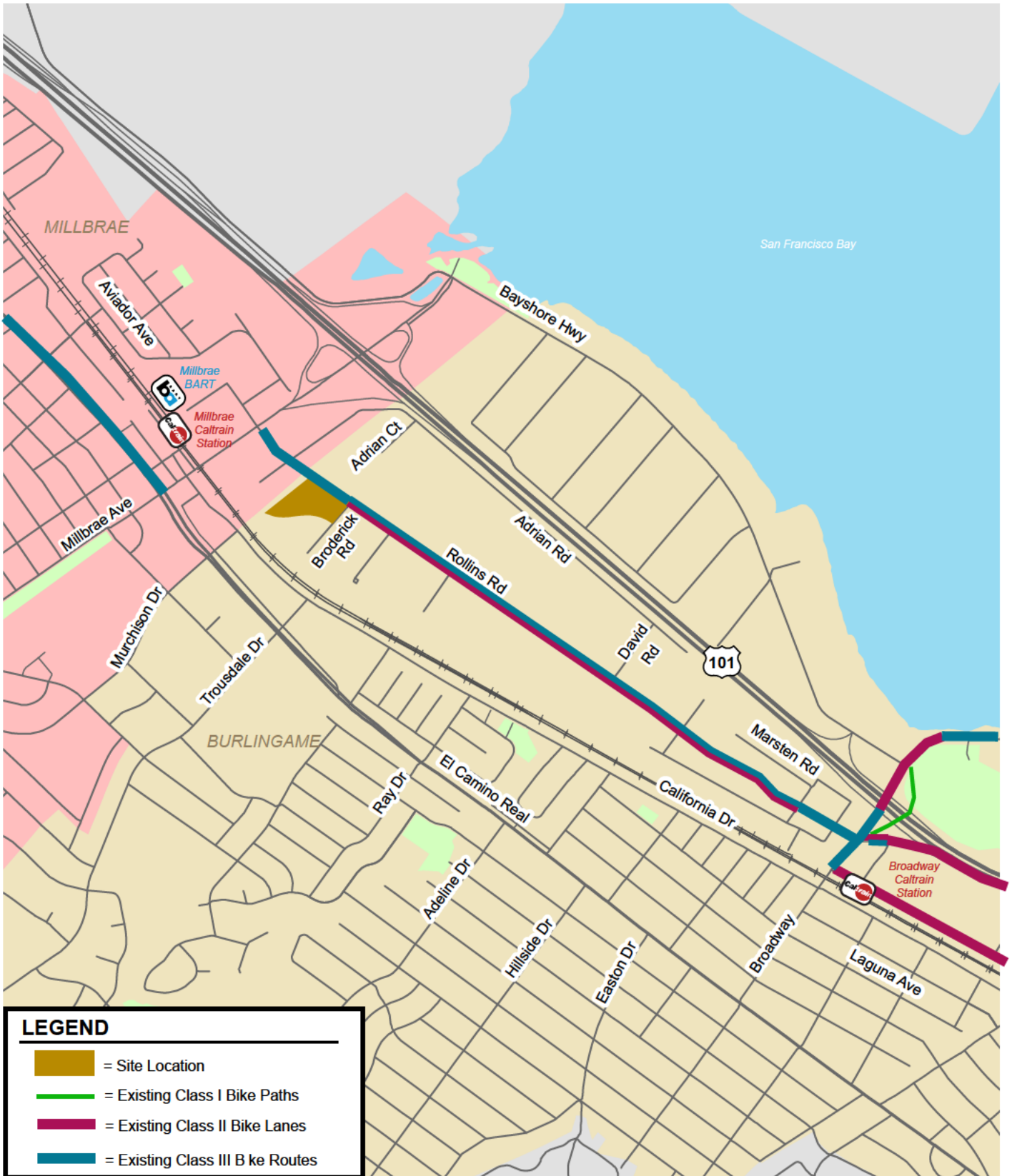
Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the vicinity of the project site, sidewalks exist along both sides of Rollins Road, on Broderick Road, and on Millbrae Avenue. Crosswalks with pedestrian signal heads and push buttons are provided on all approaches of the El Camino Real/Millbrae Avenue and Rollins Road/Adrian Road intersections within walking distance of the site. Crosswalks are provided along the following approaches of study intersections:

- North, west, and south legs of Rollins Road/Millbrae Avenue intersection
- South leg of US 101 Northbound Ramps/Millbrae Avenue intersection
- North and west legs of Rollins Road/Marsten Road intersection
- North and west legs of Rollins Road/Broadway intersection



Although some sidewalk and crosswalk connections are lacking, the overall network of sidewalks and crosswalks in the study area has adequate connectivity and provides pedestrians with safe routes to transit services and other points of interest in the vicinity of the project site. Within a typical walking distance (a half mile or 10 minutes), continuous pedestrian facilities are present between the site and the surrounding land uses, including the Millbrae Station and bus stops in the area.





**Figure 3**  
**Existing Bicycle Facilities**

## Millbrae Intermodal Station

The Millbrae Station is located about 0.3 miles northwest of the project site on California Drive, which is approximately a 10-minute walk. The station has bike racks and bike lockers. The Millbrae Station is served by Caltrain, Bay Area Rapid Transit (BART), SamTrans, and shuttles (see Figure 4).

### Caltrain

Caltrain provides commuter rail service between San Francisco and San Jose, with limited service to Gilroy during commute hours.

The Millbrae Station is served by local-stop, limited-stop, and baby bullet trains. During the morning peak period of 6:00 to 9:30 AM, the Millbrae Station is served by 14 northbound trains (four local-stop, seven limited-stop, and three baby bullet trains) with headways of 10 to 20 minutes. Thirteen southbound trains (four local-stop, six limited-stop, and three baby bullet trains) serve the Millbrae Station in the AM peak period with headways between 8 and 21 minutes.



During the PM peak period between 3:30 and 7:30 PM, the station is served by 15 northbound trains (four local-stop, eight limited-stop, and three baby bullet trains) with headways between 8 and 27 minutes. Fifteen southbound trains (four local-stop, eight limited-stop, and three baby bullet trains) with headways between 9 and 20 minutes serve the Millbrae Station during the PM peak period.

As part of the Caltrain Modernization Program, the rail service will be electrified. With the electrification of service, Caltrain will be able to provide faster and more frequent service along the corridor, including at the Millbrae Station.

### BART

BART operates regional rail service in the Bay Area, connecting between San Francisco International Airport and the Millbrae Intermodal Station to the south, San Francisco to the north, and cities in the East Bay. BART trains operate on 15-minute headways during peak hours and 20-minute headways during off-peak hours. The Richmond-SFO-Millbrae line (Red) and Millbrae-SFO-Antioch line (Yellow) provide service to the Millbrae Station.



## Shuttles

### Millbrae/Broadway Shuttle

The Millbrae/Broadway (MB) Shuttle is operated by the San Mateo County Transit District (SamTrans) and runs between the Broadway Station and Millbrae Station. There are 13 shuttles provided during the AM and 12 shuttles provided during the PM peak periods, with 15- and 30-minute headways. The shuttles run during the weekday commute hours and are free for Caltrain passengers.

### North Burlingame BART/Caltrain Shuttle

The North Burlingame (NB) Shuttle is operated by Commute.org and runs between the Millbrae Station, Mills-Peninsula Health Services, Sisters of Mercy, and the Easton Addition neighborhood during commute hours, Monday through Friday. There are 6 shuttles provided during the AM peak hours and 7 shuttles during the PM peak hours with headways between 28 and 32 minutes during the AM peak hour and 30-minute headways during the PM peak hour. Shuttles are free to riders and open to the general public.

### Burlingame Bayside BART/Caltrain Shuttle

The Burlingame-Bayside (BAY) Shuttle is operated by Commute.org and runs between the Millbrae Station and the Burlingame Bayside Area during commute hours, Monday through Friday. There are 7 shuttles provided during the AM and PM peak periods with 20- to 25-minute headways. Shuttles are free to riders and open to the general public.

### Foster City-North BART/Caltrain

The Foster City-North (NFC) Shuttle is operated by Commute.org and runs between the Millbrae Station and businesses in the North Foster City Area during commute hours, Monday through Friday. There are 4 shuttles during the AM peak period, with headways between 42 and 60 minutes. There are 4 shuttles during the PM peak period with headways between 45 and 60 minutes. Shuttles are free to riders and open to the general public.

## SamTrans Bus Service

The closest bus stops are located at the Millbrae Station, approximately 1,440 feet from the project site. The station is served by SamTrans Routes SFO, 397, and 713. Route SFO provides service between the Millbrae Station and the San Francisco International Airport (SFO). Route 397 is a limited overnight service, operating from 12:46 AM to 6:37 AM, between the Palo Alto Transit Center and San Francisco. Route 713 is a limited overnight service, operating from 4:01 AM to 5:32 AM, between the San Francisco Transit Center and the San Francisco International Airport.





### 3.

## Proposed TDM Measures

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This chapter describes Transportation Demand Management (TDM) measures that are proposed by the project. The measures listed in this plan have been developed to meet the 25 percent trip reduction requirement needed to provide a community benefit, as described in the City of Burlingame Zoning Code.

The TDM measures to be implemented by the project include services, incentives, actions, and planning and design measures related to the attributes of the site design and site amenities. Such design measures encourage walking, biking, and use of transit. Some of the TDM measures are programs that would be created and implemented by the building manager.

The project would generate 134 AM peak-hour trips and 122 PM peak-hour trips, so in order to meet the City's 25 percent reduction requirement, at least 34 AM peak hour trips and 30 PM peak hour trips would need to be eliminated through implementation of the various TDM measures.

### TDM Administration and Promotion

#### Transportation Coordinator

A Transportation Coordinator will be assigned to provide information regarding alternative modes of transportation to residents of the project. The Transportation Coordinator will be designated by the building developer, the property manager, or any subsequent building owner.

The Transportation Coordinator's responsibilities will include updating information on the online information board/kiosk, providing trip planning assistance and/or ride-matching assistance to residents who are considering an alternative mode for their commute, and managing the annual surveys. The Transportation Coordinator will maintain a supply of up-to-date transit schedules and route maps for SamTrans and Caltrain and be knowledgeable enough to answer residents' TDM program-related questions. The Transportation Coordinator will distribute a carpool/vanpool matching application to all residents as part of the New Resident Information packets. The application will match residents who live at the project site who may be able to carpool or vanpool together.

#### Online Transportation Kiosk

The project will establish an "online kiosk" with transportation information that residents can access from their smart phones, their homes, or anywhere else. This online kiosk will be available on the project website.

By allowing someone to have all the information about transportation alternatives and TDM programs available to them in a single online location, people will be more likely to refer to this information from

home. The project developer or property manager will have responsibility for setting up and maintaining this online information center. This website will include the site-specific information about all the measures, services, and facilities discussed in this plan. In addition, this online information center will include:

- A summary of SamTrans, Caltrain, BART, and nearby shuttle services and links to further information about their routes and schedules.
- Information about ride matching services (511.org and on-site ride matching) and the incentive programs available to carpools and vanpools.
- Information about services such as Uber, Lyft, and other on-demand transportation services.
- A local bikeways map and bicycling resources on 511.org.
- A link to the many other resources available in the Bay Area, such as Dadnab, Merge, real-time traffic conditions, etc.

### **Resident Orientation (Welcome) Brochure**

New residents will be provided transportation information brochures. The brochure will include information about transit maps/schedules (Caltrain, BART, SamTrans, and shuttle services), location of bus stops, bike maps, ride matching services, transit planning resources, and bicycle parking on site. Also included in the brochure will be information regarding how to contact the Transportation Coordinator, who can provide information regarding alternative modes of transportation to residents.

The resident orientation (welcome) brochure will provide a quick, easy-to-read announcement of the most important features of the TDM program for residents to know about immediately and a message that the building values alternative modes of transportation and takes their commitment to supporting alternative transportation options seriously.

### **Participation in Commute.org or TMA**

Commute.org, formerly the Peninsula Traffic Congestion Relief Alliance (also known as simply “The Alliance”), is a joint powers agency that serves as a Transportation Management Associations (TMA) in San Mateo County. Commute.org offers programs and services to give commuters alternatives to driving alone, including shuttles, guaranteed ride home, and rewards programs. The project will participate in Commute.org’s programs.

## **Bicycle and Pedestrian Amenities**

### **Bicycle Parking**

Providing secure bicycle parking encourages bicycle commuting and reduces daily bicycle trips. The project will provide 210 long-term bicycle spaces. In addition, a total of 40 short-term bicycle spaces (10 bike racks) will be provided at convenient and well-lit locations around the building.

The Transportation Coordinator will monitor the usage of the bicycle parking facilities and will also tabulate the mode share for bicycles based on survey results.

### **Bicycle Resources**

The following resources are available to bicycle commuters through 511.org. These resources will be noted on the project’s online information center to make residents aware of them.

- Free Bike Buddy matching

- Bicycle maps
- Bicycle safety tips
- Information about taking bikes on public transit
- Location and use of bike parking at transit stations
- Information on Bike to Work Day
- Tips on selecting a bike, commute gear, and clothing
- Links to bicycle organizations

## **Pedestrian Design Elements**

The project will provide enhanced pedestrian facilities along the project frontage on Broderick Road with landscaping between Broderick Road and project building. New sidewalks landscaped with street trees will be provided. Onsite, clearly defined walkways and three central courtyards will be incorporated between the apartment units to enable residents to walk between the building's amenities. There will also be 3 public plazas along the Rollins Road frontage. The plazas at the northeast and southeast corners will provide a gathering space with metal sculptures as focal points. The plaza will also be connected to the adjacent public street and be unenclosed by any wall, fence, gate, or other obstruction.

## **Onsite Amenities**

### **High-Bandwidth Internet Connection**

The residential units will include high-bandwidth internet connections to facilitate telecommunicating. Access to high-bandwidth internet connection will allow residents to work from home and therefore reduce the number of commute trips to and from project site.

### **Electric Vehicle Charging Stations**

Per the Burlingame Reach Code (Ordinance 1980), 10 percent of units (42 stalls) will be level 2 EV Ready and 90 percent of units (378 stalls) will be level 1 EV Ready. While EV charging station parking spaces will not directly reduce any peak-hour trips, the designated Clean Air Vehicle spaces provide a prominent visual message that the project values a reduction in air pollution.

### **Fitness Room, Courtyards, Pool, and Spa**

The project will include a pool, a fitness room, and three courtyards on-site for use by residents for socializing and recreation. These amenities will encourage residents to stay on site for these services, reducing the number of trips that are required to be made.

### **Delivery Room**

The project will include a delivery storage room for package deliveries. A delivery room will allow residents to pick up their packages onsite instead of travelling to another pickup location and therefore reduce the number of vehicle trips to and from project site.

## **Carpool and Vanpool Programs**

### **On-Site Ride Matching Assistance**

The welcome packet will provide resources to carpool/vanpool programs offered by 511.org and Scoop. The Transportation Coordinator should stay up-to-date on reliable ridematching services and

knowledge of how to use them. The Transportation Coordinator should answer any questions future residents may have on setting up an account and using ridematching services.

## **511 Ride Matching Assistance**

### **Merge**

Merge is 511.org's free ridematching service that provides an interactive, on-demand system that helps commuters find carpools, vanpools, or bicycle partners. The Transportation Coordinator in conjunction with the future building manager contacts, will promote the on-line 511 service to residents. This free carpool, vanpool, and bikepool ride matching service helps commuters find others with similar routes and travel patterns with whom they may share a ride. Registered users provide their commute information and get matched with other users. Participants are then able to contact a match to discuss schedules and see if the match is a good fit. The service also provides a list of existing carpools and vanpools in their residential area that may have vacancies.



### **Scoop**

Scoop offers a fee-based ride matching service through an easy-to-use app. Scoop allows commuters to separate their AM and PM trips, to help accommodate unpredictable work schedules. Scoop also lets users schedule a trip as a driver or passenger, depending on their daily needs. Scoop identifies carpoolers who are heading the same direction and finds the most efficient carpool trip based on fastest route, nearby carpoolers, carpool lanes, and other factors. Payment for each trip is made through the app.

## **Carpool/Vanpool Incentives**

### **Scoop Discounts for San Mateo County Carpools**

San Mateo City/County Association of Governments (C/CAG) has developed the "Carpool in San Mateo County!" program, which provides a \$2 incentive per person for each trip that begins or ends in San Mateo County. Drivers and riders can earn up to \$4 per day when using the Scoop app to carpool. Drivers and riders using Scoop will automatically receive the \$2 incentive per person during commute periods (5:30 a.m. – 10:00 a.m. and 3:30 p.m. – 8:00 p.m.), with a maximum of \$4 per rider and driver each day.

### **STAR**

Commute.org (formerly the Peninsula Traffic Congestion Relief Alliance) has established a free program called STAR (Support, Track, and Reward). Residents and commuters who log their alternative to driving alone trips to or from San Mateo County are eligible to win a raffle prize ranging from giveaways to e-gift cards. The STAR platform also provides trip planning and carpool/vanpool matching.

STAR also hosts a rewards program where users can earn up to \$100 when they carpool to or from work using the Scoop or Waze Carpool apps and automatically track their trips on STAR via the connected app option. Users are eligible for a \$25 e-gift card reward after 10 days of carpooling, up to four times until funds are depleted. A similar rewards program exists for participants commuting via vanpool.





## **Merge**

Merge rewards all carpools. Users can carpool using Merge, Scoop, Waze Carpool, Casual Carpool, or a personal contact. Users who log their carpool trips earn 10 points per trip and receive a \$25 reward for every 250 points earned. Rewards are given as an e-gift card or donated to a nonprofit.

## **Transit Elements**

### **Proximity to Transit Center**

The project is located about 0.3 miles from the Millbrae Station, which provides direct access to Caltrain and BART services 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, BART, and SamTrans for residents of the proposed project.

## **Unbundled Parking**

Unbundled parking means separating the cost of parking from residential leases and allowing residents to choose whether to lease a parking space. This allows residents without cars to lease a unit without having to pay for a parking spot. Unbundling of parking encourages residents to forego a second car or to have no car at all. Parking spaces will be leased at market rate and will not be subsidized by the property.

## **C/CAG TDM Requirement**

Based on C/CAG's *Draft Transportation Demand Management Policy Update Approach* updated September 1, 2021, and the *Implementation Guide* dated March 2021, any new development project anticipated to generate at least 100 average daily trips (ADT) is subject to the TDM Policy and must complete a TDM Checklist and implement associated measures to mitigate traffic impacts. The proposed project would generate 1,596 net daily trips. Therefore, a TDM Checklist is required as a Condition of Approval for the project.

C/CAG categorizes new developments as small projects and large projects. Multi-family residential projects larger than 50 units (generating more than 500 average daily trips) are considered to be large projects. The project would be qualified as a transit-oriented development as it is located 0.5 miles from the Millbrae Station. The recommended vehicle trip reduction target for large multi-family residential projects that are transit-oriented developments (TOD) is 25 percent.

To accomplish the reduction goal, C/CAG provides a list of potential TDM measures and the estimated trip reduction percentage associated with each TDM measure.

As shown in Table 2, the project would meet the City minimum requirement of a 25% trip reduction.

**Table 2**  
**Summary of C/CAG Estimated Trip Reduction Percentage**

Category	Measure	Provided by Project (Y/N)	Estimated Trip Reduction Percentage
TDM Management and Admin	Orientation, Education, Promotional Programs and/or Materials	Y	1.0%
	TDM Coordinator/Contact Person	Y	0.5%
	Actively Participate in Commute.org, or Transportation Management Association (TMA) Equivalent	Y	5.0%
	<i>Participation in Commute.org, or equivalent program such as TMA</i>	Y	4.0%
	<i>Commute assistance and ride-matching</i>	Y	1.0%
Active Transportation	Secure Bicycle Storage	Y	1.0%
Site Design Initiatives	Design Streets to Encourage Bike/Ped Access	Y	1.0%
Employee Programs	Delivery Amenities	Y	1.0%
Parking Management	Paid Parking at Market rate	Y	25.0%
Transit, Shuttles, & Ridesharing	Carpool or Vanpool Program	Y	2.0%
Site Design Initiatives	Pedestrian Oriented Uses & Amenities on Ground Floor	Y	3.0%
<b>Estimated Trip Reduction Percentage</b>			<b>39.5%</b>

## 4.

# **TDM Implementation, Monitoring, and Reporting**

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This chapter outlines the required implementation, monitoring, and reporting for the 1881 & 1885 Rollins Road Residential Development TDM Plan. C/CAG requires a TDM self-certification status form to be completed for large multi-family residential projects biennially for the first six (6) years after occupancy. The project will also be required to report TDM monitoring to the City of Burlingame.

### **Annual Commute Surveys**

The purpose of the TDM Plan is to reduce daily vehicle trips by at least 25 percent, thereby lessening parking issues, traffic congestion, and vehicle emissions associated with the proposed project. Regular monitoring will ensure that the implemented TDM measures are effective and achieve that standard. The program will be evaluated annually to assess the actual level of trip reduction achieved at the site and to identify any adjustments to the program necessary to ensure the TDM measures are successful.

Annual commute surveys will be administered by the transportation coordinator to measure the number of residents commuting by alternative modes and whether they are aware of the services and programs that are available to them. Residents who do not respond to the survey will be assumed to be driving alone. In addition to obtaining quantitative data on the mode split, the survey will provide qualitative data regarding resident perceptions of the alternative transportation programs. The survey results will measure the relative effectiveness of individual program components relative to other components and facilitate the design of possible program enhancements. Along with collecting information on mode split, the survey can gather information on use of the bike storage, use of the online kiosk, and walking trips made to nearby commercial uses. The transportation coordinator will be responsible for administering the survey, compiling the results, and communicating the results to the City.

### **Annual Driveway Counts**

In order to evaluate whether or not the project has met the 25 percent daily vehicle trip reduction requirement, annual driveway counts will be conducted. A count of the number of vehicles entering and exiting the project's driveways on a typical weekday will be conducted annually by an independent third party to determine the number of vehicle trips being generated by the project. The counts will be conducted at the site's driveway on a weekday that is not disclosed in advance. All vehicles entering and exiting the project driveways will be counted.

The driveway counts will be used to determine the actual peak hour trip generation of the project. The Transportation Coordinator will provide the results of the driveway counts to the City of Burlingame, along with a statement as to whether the 25 percent peak-hour trip reduction goal was met.

### **Annual Reporting to City**

The TDM ordinance for the City of Burlingame Zoning Code (Section 25.43.020) states that new multi-unit developments of 10 units or more requires measures to meet vehicle trip reduction generation rates that are 20% lower than the standard rates in the ITE Trip Generation Manual. The City also requires a 25% mode shift in order for TDM plans to qualify as a community benefit. The Transportation Coordinator will submit to the City of Burlingame annual documentation to substantiate implementation of the TDM plan elements, the results of the resident survey, and the results of the driveway counts. If the 25 percent peak-hour trip reduction requirement has not been met, then the report will state what additional measures will be implemented in the coming year in order to achieve the City's requirement.

# CITY OF BURLINGAME

City Hall – 501 Primrose Road  
Burlingame, California 94010-3997



## COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division  
PH: (650) 558-7250  
FAX: (650) 696-3790

October 29, 2021

Scott Youdall  
The Hanover Company

**Re: 1855-1881 Rollins Road, Burlingame – SB 330 Preliminary Application**

Dear Mr. Youdall,

Thank you for submitting the SB 330 Preliminary Application for a new, 420-unit multifamily residential development at 1855-1881 Rollins Road, Burlingame.

Based upon our review of the required forms, documents and plans submitted on September 30, 2021, the SB 330 Preliminary Application is considered complete.

The last day to file an Entitlement Application for this project is 180 days from submittal of the complete SB 330 Preliminary Application, or on Tuesday, March 29, 2022. Information about submittal requirements for an Entitlement Application is available on the Burlingame Planning Division's webpage at [www.burlingame.org](http://www.burlingame.org).

Should you have any further questions, please feel free to contact me at (650) 558-7256 or via email at [rhurin@burlingame.org](mailto:rhurin@burlingame.org).

Sincerely,

Ruben Hurin  
Planning Manager

c. File



# PLANNING APPLICATION

COMMUNITY DEVELOPMENT DEPARTMENT—PLANNING DIVISION

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

TEL: 650.558.7250 | FAX: 650.696.3790 | E-MAIL: [PLANNINGDEPT@BURLINGAME.ORG](mailto:PLANNINGDEPT@BURLINGAME.ORG)

PROJECT INFORMATION

1855-1881 Rollins Rd

025-166-230; 025-166-240

RR

PROJECT ADDRESS

ASSESSOR'S PARCEL # (APN)

ZONING

PROJECT DESCRIPTION

The project will include the demolition of all onsite structures to build an approximately 420-unit, five-story, type III wood-frame multifamily project with approximately 544 parking spaces in an adjoining structured parking garage. Project will utilize the State Density Bonus by providing 10% affordable units onsite to Low Income households in exchange for a 20% bonus.

APPLICANT INFORMATION

E&S Property LLC

(1855 Rollins co-owner)

PROPERTY OWNER NAME

APPLICANT?

BDE Architects

ARCHITECT/DESIGNER

APPLICANT?

510-697-2370

PHONE

932887

BURLINGAME BUSINESS LICENSE #

E-MAIL

934 Howard Street, San Francisco CA 94103

ADDRESS

imurphy@bdearch.com

E-MAIL

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

AFFIDAVIT OF OWNERSHIP

I HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE INFORMATION GIVEN HEREIN IS TRUE

TO THE BEST OF MY

KNOWLEDGE AND BELIEF

## AUTHORIZATION TO REPRODUCE PLANS

I HEREBY GRANT THE CITY OF BURLINGAME TO REPRODUCE UPON REQUEST AND/OR POST PLANS SUBMITTED WITH THIS APPLICATION ON THE CITY'S WEBSITE OUT OF OR RELATED TO SUCH ACTION

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SIGNATURE OF ARCHITECT/DESIGNER

## APPLICATION TYPE

☐ ACCESSORY DWELLING UNIT (ADU)

☐ VARIANCE (VAR)

☐ CONDITIONAL USE PERMIT (CUP)

☐ WIRELESS

☒ DESIGN REVIEW (DSR)

☐ FENCE EXCEPTION

☐ HILLSIDE AREA CONSTRUCTION PERMIT

☐ OTHER:

☐ MINOR MODIFICATION

☐ SPECIAL PERMIT (SP)

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CDD-PLANNING DIV.

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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

1855-1881 Rollins Rd

PROJECT ADDRESS

025-166-230; 025-166-240

ASSESSOR'S PARCEL # (APN)

RR

ZONING

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APPLICANT INFORMATION

ANRM Holdings LLC. (1855 Rollins co-owner)

PROPERTY OWNER NAME ☐ APPLICANT?

BDE Architects

ARCHITECT/DESIGNER ☐ APPLICANT?

510-697-2370

PHONE

932887

E-MAIL

934 Howard Street, San Francisco CA 94103

ADDRESS

imurphy@bdearch.com

E-MAIL

AFFIDAVIT OF OWNERSHIP

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

APPLICANT

DATE

I AM

PLANNING

AUTHORIZE THE ABOVE APPLICANT TO SUBMIT THIS APPLICATION TO THE

PROJECT OWNER'S SIGNATURE

DATE

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(INITIALS OF ARCHITECT/DESIGNER)

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APPLICANT INFORMATION

SJ Amoroso Properties Co.

(1881 Rollins)  
APPLICANT?



BDE Architects

ARCHITECT/DESIGNER ☐ APPLICANT?

510-697-2370

PHONE

934 Howard Street, San Francisco CA 94103

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BURLINGAME BUSINESS LICENSE #

\*FO

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NA



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11/16/21  
DATE

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APPLICANT INFORMATION

Union Pacific Railroad Company

PROPERTY OWNER NAME ☐ APPLICANT?

PHONE

BDE Architects

ARCHITECT/DESIGNER ☐ APPLICANT?

510-697-2370

PHONE

932887

BURLINGAME BUSINESS LICENSE #

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lmurphy@bdearch.com

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Scott Youdall

156 Diablo Road, Suite 220, Danville CA 94526

NAME

ADDRESS

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#### APPLICATION TYPE

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| <input type="checkbox"/> CONDITIONAL USE PERMIT (CUP)      | <input type="checkbox"/> WIRELESS        |
| <input type="checkbox"/> DESIGN REVIEW (DSR)               | <input type="checkbox"/> FENCE EXCEPTION |
| <input type="checkbox"/> HILLSIDE AREA CONSTRUCTION PERMIT | <input type="checkbox"/> OTHER: _____    |
| <input type="checkbox"/> MINOR MODIFICATION                |  |
| <input type="checkbox"/> SPECIAL PERMIT (SP)               |  |

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## ***Project Comments – Planning Application***

Project Address: **1855-1881 Rollins Road, zoned RRMU, APN: 025-166-240, 025-166-230**

Description: **Request for Full project submittal- Environmental Review, DSR for two buildings with 420 living units and standalone parking.**

From: Christine Reed  
Fire Dept.

---

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

**8/3/22 – Items addressed. Approved.**

**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.**

1. The building shall be equipped with an approved NFPA 13 sprinkler system throughout. Sprinkler drawings shall be submitted and approved by the Central County Fire Department prior to installation.
2. The fire sprinkler system shall be electronically monitored by an approved central receiving station. The system shall indicate water flow by floor.
3. The applicant shall ensure proper drainage in accordance with the City of Burlingame Engineering Standards is available for the fire sprinkler main drain and inspector test on the building plumbing drawings. These items may drain directly to landscape or in the sewer with an air gap.
4. The fire protection underground water line shall be submitted and approved through the Burlingame Building Department prior to approval of aboveground fire sprinkler permit.
5. The building shall be equipped with an approved Class III NFPA 14 Standpipe System, interconnected with the sprinkler system. The standpipe system shall be submitted and approved by the Central County Fire Department prior to installation. The system shall be installed and operable prior to construction of the fourth story. Outlets shall be located on the intermediate stair landings of each floor.
6. The fire sprinkler system and fire standpipe system will not be approved by the Central County Fire Department until the fire protection underground has been submitted and approved by the Burlingame Building Department.
7. A manual and automatic fire alarm system shall be installed throughout the building.
8. Approved emergency radio communication capability is required throughout the building. If building construction/layout cannot accommodate required radio communication strength, an Emergency Responder Radio Communications system is required throughout. Permit required to be obtained through the Central County Fire Dept. prior to installation. Riser wiring survivability rating shall be the same as interior wall ratings. Infrastructure should be designed for this rated shaft, alternates for this requirement will not be approved later in lieu of the rated shaft.
9. Phase I & II elevator recall for firefighter emergency operation required.
10. Elevator shunt trip (causing loss of power) is not allowed. Sprinkler head at top of elevator shaft and in machine room not allowed. Elevator machine room must be constructed of the same rating as the elevator shaft.

11. All portions of the fire access road –
  - a. Shall be capable of supporting 65,000 lbs. Provide note on civil and landscape plan sheets.
  - b. Shall be identified as such with painted red curb and white lettering stating “Fire Lane – No Parking”.
12. Confirmation of fire flow demand calculation from proposed/existing fire hydrants meet requirements.

**Reviewed By:** Christine Reed  
650-558-7617

**Date:** 8/3/2022



## ***Project Comments – Planning Application***

Project Address: 1881-1855 Rollins Road, zoned RR, APN: 025-166-240, 025-166-230

Description: Request for SB 330 - Environmental Review, Design Review for two buildings with 420 living units and stand-alone parking.

From: Martin Quan  
Public Works Engineering

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

- ~~1. Please provide a preliminary title report for review along with a tentative map showing all easement to maintained/removed.~~
- ~~2. Please provide a site plan, dimensioning proposed curb cuts, including adjacent parcels as well as across the street driveway curb cuts.~~
- ~~3. Please provide a profile section of the side setback with elevations as it relates to the storm concrete channel. Provide pictures of all existing/proposed storm drain lateral connections to the channel. Map records show a 30' drainage right-of-way to the City Limit, but section view shows 30' for the entire channel. Please confirm as middle of the channel represents the City Limit between Millbrae and Burlingame.~~
- ~~4. Please provide section views of the sidewalks surrounding the project.~~
- ~~5. This area is in the special flood hazard area, please show or describe how this project will comply.~~
- ~~6. Please provide lighting details for the proposed open space, public sidewalk, private pathways and exit driveways.~~
- ~~7. Please reach out to Recology (Alexandra Rinear at ARinear@recology.com for their service requirements. **Review of the trash room is required by Recology to confirm sizing is appropriate and serviceable. It has been our experience that last minute changes are preventable if Recology has the opportunity to review and provide input before approval of the project design.**~~
- ~~8. Please provide garage ramp profiles for review.~~
- ~~9. Please provide a stormwater plan to meet the C3 requirements.~~
- ~~10. 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.~~
- ~~11. For all driveways, please show that they meet the triangle of visibility.~~
- ~~12. Is all residential loading and unloading to occur on private property and in designated areas?~~
13. For sea level rise resiliency, the City is requesting the developer to install a flood wall along the north side of the parcel adjacent to El Portal Channel to have a finish height of 13' based on NAVD88.
14. Please show a gate access along the north property line for future City access to El Portal Channel.

**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.**

1. 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).
2. 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.
3. Please provide a letter from Recology indicating that the proposed trash areas are sufficient to service the development and provide details for the outdoor enclosures.
4. 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.
5. All public sidewalk and existing storm drain inlets fronting the project site shall be replaced.
6. All public sidewalks (fronting the project site) and open space areas (for the public) shall meet a minimum lighting requirement of 0.5fc.
7. An address assignment application will be required from Public Works for review and approval, prior to Building Permit plan review.
8. As this project site is within the Flood Zone, applicant shall submit a FEMA CLOMR/LOMR application to remove the parcel out of the SFHA.
9. This project will require a construction management plan (CMP) and sewer and water impact fees.
10. Proposed fire hydrants that are required by the project shall be on private property and privately owned/maintained.
11. Based on the sewer demands for this project, this project will be required to pay its pro rata share to upsize the existing street main that will service this project and pay sewer and water capacity fees.
12. A ten (10') maintenance roadway access easement will need to be established in order for the City to gain access and maintain the adjacent channel embankment on the north side of the parcel.
13. As part of the parcel map, a PAE and possible relocation of City street light conduit easement will need to be established due to the conflict with the projects proposed street tree location.
14. All project storm drain inlets that discharge to the open channel must be treated per c3 requirements and existing pipe to channel inspected and reviewed by Public Works. If the condition of the pipe is not useable, the applicant must either replace the pipe or abandon it in place and redirect the project storm runoff to another approved location. A backflow device is required for all existing storm drains connected to the channel to prevent private property damage.
15. Project will be required to resurface (0.2' grind/overlay) Rollins Road fronting the project site to the middle centerline and provide updated stripping and curb markings for City review/approval. Roadway damage due to project activities along Broderick Road will have to be assessed by means of a pre-inspection video and any damage caused by project activities shall be repaired. This can include dig outs and/or grind/overlay sections of the damaged roadway.

**Reviewed By:** Martin Quan  
mquan@burlingame.org

**Date:** 8/29/2022



## ***Project Comments – Planning Application***

Project Address: **1855-1881 Rollins Road, zoned RRMU, APN: 025-166-240, 025-166-230**

Description: **Request for Full project submittal- Environmental Review, DSR for two buildings with 420 living units and standalone parking.**

From: Bob Disco  
Parks Division

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

1. No existing tree over 48 inches in circumference measured at 54 inches from natural grade may be removed without a Protected Tree Removal Permit from the Parks Division. (558-7330)

**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.**

1. Street trees must be chosen for City Official Street Tree list. Contact Parks Division for approved list of street trees (650.558.7330)
2. New landscape plan is required to meet the Water Conservation in Landscape Regulations (WELO) Submit checklist for review. Irrigation Plan required for Building permit.

**Reviewed By:** BD  
bdisco@burlingame.org

**Date:** 11/23/2021



## ***Project Comments – Planning Application***

Project Address: 1855-1881 Rollins Road, zoned RRMU, APN: 025-166-240, 025-166-230

Description: Request for Full project submittal- Environmental Review, DSR for two buildings with 420 living units and standalone parking.

From: Jennifer Lee  
Stormwater

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

1. This project is required to comply with Provision C.3 of the San Francisco Bay Municipal Regional Stormwater NPDES Permit (MRP) since it will create and/or replace 10,000 square feet or more of impervious surface. Please complete, sign and return the “**C.3/C.6 Development Review Checklist**”, available at [www.burlingame.org/stormwaterdevelopment](http://www.burlingame.org/stormwaterdevelopment).

~~Applicant submitted C.3/C.6 Development Review Checklist.~~ No further comments.

2. For DMAs 1, 2, 5, and 8, how will runoff enter the treatment areas? For example, in DMA 8 the grading plans suggest that the entire length of the driveway is sloped equally to both the self retaining landscaping area and treatment area (as opposed to the treatment area only).

~~Per written comments, driveways will be sloped to low points along planter walls which will have curb cuts for the water to flow into the planter for treatment.~~ No further comments.

3. DMAs 9 and 10 have 73 sf of untreated area. Please show how you intend to treat this area.

~~Per written comments, these DMAs will be treated using offsite landscape strips (or interceptor tree credits).~~ No further comments.

4. Plazas A and B are not in a DMA. Ex: corner of Broderick and Rollins Road. Please create new DMAs for these areas and show how stormwater runoff will be treated (e.g. pervious pavement).

~~These plazas are within a DMA and runoff will be treated along with the roof runoff using the Contech 4 Cartridge Linear Precast Stormfilter or similar media filter.~~ No further comments.

5. Per the Municipal Stormwater Permit, projects on lands greater than 10,000 sf that are plumbed directly to the City's storm drain system must be equipped with full trash capture systems or are managed with trash discharge control actions equivalent to or better than full trash capture systems. Please show how you are complying with this requirement on the plans.

~~Per sheet C6.0, stormwater draining to the channel will be treated water from the non-LID perk filters inside the building. Any water received directly by the driveway is directed to stormwater treatment planters and treated.~~ No further comments.



**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.**

1. Projects that involve demolition of a building will need to ensure that polychlorinated biphenyls do not enter the storm drains per Municipal Code 15.15 Managing PCBs during Building Demolition Ordinance. **Project applicants must complete, sign, and return the PCBs Screening Assessment Form before issuance of the building permit as part of the plan review process**, the form is available at [www.burlingame.org/stormwaterdevelopment](http://www.burlingame.org/stormwaterdevelopment). For assistance with completing the form, please review the PCBs in Priority Building Materials Applicant Package, which is also available at the website referenced above.
2. The building permit application plans shall show the marking of the words “No Dumping! Flows to Bay” or equivalent on all storm drain inlets surrounding and within the project site consistent with the San Mateo Countywide Water Pollution Prevention Program’s C.3 Regulated Projects Guide.
3. Trash storage areas (including recyclables and compostables or similar areas), wash areas, loading docs, repair/maintenance bays, and equipment or material storage areas shall be completely covered and bermed to ensure that no stormwater enters the covered area. Covered areas shall be graded so that spills and washwater flow to area drains connected to the sanitary sewer system.
4. Interior level parking garage floor drains, and any other interior floor drains, shall be connected to the sanitary sewer system.
5. Fire sprinkler test waster shall discharge to onsite vegetated areas, or alternatively shall be discharged to the sanitary sewer system.
6. Swimming pools, hot tubs, spas, and fountains shall have a connection to the sanitary sewer. This connection could be a drain in the pool to the sanitary sewer or a cleanout located close enough to the pool so that a hose can readily direct the pool discharge into the sanitary sewer cleanout.
7. Air conditioning condensate shall drain to landscaping, or alternatively may be connected to the sanitary sewer system.
8. All construction projects, regardless of size, must prevent stormwater pollution from construction-related activities. Project applicants shall ensure that all contractors implement appropriate and effective Best Management Practices (BMPs) during all phases of construction, including demolition. **When submitting plans for a building permit, please include the Construction BMP plan sheet.** An electronic file is available at: [www.burlingame.org/stormwaterdevelopment](http://www.burlingame.org/stormwaterdevelopment).
9. Post-construction treatment measures must be designed, installed, and hydraulically-sized to treat a specified amount of runoff. The project plan submittals shall identify the owner and maintenance party responsible for the ongoing inspection and maintenance of the post-construction stormwater treatment measures in perpetuity. **A completed, notarized Stormwater Treatment Measure Maintenance Agreement must be submitted to the City prior to the issuance of a final construction inspection.**
10. Since the project will disturb one (1) or more acres of soil, the project must obtain coverage under the Construction General Permit from the State Water Resources Control Board. When submitting plans for a building permit, please include the **WDID # and a copy of the Notice of Intent (NOI) for Construction General Permit** coverage.
11. Show construction details for media filter and bioretention areas.

**Reviewed By:** Jennifer Lee  
6505587381

**Date:** 8/1/2022

**RESOLUTION APPROVING CATEGORICAL EXEMPTION, DESIGN REVIEW, DENSITY BONUS,  
AND APPROVAL OF COMMUNITY BENEFITS**

RESOLVED, by the Planning Commission of the City of Burlingame that:

WHEREAS, a Categorical Exemption has been prepared and application has been made for a Design Review, Density Bonus, and Approval of Community Benefits for construction of a new 5-story, 420-unit residential development at 1855-1881 Rollins Road, Zoned RRMU, The Hanover Company, E & S Property LLC, ANRM Holdings LLC, SJ Amaroso Properties, and Union Pacific Railroad Company, property owners, APNs: 025-166-230, 025-166-240, and UPRR parcel;

WHEREAS, said matters were heard by the Planning Commission of the City of Burlingame on September 26, 2022, at which time it reviewed and considered the staff report and all other written materials and testimony presented at said hearing;

NOW, THEREFORE, it is RESOLVED and DETERMINED by this Planning Commission that:

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

\_\_\_\_\_  
Chairperson

I, \_\_\_\_\_, Secretary of the Planning Commission of the City of Burlingame, do hereby certify that the foregoing resolution was introduced and adopted at a regular meeting of the Planning Commission held on the 26th day of September, 2022, by the following vote:

\_\_\_\_\_  
Secretary

## EXHIBIT "A"

### Conditions of Approval for Categorical Exemption, Design Review, Density Bonus, and Approval of Community Benefits

#### **1855-1881 Rollins Road** **Effective October 6, 2022**

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1. that the project shall be built as shown on the plans submitted to the Planning Division date stamped September 12, 2022, sheets AP0.0 through AP4.01, L1.1.0 through L6.1.0, C1.0 through C8.1, and Draft VTM1.0 through VTM 3.0; including a total of 11 exterior bicycle racks (parking for 22 bicycles);
2. that the applicant shall apply for a Vesting Tentative Parcel Map with for processing as required by the the Public Works Department, Engineering Division;;
3. that the project shall include thirty-five (35) affordable units to households of "Low Income" category, as defined as earning a maximum of 80% of the San Mateo County Area Median Income; the City Manager shall be authorized to execute an agreement with the applicant and the applicant shall enter into an agreement for the administration of the renting or leasing of the affordable units at least 120 days before the final inspection;
4. that the required affordable dwelling units shall be constructed concurrently with market-rate units;
5. that the thirty-five (35) low income restricted affordable units shall remain restricted and affordable to the designated income group for a minimum period of fifty-five (55) years (or a longer period of time if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program);
6. that the thirty-five (35) restricted affordable units shall be built on-site and be dispersed within the development. The number of bedrooms of the restricted affordable units shall be equivalent to the bedroom mix and average sizes of the non-restricted units in the development; except that the applicant may include a higher proportion of restricted affordable units with more bedrooms. The design and construction of the affordable dwelling units shall be consistent with the design, unit layout, and construction of the total project development in terms of appearance, exterior construction materials, and unit layout;
7. that the applicant shall enter into a regulatory agreement with the City; the terms of this agreement shall be approved as to form by the City Attorney's Office, and reviewed and revised as appropriate by the reviewing City official; this agreement will be a form provided by the City, and will include the following terms:
  - (a) The affordability of very low, lower, and moderate income housing shall be assured in a manner consistent with Government Code Section 65915(c)(1);
  - (b) An equity sharing agreement pursuant to Government Code Section 65915(c)(2);
  - (c) The location, dwelling unit sizes, rental cost, and number of bedrooms of the affordable units;
  - (d) A description of any bonuses and incentives, if any, provided by the City; and
  - (e) Any other terms as required to ensure implementation and compliance with this

## EXHIBIT "A"

### Conditions of Approval for Categorical Exemption, Design Review, Density Bonus, and Approval of Community Benefits

#### **1855-1881 Rollins Road** **Effective October 6, 2022**

section, and the applicable sections of the density bonus law;

8. that the above noted regulatory agreement regarding the thirty-five (35) restricted affordable units shall be binding on all future owners and successors in interest; the agreement required by this Zoning Code Section 25.63.080 is hereby a condition of all development approvals and shall be fully executed and recorded prior to the issuance of any building or construction permit for the proposed project;
9. the project shall include the Transportation Demand Management Measures as proposed in the Transportation Impact Analysis, prepared by Hexagon Transportation Consultants, Inc., dated July 22, 2022;
10. that a TDM annual report shall be prepared by a qualified, independent consultant and paid for by the owner and submitted to the City of Burlingame annually; with the initial, or baseline, commute survey report to be conducted and submitted one (1) year after the granting of a certificate of occupancy for 75 percent or more of the project and annually after that;
11. that the TDM annual report shall provide information about the level of alternative mode-uses and in the event a 25 percent reduction in peak-hour vehicle trips and reduction in overall parking demand is not met, the report shall explain how and why the goal has not been reached; in such a circumstance the annual report shall identify a work plan, to be approved by the City of Burlingame, which describes additional or alternative measures for implementation that would be necessary to enhance the TDM program to attain the TDM goal of 25 percent mode split;
12. that the City may consider whether the owner has made a good faith effort to meet the TDM goals and may allow the owner a six-month "grace period" to implement additional TDM measures to achieve the 25 percent vehicle trip reduction;
13. that prior to the issuance of building permits, a covenant agreement shall be recorded office with the San Mateo County Assessor and Recorder's Office to provide constructive notice to all future owners of the property of any ongoing programmatic requirements that discloses the required Transportation Demand Management (TDM) provisions and any conditions of approval related herein to compliance and reporting for the TDM;
14. that the residents of new live/work, mixed-use, and stand-alone residential development projects, whether owners or tenants, shall be notified in writing before taking up residence that they will be living in an urban-type environment, that the noise levels may be higher than in a strictly residential area, and that there may be odors associated with commercial and industrial uses. The covenants, conditions, and restrictions of any development with a residential use shall require that prospective residents acknowledge the receipt of the written noise notification. Such written noise notification shall be provided in residential leases. Signatures shall confirm receipt and understanding of this information;

## EXHIBIT "A"

### Conditions of Approval for Categorical Exemption, Design Review, Density Bonus, and Approval of Community Benefits

#### **1855-1881 Rollins Road** **Effective October 6, 2022**

15. that the public plazas shall be 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;
16. that 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;
17. that prior to issuance of a building permit for construction of the project, the project construction plans shall be modified to include a cover sheet listing all conditions of approval adopted by the Planning Commission, or City Council on appeal; which shall remain a part of all sets of approved plans throughout the construction process. Compliance with all conditions of approval is required; the conditions of approval shall not be modified or changed without the approval of the Planning Commission, or City Council on appeal;
18. that any changes to the size or envelope of the building, building materials, exterior finishes, windows, architectural features, roof height or pitch, and amount or type of hardscape materials shall be subject to Planning Division or Planning Commission review (FYI or amendment to be determined by Planning staff);
19. that the maximum elevation at the top of the roof ridge shall not exceed 64 feet from the average elevation at reference top of the curb (9.32') or as alternately shown on the plan building elevations shall not exceed an elevation 62'-2" as measured from the average elevation at the top of the curb (-1'-9 1/2"), and that the top of each floor and final roof ridge shall be surveyed by a licensed surveyor and approved by the City Engineer as the framing proceeds and prior to final framing and roofing inspections. Should any framing exceed the stated elevation it shall be removed or adjusted so that the final height of the structure with roof shall not exceed the maximum height shown on the approved plans;
20. that the conditions of the, the Fire Division's August 3, 2022 memo, the Parks Division's November 23, 2022 memo, and the Stormwater Division's August 1, 2022 memo the Public Works-Engineering Division's August 29, 2022 memo, including provisions on the plans to address comment #13 for a sea wall at the north end of the site and to address comment #14 for a gate and maintenance easement for the drainage canal, and shall be met;
21. that prior to issuance of a building permit, the applicant shall prepare and submit to the Department of Public Works – Engineering Division a sanitary sewer analysis that assesses the impact of this project to determine if the additional sewage flows can be accommodated by the existing sewer line. If the analysis results in a determination that the existing sewer line requires upgrading, the applicant shall perform the necessary upgrades as determined by the Engineering Division;
22. that prior to issuance of a building permit for the project, the project applicant shall pay the first half of the North Burlingame/Rollins Road Development Fee (final fee amount to

## EXHIBIT "A"

### Conditions of Approval for Categorical Exemption, Design Review, Density Bonus, and Approval of Community Benefits

#### **1855-1881 Rollins Road** **Effective October 6, 2022**

- be calculated based on the fee schedule in effect at the time the building permit is issued), made payable to the City of Burlingame and submitted to the Planning Division;
23. that prior to scheduling the final framing inspection, the project applicant shall pay the second half of the North Burlingame/Rollins Road Development Fee (final fee amount to be calculated based on the fee schedule in effect at the time the building permit is issued), made payable to the City of Burlingame and submitted to the Planning Division;
24. that prior to issuance of the final inspection of the project, the applicant shall pay the Public Facilities Impact Fee (final fee amount to be calculated based on the fee schedule in effect at the time the building permit is issued), made payable to the City of Burlingame and submitted to the Planning Division;
25. that the project shall comply with the SFO Comprehensive Airport Land Use Compatibility Plan (ALUCP), specifically in accordance with Safety Compatibility Policy SP-2 pertaining to land uses; and that any future tenants of the commercial and office space comply with the Safety Compatibility Criteria for Safety Zone 3 as contained in Table IV-2 of the SFO ALUCP; this table defines uses to avoid and uses that are incompatible, summarized as follows:

Incompatible Uses - Use is not compatible in the indicated zones and cannot be permitted:

- Biosafety Level 3 and 4 facilities – which include medical and biological research facilities involving the storage and processing of extremely toxic or infectious agents. See Policy SP-3 of the SFO ALUCP for additional detail
- Children's schools - Public and private schools serving preschool through grade 12, excluding commercial services
- Large child day care centers - Commercial facilities defined in accordance with Health and Safety Code, Section 1596.70, et seq., and licensed to serve 15 or more children. Family day care homes and noncommercial employer-sponsored facilities ancillary to place of business are allowed.
- Hospitals, nursing homes
- Stadiums, arenas

Avoidable Uses – Uses that are not fully compatible and should not be permitted unless no feasible alternative is available as follows:

- Biosafety Level 3 and 4 facilities – Hazardous use other than Biosafety Level 3 and 4 facilities – which include medical and biological research facilities involving the storage and processing of extremely toxic or infectious agents. See Policy SP-3 of the SFO ALUCP for additional detail.
- Critical public utilities - Facilities that, if disabled by an aircraft accident, could lead to public safety or health emergencies. They include the following: electrical power generation plants, electrical substations, wastewater treatment plants, and public water treatment facilities.



## **EXHIBIT "A"**

Conditions of Approval for Categorical Exemption, Design Review, Density Bonus, and Approval of Community Benefits

**1855-1881 Rollins Road**  
**Effective October 6, 2022**

26. that the applicant shall be required to comply with the real estate disclosure requirements of State law and General Plan as outlined in Policy IP-1 of the SFO ALUCP and that the following statement must be included in the notice of intention to offer the property for sale or lease:

**"Notice of Airport in Vicinity**

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase or lease and determine whether they are acceptable to you.";

27. that the project applicant shall be required to evaluate potential airport noise impacts if the project is located within the 65 CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport). All projects shall be required to mitigate impacts to comply with the interior and exterior noise standards established by the Airport Land Use Compatibility Plan;
28. that any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the Airport Land Use Compatibility Plan) shall include the grant of an avigation easement to the City and County of San Francisco prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with Airport Land Use Compatibility Plan Policy NP-3 Grant of Avigation Easement;
29. that the project shall comply with the Construction and Demolition Debris Recycling Ordinance which requires affected demolition, new construction and alteration projects to submit a Waste Reduction plan and meet recycling requirements; any partial or full demolition of a structure, interior or exterior, shall require a demolition permit;
30. that demolition or removal of the existing structures and any grading or earth moving on the site shall not occur until a building permit has been issued and such site work shall be required to comply with all the regulations of the Bay Area Air Quality Management District unless applicant produces evidence, to the satisfaction of the Community Development Director, that special circumstances exist that warrant early demolition, in accordance with the provisions of the Burlingame Municipal Code Chapter 18.07.065;
31. that the applicant or contractor shall ensure that a Soils Management Plan to address the appropriate handling, storing, and sampling of any soil to be removed from the subject property shall be submitted to the applicable regulatory agency for approval and monitoring;

## EXHIBIT "A"

### Conditions of Approval for Categorical Exemption, Design Review, Density Bonus, and Approval of Community Benefits

#### **1855-1881 Rollins Road** **Effective October 6, 2022**

32. that during construction, the applicant shall provide fencing (with a fabric screen or mesh) around the project site to ensure that all construction equipment, materials and debris is kept on site;
33. that storage of construction materials and equipment on the street or in the public right-of-way shall be prohibited;
34. that if construction is done during the wet season (October 1 through April 30), that prior to October 1 the developer shall implement a winterization program to minimize the potential for erosion and polluted runoff by inspecting, maintaining and cleaning all soil erosion and sediment control prior to, during, and immediately after each storm even; stabilizing disturbed soils throughout temporary or permanent seeding, mulching matting, or tarping; rocking unpaved vehicle access to limit dispersion of mud onto public right-of-way; covering/tarping stored construction materials, fuels and other chemicals;
35. that the applicant shall prepare a construction staging and traffic control plan for the duration of construction for review and acceptance by the City Engineer prior to the issuance of a building permit; the construction staging plan shall include construction equipment parking, construction employee parking, timing and duration of various phases of construction and construction operations hours; the staging plan shall address public safety and shall ensure that worker's vehicles and construction equipment shall not be parked in public parking areas with exceptions for construction parking along street frontages;
36. that the project applicant and its construction contractor(s) shall develop a construction management plan for review and approval by the City of Burlingame. The plan must include at least the following items and requirements to reduce, to the maximum extent feasible, traffic and parking congestion during construction:
  - a. A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes;
  - b. Identification of haul routes for movement of construction vehicles that would minimize impacts on motor vehicular, bicycle and pedestrian traffic, circulation and safety, and specifically to minimize impacts to the greatest extent possible on streets in the project area;
  - c. Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures would occur;
  - d. Provisions for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project applicant; and

## EXHIBIT "A"

### Conditions of Approval for Categorical Exemption, Design Review, Density Bonus, and Approval of Community Benefits

#### **1855-1881 Rollins Road** **Effective October 6, 2022**

- e. Designation of a readily available contact person for construction activities who would be responsible for responding to any local complaints regarding traffic or parking. This coordinator would determine the cause of the complaint and, where necessary, would implement reasonable measures to correct the problem.
37. that the applicant shall submit a Construction Noise Control Plan. This plan would include measures such as:
- Using smaller equipment with lower horsepower or reducing the hourly utilization rate of equipment used on the site to reduce noise levels at 50 feet to the allowable level.
  - Locating construction equipment as far as feasible from noise-sensitive uses.
  - Requiring that all construction equipment powered by gasoline or diesel engines have sound control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation.
  - Prohibiting gasoline or diesel engines from having unmuffled exhaust systems.
  - Not idling inactive construction equipment for prolonged periods (i.e., more than 5 minutes).
  - Using "quiet" gasoline-powered compressors or electrically powered compressors and electric rather than gasoline- or diesel-powered forklifts for small lifting.
38. that the applicant shall submit an erosion and sedimentation control plan describing BMPs (Best Management Practices) to be used to prevent soil, dirt and debris from entering the storm drain system; the plan shall include a site plan showing the property lines, existing and proposed topography and slope; areas to be disturbed, locations of cut/fill and soil storage/disposal areas; areas with existing vegetation to be protected; existing and proposed drainage patterns and structures; watercourse or sensitive areas on-site or immediately downstream of a project; and designated construction access routes, staging areas and washout areas;
39. that construction access routes shall be limited in order to prevent the tracking of dirt onto the public right-of-way, clean off-site paved areas and sidewalks using dry sweeping methods;
40. that all runoff created during construction and future discharge from the site shall be required to meet National Pollution Discharge Elimination System (NPDES) standards;
41. that trash enclosures and dumpster areas shall be covered and protected from roof and surface drainage and that if water cannot be diverted from these areas, a self-contained drainage system shall be provided that discharges to an interceptor;
42. that this project shall comply with the state-mandated water conservation program, and a complete Irrigation Water Management and Conservation Plan together with complete

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#### **1855-1881 Rollins Road** **Effective October 6, 2022**

- landscape and irrigation plans shall be provided at the time of building permit application;
43. that all site catch basins and drainage inlets flowing to the bay shall be stenciled. All catch basins shall be protected during construction to prevent debris from entering;
  44. that the applicant shall comply with Ordinance 1503, the City of Burlingame Storm Water Management and Discharge Control Ordinance;
  45. that a Protected Tree Removal Permit shall be required from the City of Burlingame Parks Division to remove any existing protected size trees and that the project shall comply with the Tree Protection and Reforestation Ordinance adopted by the City of Burlingame and enforced by the Parks Department; complete landscape and irrigation plans shall be submitted at the time of building permit application;
  46. that if there are any existing trees on adjacent properties abutting the project site that are determined to remain, the applicant shall have an arborist's report prepared which documents how the trees should be protected during construction; this report shall be reviewed and approved by the City Arborist and the contractor shall call for the City Arborist to inspect the protection measures installed before a building permit shall be issued;
  47. that the applicant shall coordinate with the City of Burlingame Parks Division regarding the installation of the street trees along Broderick Road and Rollins Road;
  48. that this project shall comply with Ordinance No. 1477, Exterior Illumination Ordinance;
  49. that the project shall meet all the requirements of the California Building and Uniform Fire Codes, in effect at the time of building permit submittal, as amended by the City of Burlingame;

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

50. that prior to scheduling the foundation inspection a licensed surveyor shall locate the property corners, set the building envelope;
51. that prior to scheduling the framing inspection, the project architect, engineer or other licensed professional shall provide architectural certification that the architectural details such as window locations and bays are built as shown on the approved plans; if there is no licensed professional involved in the project, the property owner or contractor shall provide the certification under penalty of perjury. Certifications shall be submitted to the Building Division;
52. that prior to scheduling the roof deck inspection, a licensed surveyor shall shoot the

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height of the roof ridge and provide certification of that height to the Building Division;

53. that prior to final inspection, Planning Division staff will inspect and note compliance of the architectural details (trim materials, window type, etc.) to verify that the project has been built according to the approved Planning and Building plans;

***The following conditions of approval are from applicable policies of the 2040 General Plan or the Environmental Impact Report prepared for the 2040 General Plan:***

54. **HP-3.12.** The Project sponsor shall ensure implementation of the following BMPs during Project construction, in accordance with the BAAQMD's standard requirements:
- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, unpaved access roads) shall be watered two times per day.
  - All haul trucks transporting soil, sand, or other loose material offsite shall be covered.
  - All visible mud or dirt track-out onto adjacent public roads shall be removed using wet-power vacuum street sweepers at least once per day. The use of dry-power sweeping shall be prohibited.
  - All vehicle speeds on unpaved roads shall be limited to 15 mph.
  - All roadways, driveways, and sidewalks that are to be paved shall be paved as soon as possible. Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used.
  - Idling times shall be minimized, either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure, Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
  - All construction equipment shall be maintained and properly tuned, in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
  - A publicly visible sign with the name and telephone number of the person to contact at the lead agency regarding dust complaints shall be posted. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.
55. **CS-4.7: Airport and Heliport Noise.** Monitor noise impacts from aircraft operations at San Francisco International Airport and Mills-Peninsula Medical Center, and implement applicable noise abatement policies and procedures as outlined in the Airport Noise Ordinance and Airport Land Use Compatibility Plan;
56. **CS-4.8: Airport Noise Evaluation and Mitigation.** Require project applicants to evaluate potential airport noise impacts if the project is located within the 60 CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan). All projects shall be required to mitigate impacts to comply with the interior and exterior noise standards established by the Airport Land Use Compatibility

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Plan;

57. **CS-4.9: Airport Disclosure Notices.** Require that all new development comply with real estate disclosure requirements of State law, which requires that the presence of all existing and planned airports within two miles to be disclosed in any sale or lease of property;
58. **HP-5.2: Migratory Birds.** Identify and protect habitats that contribute to the healthy propagation of migratory birds, including trees and natural corridors that serve as stopovers and nesting places. Avoid construction activities that involve tree removal between March and June, unless a bird survey has been conducted to determine that the tree is unused during the breeding season by avian species protected under California Fish and Game Codes 3503, 3503.5, and 3511;
59. **HP-5.5: Protection and Expansion of Tree Resources.** Continue to preserve and protect valuable native trees and introduce species that contribute to the urban forest but allow for the gradual replacement of trees for ongoing natural renewal. Consider replacement with native species. Use zoning and building requirements to ensure that existing trees are integrated into new developments;
60. **HP-5.6: Tree Preservation Ordinance.** Continue to adhere to the Burlingame Tree Preservation Ordinance (Burlingame Municipal Code Title 11); ensure the preservation of protected trees, as designated by the ordinance; and continue to be acknowledged by the Arbor Day Foundation as a Tree City USA;
61. **HP-5.7: Urban Forest Management Plan.** Continue to update and use the Burlingame Urban Forest Management Plan, which integrates environmental, economic, political, historical, and social values for the community for guidance on BMPs related to tree planting, removal, and maintenance, including onsite protection of extant trees and street trees during projects;
62. **HP-5.14: Compliance with Environmental Laws.** Ensure that all projects affecting resources of regional concern satisfy regional, state, and federal laws; and
63. **Paleontological Assessment.** In areas containing middle to late Pleistocene-era sediments where it is unknown if paleontological resources exist, prior to grading an assessment shall be made by a qualified paleontological professional to establish the need for paleontological monitoring. Should paleontological monitoring be required after recommendation by the professional paleontologist and approval by the Community Development Director, paleontological monitoring shall be implemented.

**Paleontological Monitoring.** A project that requires grading plans and is located in an area of known fossil occurrence or that has been demonstrated to have fossils present in a paleontological field survey or other appropriate assessment shall have all grading monitored by trained paleontological crews working under the direction of a qualified professional, so that fossils exposed during grading can be recovered and preserved.



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Should any potentially unique fossils be encountered during development activities, work shall be halted immediately within 50 feet of the discovery, the City of Burlingame Planning Department shall be immediately notified, and a qualified paleontologist shall be retained to determine the significance of the discovery.

**Paleontological Recovery, Identification, and Curation.** The City and a project applicant shall consider the mitigation recommendations of the qualified paleontologist for any unanticipated discoveries. The City and the project applicant shall consult and agree upon implementation of measures that the City and project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project applicant shall be required to implement any mitigation necessary for the protection of paleontological resources.

**Paleontological Findings.** Qualified paleontological personnel shall prepare a report of findings (with an itemized appendix of specimens) subsequent to implementation of paleontological recovery, identification, and curation. A preliminary report shall be submitted, subject to approval by the Community Development Director before granting of building permits, and a final report shall be submitted, subject to approval by the Community Development Director before granting of occupancy permits.



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

**Project Site: 1855-1881 Rollins Road, zoned RRMU**

The City of Burlingame Planning Commission announces the following virtual public hearing via Zoom **on Monday, September 26, 2022 at 7:00 P.M.** You may access the meeting online at [www.zoom.us/join](http://www.zoom.us/join) or by phone at (346) 248-7799:

Meeting ID: 826 6118 3096

Passcode: 934909

**Description:** Application for Design Review, Density Bonus with Incentive and Waiver, and Community Benefit Bonuses for a new, 420-unit multi-unit residential development.

Members of the public may provide comments by email to [publiccomment@burlingame.org](mailto:publiccomment@burlingame.org) or speak at the meeting.

Mailed: September 16, 2022

*(Please refer to other side)*

## PUBLIC HEARING NOTICE

### **City of Burlingame - Public Hearing Notice**

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

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

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

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

Kevin Gardiner, AICP  
Community Development Director

*(Please refer to other side)*



**1855-1881 Rollins Road**

**500' noticing**

**APNs: 025-166-230 & 025-166-240**

