



City of Burlingame

BURLINGAME CITY HALL
501 PRIMROSE ROAD
BURLINGAME, CA 94010

Meeting Minutes Planning Commission

Monday, July 24, 2017

7:00 PM

Council Chambers

- e. 556 El Camino Real, zoned R-3 - Application for Environmental Review, Condominium Permit, Design Review, and Conditional Use Permit for building height for a new five-story, 21-unit residential condominium with below-grade parking (VMK Design Group, designer; Roman Knop, property owner) (462 noticed) Staff Contact: Kevin Gardiner

Attachments: [556 El Camino Real - Staff Report](#)
[556 El Camino Real - Attachments](#)
[556 El Camino Real Revised Initial Study updated 7-21-17](#)
[Appendix A Shade and Shadow Analysis](#)
[Appendix B Construction Health Risk Assessment](#)
[Appendix C Tree Survey](#)
[Appendix D Geotechnical Investigation](#)
[Appendix D Geotechnical Supplement](#)
[Appendix E Traffic Queuing Analysis](#)
[Appendix F-1 Archaeological Literature Search](#)
[Appendix F-2 Historical Resources Compliance Report](#)
[556 El Camino Real - Mitigation Monitoring and Reporting Plan](#)
[556 El Camino Real - Draft Resolutions](#)
[556 El Camino Real - Plans](#)

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

Planning Manager Gardiner provided an overview of the staff report, with Will Burns and Tali Ashurov of David J. Powers and Associates in attendance for questions on the environmental review.

Questions of Staff:

- > *Is displacement of existing residents studied in the environmental review? (Burns: The review considers the numbers of residents displaced and whether that would require additional housing to need to be built elsewhere. In this instance more units will be provided than are currently on the site, so the project would not create an impact requiring additional units to need to be built elsewhere.)*
- > *Are rental rates or income considered in the displacement analysis? (Burns: The analysis does not take into account economic issues. It is limited to environmental issues.)*
- > *Is it within the purview of the Planning Commission to consider displacement of current residents in the approval or disapproval of a project? (Kane: It is within the purview of the Planning Commission to look at the overall compatibility of the project with the Council's stated goals, and its housing and land use policies. However the criteria of each section of the application needs to be applied, such as Design Review Criteria and environmental review criteria as stated, then apply those directly. While it is within the*

general jurisdiction to consider, it is not one of the the criteria within the current ordinances. The issue of the economic differential is not in itself environmental. The criteria of the environmental analysis as it stands in the state currently looks at units and numbers of people in determining environmental significance.)

> Were any shadow studies prepared for the existing conditions? There are some existing trees that could effect neighboring properties. (Burns: Some of the existing vegetation is reflected on the shadow study, but the analysis only looked at what impacts the project would have in the future.)

Vice Chair Gaul opened the public hearing.

Jane Knop and Roman Knop represented the applicant, with Mike Brinck of Citylift and Vadim Melik-Karamov of VMK Design.

Commission Questions/Comments:

> If the units are being used for families, how would someone be able to unload a child and groceries out of the car? What timeframe is there? (Brinck: In this project there is a drop-off space upstairs on the surface for loading and unloading. Can also unload in the parking bay, since it's 25-feet and would be very similar to unloading in a normal striped parking space. If it's during a peak period may choose to use the loading space on the surface instead.)(Melik-Karamov: Can unload either on street level or below on garage level, which is 8 feet down. If unloading from the garage space, person would then access the corridor into the lobby where there is an elevator and staircase.)

> How would electric cars be accommodated? (Brinck: Each platform is enabled to have a Level 2 charging station. The driver would hook up the charger, and when the vehicle and platform is moved into position the charger would be energized. It is a 4-hour charge, compared to a Level 1 charge which is 8 hours. It complies with Calgreen Title 24 which specifies Level 2 chargers.)(Melik-Karamov: Also a charger in the parking area.)

> What is the standard for noise or vibration? Will neighboring condominiums or any of the residents experience noise or vibrations? (Brinck: It is a freestanding system, designed to meet California seismic standards. Not tied into the building or building columns, so there is virtually no vibration. It is subterranean, which mitigates the noise. If standing next to it, the noise level is about 70 dBA which is equivalent to someone talking. The motors are electric, and all of the components are 70 dBA or less.)

> Are there fire sprinklers? (Brinck: Will follow local fire requirements. Typically one sprinkler per space.)

> How does the bicycle parking work? (Melik-Karamov: Front of building, and in the basement.)

> Has there been consideration of having space for a vegetable garden in the landscape plan? (Melik-Karamov: There is a lot of space, so it could be accommodated.) Would applicant be willing to build it? Would need planters and irrigation. (Melik-Karamov: Property owner would need to decide.)

> How would someone get back to garage after unloading in front of the building? Would they need to go around the block to re-enter the parking queue? (Melik-Karamov: Yes.)

> Are there any completed examples of the parking system in the Bay Area? (Brinck: Yes, in Oakland and San Francisco. Can host a tour if desired.) How long have they been active? (Brinck: The longest was installed 2 1/2 years ago in Oakland at Broadway and Grand. There has not been any mechanical or electrical issues.)

> How are motorcycles or vespas accommodated? (Jane Knop: The system is not designed for motorcycles, but can allocate space in the basement.)

> Is there a backup generator? (Brinck: Yes. It can be a very simple backup generator.)

> Is the backup generator that's specified sufficient for this purpose? (Brinck: Yes.)

> Is there a code mandate that there be a backup generator? Having access to the car would not be a life safety issue. (Brinck: From a developer's perspective it is desirable as a safeguard to be able to get cars out. However has built a number of projects where there is not a backup generator.)

> Can it be required that the system be maintained? (Gardiner: There can be a condition requiring maintenance.)(Kane: Could be reflected in the CC&Rs. The CC&Rs are reviewed as part of the project approval. Also the marketability of the units would be significantly diminished if the sytem was not

working.)(Knop: Since this is a condominium building there would be CC&Rs as required by the Department of Real Estate.)

> Water is a big issue on El Camino Real. There is an 18% slope ramp down to the garage. (Roman Knop: There will not be an increase in impervious area. There will be underground stormwater retention tanks to store water. It's a regular construction issue that will be dealt with during construction and after construction. The parking system is very simple compared to an elevator in a high-rise building.)

> If the system fails, is there reimbursement for Uber or Lyft? (Brinck: It is part of the service program. It has never needed to be used but has been included as a reassurance. Also, has not seen an instance where the customer does not continue on with the extended maintenance.)

> Geotech report is dated 2013, updated 2014, and still mentions only one full basement level. The garage depth is not consistent with plans - it shows a depth of about 20 feet but the plans show 30 feet.

> Specifies that the retaining walls would be required to be backdrained. Not sure Caltrans would allow the water to be pumped up and discharged to the street. Needs to see documentation that Caltrans would allow water to be pumped to the street. (Jane Knop: Caltrans has said it will not review the application until there is an approval from the Planning Commission.)

> Groundwater was tested in 2013, but that was a drought year. Concern with the backfilled retaining walls needing to be drained. (Roman Knop: The construction is designed for 100-year average rain.) Concern is with the ground water, not the rainwater. (Roman Knop: Garage would be designed like a swimming pool, with water staying on the outside and not coming in.) Geotechnical report should clarify - on page 10 it specifies that retaining walls should be fully back drained.

> Concern with the hard right turn off El Camino Real into the driveway. Other driveways on El Camino Real come off at angles. (Melik-Karamov: It is a normal 90-degree turn to get into the property.)

> Concern that there would not be as much stacking space for cars lining up for garage as shown, since people would maintain space between cars on the ramp.

> Does not believe the 20- and 24-foot driveway widths will conform to Caltrans standards. Does not believe they would be allowed. The building next door has a 16- and a 14-foot driveway. (Jane Knop: Caltrans has reviewed the application and has had an opportunity to respond with comments.) Should see if a citation to the driveway width standards can be provided.

> Page 4 of the environmental study suggests clear signage at the top of the ramp.

> Envision Burlingame had considered a concept of reducing the lanes on El Camino Real to have one travel lane on each side and a center turn lane. Is that something that can be considered when reviewing projects? (Gardiner: The concept was considered early in the Envision Burlingame process but constraints has prevented it from being developed further. Caltrans requires maintaining four travel lanes on El Camino Real, so the assumption is that the current configuration will stay the same. The current configuration should be factored as projects are evaluated.)

> How does right-turn in/right-turn out get enforced, and how to prevent left turns into the property from El Camino Real? (Roman Knop: Signage. Left turns are not allowed currently and are subject to fines.) (Gardiner: There are buildings on El Camino Real that designate where to enter and exit, and where entering is not permitted.)(Jane Knop: The building next door has the same configuration, except with a one-lane driveway. This project has a two-lane driveway. In theory people can make left turns into any building on El Camino Real, it is not unique to this property. It is subject to traffic enforcement, and residents typically respect these types of restrictions since it is in their best interests.)

Public Comments:

Peter Chartz - Lives across the street, and submitted a letter previously objecting to the density and height of the project. Those comments still apply. The project seems out of place design wise and height wise. Other buildings in area are soft, welcoming. This design looks like it belongs in Vancouver - it is loud and not soft. 530 El Camino Real and 550 El Camino Real are examples of buildings to scale. The parking and circulation will not work - need to make a hard right to enter the lower level parking area. The parking spaces for drop-off will be used for guests, and will not be available for deliveries so delivery vans will have to block El Camino. Would encourage more space outside in front for bicycles to encourage bike riding, not sure there is enough room in the basement for the residents. Motorcycles and scooters are an afterthought. Over the years El Camino Real has become windier and nosier, and suggests there

can be sound-mitigating building materials and landscaping to mitigate wind and sound.

Tim Donnelly - There is a sister property a few doors up that is well maintained and looks lovely. How will the parking structure be maintained given the maintenance of the existing building? Manages the structure next door, understands that to receive a Conditional Use Permit there cannot be impacts to the neighbors. The neighboring building has invested in solar panels, but they will be worthless if the building next door is two stories taller. The pool area will be shadowed as well. There is a redwood tree on the property line but the garage will require digging deep and will kill the tree because it has wide, deep roots. The basement in the neighboring building goes down 5 feet and flooded several times this winter, and 25 feet is past the water table. If they need a sump pump it will be noisy; across the street is a building with a sump pump operating nearly 24 hours a day, and that garage only goes down one level. Doesn't like the displacement of tenants. Guests will have a hard time finding a place to park.

Afaf Dudum - Came to first meeting, lives at 1515 Floribunda Avenue. Has understanding that there is a creek running under the buildings. This year and in past years when there has been severe rain the grades have flooded. Five stories doesn't fit in the area. Suggests coming and looking from back yard and see how the proposed building would obstruct the sun and overshadow the back yard. The noise and traffic and parking are difficult in the neighborhood currently, and people cannot come visit because they cannot find parking. Would like the commission to reconsider the building.

Felix - Agrees with the sentiment about the massive building that would be built. Lives directly behind at 1515 Floribunda Avenue. The traffic on El Camino will be a problem; the right turn from Floribunda has already been eliminated because it is a huge traffic hazard. Introducing a large building with two cars per person will create a dangerous situation on El Camino. Would like a traffic study done before approving any plans. The shadow study shows that the direct sunlight will be obstructed by the five story building. The swimming pool will be rendered useless, and the first and second floors of the building will get no light all year. 3 PM is a time when people go out to the pool.

John Weiner - Only six people showed up to the applicant's meeting because nobody heard about it. There was no reaching out from owner to neighboring buildings as far as could tell. In the photos of the buildings in the presentation none are as tall as this building. 1515 Floribunda has underground parking and has issues with water coming in through the walls. The underground water flow is really important. Should not design a 30-foot hole full of cars the same way as a swimming pool. Perforated pipe underground will not work - 1515 Floribunda has had issues with water flowing underground trying to redirect the water flow, but the pipes usually get clogged. Has redwood trees on the property and ended up killing some of the trees when trying to deal with underground water flow. If cars are lining up to park, what happens when someone needs to leave the building at the same time? It does not look like there is enough room for cars to pull to the side. Do they have to back out onto the street?

Alina Cherny - Owners at 1515 Floribunda are concerned about the project. Feb 22nd collected 35 signatures opposing the project from the neighbors. Two issues: the project is out of scale with no respect for the adjacent neighbors. The height is out of proportion. The underground parking garage is a huge concern - it is 30 feet below grade and the water is a huge concern. Citypark has not constructed any underground parking garages in California; projects are in the works but nothing is constructed now. 240 Lorton is a commercial building, with different requirements for loading and unloading. Usually the garages have two turning wheels, one for incoming traffic and one for outbound, but this only has one. The underground water is a huge concern. The parking structure intersects the property line, close to swimming pool at 1515 Floribunda a few feet away. There is no setback on the garage and it drops down 30 feet, so the swimming pool will have seepage immediately. Questions the credibility of the design team, understanding is that the designer is not an architect so should not be referenced as an architect. Not sure if the civil engineer has sufficient credentials or liability insurance. Liability is a huge concern.

Don Olechowski - Lives at 1515 Floribunda, unit is southwest back corner looking out onto this property. The existing property at 556 El Camino Real is decrepid but only two stories, below some trees and fairly

unobtrusive. Those living around the back will get the full visual impact of the building. There has been concern with pumping water onto El Camino, but what happens with coming onto 1515 Floribunda Avenue from a retaining wall or water runoff, or water that already exists on the property? With a huge foundation and underground parking the water will need to go somewhere else, possibly onto the adjacent property. Tesla cars take longer to charge and take more power than the four hours mentioned for a Level 2 charger, only works for smaller electric cars such as Fiat.

Bobbi Benson - Has lived at 550 El Camino Real for 14 years. Tim is the new manager of the rental apartments on the north side of 556 El Camino Real, and 550 is on the south side. The driveway is nearest to the Floribunda intersection. It is too ambitious to fit in with the neighborhood, which is all three story buildings. It will impact traffic on El Camino, and traffic already stacks up at Floribunda. Visitors already have trouble finding parking within two blocks. If the project was scaled down to three stories with 14 units each unit could have two parking spaces on one grade level with spaces for vehicles in front. The underground garage is too close to south property line, and the vibration of that much digging that close could effect the structural integrity of the neighboring building with \$1M condos. Can anyone guarantee it will not be injurious to the neighboring building? Can a city inspector come to 550 El Camino Real before and after construction? Automated system is estimated to take three minutes per car, and one engineer says there is room for four cars waiting on site to get in, while another says realistically there is only room for three cars and recommends posting a sign to prevent cars from wating on El Camino - not realistic. Requesting solid balcony walls on the south side of the project for greater privacy and tranquility for all; 1515 Floribunda and 550 El Camino both have solid balcony walls. Requests 4-foot high fence between properties be replaced with a 6-foot fence. Concerned with toxic dust, requests 550 El Camino be powerwashed after demolition before opening windows. The proposed project at this location near this busy intersection has too many unknowns. For or five stories is too big, too massive, with two stories of parking below. El Camino is a narrow artery and Floribunda is a busy intersection. 550 El Camino Real gets water damage, and is currently dealing with the seepage from 530 El Camino Real in the underground garage. The shadows will preclude the vegetable garden.

Cynthia Cornell, Housing For All Burlingame - 2015-23 Housing Element has several implementation programs. Program H(A-4) is an 8-year objective to have no conversion of existing rental to condominiums, to maintain the existing zoning controls which prohibit conversion of residential rental projects with fewer than 21 units to condominiums. Would like to see the City respect the spirit of the program, not just the strict text. Program H(A-6) specifies to ensure the affordability of existing units, the 8-year objective is to utilize funds to assist 20 units to achieve long-term affordability. Program H(B-1) designates promoting equal housing opportunities for all Burlingame residents. 556 El Camino Real has been neglected by its owner for at least 10 years; the people who live in the building have put up with abandonment, neglect and uncertainty for a very long time. Owner first applied to demolish the building 5 years ago, and has since ignored the building and let it dilapidate further. Why would Burlingame reward a negligent and careless apartment owner by allowing displacement of renters and demolition of an apartment building to replace it with condominiums for its further enrichment? Violates the spirit of the Housing Element programs, and makes the City complicit and an accessory to displacing renters in Burlingame. 556 El Camino is an example of a building that could be renovated by a nonprofit housing developer, upgrading the living circumstances of the renters who live there and putting the breaks on displacement in the city. Cannot ignore the Housing Element to enrich property owners.

Kristen Parks, Housing For All Burlingame - Lives in an apartment on El Camino Real. If this was a condo conversion, would be mandated to consider whether the proposal protects the interests of the tenants, whether the displacement would be detrimental, the role that the existing structure plays in the rental market, evaluation of the structure to determine whether it is serving low and moderate-income tenants or elderly or handicapped tenants, and whether tenants will have substantial difficulty in obtaining comparably-priced facilities. According to Code Section 26.32.100 if this was a condo conversion where the existing structure would remain and be converted to condos, consideration of displacement of the people would be mandated. However since this project would demolish the existing building, consideration of displacement of people is not mandated, but is not precluded. A Conditional Use Permit requires that

the Planning Commission must find that the proposed use at the proposed location will not be detrimental to the public health, safety, general welfare or convenience of the community.

Unidentified Speaker - The proposal in January was similar to the current one. Hoped the building height would be reduced based on the input from all the neighbors at 1515 Floribunda Avenue. Does not see that the concerns are being considered. The proposal would overshadow the building and diminish the value of the property. Underground water and pumping to El Camino Real is a big concern. The geotechnical report is over 18 months old, needs to be revisited. The two-story garage and building would be very close, and would interfere with peaceful enjoyment. Hopes the building can be reduced so it fits in with the neighboring buildings.

Vice Chair Gaul closed the public hearing.

Commission Discussion:

- > Concern that the geotechnical report is out of date, which could have implications for the environmental review. The report cites some specific problems that have not yet been addressed, though they will be addressed by the Engineering Department*
- > Has concerns with whether Caltrans will approve the egress and ingress, and the water issues with draining to the street.*
- > The height might be a bit too tall given the scale of the surrounding buildings. Although it is on El Camino Real, the shadow study indicates it will have some impact on the surround buildings.*
- > What process for further review would be required from Public Works if the project were approved, specifically regarding the basement? (Gardiner: Building permits would not be issued until all of these issues that are being discussed would be resolved. There would need to be an updated geotechnical report, and a structural engineer would review the structural plans for the building permit. In the comment sheets from the various departments they have listed out the issues that would need to be addressed prior to obtaining a building permit. The planning approval is one approval, and the building permit approval is another, and is very rigorous.)*
- > The design has made tremendous progress since it was initially submitted. With regards to the building height Conditional Use Permit, while it is a 55-foot tall building with five stories, because of the stepping back it is going to appear more as a four-story building which would be more in keeping with the neighborhood. The neighborhood is mostly three and four stories, but within a block is an 8-story building. It would not be the tallest building in the neighborhood.*
- > Not sure how to interpret the shadows, in terms of determining whether it would make the project not approvable.*
- > The design is handsome and is compatible with the design guidelines.*
- > Not sure how the circulation pattern works, and concerned given how close it is to a difficult intersection.*
- > The parking itself looks like it will be OK, but not sure how the basement would be able to be built to the property line and go down 30 feet without crossing the property line; it needs more investigation.*
- > When the building envelope is pushed as much as this, it loses the ability to do things like conveniently leave space for loading beside the basement. Having to park in front if needing extra time to unload and then circle the block again doesn't seem like a good program.*
- > The parking system is innovative and improved over what was seen before. Doubts there will be four cars queuing; having lived in an 18-unit condominium, found it surprising how rarely neighbors would see each other leaving or arriving home. Thinks it will work here.*
- > The scale presents itself as a four-story building with a penthouse.*
- > The Downtown Specific Plan requires the Planning Commission to consider shade and shadows on public spaces and streets, and the analysis from the environmental consultant has determined there would not be a substantial impact relative to CEQA based on what the ordinances require.*
- > In downtown there are transitional areas and spaces, with three-story buildings next to two-story buildings, and four-story buildings next to one- and two-story buildings. Some areas are in transition. When 550 El Camino Real was built as a three-story building, it cast shadows on 556 El Camino Real - it*

is the nature of projects and the evolution of neighborhoods.

- > While the difference in height is two stories, there is also the difference between 14 units and 21 units. There is a need for more housing in Burlingame, and it needs to be well-crafted and well-designed.
- > Having the basement right to property line requires tie-backs and permissions from adjacent properties, and will not be very easy to obtain. There are ways to do this type of basement when there are two or three feet for shoring, and so the basement is built within the property lines. The Planning Commission does not have the purview to require the level of detail needed for the building permit, but still needs to be assured it will be able to be constructed.
- > While there is a need for more housing units, affordability is still a concern. The applicant should consider below-market units on a voluntary basis to address affordability concerns, as other applicants have done.
- > Does not have an issue with the architecture. It is nicely scaled, detailed, and finished.
- > Concerned about the turn from El Camino Real; it is a difficult turn.
- > Concern with loading and unloading, for example families with children and groceries.
- > Concern with the water table and drainage, but confident in the Public Works review with the building permit.
- > OK with the height. Presents itself as a four-story building. It is a nicely articulated and proportioned, well-crafted modern building. Considerably nicer than much of what is on El Camino Real.
- > Concern with the functional load that it places on the site. The functional requirements of the building are substantial, and it is a particularly difficult site. There seems to be a high risk for failure, and if one element does not fit just right the whole thing comes apart. Feels like it is "bursting at the seams," trying to be as big as it possibly can.
- > Not adequate recognition of the constraints of certain technical aspects of the project - concern they have not been thought through very carefully. Hard to support the project until there is a better sense that the technical issues have been reasonably addressed.
- > It is a nice design, and is comfortable that the City's Building and Engineering department would not allow this to be constructed if it was not going to work.
- > The environmental review indicates most categories have either less than significant or no impact with mitigation measures. This is the information that is used to make the decision, based on a lot of time and analysis put into the study.
- > Concern with the shadows, particularly impacting the pools on the neighboring properties since that will prevent them from enjoying a reasonable property right.
- > Supports the parking system as a good use of space. If the parking company has experience with these systems and believes it will work here, they should be given the opportunity. This seems to be the future for the city and the rest of the country.
- > While the design allows for a four-car queue, only 2.5 spaces are required per the traffic study.
- > The entering and exiting of the driveway is similar to every other apartment building on El Camino Real and has been working this way for a long time.
- > Solid balconies and a higher fence would be simple middle ground solutions.
- > The location justifies a taller building; other tall buildings have been approved in Downtown that are next to shorter buildings. Burlingame Towers is taller and is less than a block away. Should allow taller buildings if they are built within the rules.

- > For the project to be further evaluated, requests:
 - More information from Caltrans to determine if the driveway and drainage can be allowed;
 - Assurance from the geotechnical engineer that the report is still legitimate;
 - Further consideration of the traffic flow;
 - Ingress/egress from El Camino Real;
 - Assurance that the basement wall will be able to be built, particularly whether there will be tie-backs. They do not need to be shoring drawings, but there needs to be a sense that they have figured out how it will be built;
 - Assurance in the drainage of the garage;
 - Solid balconies - small concession to make. OK with open railings on the front, but not on side.

> *There appears to be consensus on the Design Review, Conditional Use Permit for height, and the Condominium permit. The concerns are with the technical matters described, which impact whether the environmental review can be approved.*

Commissioner Sargent made a motion, seconded by Commissioner Terrones, to continue the item. The motion carried by the following vote:

Aye: 6 - Gaul, Terrones, Sargent, Loftis, Kelly, and Comaroto

Absent: 1 - Gum



APPLICATION TO THE PLANNING COMMISSION

Type of application:

- Design Review
- Conditional Use Permit
- Variance
- Special Permit
- Parcel #: 029.111.260
- Other: _____

PROJECT ADDRESS: 556 EL CAMINO REAL, BURLINGAME CA 94010

Please indicate the contact person for this project

APPLICANT project contact person
OK to send electronic copies of documents

Name: FRANK GONSAVES

Address: 1271 5TH AVE, BELMONT CA 94002

City/State/Zip: BELMONT, CA 94002

Phone: 650 508 9520

Fax: 650 508 8133

E-mail: FGARCH@ATT.NET

ARCHITECT/DESIGNER project contact person
OK to send electronic copies of documents

Name: FRANK GONSAVES

Address: 1271 5TH AVE

City/State/Zip: BELMONT, CA 94002

Phone: 650 508 9520

Fax: 650 508 8133

E-mail: FGARCH@ATT.NET

★ Burlingame Business License #: 27593

PROJECT DESCRIPTION: 22 UNIT CONDOMINIUM

RECEIVED
APR 16
CITY OF BURLINGAME
CDD PLANNING

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

Applicant's signature: [Signature] Date: 11-18-11

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

Property owner's signature: [Signature] Date: 02/27/2012

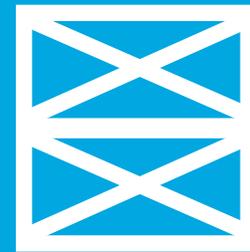
Date submitted: _____

★ Verification that the project architect/designer has a valid Burlingame business license will be required by the Finance Department at the time application fees are paid.

Please mark one box above with an X to indicate the contact person for this project. S:\HANDOUTS\PC Application 2008.handout.doc



TOWER



**FULLY-AUTOMATED
SPECIFICATION SHEET**

TOWER



120 SECONDS
AVERAGE RETRIEVAL TIME

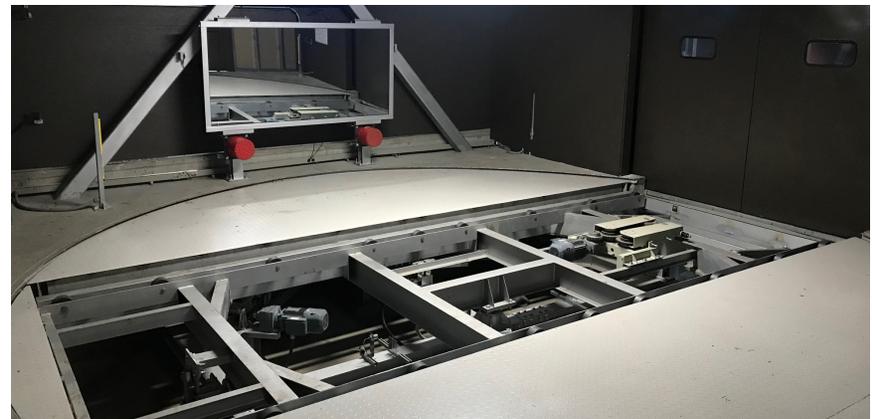
UP TO 20 LEVELS
2 - 20 LEVEL CONFIGURATIONS

15,000
SPACES INSTALLED

The Tower is a fully automated car parking lift that is ideal for narrow spaces. Multiples of this parking system design can be built side-by-side for increased parking capacity. This fully-automated parking lift is made up of steel beams and columns doubling as the building structure. The exterior is fully customizable and over 15,000 spaces have been installed globally by CityLift's manufacturing partner. This type of parking lift can be operated with or without a parking attendant depending on the project use/type.



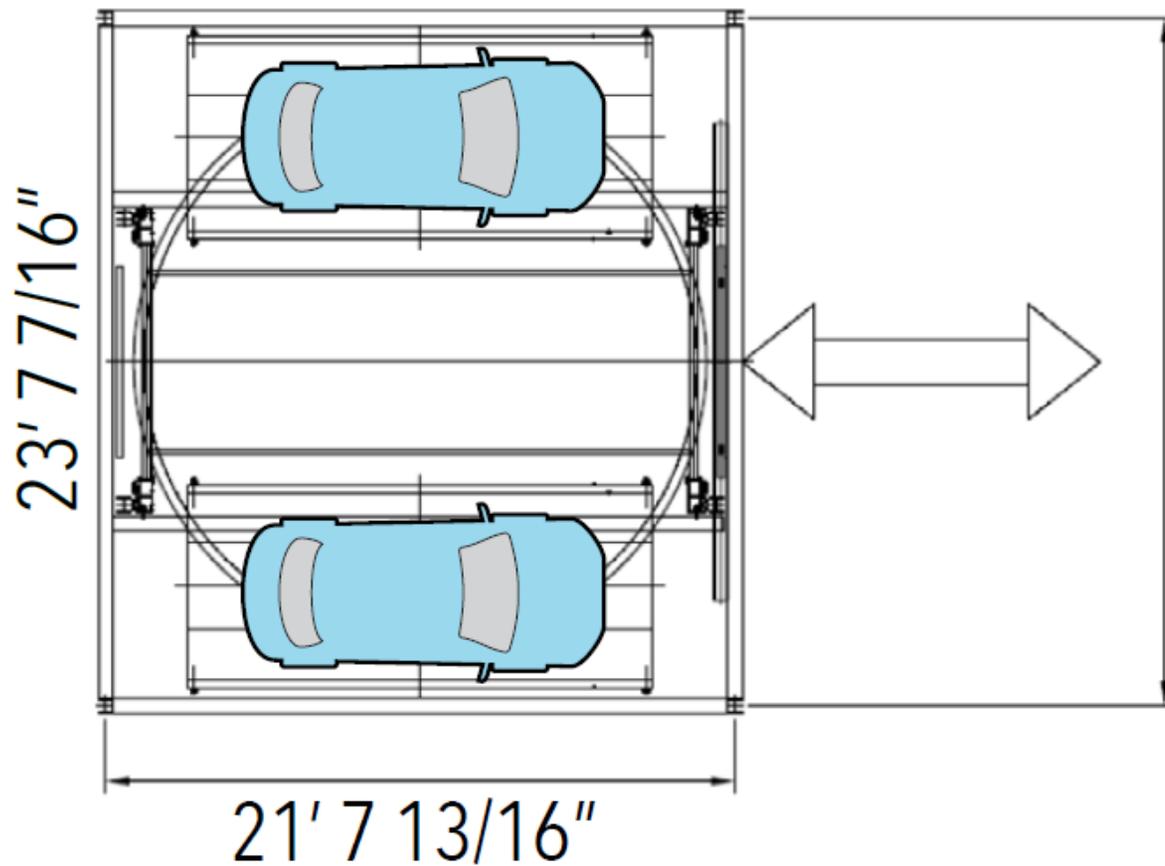
TOWER



STANDARD MEASUREMENTS



2 CARS PER LEVEL

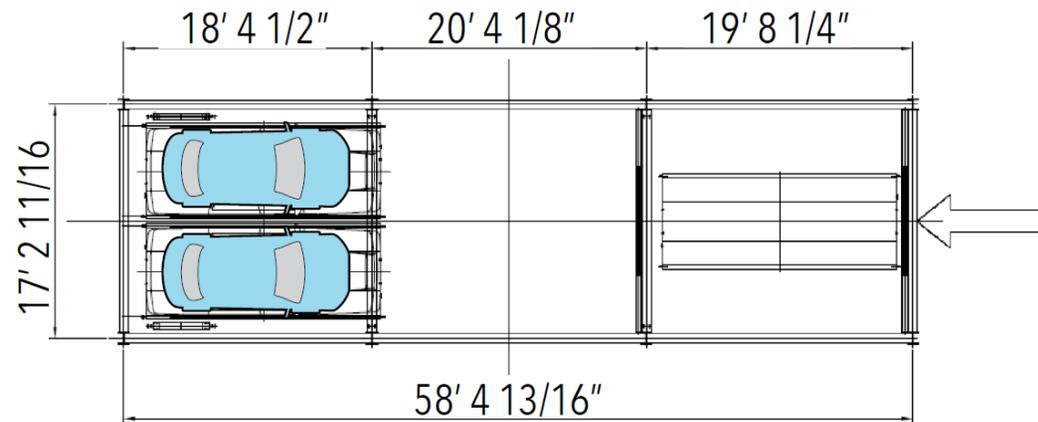


STANDARD MEASUREMENTS

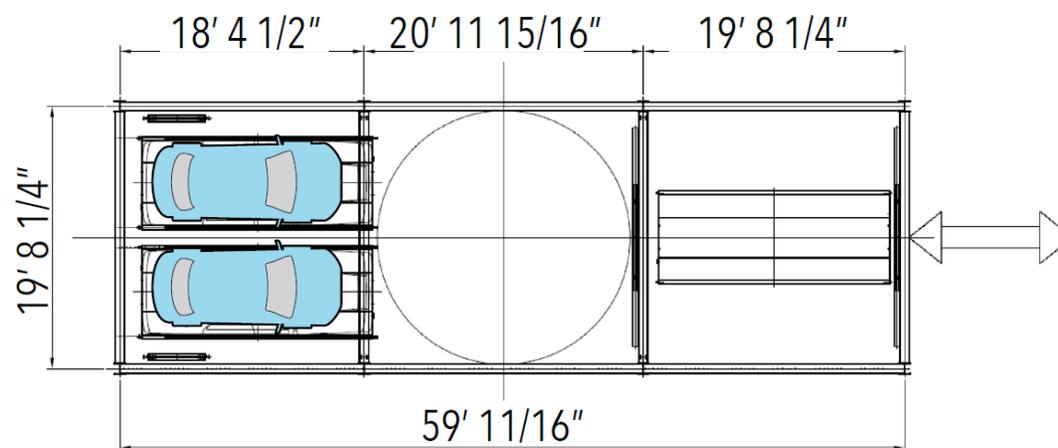


4 CARS PER LEVEL

MODEL A



MODEL B

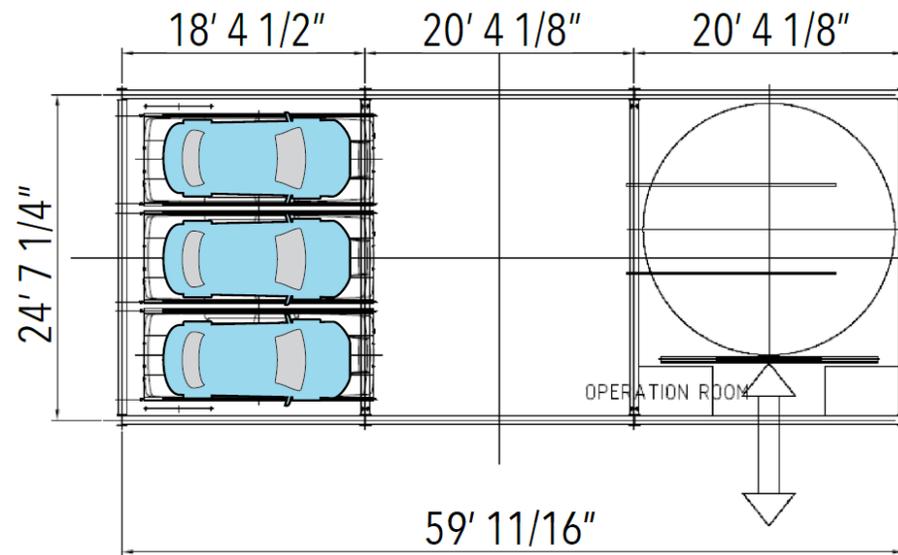


STANDARD MEASUREMENTS

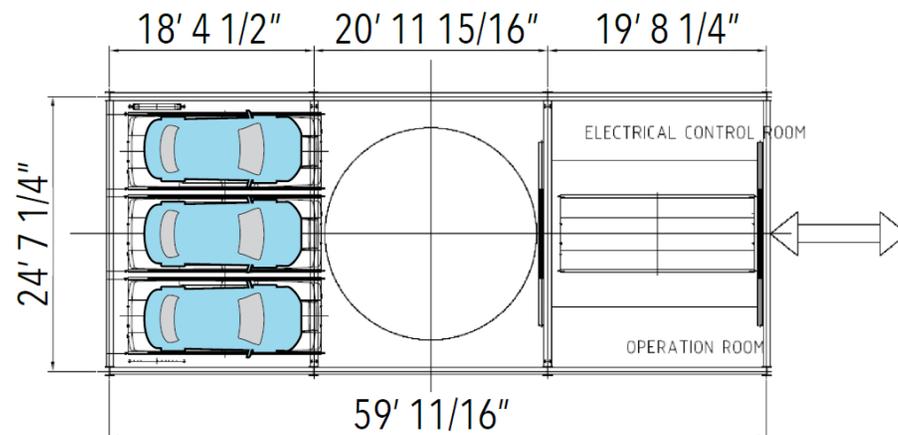


6 CARS PER LEVEL

MODEL A



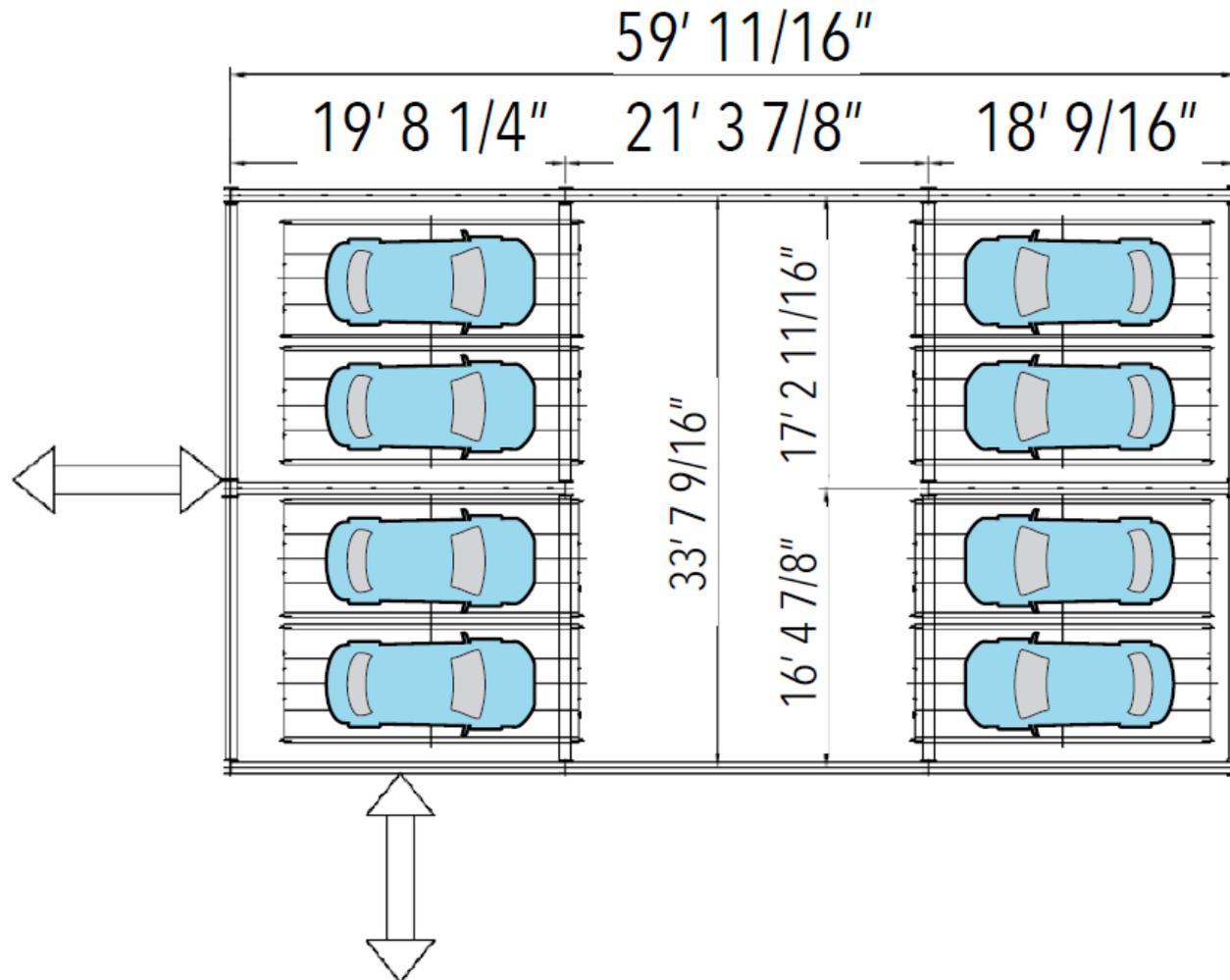
MODEL B



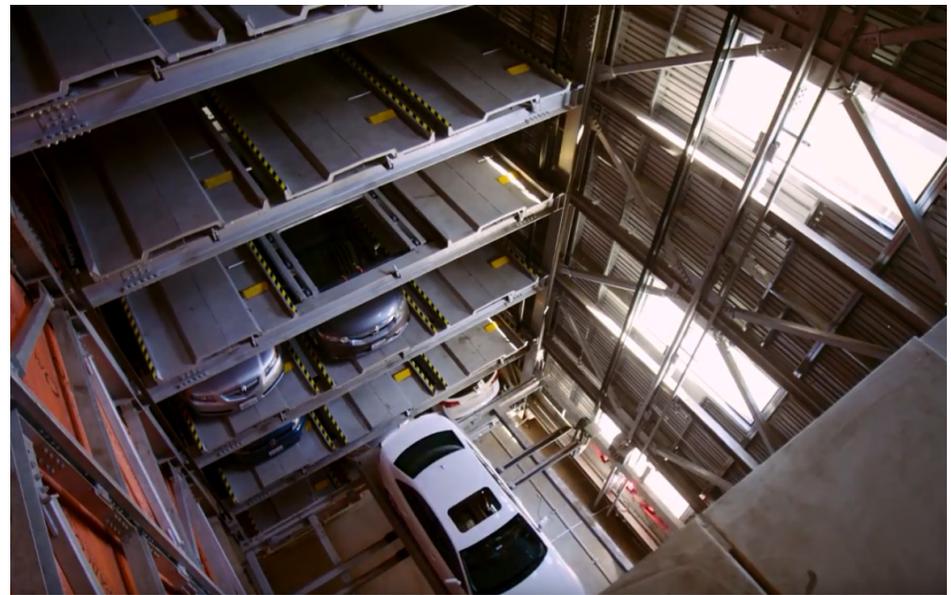
STANDARD MEASUREMENTS



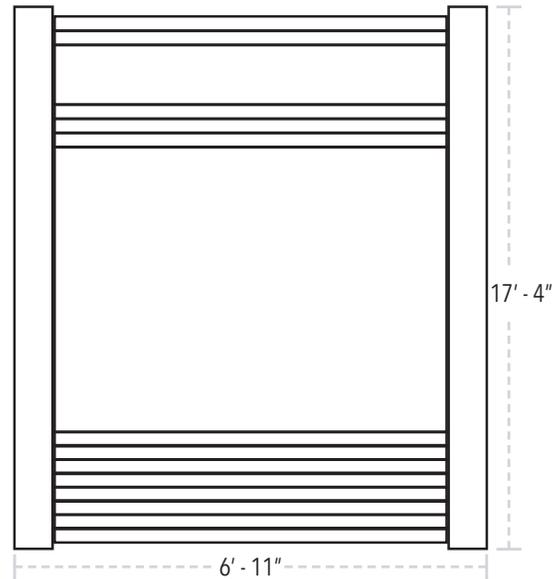
8 CARS PER LEVEL



TOWER



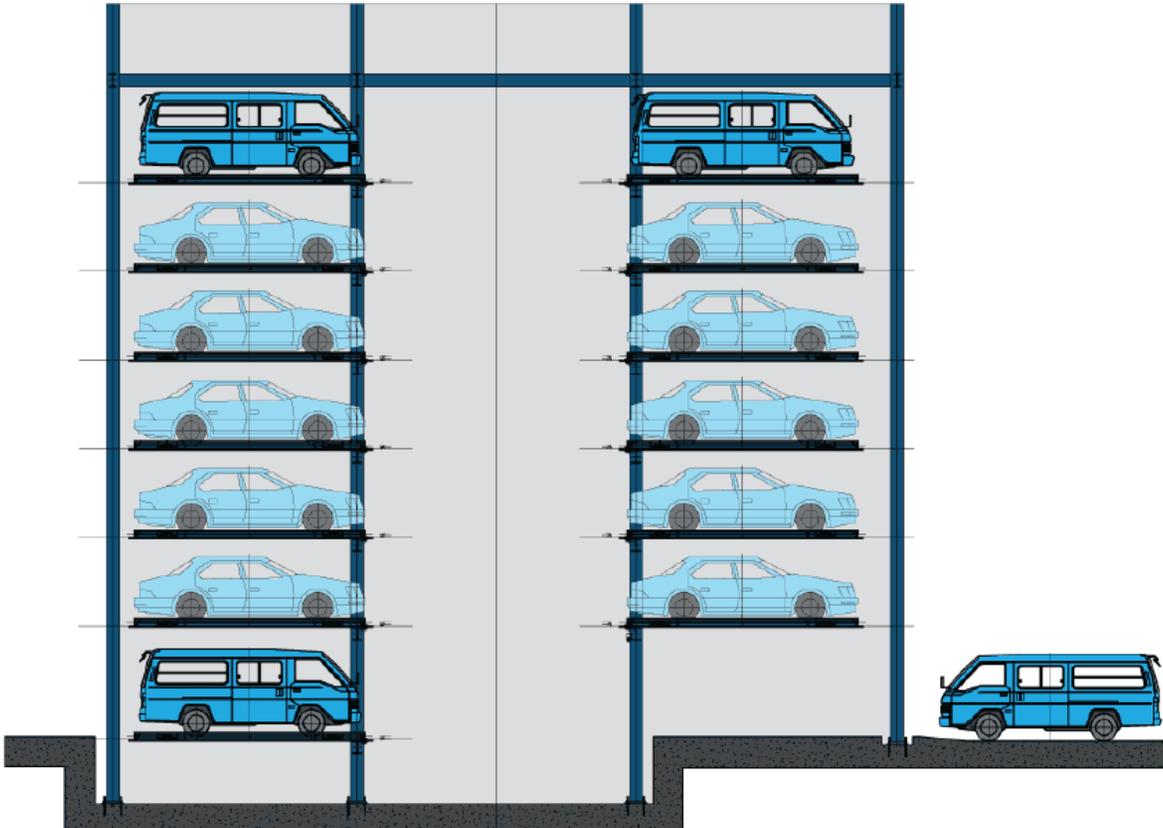
PLATFORM SIZE



CAR FIT GUIDE			
Acura ILX	BMW 3-Series	Honda Civic	Lexus IS
Audi A6	BMW X5	Dodge Durango	Jeep Grand Cherokee
BMW 5-Series	Chrysler 300	Honda CR-V	Volvo XC60
Audi Q5	BMW X	Honda Pilot	Toyota Rav4

Note: Standard load is 5,200 lbs per vehicle. Heavier loads available. Individual cars should be measured for size fit. Above is a sample list of 2016 model cars that can fit on the different platform sizes given a 6' horizontal clear height. This list is not meant to be comprehensive or exhaustive.

USER EXPERIENCE



1. Driver pulls into a bay and exits vehicle.
2. Driver keep keys and receives a retrieval ticket or uses issued fob.
3. Bay door closes after motion detector senses bay is empty of people, animals, etc.
4. Platform is lifted and car is stored.
5. Driver returns to retrieve vehicle and hands attendant their ticket or swipes issued fob.
6. Car is retrieved and rotated to face outwards.
7. Once car is in bay and the lift is no longer in motion, bay door opens.
8. Driver enters vehicle and drives out.





CITYLIFT PARKING

2335 Broadway, Suite 100, Oakland, CA 94612

contact@cityliftparking.com

844.388.0424

www.cityliftparking.com

Oakland | Los Angeles | Chicago | Miami | Boston

Project Comments

Date: Revised Plans Submitted March 25, 2015

To:

<input checked="" type="checkbox"/> Engineering Division (650) 558-7230	<input type="checkbox"/> Fire Division (650) 558-7600
<input type="checkbox"/> Building Division (650) 558-7260	<input type="checkbox"/> Stormwater Division (650) 342-3727
<input type="checkbox"/> Parks Division (650) 558-7334	<input type="checkbox"/> City Attorney (650) 558-7204

From: Planning Staff

Subject: Request for Environmental Review, Design Review, Condo Permit, Parking Variance, and Conditional Use Permit for height for a new 25-unit condominium building at **556 El Camino Real, zoned R-3, APN: 029-111-260**

Staff Review:

1. Please provide information for the auto car stacker.
2. Please provide a site plan of the existing structures along with details of the lot.
3. This project appears to be over 10,000sf. If this is the case, the developer must construct permeant stormwater treatment measures on-site. No additional storm runoff will be allowed from post construction site. More information can be found at: <http://www.flowstobay.org/newdevelopment>
4. For the construction of the basement, please provide information on groundwater levels during wet and dry seasons. A geotech report to back up assumptions for design criteria for foundation and shoring structural calculations is required. Design of backup generator for the groundwater pumps is required.
5. Please provide a ramp profile.
6. Please provide a proposed landscape plan.
7. Please show the street right of way and dimension the driveway approaches.
8. A sewer study will be required for this project.

Reviewed by: M. Quan

Date: 5/8/15

Project Comments

Date: April 20, 2012

To:

<input type="radio"/> Engineering Division (650) 558-7230	<input type="radio"/> Fire Division (650) 558-7600
<input checked="" type="radio"/> Building Division (650) 558-7260	<input type="radio"/> Stormwater Division (650) 342-3727
<input type="radio"/> Parks Division (650) 558-7334	<input type="radio"/> City Attorney (650) 558-7204

From: Planning Staff

Subject: Request for Environmental Review, Design Review, Condo Permit, Parking Variance, and Conditional Use Permit for height for a new 25-unit condominium building at **556 El Camino Real, zoned R-3, APN: 029-111-260**

Staff Review:

(1) Plans submitted for any commercial project must be designed, wet-stamped, and signed by a licensed architect. 1997 Uniform Administrative Code §302.2 and §302.3.

(2) On the plans specify that this project will comply with the 2013 California Building Code, 2013 California Residential Code (where applicable), 2013 California Mechanical Code, 2013 California Electrical Code, and 2013 California Plumbing Code, including all amendments as adopted in Ordinance 1889. Note: If the Planning Commission has not approved the project prior to 5:00 p.m. on December 31, 2016 then this project must comply with the 2016 California Building Codes.

(3) Specify on the plans that this project will comply with the 2013 California Energy Efficiency Standards.

Go to <http://www.energy.ca.gov/title24/2013standards/> for publications and details.

- 4) Provide two completed copies of the attached *Mandatory Measures* with the submittal of your plans for Building Code compliance plan check. In addition, replicate this completed document on the plans. Note: On the Checklist you must provide a reference that indicates the page of the plans on which each Measure can be found.
- 5) Place the following information on the first page of the plans:

"Construction Hours"

Weekdays: 7:00 a.m. – 7:00 p.m.

Saturdays: 9:00 a.m. – 6:00 p.m.

Sundays and Holidays: 10:00 a.m. – 6:00 p.m.

(See City of Burlingame Municipal Code, Section 13.04.100 for details.)

Construction hours in the City Public right-of-way are limited to weekdays and non-City Holidays between 8:00 a.m. and 5:00 p.m.

Note: Construction hours for work in the public right of way must now be included on the plans.

- 6) On the first page of the plans specify the following: "Any hidden conditions that require work to be performed beyond the scope of the building permit issued for these plans may require further City approvals including review by the Planning Commission." The building owner, project designer, and/or contractor must submit a Revision to the City for any work not graphically illustrated on the Job Copy of the plans prior to performing the work.
- 7) Anyone who is doing business in the City must have a current City of Burlingame business license.
- 8) Provide a fully dimensioned site plan which shows the true property boundaries, the location of all structures on the property, existing driveways, and on-site parking.
- 9) This project will be considered a New Building because, according to the City of Burlingame Municipal code, "when additions, alterations or repairs within any twelve-month period exceed fifty percent of the current replacement value of an existing building or structure, as determined by the building official, such building or structure shall be made in its entirety to conform with the requirements for new buildings or structures." This building must comply with the 2013 California Building Code for new structures. BMC 18.07.020

Note: Any revisions to the plans approved by the Building Division must be submitted to, and approved by, the Building Division *prior to the implementation of any work not specifically shown on the plans*. Significant delays can occur if changes made in the field, without City approval, necessitate further review by City departments or the Planning Commission. Inspections cannot be scheduled and will not be performed for work that is not shown on the Approved plans.

- 10) **Due to the extensive nature of this construction project the Certificate of Occupancy will be rescinded once construction begins. A new Certificate of Occupancy will be issued after the project has been finalized. No occupancy of the building is to occur until a new Certificate of Occupancy has been issued.**
- 11) Provide a complete demolition plan that includes a legend and indicates existing walls and features to remain, existing walls and features to be demolished, and new walls and features.
NOTE: A condition of this project approval is that the Demolition Permit will not be issued and, and no work can begin (including the removal of any building components), until a Building Permit has been issued for the project. The property owner is responsible for assuring that no work is authorized or performed.

- 12) When you submit your plans to the Building Division for plan review provide a completed Supplemental Demolition Permit Application. **NOTE: The Demolition Permit will not be issued until a Building Permit is issued for the project.**
- 13) Show the distances from all exterior walls to property lines or to assumed property lines
- 14) Show the dimensions to adjacent structures.
- 15) Obtain a survey of the property lines.
- 16) Rooms that could be used for sleeping purposes must have at least one window or door that complies with the egress requirements. Rooms that could be used for sleeping purposes must have at least one window or door that complies with the egress requirements. ***On the elevation drawings specify the location and the net clear opening height and width of all required egress windows.*** 2013 California Residential Code (CRC) §R310.
- 17) Indicate on the plans that, at the time of Building Permit application, plans and engineering will be submitted for shoring as required by 2013 CBC, Chapter 31 regarding the protection of adjacent property and as required by OSHA. On the plans, indicate that the following will be addressed:
 - a. The walls of the proposed basement shall be properly shored, prior to construction activity. This excavation may need temporary shoring. A competent contractor shall be consulted for recommendations and design of shoring scheme for the excavation. The recommended design type of shoring shall be approved by the engineer of record or soils engineer prior to usage.
 - b. All appropriate guidelines of OSHA shall be incorporated into the shoring design by the contractor. Where space permits, temporary construction slopes may be utilized in lieu of shoring. Maximum allowable vertical cut for the subject project will be five (5) feet. Beyond that horizontal benches of 5 feet wide will be required. Temporary shores shall not exceed 1 to 1 (horizontal to vertical). In some areas due to high moisture content / water table, flatter slopes will be required which will be recommended by the soils engineer in the field.
 - c. If shoring is required, specify on the plans the licensed design professional that has sole responsibility to design and provide adequate shoring, bracing, formwork, etc. as required for the protection of life and property during construction of the building.
 - d. Shoring and bracing shall remain in place until floors, roof, and wall sheathing have been entirely constructed.
 - e. Shoring plans shall be wet-stamped and signed by the engineer-of-record and submitted to the city for review prior to construction. If applicable, include surcharge loads from adjacent structures that are within the zone of influence (45 degree wedge up the slope from the base of the retaining wall) and / or driveway surcharge loads.
- 18) Indicate on the plans that an OSHA permit will be obtained per CAL / OSHA requirements. See the Cal / OSHA handbook at: http://www.ca-osha.com/pdfpubs/osha_userguide.pdf
* Construction Safety Orders : Chapter 4, Subchapter 4, Article 6 , Section 1541.1.
- 19) Indicate on the plans that a Grading Permit, if required, will be obtained from the Department of Public Works.

20) Provide guardrails at all landings. NOTE: All landings more than 30" in height at any point are considered in calculating the allowable lot coverage. Consult the Planning Department for details if your project entails landings more than 30" in height.

21) Provide handrails at all stairs where there are four or more risers. 2013 CBC §1009.

22) Provide lighting at all exterior landings.

23) On the first page of the plans state the Access Regulations that you are using to gain full access compliance. There are five access regulations that may apply to a multi-family residential project in California:

- a. The Architectural Barriers Act of 1969 (ABA)
- b. Section 504 of the Rehabilitation Act of 1973
- c. The Fair Housing Act (FHA)
- d. The Americans with Disabilities Act (ADA)
- e. The California Building Code (CBC), Chapters 11A and 11B.

NOTE: Specify which of the regulations, above, will be used on this project to comply with all accessibility requirements!

24) On the first page of the plans clearly state whether ANY public money, of any kind, will or will not be used to construct this project.

NOTE: Specify if any public money will be used or if no public money will be used!

25) On the first page of the plans clearly state if an application for ANY tax credits have or will be submitted for tax rebates. NOTE: See the 2015 California Code of Regulations, Title IV, §10325 (f)7 (K). In part: "All tax credit recipient projects shall adhere to the provisions of California Building Code 11(B) regarding accessibility to privately owned housing made available for public use."

NOTE: Specify if any tax credits will be submitted!

26) On your plans provide a table that includes the following:

- a. Occupancy group for each area of the building
- b. Type of construction
- c. Allowable area
- d. Proposed area
- e. Allowable height
- f. Proposed height
- g. Proposed fire separation distances
- h. Exterior wall and opening protection
 - i. Allowable
 - ii. Proposed
- i. Indicate sprinklered or non-sprinklered

27) Acknowledge that, when plans are submitted for building code plan check, they will include a complete underground plumbing plan including complete details for the location of all required grease traps and city-required backwater prevention devices.

28) Provide details on the plans which show that the entire site complies with all accessibility standards. NOTE: If full accessible compliance cannot be achieved complete the attached *Request for Unreasonable Hardship*.

29) Specify on the plans the location of all required accessible signage. Include references to separate sheets on the plans which provide details and graphically illustrates the accessible signage requirements.

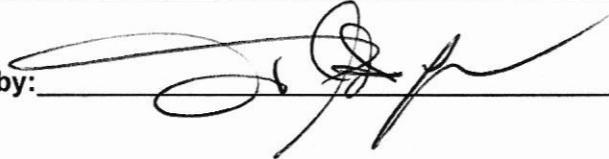
30) Specify the accessible path of travel from the public right of way, through the main entrance, to the area of alteration.

31) Specify an accessible path of travel from all required exits to the public right of way.

- 32) Specify a level landing, slope, and cross slope on each side of the door at all required entrances and exits.
- 33) Provide complete dimensioned details for accessible bathrooms
- 34) Provide details on the plans which show that the building elevator complies with all accessible standards. 2013 CBC §11B-407.
- 35) On the first page of the plans clearly state that all paths of travel and common use spaces will be accessible and all living units will be adaptable.
- 36) Provide details which show that the maneuvering clearances for the bathrooms in each unit are accessible CBC 1127A2.2 #1. (The space under the lavatory can be used but the maneuvering clearance and are allowed to encroach into the knee and toe clearances.)
- 37) Specify whether CBC 1134A.2 option #1 or option #2 will be used for the bathrooms.
- 38) Specify that there will be a clear maneuvering space adjacent to each tub that is at least 30" X 48" measured from the drain end of the tub. CBC 1134A.5
- 39) Specify on the plans that all dwelling unit interior doors will comply with CBC 1132A5.2. Note: Many doors within the unit appear to have only 12" of strike side clearance.
- 40) Where elevators are provided in structures that are four or more stories in height at least one elevator shall be provided for Fire Department emergency access. One elevator must accommodate a stretcher that is 24" x 84". See 2013 CBC §3002.4 for elevator cab dimensions (80" x 54") and other details.
- 41) The second exit appears to terminate at the rear of the property. Provide an exit plan which shows accessible path of travel from the exit to the public right of way per 2013 CBC 1007.2. **NOTE: The path of travel must be at least 48" in width.**
- 42) Private decks and exterior balconies must be accessible and therefore must be 60" in the shortest dimension to allow for a person in a wheelchair to turn around and exit the deck or balcony in the forward direction. Revise the plans to show decks / balconies that are at least 60" in the shortest dimension. UFAS §4.34.2 and §4.2.3 **NOTE: Some of the decks do not comply with this requirement.**
- 43) Please Note: Architects are advised to specify construction dimensions for accessible features that are below the maximum and above the minimum dimension required as construction tolerances generally do not apply to accessible features. See the *California Access Compliance Manual – Interpretive Regulation 11B-8*.
- 44) Provide an exit plan showing the paths of travel
- 45) Revise the plans to show that the egress from the basement area leads directly to the exit of the building or extends to the exterior of the building through an exit passageway. 2013 CBC §1022.1
- 46) Exterior exit balconies, stairways, and ramps shall be located at least ten (10) feet from adjacent lot lines and from other buildings on the same lot unless adjacent building exterior walls and openings are protected in accordance with Section 705 based on fire separation distance. 2013 CBC §1026.5.
- 47) The width of egress courts shall not be less than 44" 2013 CBC §1027.4.1.
- 48) Where an egress court is less than 10 feet in width, the egress court walls shall have not less than one-hour fire-resistance-rated construction for a distance of ten feet above the floor of the court. Openings within such walls shall be protected by not less than ¾-hour fire rated protectives. 2013 CBC §1027.4.2
- 49) Specify the total number of parking spaces on site.
- 50) All NEW non-residential buildings must comply with the requirements of AB-2176 Sec. 42911 (c) [2003 – 2004 Montanez] as follows:
 - a. Space for recycling must be a part of the project design in new buildings.
 - b. A building permit will not be issued unless details are shown on the project plans incorporating adequate storage for collecting and loading recycled materials.

51) Sewer connection fees must be paid prior to issuing the building permit.

NOTE: A written response to the items noted here and plans that specifically address items 1, 2, 3, 16, 23, 24, 25, 27, 28, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 44, and 45, must be re-submitted before this project can move forward for Planning Commission action. The written response must include clear direction regarding where the requested information can be found on the plans.

Reviewed by:  Date: 10-16-2015



2013 CALIFORNIA GREEN BUILDING CODE RESIDENTIAL CHECKLIST

New residential buildings must be designed to include the Green Building mandatory measures specified in this checklist. These Green Building mandatory measures also apply to additions or alterations of existing residential buildings where the addition or alteration increases the buildings conditioned area, volume, or size. These requirements apply only to the specific area of addition or alteration.

Building Permit Number: _____

Site Address: _____

***In the column labeled "Plan Reference"
specify where each Measure can be found on the plans.***

Green Building Measure	Plan Reference
SITE DEVELOPMENT (2013 CGC §4.106)	
A plan has been developed, and will be implemented, to manage storm water drainage during construction. CGC §4.106.2 & §4.106.3	
ENERGY EFFICIENCY (2013 CGC §4.2 and the 2013 California Building Energy Efficiency Standards)	
2013 Energy Code performance compliance documentation must be provided in 8-1/2" X 11" format and must be replicated on the plans.	
Walls with 2 X 6 and larger framing require R-19 insulation §150.0 (c) 2	
Hot water piping insulation §150.0 (j) 2 A ii	
Lighting – new mandatory requirements for indoor rooms. §150.0 (k)	
Duct insulation (R-6) required §150.0 (m) 1	
Duct leakage testing – 6% with air handler and 4% without air handler §150.0 (m) 11	
Return duct design/fan power, airflow testing, and grill sizing requirements §150.0(m)13	
Water heating – 120 volt receptacle < 3 ft., Cat III or IV vent, and gas supply line capacity of at least 200,000 Btu / hour §150.0 (n)	
New third-party HERS verification for ventilation and indoor air quality §150.0 (o)	
New mandatory U-factor (0.58) for fenestration and skylights §150.0 (q)	
Luminaire efficiency levels 2013 California Energy Code Table 150.0 B	
Refrigerant charge verification for ducted package units, mini-splits, and other units §150.1 (c) 7	
Radiant barrier now required in Climate Zone 3 §150.1 (c) 2	
Reduce U-factor (0.32) and SHGC (0.25) for high performance windows §150.1 (c) 3 A	

Green Building Measure	Plan Reference
WATER EFFICIENCY AND CONSERVATION (2013 CGC §4.3)	
Plumbing fixtures (water closets and urinals) will comply with the following: <ol style="list-style-type: none"> 1. The effective flush volume of all water closets will not exceed 1.28 gal / flush. 2013 CGC §4.303.1.1 2. The effective flush volume of urinals will not exceed 0.5 gal / flush. 2013 CGC §4.303.1.2 	
The fittings for faucets and showerheads will have all required standards listed on the plans; 1.5 GPM for faucets and 2.0 GPM for showers. 2013 CGC §4.303.1.3 and 2013 CGC §4.303.1.4	
An automatic irrigation system controller for landscaping will be provided by the builder and installed at the time of final inspection. 2013 CGC §4.304.1	
ENHANCED DURABILITY AND REDUCED MAINTENANCE (2013 CGC §4.406)	
Annular spaces around pipes, electric cables, conduits or other openings in sole/bottom plates at exterior walls will be rodent-proofed by closing such openings with cement mortar, concrete masonry, or similar method acceptable to the enforcing agency. 2013 CGC §4.406.1	
CONSTRUCTION WASTE REDUCTION, DISPOSAL, AND RECYCLING (2013 CGC §4.408)	
A minimum of 60% of the non-hazardous construction and demolition waste generated at the site will be diverted to an offsite recycle, diversion, or salvage facility per City of Burlingame Ordinance # 1704 and 2013 CGC §4.408	
BUILDING MAINTENANCE AND OPERATION (2013 CGC §4.410)	
An operation and maintenance manual will be provided to the building occupant or owner. 2013 CGC §4.410.1	
FIREPLACES (2013 CGC §4.503)	
Any gas fireplaces will be direct-vent, sealed-combustible type. 2013 CGC §4.503.1	
Any wood stove or pellet stove will comply with US EPA Phase II emission limits. 2013 CGC §4.503.1	
POLLUTANT CONTROL (CGC §4.504)	
At the time of rough installation, during storage on the construction site, and until final startup of the heating, cooling and ventilating equipment, all duct and other related air distribution components openings will be covered with tape, plastic, sheet metals, or other methods acceptable to the enforcing agency to reduce the amount of water, dust, or debris that may enter the system. 2013 CGC §4.504.1	
Adhesives, sealants, and caulks used on the project shall follow local and regional air pollution or air quality management district standards. 2013CGC §4.504.2.1	
Paints and coatings will comply with VOC limits per CGC §4.504.2.2	
Aerosol paints and coatings will meet the Product-weighted MIR limits for ROC and other requirements. 2013CGC §4.504.2.3	
Documentation provided verifies compliance with VOC finish materials. 2013 CGC §4.504.2.4	
Carpet system installed in the building interior will meet the testing and product requirements found in the 2013 California Green Building Code. 2013 CGC §4.504.3	
Where resilient flooring is installed, at least 80% of the floor area receiving resilient flooring will comply with the California Green Building Code requirements. 2013 CGC §4.504.4	
Hardwood plywood, particleboard, and medium density fiberboard composite wood products used on the interior and exterior of the building will comply with the low formaldehyde emission standards. 2013 CGC §4.504.5	

Green Building Measure		Plan Reference
INTERIOR MOISTURE CONTROL (2013 CGC §4.505)		
A capillary break will be installed if a slab on grade foundation system is used. The use of a 4" thick base of ½" or larger clean aggregate under a 6 mil vapor retarder with joint lapped not less than 6" will be provided unless an engineered design has been submitted and approved by the Building Division. 2013 CGC §4.505.2 and California Residential Code (CRC) §R506.2.3		
Building materials with visible signs of water damage will not be installed. Wall and floor framing will not be enclosed when the framing members exceed 19% moisture content. Moisture content will be verified prior to finish material being applied. 2013 CGC §4.505.3		
INDOOR AIR QUALITY AND EXHAUST (2013 CGC §4.506)		
Exhaust fans that are ENERGY STAR-compliant, ducted and that terminate outside the building will be provided in every bathroom. 2013 CGC §4.506.1 Unless functioning as a component of a whole-house ventilation system, fans must be controlled by a humidistat. 2013 CGC §4.506.1		
ENVIRONMENTAL COMFORT (CGC §4.507)		
The heating and air-conditioning system will be sized, designed and have their equipment selected using the following methods: <ol style="list-style-type: none"> 1. Heat Loss/Heat Gain values in accordance with ANSI/ACCA 2 Manual J-2004 or equal; 2. Duct systems are sized according to ANSI/ACCA 1, Manual D-2009 or equivalent; 3. Select heating and cooling equipment in accordance with ANSI/ACCA 3, Manual S-2004 or equivalent. 2013 CGC §4.507 		
INSTALLER SPECIAL INSPECTOR QUALIFICATION (2013 CGC §702)		
HVAC system installers will be trained and certified in the proper installation of HVAC systems and equipment by a recognized training/certification program. 2013 CGC §702.1		
VERIFICATION (2013 CGC §703)		
Upon request, verification of compliance with this code may include construction documents, plans, specifications, builder or installer certification, inspection reports, or other methods acceptable to the Building Division that will show substantial conformance with the 2013 Code requirements. 2013 CGC §703.1		
Responsible Designer's Declaration Statement	Contractor's Declaration Statement	
I hereby certify that this project has been designed to meet the requirements of the 2013 Green Building Code.	I hereby certify, as the builder or installer, under permit listed herein, that this project will be constructed to meet the requirements of the 2013 Green Building Code.	
Name:	Name:	
Address:	Address:	
City/State/Zip Code	City/State/Zip Code	
Signature:	Signature:	
Date:	Date:	

Project Comments

Date: Revised Plans Submitted May 22, 2013

To:

<input type="radio"/> Engineering Division (650) 558-7230	<input type="radio"/> Fire Division (650) 558-7600
<input checked="" type="radio"/> Building Division (650) 558-7260	<input type="radio"/> Stormwater Division (650) 342-3727
<input type="radio"/> Parks Division (650) 558-7334	<input type="radio"/> City Attorney (650) 558-7204

From: Planning Staff

Subject: Request for Environmental Review, Design Review, Condo Permit, Parking Variance and Conditional Use Permit for height for a new 25-unit condo building at **556 El Camino Real, zoned R-3, APN: 029-111-260**

Staff Review: N/A

- ① Plans submitted for any commercial project must be designed, wet-stamped, and signed by a licensed architect. 1997 Uniform Administrative Code §302.2 and §302.3.
- ② On the plans specify that this project will comply with the 2013 California Building Code, 2013 California Residential Code (where applicable), 2013 California Mechanical Code, 2013 California Electrical Code, and 2013 California Plumbing Code, including all amendments as adopted in Ordinance 1889. Note: If the Planning Commission has not approved the project prior to 5:00 p.m. on December 31, 2013 then this project must comply with the 2013 California Building Codes.
- ③ Specify on the plans that this project will comply with the 2013 California Energy Efficiency Standards.
Go to <http://www.energy.ca.gov/title24/2013standards/> for publications and details.
- 4) Provide two completed copies of the attached *Mandatory Measures* with the submittal of your plans for Building Code compliance plan check. In addition, replicate this completed document on the plans. Note: On the Checklist you must provide a reference that indicates the page of the plans on which each Measure can be found.
- ⑤ Place the following information on the first page of the plans:
"Construction Hours"
Weekdays: 7:00 a.m. – 7:00 p.m.
Saturdays: 9:00 a.m. – 6:00 p.m.

Sundays and Holidays: 10:00 a.m. – 6:00 p.m.

(See City of Burlingame Municipal Code, Section 13.04.100 for details.)

Construction hours in the City Public right-of-way are limited to weekdays and non-City Holidays between 8:00 a.m. and 5:00 p.m.

Note: Construction hours for work in the public right of way must now be included on the plans.

- 6) On the first page of the plans specify the following: "Any hidden conditions that require work to be performed beyond the scope of the building permit issued for these plans may require further City approvals including review by the Planning Commission." The building owner, project designer, and/or contractor must submit a Revision to the City for any work not graphically illustrated on the Job Copy of the plans prior to performing the work.
- 7) Anyone who is doing business in the City must have a current City of Burlingame business license.
- 8) Provide fully dimensioned plans.
- 9) Provide a fully dimensioned site plan which shows the true property boundaries, the location of all structures on the property, existing driveways, and on-site parking.
- 10) Provide building elevations.
- 11) Any revisions to the plans approved by the Building Division must be submitted to, and approved by, the Building Division *prior to the implementation of any work not specifically shown on the plans*. Significant delays can occur if changes made in the field, without City approval, necessitate further review by City departments or the Planning Commission. Inspections cannot be scheduled and will not be performed for work that is not shown on the Approved plans.
- 12) **Due to the extensive nature of this construction project the Certificate of Occupancy will be rescinded once construction begins. A new Certificate of Occupancy will be issued after the project has been finalized. No occupancy of the building is to occur until a new Certificate of Occupancy has been issued.**
- 13) Provide a complete demolition plan that includes a legend and indicates existing walls and features to remain, existing walls and features to be demolished, and new walls and features.
NOTE: A condition of this project approval is that the Demolition Permit will not be issued and, and no work can begin (including the removal of any building components), until a Building Permit has been issued for the project. The property owner is responsible for assuring that no work is authorized or performed.
- 14) When you submit your plans to the Building Division for plan review provide a completed Supplemental Demolition Permit Application. **NOTE: The Demolition Permit will not be issued until a Building Permit is issued for the project.**
- 15) Show the distances from all exterior walls to property lines or to assumed property lines
- 16) Show the dimensions to adjacent structures.
- 17) Obtain a survey of the property lines.

- 18) Rooms that could be used for sleeping purposes must have at least one window or door that complies with the egress requirements. Rooms that could be used for sleeping purposes must have at least one window or door that complies with the egress requirements. ***On the elevation drawings specify the location and the net clear opening height and width of all required egress windows.*** 2013 California Residential Code (CRC) §R310.
- 19) Indicate on the plans that, at the time of Building Permit application, plans and engineering will be submitted for shoring as required by 2013 CBC, Chapter 31 regarding the protection of adjacent property and as required by OSHA. On the plans, indicate that the following will be addressed:
- a. The walls of the proposed basement shall be properly shored, prior to construction activity. This excavation may need temporary shoring. A competent contractor shall be consulted for recommendations and design of shoring scheme for the excavation. The recommended design type of shoring shall be approved by the engineer of record or soils engineer prior to usage.
 - b. All appropriate guidelines of OSHA shall be incorporated into the shoring design by the contractor. Where space permits, temporary construction slopes may be utilized in lieu of shoring. Maximum allowable vertical cut for the subject project will be five (5) feet. Beyond that horizontal benches of 5 feet wide will be required. Temporary shores shall not exceed 1 to 1 (horizontal to vertical). In some areas due to high moisture content / water table, flatter slopes will be required which will be recommended by the soils engineer in the field.
 - c. If shoring is required, specify on the plans the licensed design professional that has sole responsibility to design and provide adequate shoring, bracing, formwork, etc. as required for the protection of life and property during construction of the building.
 - d. Shoring and bracing shall remain in place until floors, roof, and wall sheathing have been entirely constructed.
 - e. Shoring plans shall be wet-stamped and signed by the engineer-of-record and submitted to the city for review prior to construction. If applicable, include surcharge loads from adjacent structures that are within the zone of influence (45 degree wedge up the slope from the base of the retaining wall) and / or driveway surcharge loads.
- 20) Indicate on the plans that an OSHA permit will be obtained for the shoring* at the excavation in the basement per CAL / OSHA requirements. See the Cal / OSHA handbook at: http://www.ca-osha.com/pdfpubs/osha_userguide.pdf
- * Construction Safety Orders : Chapter 4, Subchapter 4, Article 6 , Section 1541.1.
- 21) Indicate on the plans that a Grading Permit, if required, will be obtained from the Department of Public Works.
- 22) Provide guardrails at all landings. NOTE: All landings more than 30" in height at any point are considered in calculating the allowable lot coverage. Consult the Planning Department for details if your project entails landings more than 30" in height.
- 23) Provide handrails at all stairs where there are four or more risers. 2013 CBC §1009.
- 24) Provide lighting at all exterior landings.
- 25) Provide a title block on the plans that includes the name of the owner(s) and the name, address, and phone number of the project designer.

- 26) On the first page of the plans state the Access Regulations that you are using to gain full access compliance. There are five access regulations that may apply to a multi-family residential project in California:
- The Architectural Barriers Act of 1969 (ABA)
 - Section 504 of the Rehabilitation Act of 1973
 - The Fair Housing Act (FHA)
 - The Americans with Disabilities Act (ADA)
 - The California Building Code (CBC), Chapters 11A and 11B.
- 27) On the first page of the plans clearly whether ANY public money, of any kind, **will or will not** be used to construct this project.
- 28) On the first page of the plans clearly state if an application for ANY tax credits have or will be submitted for tax rebates. NOTE: See the 2015 California Code of Regulations, Title IV, §10325 (f)7 (K). In part: "All tax credit recipient projects shall adhere to the provisions of California Building Code 11(B) regarding accessibility to privately owned housing made available for public use."
- 29) On your plans provide a table that includes the following:
- Occupancy group for each area of the building
 - Type of construction
 - Allowable area
 - Proposed area
 - Allowable height
 - Proposed height
 - Proposed fire separation distances
 - Exterior wall and opening protection
 - Allowable
 - Proposed
 - Indicate sprinklered or non-sprinklered
- 30) Acknowledge that, when plans are submitted for building code plan check, they will include a complete underground plumbing plan including complete details for the location of all city-required backwater prevention devices.
- 31) Provide details on the plans which show that the entire site complies with all accessibility standards. Specifically show compliance with 2013 CBC § 1104A and 1102A.3.
- 32) Specify on the plans the location of all required accessible signage. Include references to separate sheets on the plans which provide details and graphically illustrates the accessible signage requirements.
- 33) Specify an accessible path of travel from all required exits to the public right of way.
- 34) Specify a level landing, slope, and cross slope on each side of the door at all required entrances and exits.
- 35) Provide complete dimensioned details for accessible bathrooms
- 36) Specify a minimum 48" wide walkway with a 6" x 6" concrete curb or a 42" high guardrail where the walkway is adjacent to the drive aisle
- 37) Provide details on the plans which show that the building elevator complies with all accessible standards. 2013 CBC §11B-407.

- 38) On the first page of the plans clearly state that all paths of travel and common use spaces will be accessible.
- 39) Provide details which show that the maneuvering clearances for the bathrooms in each unit are accessible CBC 1127A.2 #1. (The space under the lavatory can be used but the maneuvering clearance and are allowed to encroach into the knee and toe clearances.)
- 40) Provide details which show that the water closet in each unit complies with CBC1134A.7 #1;
- 41) Specify whether CBC 1134A.2 option #1 or option #2 will be used for the bathrooms.
- 42) Specify that there will be a clear maneuvering space adjacent to each tub that is at least 30" X 48" measured from the drain end of the tub. CBC 1134A.5
- 43) Specify that the front approach for the kitchen sink located at the base of a U-shaped kitchen will provide a approach that is at least 30" wide and is centered on the sink. Note: the sinks in Units 12, 23, 33, 43, and 53 will not accommodate the 30" wide front approach required for feet and knee clearance as it is located in a corner.
- 44) Specify that the mail boxes in the lobby will meet maneuvering clearance and reach range requirements.
- 45) Specify on the plans that all dwelling unit interior doors will comply with CBC 1132A5.2. Note: Many doors within the unit appear to have only 12" of strike side clearance.
- 46) Provide a narrative which describes how the automated parking system will comply with accessible Code requirements.
- 47) Revise the plans to show that the accessible path from the automated parking system drop-off point to the bottom landing of the accessible ramp does not cross the drive aisle. 2010 CBC §1109A.7 #3.
- 48) Revise the plans to show a Code compliant accessible ramp at the front entry. Notes: Landing at the main entry door must be 60" perpendicular to the door; Intermediate landing not shown on the plans; the bottom of the "U" must be at least 48" in depth; etc.
- 49) Where elevators are provided in structures that are four or more stories in height at least one elevator shall be provided for Fire Department emergency access. One elevator must accommodate a stretcher that is 24" x 84". See 2013 CBC §3002.4 for elevator cab dimensions (80" x 54") and other details.
- 50) The second exit appears to terminate at the rear of the property. Provide an exit plan which shows accessible path of travel from the exit to the public right of way per 2013 CBC 1007.2.
- 51) Revise the plans to show that the accessible path from the rear of the building to the public right of way is at least 48" in clear width. 2013 CBC § 1113A.1.1.
- 52) Private decks and exterior balconies must be accessible and therefore must be 60" in the shortest dimension to allow for a person in a wheelchair to turn around and exit the deck or balcony in the forward direction. Revise the plans to show decks / balconies that are at least 60" in the shortest dimension. UFAS §4.34.2 and §4.2.3.

53) Please Note: Architects are advised to specify construction dimensions for accessible features that are below the maximum and above the minimum dimension required as construction tolerances generally do not apply to accessible features. See the *California Access Compliance Manual – Interpretive Regulation 11B-8*.

54) Revise the plans to show the 60" required maneuvering clearance on the pull side and 48" required maneuvering clearance on the push side perpendicular to the main entry door per 2013 CBC §11B-404.2.4.1.

55) Revise the plans to show that all exit door swing in the direction of egress travel.

56) The exit stairs shown are not Code compliant. These stairs must be at least 48" in clear width between the handrails per 2013 CBC § 1007.3.

57) Provide an exit plan showing the paths of travel.

58) Specify the total number of parking spaces on site.

59) All NEW non-residential buildings must comply with the requirements of AB-2176 Sec. 42911 (c) [2003 – 2004 Montanez] as follows:

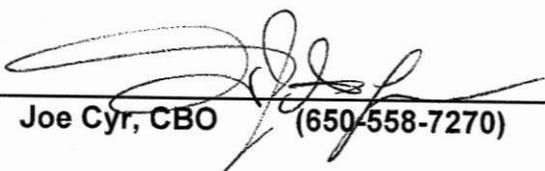
a. Space for recycling must be a part of the project design in new buildings.

b. A building permit will not be issued unless details are shown on the project plans incorporating adequate storage for collecting and loading recycled materials.

60) Sewer connection fees must be paid prior to issuing the building permit.

NOTE: A written response to the items noted here and plans that specifically address items 1, 2, 3, 5, 6, 8, 9, 13, 15, 16, 18, 19, 20, 21, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 54, 55, 56, 57, 58, and 59 must be re-submitted before this project can move forward for Planning Commission action. The written response must include clear direction regarding where the requested information can be found on the plans.

Reviewed by:


Joe Cyr, CBO

(650-558-7270)

Date: 7-17-2015



2013 CALIFORNIA GREEN BUILDING CODE RESIDENTIAL CHECKLIST

New residential buildings must be designed to include the Green Building mandatory measures specified in this checklist. These Green Building mandatory measures also apply to additions or alterations of existing residential buildings where the addition or alteration increases the buildings conditioned area, volume, or size. These requirements apply only to the specific area of addition or alteration.

Building Permit Number: _____

Site Address: _____

***In the column labeled "Plan Reference"
specify where each Measure can be found on the plans.***

Green Building Measure	Plan Reference
SITE DEVELOPMENT (2013 CGC §4.106)	
A plan has been developed, and will be implemented, to manage storm water drainage during construction. CGC §4.106.2 & §4.106.3	
ENERGY EFFICIENCY (2013 CGC §4.2 and the 2013 California Building Energy Efficiency Standards)	
2013 Energy Code performance compliance documentation must be provided in 8-1/2" X 11" format and must be replicated on the plans.	
Walls with 2 X 6 and larger framing require R-19 insulation §150.0 (c) 2	
Hot water piping insulation §150.0 (j) 2 A ii	
Lighting – new mandatory requirements for indoor rooms. §150.0 (k)	
Duct insulation (R-6) required §150.0 (m) 1	
Duct leakage testing – 6% with air handler and 4% without air handler §150.0 (m) 11	
Return duct design/fan power, airflow testing, and grill sizing requirements §150.0(m)13	
Water heating – 120 volt receptacle < 3 ft., Cat III or IV vent, and gas supply line capacity of at least 200,000 Btu / hour §150.0 (n)	
New third-party HERS verification for ventilation and indoor air quality §150.0 (o)	
New mandatory U-factor (0.58) for fenestration and skylights §150.0 (q)	
Luminaire efficiency levels 2013 California Energy Code Table 150.0 B	
Refrigerant charge verification for ducted package units, mini-splits, and other units §150.1 (c) 7	
Radiant barrier now required in Climate Zone 3 §150.1 (c) 2	
Reduce U-factor (0.32) and SHGC (0.25) for high performance windows §150.1 (c) 3 A	

Green Building Measure	Plan Reference
WATER EFFICIENCY AND CONSERVATION (2013 CGC §4.3)	
Plumbing fixtures (water closets and urinals) will comply with the following: <ol style="list-style-type: none"> 1. The effective flush volume of all water closets will not exceed 1.28 gal / flush. 2013 CGC §4.303.1.1 2. The effective flush volume of urinals will not exceed 0.5 gal / flush. 2013 CGC §4.303.1.2 	
The fittings for faucets and showerheads will have all required standards listed on the plans; 1.5 GPM for faucets and 2.0 GPM for showers. 2013 CGC §4.303.1.3 and 2013 CGC §4.303.1.4	
An automatic irrigation system controller for landscaping will be provided by the builder and installed at the time of final inspection. 2013 CGC §4.304.1	
ENHANCED DURABILITY AND REDUCED MAINTENANCE (2013 CGC §4.406)	
Annular spaces around pipes, electric cables, conduits or other openings in sole/bottom plates at exterior walls will be rodent-proofed by closing such openings with cement mortar, concrete masonry, or similar method acceptable to the enforcing agency. 2013 CGC §4.406.1	
CONSTRUCTION WASTE REDUCTION, DISPOSAL, AND RECYCLING (2013 CGC §4.408)	
A minimum of 60% of the non-hazardous construction and demolition waste generated at the site will be diverted to an offsite recycle, diversion, or salvage facility per City of Burlingame Ordinance # 1704 and 2013 CGC §4.408	
BUILDING MAINTENANCE AND OPERATION (2013 CGC §4.410)	
An operation and maintenance manual will be provided to the building occupant or owner. 2013 CGC §4.410.1	
FIREPLACES (2013 CGC §4.503)	
Any gas fireplaces will be direct-vent, sealed-combustible type. 2013 CGC §4.503.1	
Any wood stove or pellet stove will comply with US EPA Phase II emission limits. 2013 CGC §4.503.1	
POLLUTANT CONTROL (CGC §4.504)	
At the time of rough installation, during storage on the construction site, and until final startup of the heating, cooling and ventilating equipment, all duct and other related air distribution components openings will be covered with tape, plastic, sheet metals, or other methods acceptable to the enforcing agency to reduce the amount of water, dust, or debris that may enter the system. 2013 CGC §4.504.1	
Adhesives, sealants, and caulks used on the project shall follow local and regional air pollution or air quality management district standards. 2013CGC §4.504.2.1	
Paints and coatings will comply with VOC limits per CGC §4.504.2.2	
Aerosol paints and coatings will meet the Product-weighted MIR limits for ROC and other requirements. 2013CGC §4.504.2.3	
Documentation provided verifies compliance with VOC finish materials. 2013 CGC §4.504.2.4	
Carpet system installed in the building interior will meet the testing and product requirements found in the 2013 California Green Building Code. 2013 CGC §4.504.3	
Where resilient flooring is installed, at least 80% of the floor area receiving resilient flooring will comply with the California Green Building Code requirements. 2013 CGC §4.504.4	
Hardwood plywood, particleboard, and medium density fiberboard composite wood products used on the interior and exterior of the building will comply with the low formaldehyde emission standards. 2013 CGC §4.504.5	

Project Comments

Date: November 1, 2016

To:

<input type="checkbox"/> Engineering Division (650) 558-7230	<input type="checkbox"/> Fire Division (650) 558-7600
<input type="checkbox"/> Building Division (650) 558-7260	<input type="checkbox"/> Stormwater Division (650) 342-3727
<input checked="" type="checkbox"/> Parks Division (650) 558-7334	<input type="checkbox"/> City Attorney (650) 558-7204

From: Planning Staff

Subject: Request for Application for Condominium Permit, Design Review, and Conditional Use Permit for building height for a new five-story, 21-unit residential condominium with below-grade parking at **556 El Camino Real, zoned R-3, APN: 029-111-260**

Staff Review:

① Removal of eucalyptus tree on El Camino would require permit from CalTrans since tree is in their right-of-way

② a replacement tree will be required in planter strip if tree is removed.

Reviewed by: 

Date: 11/7/16

Project Comments

Date: Revised Plans Submitted March 25, 2015

To:

<input type="checkbox"/> Engineering Division (650) 558-7230	<input type="checkbox"/> Fire Division (650) 558-7600
<input type="checkbox"/> Building Division (650) 558-7260	<input type="checkbox"/> Stormwater Division (650) 342-3727
<input checked="" type="checkbox"/> Parks Division (650) 558-7334	<input type="checkbox"/> City Attorney (650) 558-7204

From: Planning Staff

Subject: Request for Environmental Review, Design Review, Condo Permit, Parking Variance, and Conditional Use Permit for height for a new 25-unit condominium building at 556 El Camino Real, zoned R-3, APN: 029-111-260

Staff Review:

1. Landscape plan required.
2. 1 landscape tree required for every 2000 sq ft of lot coverage as per Urban Reforestation Ordinance
3. No protected size tree may be removed without permit from Parks Division

Reviewed by: BD

Date: 4/30/15

Project Comments

Date: April 20, 2012

To:

<input type="radio"/> Engineering Division (650) 558-7230	<input checked="" type="radio"/> Fire Division (650) 558-7600
<input type="radio"/> Building Division (650) 558-7260	<input type="radio"/> Stormwater Division (650) 342-3727
<input type="radio"/> Parks Division (650) 558-7334	<input type="radio"/> City Attorney (650) 558-7204

From: Planning Staff

Subject: Request for Environmental Review, Design Review, Condo Permit, Parking Variance, and Conditional Use Permit for height for a new 25-unit condominium building at **556 El Camino Real, zoned R-3, APN: 029-111-260**

Staff Review:

Fire apparatus access road requirements are not met in this plan submittal, the furthest point of the rear portion of the building still exceeds 150' from a fire apparatus access road.

One option in lieu of this requirement, if the owner chooses, is to submit an Alternate Means of Protection application to the Fire Department explaining how the fire apparatus access road requirement will be mitigated. One alternative is to extend the two stairwells as stair enclosures/penthouses to the roof and add standpipe hose outlets at each stairwell roof opening. In order to consider this alternative for approval, the Alternate Means of Protection application must be submitted, with associated application review costs paid at the time of submittal.

Reviewed by: Christine Reed



Date: 12-16-15

Project Comments

Date: October 30, 2015

To:

<input type="radio"/> Engineering Division (650) 558-7230	<input checked="" type="radio"/> Fire Division (650) 558-7600
<input type="radio"/> Building Division (650) 558-7260	<input type="radio"/> Stormwater Division (650) 342-3727
<input type="radio"/> Parks Division (650) 558-7334	<input type="radio"/> City Attorney (650) 558-7204

From: Planning Staff

Subject: Request for Environmental Review, Design Review, Condo Permit, Parking Variance, and Conditional Use Permit for height for a new 25-unit condominium building at **556 El Camino Real, zoned R-3, APN: 029-111-260**

Staff Review:

1. The building shall be equipped with an approved NFPA 13 sprinkler system. 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.
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. In speaking with the water department, the existing water line was installed in 1914 and has poor water pressure and delivery. It is recommended that the designer consult a fire protection engineer prior to proceeding to investigate the need and installation of a fire pump. Current water pressures most definitely will not be adequate supply 100PSI at standpipe outlets to the roof or provide enough pressure to support a fire sprinkler system.
6. The furthest point of the building from fire department access exceeds more than 150 feet in distance. Provide a fire apparatus access road within 150' of the furthest point of the building. Access road shall be at least 20' wide and 13'6" high clear. CFC 503.
7. Provide all-weather surface pedestrian walkway on south side of building for emergency use.

C Reed 11/3/15

8. The building shall be equipped with an approved Class I NFPA 14 Standpipe System. The standpipe system shall be submitted and approved by the Central County Fire Department prior to installation. The system shall be approved, installed and operable prior to construction of the fourth story of the structure.

9. A manual and automatic fire alarm system shall be installed throughout the building.

10. Vehicle storage area shall have at least one exit or access to one exit. CBC 1021.2.

11. Vehicle automatic rack storage shall have a manually activated emergency shutdown switch for use by emergency personnel. Location and identification of switch to be approved by the Fire Department. CFC 3209.4

12. Elevator car shall be sized to accommodate an ambulance stretcher of 24" x 84".

13. Elevator machine room(s) shall be constructed with the minimum fire rating as the elevator hoistway, including all openings. Fire sprinkler coverage shall not be provided in room. Do not install elevator shunt trip. Burlingame Municipal Code 17.04.100.

Creed 11/3/15

Project Comments

Date: Revised Plans Submitted March 25, 2015

To:

<input type="radio"/> Engineering Division (650) 558-7230	<input checked="" type="radio"/> Fire Division (650) 558-7600
<input type="radio"/> Building Division (650) 558-7260	<input type="radio"/> Stormwater Division (650) 342-3727
<input type="radio"/> Parks Division (650) 558-7334	<input type="radio"/> City Attorney (650) 558-7204

From: Planning Staff

Subject: Request for Environmental Review, Design Review, Condo Permit, Parking Variance, and Conditional Use Permit for height for a new 25-unit condominium building at **556 El Camino Real, zoned R-3, APN: 029-111-260**

Staff Review:

All comments from November 1, 2013 still apply as re-submitted set received March 25, 2015.

Reviewed by:



Date:

7 May 15

Project Comments

Date: Revised Plans Submitted October 30, 2013

To:

<input type="radio"/> Engineering Division (650) 558-7230	<input checked="" type="checkbox"/> Fire Division (650) 558-7600
<input type="radio"/> Building Division (650) 558-7260	<input type="radio"/> Stormwater Division (650) 342-3727
<input type="radio"/> Parks Division (650) 558-7334	<input type="radio"/> City Attorney (650) 558-7204

From: Planning Staff

Subject: Request for Environmental Review, Design Review, Condo Permit, Parking Variance, and Conditional Use Permit for height for a new 25-unit condominium building at **556 El Camino Real, zoned R-3, APN: 029-111-260**

Staff Review:

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. The system shall be electronically monitored by an approved central receiving station.
2. 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.
3. The building shall be equipped with an approved Class I NFPA 14 Standpipe 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 four story of the structure.**
4. The fire protection underground shall be submitted and approved by the Burlingame Building Department prior to installation.
5. **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.**
6. **In speaking with the water department, the existing water line was installed in 1914 and has poor water pressure and delivery. It is recommended that the designer consult a fire protection engineer prior to proceeding to investigate the need and installation of a fire pump. Current water pressures most definitely will not be adequate supply 100PSI at standpipe outlets to the roof or provide enough pressure to support a fire sprinkler system.**
7. A fire alarm system shall be installed throughout the building complying with the Fire Code.
8. The further point of the building from fire department access exceeds more than 150 feet in distance. See §902, UFC

Reviewed by:



Date: 1 Nov 13

Project Comments

Date: Revised Plans Submitted March 25, 2015

To:

<input type="radio"/> Engineering Division (650) 558-7230	<input type="radio"/> Fire Division (650) 558-7600
<input type="radio"/> Building Division (650) 558-7260	<input checked="" type="radio"/> Stormwater Division (650) 342-3727
<input type="radio"/> Parks Division (650) 558-7334	<input type="radio"/> City Attorney (650) 558-7204

From: Planning Staff

Subject: Request for Environmental Review, Design Review, Condo Permit, Parking Variance, and Conditional Use Permit for height for a new 25-unit condominium building at **556 El Camino Real, zoned R-3, APN: 029-111-260**

Staff Review:

Project proponent previously submitted a completed stormwater checklist and verified the applicability of C.3 requirements (s). Proponent submitted and proposed several site design measures to comply with the C.3 requirements. Previous stormwater comments remain in effect and shall be addressed during the building permit issuance process. No additional comments.

Please contact Kiley Kinnon, NPDES Stormwater Coordinator, for assistance at (650) 342-3727.

Reviewed by:

KJK

Date:

04/29/15

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov



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Help save water!*

March 9, 2017

SCH # 2017022015
GTS # 04-SM-2017-00079
SM- 82 - 13.759

Mr. Kevin Gardiner
City of Burlingame
501 Primrose Road
Burlingame, CA 94010

556 El Camino Real Project– Mitigated Negative Declaration

Dear Mr. Gardiner:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 556 El Camino Real Project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), the Caltrans mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. While the City did not provide the project application for this project, since applications are the only form of early notification for MNDs, they are particularly beneficial in helping us identify critical project issues early in the CEQA process. This saves time and effort for both the applicant and agencies during project review. Our comments are based on the February 2017 Mitigated Negative Declaration (MND).

Project Understanding

The applicant proposes to demolish an existing 14-unit apartment complex and associated improvements to construct a five-story, 21-unit condominium building. The multi-family residential building would include a below-grade parking garage for 35 vehicles, two parking spaces above ground for delivery/guest vehicles, lobby, and five stories of condominium units above the parking garage. The project proposes approximately ten three-bedroom units; eight two-bedroom units; and three one-bedroom units for a total of 21 condominium units. The proposed units range in size from 630 to 1,955 square feet.

RECEIVED

MAR -9 2017

CITY OF BURLINGAME
CDD-PLANNING DIV.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

The overall proposed height is 55 feet to the top of the roof. The proposed project would be set back approximately 27 feet from the western property line on State Route (SR) 82 (El Camino Real). The proposed building would also be set back approximately 10 feet from the adjacent residential property lines to the north and south and approximately 21 feet from the eastern property line. Building Americans with Disabilities Act (ADA) ramps, stairs, and patios will extend into the proposed setbacks. The project site will be accessed via two driveways on SR 82.

Lead Agency

As the Lead Agency, the City of Burlingame is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This includes any required improvements to the STN or reductions in VMT. Any required improvements should be completed prior to issuance of the Building Permit. We strongly recommend the City of Burlingame pursue early coordination with Caltrans to address any potential site access issues. Time and money can be saved if this coordination occurs prior to submittal of an Encroachment Permit application. See the end of this letter for more information on the Encroachment Permit process.

Traffic Operations

Please analyze and address the potential left-turn conflicts from southbound SR 82 traffic onto the project site, and recommend mitigation where appropriate. If there is no reasonable mitigation at this time, the project sponsor shall provide fair share fees for future traffic mitigation in the project vicinity.

Vehicle Trip Reduction

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 2: Close-in Compact Communities** (Corridors) where location efficiency factors, such as community design, are moderate and regional accessibility is strong. The Association of Bay Area Governments (ABAG) has identified the project location as a planned Priority Development Area, which emphasizes mixed-use and transit and pedestrian connectivity. Given the project's place type in a designated PDA and the intensification of use, it should include a robust Transportation Demand Management (TDM) Program to reduce auto trips, VMT and greenhouse gas emissions. Such measures will be critical in order to facilitate efficient transportation access to and from the site and reduce transportation impacts associated with the project. The measures listed below will promote smart mobility and reduce regional VMT.

- Subsidize transit passes on an ongoing basis for BART connecting transit service, such as SamTrans' El Camino Real (ECR) Service and Bus Route 397;

- Lower parking ratios;
- Project design to encourage walking, bicycling and convenient transit access;
- Designated bicycle parking;
- Parking cash out/parking pricing;
- Charging stations and designated parking spaces for electric vehicles
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Cultural Resources

Section 4.4 Cultural Resources (pages 40-44) of the Initial Study does not mention the Howard-Ralston Eucalyptus Tree Row, which is listed on the National Register of Historic Places and is a State-owned historical resource within the project area. The City of Burlingame must include a discussion of the tree row, which should present an analysis of the project's potential to impact the tree row as a whole, such as changes to the setting of the tree row, as well as impacts to any of the individual trees, such as the removal of one non-historic contributor to the tree row.

As a Caltrans encroachment permit is required, in compliance with Public Resource Code (PRC) 5024, the City of Burlingame will need to conduct cultural resource technical studies to specifically address the Howard-Ralston Eucalyptus Tree Row and the removal of one tree that is a non-historic contributor. These studies must be prepared in accordance with the Caltrans-SHPO PRC 5024 MOU (http://www.dot.ca.gov/ser/vol2/5024mou_15.pdf) and the Caltrans Standard Environmental Reference (SER) Chapter 2 (<http://www.dot.ca.gov/ser/vol2/vol2.htm>). All cultural resource technical studies for work within Caltrans right-of-way (ROW) must be reviewed and approved by the Caltrans District 4 Office of Cultural Resource Studies (OCRS).

Section 4.5.2.1 Native American Resources cites that Native American consultation as not been conducted as no tribes have requested notice under Assembly Bill (AB) 52. However, pursuant to Caltrans' responsibilities per PRC 5024, we require that the City of Burlingame conduct Native American consultation by requesting a Sacred Lands file search from the Native American Heritage Commission (NAHC) and reaching out to the list of contacts provided by the NAHC as tribes, groups, and individuals who are interested in the project area and may have knowledge of Tribal Cultural Resources, Traditional Cultural Properties, or other sacred sites.

An encroachment permit will not be issued until Caltrans is fully satisfied that the City of Burlingame is in compliance with CEQA and PRC 5024. We highly recommend early

Mr. Gardiner, City of Burlingame
March 9, 2017
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coordination before the submittal of an encroachment permit application, and we are available for a meeting to further discuss Caltrans' requirements.

Transportation Management Plan

Where vehicular, bicycle, and pedestrian traffic may be impacted during the construction of the proposed project requiring traffic restrictions and detours, a Caltrans-approved Transportation Management Plan (TMP) is required. Pedestrian and bicycle access through the construction zone must be maintained at all times and comply with the Americans with Disabilities Act (ADA) regulations. See Caltrans' *Temporary Pedestrian Facilities Handbook* for maintaining pedestrian access and meeting ADA requirements during construction at:

http://www.dot.ca.gov/hq/construc/safety/Temporary_Pedestrian_Facilities_Handbook.pdf

See also Caltrans' Traffic Operations Policy Directive 11-01 "Accommodating Bicyclists in Temporary Traffic Control Zones" at: www.dot.ca.gov/trafficops/policy/11-01.pdf.

All curb ramps and pedestrian facilities located within the limits of the project are required to be brought up to current ADA standards as part of this project. The TMP must also comply with the requirements of corresponding jurisdictions. For further TMP assistance, please contact the Caltrans District 4 Office of Traffic Management Operations at (510) 286-4579. Further traffic management information is available at the following website:

www.dot.ca.gov/hq/traffops/trafmgmt/tmp_lcs/index.htm.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an Encroachment Permit that is issued by Caltrans. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed Encroachment Permit application, the adopted environmental document, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process.

David Salladay, District Office Chief
Office of Permits, MS 5E
California Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

See the following website for more information:

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

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<http://www.dot.ca.gov/trafficops/ep/index.html>

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jannette Ramirez at 510-286-5535 or jannette.ramirez@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

**RESPONSES TO COMMENTS ON THE
556 EL CAMINO REAL CONDOMINIUM PROJECT INITIAL STUDY**

**A. RESPONSES TO COMMENTS FROM THE CALIFORNIA DEPARTMENT OF
TRANSPORTATION, DATED MARCH 9, 2017**

COMMENT A – 1: Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 556 El Camino Real Project. In tandem with the Metropolitan Transportation Commission’s (MTC) Sustainable Communities Strategy (SCS), the Caltrans mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans’ Strategic Management Plan 2015-2020 aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. While the City did not provide the project application for this project, since applications are the only form of early notification for MNDs, they are particularly beneficial in helping us identify critical project issues early in the CEQA process. This saves time and effort for both the applicant and agencies during project review. Our comments are based on the February 2017 Mitigated Negative Declaration (MND).

Project Understanding

The applicant proposes to demolish an existing 14-unit apartment complex and associated improvements to construct a five-story, 21-unit condominium building. The multi-family residential building would include a below-grade parking garage for 35 vehicles, two parking spaces above ground for delivery/guest vehicles, lobby, and five stories of condominium units above the parking garage. The project proposes approximately ten three-bedroom units; eight two-bedroom units; and three one-bedroom units for a total of 21 condominium units. The proposed units range in size from 630 to 1,955 square feet.

The overall proposed height is 55 feet to the top of the roof. The proposed project would be set back approximately 27 feet from the western property line on State Route (SR) 82 (El Camino Real). The proposed building would also be set back approximately 10 feet from the adjacent residential property lines to the north and south and approximately 21 feet from the eastern property line. Building Americans with Disabilities Act (ADA) ramps, stairs, and patios will extend into the proposed setbacks. The project site will be accessed via two driveways on SR 82.

Lead Agency

As the Lead Agency, the City of Burlingame is responsible for all project mitigation, including any needed improvements to the STN. The project’s fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This includes any required improvements to the STN or reductions in VMT. Any required improvements should be completed prior to issuance of the Building Permit. We strongly recommend the City of Burlingame pursue early coordination with Caltrans to address any potential site access issues. Time and money can be saved if this coordination occurs prior to submittal of an Encroachment Permit application. See the end of this letter for more information on the Encroachment Permit process.

RESPONSE A – 1: The applicant has submitted an application to Caltrans for an Encroachment Permit for the proposed replacement of existing driveways on El Camino Real

(SR 82) to accommodate the project. No improvements to the State Transportation Network are proposed or required for the project.

COMMENT A – 2: Traffic Operations

Please analyze and address the potential left-turn conflicts from southbound SR 82 traffic onto the project site, and recommend mitigation where appropriate. If there is no reasonable mitigation at this time, the project sponsor shall provide fair share fees for future traffic mitigation in the project vicinity.

RESPONSE A – 2: Based on a traffic queuing analysis completed to analyze the project design for potential queues extending on to SR 82, the proposed development would result in seven total inbound trips during the PM peak hour when residents are assumed to be returning home. The project would increase development on the site by seven units and, therefore, would result in up to three additional vehicles making left-turns into the site during the PM peak hour. The slight increase of three additional vehicles making left-turns into the project site would not have a significant effect on traffic operations on SR 82.

COMMENT A – 3: Vehicle Trip Reduction

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as Place Type 2: Close-in Compact Communities (Corridors) where location efficiency factors, such as community design, are moderate and regional accessibility is strong. The Association of Bay Area Governments (ABAG) has identified the project location as a planned Priority Development Area, which emphasizes mixed-use and transit and pedestrian connectivity. Given the project's place type in a designated PDA and the intensification of use, it should include a robust Transportation Demand Management (TDM) Program to reduce auto trips, VMT and greenhouse gas emissions. Such measures will be critical in order to facilitate efficient transportation access to and from the site and reduce transportation impacts associated with the project. The measures listed below will promote smart mobility and reduce regional VMT.

- Subsidize transit passes on an ongoing basis for BART connecting transit service, such as SamTrans' El Camino Real (ECR) Service and Bus Route 397;
- Lower parking ratios;
- Project design to encourage walking, bicycling and convenient transit access;
- Designated bicycle parking;
- Parking cash out/parking pricing;
- Charging stations and designated parking spaces for electric vehicles
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

For additional TDM options, please refer to the Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). The reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

RESPONSE A – 3: The project is located within the Downtown Specific Plan area which provides reduced parking ratios that the project is consistent with. The project site is also located less than three-quarters of a mile from the Burlingame Caltrain Station which is easily accessible from the site along pedestrian-friendly streets with crosswalks at major

intersections. Bike parking would also be provided in the basement garage of the building. The project, therefore, incorporates applicable TDM measures based on its size and type.

COMMENT A – 4: *Cultural Resources*

Section 4.4 Cultural Resources (pages 40-44) of the Initial Study does not mention the Howard-Ralston Eucalyptus Tree Row, which is listed on the National Register of Historic Places and is a State-owned historical resource within the project area. The City of Burlingame must include a discussion of the tree row, which should present an analysis of the project's potential to impact the tree row as a whole, such as changes to the setting of the tree row, as well as impacts to any of the individual trees, such as the removal of one non-historic contributor to the tree row.

As a Caltrans encroachment permit is required, in compliance with Public Resource Code (PRC) 5024, the City of Burlingame will need to conduct cultural resource technical studies to specifically address the Howard-Ralston Eucalyptus Tree Row and the removal of one tree that is a non-historic contributor. These studies must be prepared in accordance with the Caltrans-SHPO PRC 5024 MOU (http://www.dot.ca.gov/ser/vol2/5024mou_15.pdf) and the Caltrans Standard Environmental Reference (SER) Chapter 2 (<http://www.dot.ca.gov/ser/vol2/vol2.htm>). All cultural resource technical studies for work within Caltrans right-of-way (ROW) must be reviewed and approved by the Caltrans District 4 Office of Cultural Resource Studies (OCRS).

Section 4.5.2.1 Native American Resources cites that Native American consultation as not been conducted as no tribes have requested notice under Assembly Bill (AB) 52. However, pursuant to Caltrans' responsibilities per PRC 5024, we require that the City of Burlingame conduct Native American consultation by requesting a Sacred Lands file search from the Native American Heritage Commission (NAHC) and reaching out to the list of contacts provided by the NAHC as tribes, groups, and individuals who are interested in the project area and may have knowledge of Tribal Cultural Resources, Traditional Cultural Properties, or other sacred sites.

An encroachment permit will not be issued until Caltrans is fully satisfied that the City of Burlingame is in compliance with CEQA and PRC 5024. We highly recommend early coordination before the submittal of an encroachment permit application, and we are available for a meeting to further discuss Caltrans' requirements.

RESPONSE A – 4: A Historical Resources Compliance Report (HRCR) and Archaeological Literature Search and Native American Consultation were completed for the Final Revised Initial Study that has been provided for your review. The Final Revised Initial Study discusses the historic Howard-Ralston Eucalyptus Tree Rows and describes why the project's effects on this historic resource will be less than significant. *Holman Associates*, on behalf of the City of Burlingame, conducted Native American consultation by requesting a Sacred Lands file search from the Native American Heritage Commission (NAHC) and reaching out to the list of contacts provided by the NAHC as tribes, groups, and individuals who are interested in the project area and may have knowledge of Tribal Cultural Resources, Traditional Cultural Properties, or other sacred sites. No Tribal Cultural Resources were identified on the project site; however, cultural resource sensitivity training by a qualified archaeologist for construction crews on the project site was added to the mitigation measures for the project, as suggested by a tribal contact consulted for the project. The HRCR and accompanying Environmentally Sensitive Area (ESA) Action Plan were completed for the project to ensure and document that no impacts to the Howard-Ralston Eucalyptus Tree Rows would result from the project.

COMMENT A – 5: *Transportation Management Plan*

Where vehicular, bicycle, and pedestrian traffic may be impacted during the construction of the proposed project requiring traffic restrictions and detours, a Caltrans-approved Transportation Management Plan (TMP) is required. Pedestrian and bicycle access through the construction zone must be maintained at all times and comply with the Americans with Disabilities Act (ADA) regulations. See Caltrans' Temporary Pedestrian Facilities Handbook for maintaining pedestrian access and meeting ADA requirements during construction at:

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See also Caltrans' Traffic Operations Policy Directive 11-01 "Accommodating Bicyclists in Temporary Traffic Control Zones" at: www.dot.ca.gov/trafficops/policy/11-01.pdf.

All curb ramps and pedestrian facilities located within the limits of the project are required to be brought up to current ADA standards as part of this project. The TMP must also comply with the requirements of corresponding jurisdictions. For further TMP assistance, please contact the Caltrans District 4 Office of Traffic Management Operations at (510) 286-4579. Further traffic management information is available at the following website:

www.dot.ca.gov/hq/traffops/trafmgmt/tmp_lcs/index.htm.

RESPONSE A – 5: The proposed project would reconstruct sidewalks along the project frontage to comply with ADA standards. As noted above, Caltrans would require a Transportation Management Plan for work along the project frontage on El Camino Real. The TMP would be prepared as part of the encroachment permit process, described below, to address temporary construction work on the project frontage. No significant environmental impacts would result from temporary construction work on the El Camino Real frontage.

COMMENT A – 6: *Encroachment Permit*

Please be advised that any work or traffic control that encroaches onto the State ROW requires an Encroachment Permit that is issued by Caltrans. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed Encroachment Permit application, the adopted environmental document, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process.

David Salladay, District Office Chief
Office of Permits, MS 5E
California Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

See the following website for more information:

<http://www.dot.ca.gov/trafficops/ep/index.html>

RESPONSE A – 6: The proposed project has submitted an encroachment permit application to Caltrans. No permanent traffic improvements to the State Transportation Network are required or proposed by the project. Any temporary traffic control measures

required during project construction would be outlined in the Transportation Management Plan.

Revised Draft
Mitigation Monitoring and Reporting Program

556 El Camino Real Condominium Project



May 2018

MITIGATION MONITORING AND REPORTING PROGRAM
556 El Camino Real Condominium Project

Impacts	Mitigation and/or Avoidance Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
Air Quality				
<p>Impact AQ-1: The project would generate dust during construction activities that would affect nearby sensitive receptors.</p>	<p>MM AQ-1.1: During any construction period which causes ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant level. The contractor shall implement the following best management practices that are required of all projects:</p> <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site 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 is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. 	<p>The applicant and contractors shall be responsible for implementing the mitigation measures during all phases of construction.</p>	<p>All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the Director of Community Development prior to the issuance of permits.</p>	<p>Director of Community Development</p>

MITIGATION MONITORING AND REPORTING PROGRAM
556 El Camino Real Condominium Project

Impacts	Mitigation and/or Avoidance Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	<p>Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</p> <ul style="list-style-type: none"> • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five (5) minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). 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. • Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations. 			

MITIGATION MONITORING AND REPORTING PROGRAM
556 El Camino Real Condominium Project

Impacts	Mitigation and/or Avoidance Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
<p>Impact AQ-2: The project would use equipment that generates toxic exhaust emissions.</p>	<p>MM AQ-2.1: The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 96 percent reduction in PM_{2.5} exhaust emissions. One feasible plan to achieve this reduction would include the following:</p> <p>All mobile diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent. The use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant (<10.0 in one million increased cancer risk).</p>	<p>The project applicant and contractors shall be responsible for implementing the mitigation measures during all phases of construction.</p>	<p>All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the Director of Community Development prior to the issuance of demolition and grading permits.</p>	<p>Director of Community Development</p>
Biological Resources				
<p>Impact BIO-1: The project may disturb nesting birds on and adjacent to the site during construction.</p>	<p>MM BIO-1.1: In order to protect nesting birds on and adjacent to the project site the following measures will be implemented:</p>	<p>The project applicant and contractors shall be responsible for implementing the</p>	<p>All measures shall be printed on all construction documents, contracts, and</p>	<p>Director of Community Development</p>

MITIGATION MONITORING AND REPORTING PROGRAM
556 El Camino Real Condominium Project

Impacts	Mitigation and/or Avoidance Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	<ul style="list-style-type: none"> • Pre-construction nesting bird surveys shall be completed prior to tree removal if removal or construction is proposed to commence during the breeding season (February 1 to August 31) in order to avoid impacts to nesting birds. Surveys shall be completed by a qualified biologist no more than 7 days before construction begins. During this survey, the biologist or ornithologist shall inspect all trees and other possible nesting habitats in and within 250 feet of the project boundary. • If an active nest is found in an area that would be disturbed by construction, the ornithologist shall designate an adequate buffer zone (~250 feet) to be established around the nest, in consultation with the California Department of Fish and Wildlife (CDFW). The buffer would ensure that nests shall not be disturbed until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts. • The applicant shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Community Development, prior to the issuance of a grading permit or demolition permit. 	mitigation measures prior to project construction.	project plans and shall be reviewed by the Director of Community Development prior to the issuance of demolition and grading permits.	

MITIGATION MONITORING AND REPORTING PROGRAM
556 El Camino Real Condominium Project

Impacts	Mitigation and/or Avoidance Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
<p>Impact BIO-2: The project may impact protected trees on and/or adjacent to the site.</p>	<ul style="list-style-type: none"> • Tree protection zones shall be established and maintained throughout the entire length of the project. Fencing for the protection zones shall be a six-foot tall metal chain link type supported by two-inch metal poles pounded into the ground by no less than two feet. The support poles shall be spaced no more than 10 feet apart on center. The location for the protection fencing shall be as close to the dripline as possible but still allow room for construction to safely continue. Signs shall be placed on fencing signifying “Tree Protection Zone - Keep Out”. No materials or equipment shall be stored or cleaned inside the tree protection zones. Areas outside the fencing but still beneath the drip line of protected trees, where foot traffic is expected to be heavy, shall be mulched with four to six inches of chipper chips. • Trenching for irrigation, electrical, drainage or any other reason shall be hand dug when beneath the driplines of protected trees. Hand digging and carefully laying pipes below or beside protected roots will dramatically reduce root loss of desired trees thus reducing trauma to the entire tree. Trenches shall be backfilled as soon as possible with native material and compacted to near its original level. Trenches that must be left exposed for a period of time shall also be covered with 	<p>The project applicant and contractors shall be responsible for implementing the mitigation measures during all phases of construction.</p>	<p>All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the Director of Community Development prior to the issuance of permits.</p>	<p>Director of Community Development</p>

MITIGATION MONITORING AND REPORTING PROGRAM
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Impacts	Mitigation and/or Avoidance Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	<p>layers of burlap or straw wattle and kept moist. Plywood over the top of the trench will also help protect exposed roots below.</p> <ul style="list-style-type: none"> Normal irrigation shall be maintained throughout the entire length of the project. The imported trees on this site will require irrigation during the warm season months. Some irrigation may be required during the winter months depending on the seasonal rainfall. During the summer months the trees on this site shall receive heavy flood type irrigation twice a month. During the fall and winter, once a month should suffice. Mulching the root zone of protected trees will help the soil retain moisture, thus reducing water consumption. 			
Cultural Resources				
<p>Impact CUL-1: Construction of the proposed project could result in significant impacts to archaeological resources, unique paleontological resources/sites, unique geologic features, or</p>	<p>MM CUL-1.1: <i>Unique Paleontological and/or Geologic Features and Reporting.</i> Should a unique paleontological resource or site or unique geological feature be identified at the project site during any phase of construction, all ground disturbing activities within 25 feet shall cease and the City Planning Manager notified immediately. A qualified paleontologist shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. The identified mitigation measures shall be implemented. Work may proceed on other</p>	<p>The project applicant and contractors shall be responsible for implementing the mitigation measures during all phases of construction.</p>	<p>All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the Director of Community Development prior to the issuance of</p>	<p>Director of Community Development</p>

MITIGATION MONITORING AND REPORTING PROGRAM
556 El Camino Real Condominium Project

Impacts	Mitigation and/or Avoidance Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
<p>human remains, if present on-site.</p>	<p>parts of the project site while mitigation for paleontological resources or geologic features is carried out. Upon completion of the paleontological assessment, a report shall be submitted to the City and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology.</p> <p>MM CUL-1.2: <i>Cultural Sensitivity Training.</i> Prior to any ground-disturbing construction activity on the site, cultural resource sensitivity training for construction personnel on the project shall be completed by a qualified archaeologist. The training shall outline potential indicators of archaeological materials and artifacts to be aware of during grading and excavation activity on the site.</p> <p>MM CUL-1.3: <i>Undiscovered Archaeological Resources.</i> If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity (“midden”), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the Community</p>		<p>tree removal and grading permits.</p>	

MITIGATION MONITORING AND REPORTING PROGRAM
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Impacts	Mitigation and/or Avoidance Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	<p>Development Director shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The Community Development Director shall consult with the archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior’s Standards for Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC.</p> <p>MM CUL-1.4: <i>Human Remains.</i> If human remains are discovered at any project construction site during any phase of construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the Community Development Director and the County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California’s Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall</p>			

MITIGATION MONITORING AND REPORTING PROGRAM
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Impacts	Mitigation and/or Avoidance Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	<p>also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Burlingame shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of Burlingame, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.</p> <p>MM CUL-1.5: Report of Archaeological Resources. If archaeological resources are identified, a final report summarizing the discovery of cultural materials shall be submitted to the City’s Planning Manager prior to issuance of building permits. This report shall contain a description of the mitigation program that was implemented and its results, including a description of the monitoring and testing program, a list of the resources found and conclusion, and a description of the disposition/curation of the resources.</p>			

MITIGATION MONITORING AND REPORTING PROGRAM
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	<p>MM CUL – 1.6: <i>Secretary of the Interior’s Standards (SOIS) and Environmentally Sensitive Areas (ESA) Action Plan.</i> The project shall implement measures contained in the final SOIS and ESA Action Plan as required by Caltrans through the encroachment permit process. The proposed measures shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> ○ Identify the environmentally sensitive area and/or tree protection zone for tree CT 195 and CT 196 on the work plan for review and approval by Caltrans District 4 Professionally Qualified Staff (PQS). ○ Project Landscape Architect/ Arborist shall identify appropriate location for planting of a new contributing elm tree to replace CT 197, subject to consultation with Caltrans PQS. ○ Any subsequent changes to the project shall be reviewed by the Project Landscape Architect/ Arborist for consistency with the SOIS and ESA Action Plan and provided to other responsible parties (Caltrans PQS and Community Development Director). ○ Project Landscape Architect/Arborist shall inform Caltrans PQS and the Community Development Director upon completion of the project per the SOIS and ESA Action Plan. 			

MITIGATION MONITORING AND REPORTING PROGRAM
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Impacts	Mitigation and/or Avoidance Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	<ul style="list-style-type: none"> ○ Project Landscape Architect/Arborist shall document planting of the new elm and provide to Caltrans PQS and the Community Development Director. 			
Geology and Soils				
<p>Impact GEO-1: The project may be subject to high groundwater levels over the life of the proposed structure.</p>	<p>MM GEO-1.1: For development under the Downtown Specific Plan, projects with subgrade structures require that the project sponsor prepare a Geotechnical Study identifying the depth to the seasonal high water table at the project site. No permanent groundwater dewatering would be allowed in the Downtown Specific Plan Area. Instead, all residential uses must be elevated to above the seasonal high water table and all areas for non-residential uses shall be flood-proofed and anchored, in accordance with floodplain development requirements, to the design depth as recommended by geotechnical engineer. Final design shall be prepared by a qualified professional engineer and approved by the Burlingame Department of Public Works prior to receiving a building permit.</p>	<p>The project applicant and contractors shall be responsible for implementing the mitigation measures during all phases of construction.</p>	<p>Final design shall be prepared by a qualified professional engineer and approved by the Burlingame Department of Public Works prior to receiving a building permit.</p>	<p>Department of Public Works</p>

MITIGATION MONITORING AND REPORTING PROGRAM
556 El Camino Real Condominium Project

Impacts	Mitigation and/or Avoidance Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
Hydrology				
<i>Potential Groundwater Impact</i>	<i>Refer to MM GEO-1.1</i>	<i>Same as above</i>	<i>Same as above</i>	<i>Same as above</i>
Noise				
Impact NV-1: The project would construct a multi-story residential building adjacent to noise sensitive, residential uses which could result in temporary disturbances during construction.	MM NV-1.1: The project applicant shall incorporate the following practices into the construction documents to be implemented by the project contractor: <ul style="list-style-type: none"> • Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures: <ul style="list-style-type: none"> ○ Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site; ○ Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors; ○ Locate stationary equipment to minimize noise impacts on the community; ○ Minimize backing movements of equipment; • Use quiet construction equipment whenever possible; • Impact equipment (e.g., jackhammers and pavement breakers) shall be hydraulically or 	The project applicant and contractors shall be responsible for implementing the mitigation measures during all phases of construction.	All measures shall be printed on all construction documents, contracts, and project plans and shall be reviewed by the Director of Community Development prior to the issuance of permits.	Director of Community Development

**MITIGATION MONITORING AND REPORTING PROGRAM
556 El Camino Real Condominium Project**

Impacts	Mitigation and/or Avoidance Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	<p>electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other quieter procedures, such as drilling rather than using impact equipment, shall be used whenever feasible;</p> <ul style="list-style-type: none"> • Prohibit unnecessary idling of internal combustion engines; and • Select routes for movement of construction-related vehicles and equipment in conjunction with the Burlingame Community Development Department so that noise-sensitive areas, including residences and schools, are avoided as much as possible. • The project sponsor shall designate a “disturbance coordinator” for construction activities. The coordinator would be responsible for responding to any local complaints regarding construction noise and vibration. The coordinator would determine the cause of the noise or vibration complaint and would implement reasonable measures to correct the problem. • The construction contractor shall send advance notice to neighborhood residents within 50 feet of the project site regarding the construction schedule 			

MITIGATION MONITORING AND REPORTING PROGRAM
556 El Camino Real Condominium Project

Impacts	Mitigation and/or Avoidance Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	and including the telephone number for the disturbance coordinator at the construction site.			

Source: *556 El Camino Real Condominium Project Revised Initial Study*. June 2017.

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME FINDING THAT THERE IS NO SUBSTANTIAL EVIDENCE THAT THE APPROVAL OF A REQUEST FOR ENVIRONMENTAL REVIEW, CONDOMINIUM PERMIT, DESIGN REVIEW, CONDITIONAL USE PERMIT FOR BUILDING HEIGHT AND TENTATIVE CONDOMINIUM MAP FOR A 21-UNIT RESIDENTIAL CONDOMINIUM LOCATED AT 556 EL CAMINO REAL WILL HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO ARTICLE 6 OF THE CEQA GUIDELINES

THE PLANNING COMMISSION OF THE CITY OF BURLINGAME hereby finds as follows:

Section 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 a Mitigated Negative Declaration, per Mitigated Negative Declaration ND-597-P, is hereby approved.

Section 2. It is further directed that a certified copy of this resolution be recorded in the official records of the County of San Mateo.

Chairman

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 29th day of May, 2018 by the following vote:

Secretary

RESOLUTION NO.

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME,
APPROVING A REQUEST FOR ENVIRONMENTAL REVIEW, CONDOMINIUM PERMIT,
DESIGN REVIEW, CONDITIONAL USE PERMIT FOR BUILDING HEIGHT AND TENTATIVE
CONDOMINIUM MAP FOR A 21-UNIT RESIDENTIAL CONDOMINIUM AT 556 EL CAMINO
REAL, ON PROPERTY SITUATED WITHIN THE R-3 ZONE**

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

WHEREAS, an application has been made for Environmental Review, Condominium Permit, Design Review, Conditional Use Permit for building height, and Tentative Condominium Map for construction of a new 21-unit condominium at 556 El Camino Real, zoned R-3, Roman Knop, 261 17th Avenue, San Francisco, CA, 94121 property owner, APN: 029-111-260;

WHEREAS, said matters were heard by the Planning Commission of the City of Burlingame on May 29, 2018, 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:

Section 1. Said Condominium Permit, Design Review, Conditional Use Permit for building height, and Tentative Condominium Map are approved subject to the conditions set forth in Exhibit "A" attached hereto. Findings for such Condominium Permit, Design Review, and Conditional Use Permit are set forth in the staff report, minutes, and recording of said meeting.

Section 2. It is further directed that a certified copy of this resolution be recorded in the official records of the County of San Mateo.

Chairman

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 29th day of May, 2018 by the following vote:

Secretary

EXHIBIT "A"

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

556 El Camino Real

Effective **June 8, 2018**

1. that the project shall be built as shown on the plans submitted to the Planning Division date stamped January 19, 2018, sheets A-0.0 through A-4.2 and L-1; and Boundary and Topographic Survey dated May 15, 2013;
2. 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;
3. that prior to issuance of a building permit for the project, the applicant shall pay the first half of the Public Facilities Impact fee in the amount of \$19,379.50, made payable to the City of Burlingame and submitted to the Planning Department;
4. that prior to scheduling the final framing inspection for the condominium building, the applicant shall pay the second half of the Public Facilities Impact fee in the amount of \$19,379.50, made payable to the City of Burlingame and submitted to the Planning Department;
5. that a Protected Tree Removal Permit shall be required from the Parks Division for removal of any tree on the property with a circumference of 48 inches or larger when measured fifty-four (54) inches above natural grade;
6. that this proposal shall comply with all the requirements of the Tree Protection and Reforestation Ordinance adopted by the City of Burlingame in 1993 and enforced by the Parks Department; complete landscape and irrigation plans shall be submitted at the time of building permit application;
7. that the applicant shall be responsible for obtaining from Caltrans a tree removal permit for the proposed removal of the Eucalyptus tree on El Camino Real that is within the Caltrans right-of-way, and that the replacement tree shall be an Elm street tree (*Ulmus accolade*) consistent with the Caltrans replacement program specifications for trees along this corridor;
8. that tree protection measures shall be established and maintained throughout the entire length of the project as specified in the Tree Protection Plan in Kielty Arborists Services LLC tree report dated in the June 27, 2016;
9. that the maximum elevation at the top of the roof ridge shall not exceed elevation 156.00' as measured from the average elevation at the top of the curb along El Camino Real (100.91') for a maximum height of 55'-0", and that the top of each floor and final roof ridge shall be surveyed and approved by the City Engineer as the framing proceeds and prior to final framing and roofing inspections. The garage (basement) floor finished floor elevation shall be elevation 75.5'; first (ground) floor finished floor shall be elevation 104.5'; top of fifth floor roof shall be elevation 152.00'. Should any framing exceed the stated elevation at any point it shall be removed or adjusted so that the final height of the structure with roof shall not exceed the maximum height shown on the approved plans;
10. that any changes to the size or envelope of the building, which would include expanding the footprint or floor area of the structure, replacing or relocating windows or changing the roof height or pitch, shall be subject to Planning Commission review;
11. that the conditions of the Building Division memos dated October 16, 2015 and July 17, 2015; the Parks Division memos dated November 7, 2016 and April 30, 2015; the Engineering Division

EXHIBIT "A"

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

556 El Camino Real Effective **June 8, 2018**

memo dated May 8, 2015; the Fire Division memos dated December 16, 2015, November 3, 2015, and November 1, 2013; and the Stormwater Division memo dated April 19, 2015 shall be met;

12. that storage of construction materials and equipment on the street or in the public right-of-way shall be prohibited;
13. that the 'service vehicle stall' shall be marked on the service parking space and designated on the final map and plans, this stall shall not be assigned to any unit, but shall be owned and maintained by the condominium association, and the service vehicle stall shall always be accessible for parking and not be separately enclosed or used for resident storage;
14. that the site driveway should include signage and/or striping to instruct inbound vehicles where to wait so as not to block vehicles exiting the transfer compartment;
15. that clear signage should be provided at the top of the driveway ramp advising of the applicable size parking system vehicle size limits and whether visitors are permitted to park in the parking system;
16. that the automated parking entrance shall include means to communicate with drivers the expected wait time, and any malfunction of the parking system;
17. that the Covenants Conditions and Restrictions (CC&Rs) for the condominium project shall require that the service vehicle stall shall be reserved for service vehicles or guests only and shall not be used by condominium residents, and that parking and/or stopping is not permitted on El Camino Real;
18. that the final inspection shall be completed and a certificate of occupancy issued before the close of escrow on the sale of each unit;
19. that the developer shall provide to the initial purchaser of each unit and to the board of directors of the condominium association, an owner purchaser manual which shall contain the name and address of all contractors who performed work on the project, copies of all warranties or guarantees of appliances and fixtures and the estimated life expectancy of all depreciable component parts of the property, including but not limited to the roof, painting, common area carpets, drapes and furniture;
20. that the trash receptacles, furnaces, and water heaters shall be shown in a legal compartment outside the required parking and landscaping and in conformance with zoning and California Building and Fire Code requirements before a building permit is issued;
21. that prior to underfloor frame inspection the surveyor shall certify the first floor elevation of the new structure(s) and the various surveys shall be accepted by the City Engineer;
22. that all runoff created during construction and future discharge from the site shall be required to meet National Pollution Discharge Elimination System (NPDES) standards;
23. 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

EXHIBIT "A"

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

556 El Camino Real
Effective **June 8, 2018**

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;

24. that methods and procedures such as sediment basins or traps, silt fences, straw bale dikes, storm drain inlet protection such as soil blanket or mats, and covers for soil stock piles to stabilize denuded areas shall be installed to maintain temporary erosion controls and sediment control continuously until permanent erosion controls have been established;
25. 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;
26. that if construction is done during the wet season (October 15 through April 15), that prior to October 15 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;
27. that common landscape areas shall be designed to reduce excess irrigation run-off, promote surface filtration and minimize the use of fertilizers, herbicides and pesticides;
28. 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;
29. that this project shall comply with Ordinance 1845, the City of Burlingame Water Conservation in Landscaping Regulations, and complete landscape and irrigation plans shall be provided at the time of building permit application;
30. 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;
31. that all new utility connections to serve the site, and which are affected by the development, shall be installed to meet current code standards and local capacities of the collection and distribution systems shall be increased at the developer's expense if necessary;
32. that all utilities to this site shall be installed underground. Any transformers needed for this site shall be installed underground or behind the front setback on this site;
33. that sewer laterals from the site to the public sewer main shall be checked and shall be replaced to city standards as required by the development;
34. that all abandoned utilities and hookups shall be removed;
35. that all drainage (including water from the below grade parking garage) on site shall be required

EXHIBIT "A"

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

556 El Camino Real
Effective **June 8, 2018**

- to be collected and pumped to the street as determined by the Public Works Department;
36. that demolition of the existing structures and any grading or earth moving on the site shall be required to comply with all the regulations of the Bay Area Air Quality Management District;
 37. that the applicant shall install fire sprinklers and a fire alarm system monitored by an approved central station prior to the final inspection for building permit;
 38. that all construction shall abide by the construction hours established in the Municipal Code;
 39. that the applicant shall comply with Ordinance 1645, the City of Burlingame Recycling and Waste Reduction Ordinance, and shall submit a waste reduction plan and recycling deposit for demolition and new construction, before receiving a demolition permit;
 40. that this project shall comply with Ordinance No. 1477, Exterior Illumination Ordinance; and
 41. that the project shall be required to comply with all the standards of the California Building and Fire Codes, in effect at time of building permit issuance, as amended by the City of Burlingame.

The following four (4) conditions shall be met during the Building Inspection process prior to the inspections noted in each condition:

42. that prior to scheduling the foundation inspection a licensed surveyor shall locate the property corners, set the building envelope;
43. 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 Department;
44. that prior to scheduling the roof deck inspection, a licensed surveyor shall shoot the height of the roof ridge and provide certification of that height to the Building Division;
45. 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;

Mitigation Measures from Initial Study

46. During any construction period which causes ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant level. The contractor shall implement the following best management practices that are required of all projects:
 - All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

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- All haul trucks transporting soil, sand, or other loose material off-site 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 is prohibited.
 - All vehicle speeds on unpaved roads shall be limited to 15 mph.
 - All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
 - Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five (5) minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). 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.
 - Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.
47. The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 96 percent reduction in PM_{2.5} exhaust emissions. One feasible plan to achieve this reduction would include the following:
- All mobile diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent. The use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant (<10.0 in one million increased cancer risk).
48. In order to protect nesting birds on and adjacent to the project site the following measures will be implemented:
- Pre-construction nesting bird surveys shall be completed prior to tree removal if removal or construction is proposed to commence during the breeding season (February 1 to August 31) in order to avoid impacts to nesting birds. Surveys shall be completed by a qualified biologist no more than 7 days before construction begins. During this survey, the biologist or ornithologist shall inspect all trees and other possible nesting habitats in and within 250 feet of the project boundary.

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- If an active nest is found in an area that would be disturbed by construction, the ornithologist shall designate an adequate buffer zone (~250 feet) to be established around the nest, in consultation with the California Department of Fish and Wildlife (CDFW). The buffer would ensure that nests shall not be disturbed until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.
 - The applicant shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Community Development, prior to the issuance of a grading permit or demolition permit.
49. In order to protect the retained trees on and/or adjacent to the site, the following measures should be implemented:
- Tree protection zones shall be established and maintained throughout the entire length of the project. Fencing for the protection zones shall be a six-foot tall metal chain link type supported by two-inch metal poles pounded into the ground by no less than two feet. The support poles shall be spaced no more than 10 feet apart on center. The location for the protection fencing shall be as close to the dripline as possible but still allow room for construction to safely continue. Signs shall be placed on fencing signifying "Tree Protection Zone - Keep Out". No materials or equipment shall be stored or cleaned inside the tree protection zones. Areas outside the fencing but still beneath the drip line of protected trees, where foot traffic is expected to be heavy, shall be mulched with four to six inches of chipper chips.
 - Trenching for irrigation, electrical, drainage or any other reason shall be hand dug when beneath the driplines of protected trees. Hand digging and carefully laying pipes below or beside protected roots will dramatically reduce root loss of desired trees thus reducing trauma to the entire tree. Trenches shall be backfilled as soon as possible with native material and compacted to near its original level. Trenches that must be left exposed for a period of time shall also be covered with layers of burlap or straw wattle and kept moist. Plywood over the top of the trench will also help protect exposed roots below.
 - Normal irrigation shall be maintained throughout the entire length of the project. The imported trees on this site will require irrigation during the warm season months. Some irrigation may be required during the winter months depending on the seasonal rainfall. During the summer months the trees on this site shall receive heavy flood type irrigation twice a month. During the fall and winter, once a month should suffice. Mulching the root zone of protected trees will help the soil retain moisture, thus reducing water consumption.
50. Unique Paleontological and/or Geologic Features and Reporting. Should a unique paleontological resource or site or unique geological feature be identified at the project site during any phase of construction, all ground disturbing activities within 25 feet shall cease and the Community Development Director notified immediately. A qualified paleontologist shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. The identified

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

556 El Camino Real Effective **June 8, 2018**

mitigation measures shall be implemented. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is carried out. Upon completion of the paleontological assessment, a report shall be submitted to the City and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology.

51. Cultural Sensitivity Training. Prior to any ground-disturbing construction activity on the site, cultural resource sensitivity training for construction personnel on the project shall be completed by a qualified archaeologist. The training shall outline potential indicators of archaeological materials and artifacts to be aware of during grading and excavation activity on the site.
52. Undiscovered Archaeological Resources. If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the Community Development Director shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The Community Development Director shall consult with the archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC.
53. Human Remains. If human remains are discovered at any project construction site during any phase of construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the Community Development Director and the County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Burlingame shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of Burlingame, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.
54. Report of Archaeological Resources. If archaeological resources are identified, a final report summarizing the discovery of cultural materials shall be submitted to the City's Planning Manager prior to issuance of building permits. This report shall contain a description of the mitigation program that was implemented and its results, including a description of the monitoring and testing program, a list of the resources found and conclusion, and a description of the disposition/curation of the resources.

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556 El Camino Real
Effective **June 8, 2018**

55. For development under the Downtown Specific Plan, projects with subgrade structures require that the project sponsor prepare a Geotechnical Study identifying the depth to the seasonal high water table at the project site. No permanent groundwater dewatering would be allowed in the Downtown Specific Plan Area. Instead, all residential uses must be elevated to above the seasonal high water table and all areas for non-residential uses shall be floodproofed and anchored, in accordance with floodplain development requirements, to the design depth as recommended by a geotechnical engineer. Final design shall be prepared by a qualified professional engineer and approved by the Burlingame Department of Public Works prior to receiving a building permit.
56. The Project applicant shall incorporate the following practices into the construction documents to be implemented by the project contractor:
- Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures:
 - Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site;
 - Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors;
 - Locate stationary equipment to minimize noise impacts on the community;
 - Minimize backing movements of equipment;
 - Use quiet construction equipment whenever possible;
 - Impact equipment (e.g., jackhammers and pavement breakers) shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other quieter procedures, such as drilling rather than using impact equipment, shall be used whenever feasible;
 - Prohibit unnecessary idling of internal combustion engines; and
 - Select routes for movement of construction-related vehicles and equipment in conjunction with the Burlingame Community Development Department so that noise-sensitive areas, including residences and schools, are avoided as much as possible.
 - The project sponsor shall designate a "disturbance coordinator" for construction activities. The coordinator would be responsible for responding to any local complaints regarding construction noise and vibration. The coordinator would determine the cause of the noise or vibration complaint and would implement reasonable measures to correct the problem.
 - The construction contractor shall send advance notice to neighborhood residents within 50 feet of the project site regarding the construction schedule and including the telephone number for the disturbance coordinator at the construction site.



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

Site: 556 EL CAMINO REAL, zoned R-3

The City of Burlingame Planning Commission announces the following public hearing on ***TUESDAY, MAY 29, 2018 at 7:00 P.M.*** in the City Hall Council Chambers, 501 Primrose Road, Burlingame, CA:

Application for Environmental Review, Condominium Permit, Design Review, and Conditional Use Permit for building height for a new five-story, 21-unit residential condominium with below-grade parking at **556 EL CAMINO REAL** zoned R-3.

APN 029-111-260. Application materials may be reviewed at www.burlingame.org/556elcaminoreal.

Mailed: May 18, 2018

(Please refer to other side)

**PUBLIC HEARING
NOTICE**

City of Burlingame

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

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

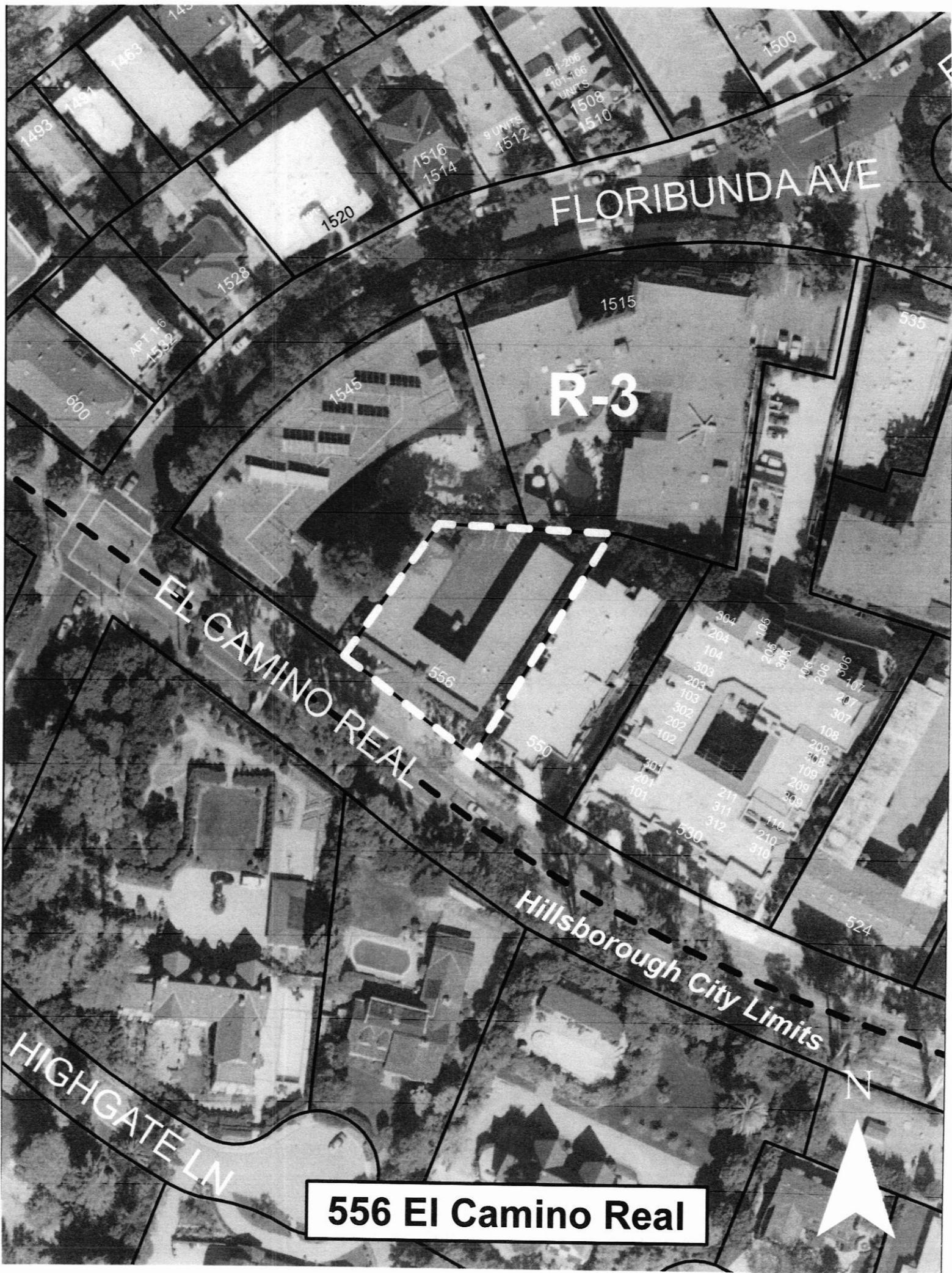
Property owners who receive this notice are responsible for informing their tenants about this notice.

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

William Meeker
Community Development Director

PUBLIC HEARING NOTICE

(Please refer to other side)



FLORIBUNDA AVE

R-3

EL CAMINO REAL

Hillsborough City Limits

HIGHGATE LN

556 El Camino Real

