

LAW OFFICES OF  
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May 5, 2020

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

Re: 556 El Camino Real, Burlingame

Dear Commissioners:

My office has been retained to assist the owners of 556 El Camino Real with their application for redevelopment on this site.

The project will provide 21 units of much-needed housing within the transit corridor, with easy walking to the Caltrain station and to restaurants and shops in downtown Burlingame. The project scope is consistent with other multi-family redevelopment projects in this area along El Camino.

The project has come a long way since it was first proposed in 2005 and after it was last presented to the Commission in 2018. The owners brought in a new design team – Andy Raymundo and Omar Hernandez of RSS Architecture – to address the significant issues identified by the Commission at the last hearing. Because the exterior design of the building appeared to be generally acceptable to the Commission, Andy and Omar have focused their energy on the parking-related problems and amount of excavation discussed at the 2018 hearing.

The principal design improvement is a new mechanical parking system. The prior system required deep excavation and did not have an efficient means for placing and removing cars, leading to potential queuing problems. Since the original presentation, city staff and developers have become more familiar with the options available and grown more comfortable with them. The new system proposed by City Lift is now in use in several locations in Burlingame and has been well-received.

As an initial matter, the new system will have a much shallower excavation than the prior system. This results in a 40% reduction in the amount of offhaul required:

***Prior Garage Design***

2,792 sq. ft. x 11.5 ft. = 32,108 c.f.

4,267 sq. ft. x 28.5 ft. = 121,609 c.f.

Total 153,717 c.f.

Planning Commission  
May 5, 2020

***New Garage Design (two levels from garage grade)***  
7,984 sq. ft. x 11.5 ft. = **91,816 c.y.**

Once the project is approved, the owners will obtain the necessary permits from CalTrans and follow the CalTrans protocols for the excavation to minimize disruption on El Camino, including the hours of work and number of trucks allowed. This should address the short-term concern about construction disruption identified at the prior hearing.

The second, and longer-term, problem with the prior system was the lack of waiting spaces when multiple residents were using the parking system to place or retrieve their cars. The Commission was concerned that residents waiting to park would be queued up the driveway and potentially block the sidewalk or even extend into El Camino.

The new system solves this problem. There are eight spaces for residents to use while waiting to enter or exit the system. Residents will have plenty of time to unload groceries or help children into their seats without causing other residents to wait for the space. The system will be much safer and more convenient for the residents with minimal impacts on the sidewalk or El Camino traffic. We feel this is the best solution for the project site and for the residents who will be using it on a daily basis.

The design team will be at the hearing to explain the operation of the new parking system and how it affects the project's frontage, entry from and exiting onto El Camino, and related matters

The departmental review of the revised plans yielded only a few comments, which Omar and Andy have addressed. We are requesting that any remaining issues, such as the average unit size, be part of the Conditions of Approval to be verified during the final plan check so that we can avoid having to bring the project back for another round of review for minor matters.

We look forward to presenting the revised project at the May 11 hearing. In the meantime, if you have any questions that we can address beforehand, please feel free to call or email me.

Very truly yours

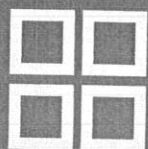


Mark D. Hudak

cc: Client  
RSS Architecture



# PUZZLE

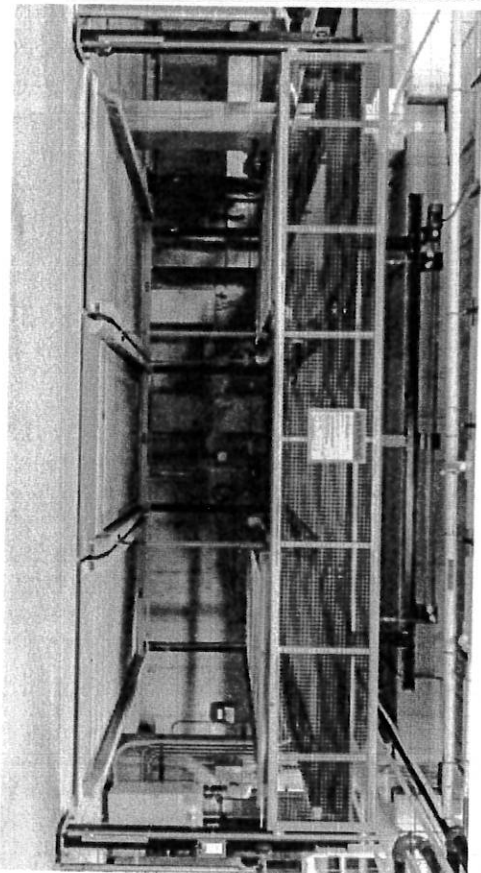
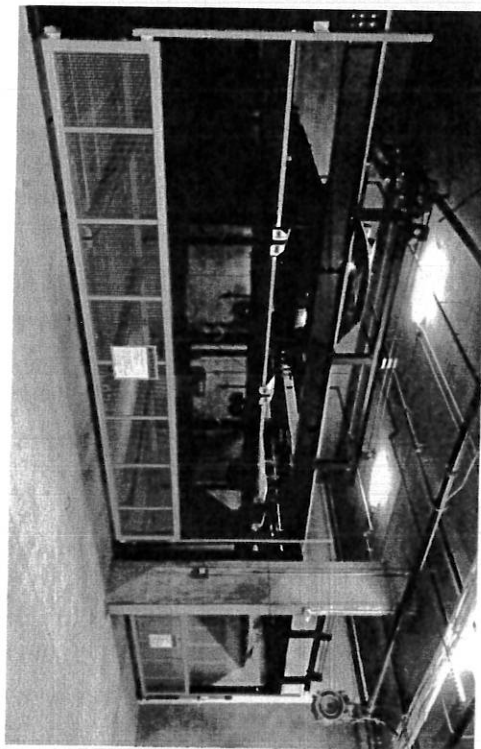


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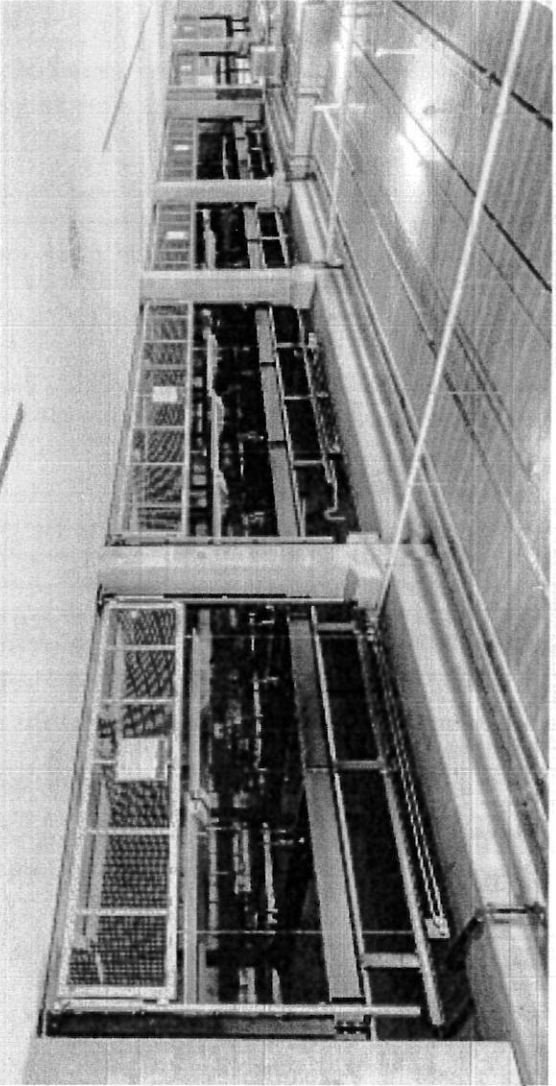
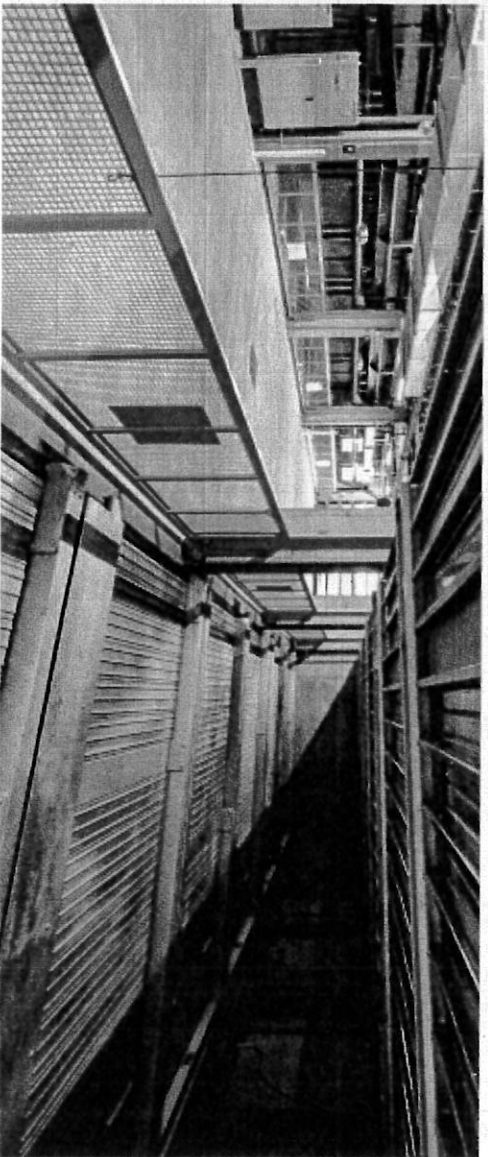
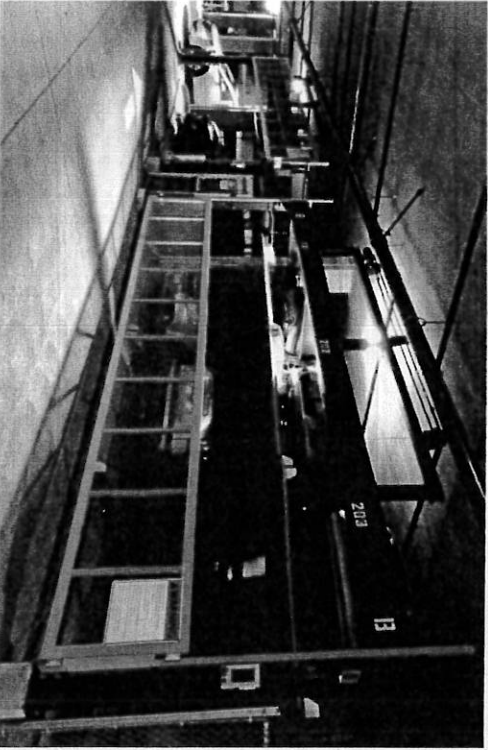
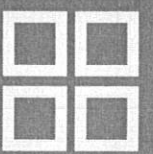
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# PUZZLE

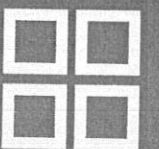


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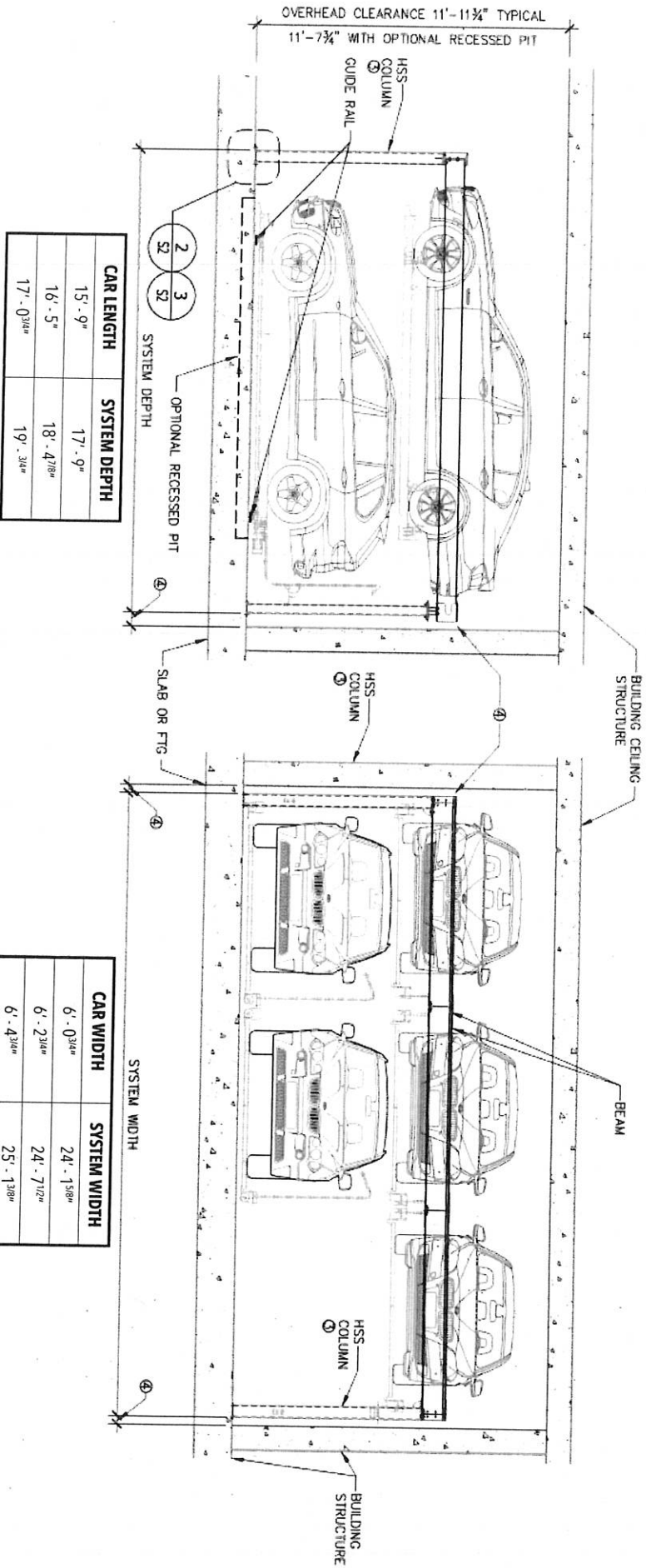
**city lift**



# TWO LEVEL PUZZLE



## MODEL NO 2LP





# PLANNING APPLICATION

COMMUNITY DEVELOPMENT DEPARTMENT—PLANNING DIVISION

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

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

PROJECT INFORMATION

556 El Camino Real

PROJECT ADDRESS

029-111-260

ASSESSOR'S PARCEL # (APN)

ZONING

PROJECT DESCRIPTION

New five story 21 condominium building with parking garage below grade

APPLICANT INFORMATION

Roman Knop

PROPERTY OWNER NAME  APPLICANT?

ADDRESS

PHONE

E-MAIL

Andrew Raymundo / Omar Hernandez

1300 Elmer Street, Ste. A, Belmont, CA

ARCHITECT/DESIGNER  APPLICANT?

ADDRESS

650-802-6865 (415) 407 9833

andy@rssarchitecture.com

PHONE

E-MAIL

BURLINGAME BUSINESS LICENSE #

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

NAME

ADDRESS

AFFIDAVIT OF OWNERSHIP

I HEREBY KNOWLEDG PENALTY OF PERJURY THAT THE INFORMATION GIVEN HEREIN IS TRUE AND CORRECT TO THE BEST OF MY

APPLICANT'S SIGNATURE (IF DIFFERENT FROM PROPERTY OWNER)

DATE

7/2/19

I AM AWARE OF THE PROPOSED APPLICATION AND HEREBY AUTHORIZE THE ABOVE APPLICANT TO SUBMIT THIS APPLICATION TO THE

PROPERTY OWNER

DATE

7/1/19

## AUTHORIZATION TO REPRODUCE PLANS

I HEREBY GRANT THE CITY OF BURLINGAME THE AUTHORITY TO REPRODUCE UPON REQUEST AND/OR POST PLANS SUBMITTED WITH THIS APPLICATION ON THE CITY'S WEBSITE AS PART OF THE PLANNING APPROVAL PROCESS AND WAIVE ANY CLAIMS AGAINST THE CITY ARISING OUT OF OR RELATED TO SUCH ACTION

(INITIALS OF ARCHITECT/DESIGNER)

STAFF USE ONLY

### APPLICATION TYPE

- ACCESSORY DWELLING UNIT (ADU)
- VARIANCE (VAR)
- CONDITIONAL USE PERMIT (CUP)
- WIRELESS
- DESIGN REVIEW (DSR)
- FENCE EXCEPTION
- HILLSIDE AREA CONSTRUCTION PERMIT
- OTHER: \_\_\_\_\_
- MINOR MODIFICATION
- SPECIAL PERMIT (SP)

RECEIVED

JUL - 2 2019

DATE RECEIVED:

CITY OF BURLINGAME  
CDD-PLANNING DIV

STAFF USE ONLY

RESOLUTION NO.

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME, DENYING WITH PREJUDICE 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 17<sup>th</sup> 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; and

WHEREAS, the Planning Commission was unable to make the Required Findings for Condominium Permit as outlined in Burlingame Municipal Code Section 26.30.060 with regards to sound community planning, and on public health, safety and general welfare; and

WHEREAS, the Planning Commission was unable to make the Required Findings for Conditional Use Permit for building height as outlined in Burlingame Municipal Code Section 25.52.020 with regards to the proposed use, at the proposed location, being potentially detrimental or injurious to property or improvements in the vicinity and being potentially detrimental to the public health, safety, general welfare or convenience; and

WHEREAS, the proposed project is not consistent with City of Burlingame objective development standards regulating Standards for Parking Spaces as outlined in Burlingame Municipal Code Section 25.70.020, and Standards for Parking Aisles and Driveways as outlined in Burlingame Municipal Code Section 25.70.025; and

WHEREAS, the constraints imposed on the project by the mechanical parking system, including the potential for vehicle queuing, traffic conflicts, and the harm to the project and to property or improvements in the vicinity should the system fail in operation;

NOW, THEREFORE, IT IS RESOLVED AND DETERMINED BY THIS PLANNING COMMISSION THAT:

Section 1. Said application for Condominium Permit, Design Review, Conditional Use Permit for building height, and Tentative Condominium Map is denied with prejudice. 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. Findings for said Condominium Permit cannot be made with regards to sound community planning, and with regards to public health, safety and general welfare; and

Section 3. Findings for said Conditional Use Permit for building height cannot be made with regards to the proposed use, at the proposed location, being potentially detrimental

**RESOLUTION NO.**

or injurious to property or improvements in the vicinity and being potentially detrimental to the public health, safety, general welfare or convenience; and

Section 4. In that the proposed project is not consistent with City of Burlingame objective development standards regulating Standards for Parking Spaces and Standards for Parking Aisles and Driveways as outlined in the Burlingame Municipal Code, the constraints imposed on the project by said alternative mechanical parking system to result in potential for vehicle queuing, traffic conflicts, and the harm to the project and property or improvements in the vicinity should the system fail in operation; and

Section 5. It is further directed that a certified copy of this resolution be recorded in the official records of the County of San Mateo.

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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 11<sup>th</sup> day of June, 2018 by the following vote:

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Secretary





# City of Burlingame

BURLINGAME CITY HALL  
501 PRIMROSE ROAD  
BURLINGAME, CA 94010

## Meeting Minutes Planning Commission

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Tuesday, May 29, 2018

7:00 PM

Council Chambers

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- c. 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) (950 noticed) Staff Contact: Kevin Gardiner

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

*Planning Manager Gardiner provided an overview of the staff report.*

*Questions of staff:*

- > *The traffic study provides analysis of potential operational impacts. Would potential impacts on traffic from construction also be evaluated? (Gardiner: The traffic analysis that has been prepared focuses on the potential queueing that would be associated with the parking mechanism. Otherwise the relatively small size of the project would only warrant a simple trip generation estimate, rather than a full traffic impact analysis. Construction traffic is not typically studied given it is a temporary situation and the project is relatively small.)*
- > *Have the vehicle charging stations provided any credits against other project requirements? (Gardiner: No.)*

*Chair Gaul opened the public hearing.*

*Jane Knop, Roman Knop, designer Vadim Melik-Karamov, and Mike Brinck of Citylift represented the applicant.*

*Commission Questions/Comments:*

- > *Is there a contractor on board? (Jane Knop: We are general contractors. Have worked on projects in Belmont and San Carlos with significant excavation within the last 1 1/2 years.)*
- > *Are the trucks 18 cubic yards or 10 cubic yards? (Roman Knop: 18 cubic yards.)*
- > *How long will the excavation take? Caltrans does not allow lane closures before 9 am or after 3 pm. (Roman Knop: Estimates 15 working days, 6 hours per day.)*
- > *Where are the three queueing spaces for the garage located? (Jane Knop: There is space for three cars on the ramp.)*
- > *What does the 90-second duration for parking refer to? (Mike Brinck, Citylift: One car pulls into the loading bay and three cars can queue behind it. The loading bay is similar to a residential garage, 24-feet wide by 20-feet deep. The user parks their vehicle, they leave their vehicle and the loading bay, the garage door closes, and the lift takes the car and parks it on one of the three levels. The 90 seconds is an average; there are 11 cars on the first level, which will have faster retrieval times. Assumes time for people to get out of their cars and unload their cars.)*
- > *Where could a guest stop to pick someone up? (Jane Knop: There are two spaces next to the driveway designated for short-term parking.)*
- > *Is one of those two spaces for charging an electric car? (Jane Knop: The system allows for electrical*

charging throughout the system. There does not need to be a separate space in front for charging.)

> Concern with how people will use the circular drive and possibly block traffic on El Camino Real. (Jane Knop: There are already 14 units on site, and the incremental increase in trips is only 3 trips in the peak hour. The existing building has a similar circular driveway with one lane in and one lane out, and there have not been problems.)

> The Hexagon peer review suggested switching the direction of the driveway to provide more room for queuing. Has that been considered? (Melik-Karamov: Had this design in the past, only concern from the traffic study was the turning radius being too big to get into the driveway.)(Jane Knop: Also makes it more difficult to access the visitor spaces.)

> How were the driveway widths determined? (Melik-Karamov: 10 feet for each car.) Has the Caltrans design manual for driveways on state highways been consulted? Recollection with Caltrans is there are minimum and maximum widths. Concern the maximum is 14 feet, but the proposal shows wider widths. Concerned with how the queing and ingress/egress to the site would be impacted if Caltrans requires narrower driveways. (Jane Knop: Each driveway is one-way. Has had multiple conversations with Caltrans. Caltrans engineers have reviewed this design and indicated it will be acceptable. However Caltrans will not provide sign-off until the environmental review has been approved.)

> Has the basement size been reduced? (Gardiner: The reference in the staff report is that the garage has been shifted away from the property lines, not reduced.)(Melik-Karamov: The garage has been moved 10'-8".)

> Groundwater has been encountered at depths of 5 feet. However the Downtown Specific Plan does not allow dewatering. Is the geotechnical engineer confident this can be achieved? (H. Allen Gruen, Geotechnical Engineer: Yes.)(Jane Knop: 30 feet is only in one small portion where the system goes down. Most of the garage is only 20 feet.)

> Some of the buildings behind on Almer have subterranean garages only down 10 feet and they constantly pump water. Concern with water in the garage. (Jane Knop: This project is later than those buildings and using different techniques that are capable of dealing with the drainage. This is not the first project in Burlingame that would be doing this.)

> How is the water being removed from the garage? (Jane Knop: There is waterproofing for the project. The intent is not to have water going into the garage. For stormwater, there will be underground tanks to retain water to take out to El Camino Real at speeds specified by Caltrans.)(Roman Knop: Has a letter from Caltrans providing approval of the drainage.)

#### Public Comments:

John Weiner: Lives behind the building. A lot of people are concerned with the project. Concern with process of building it. Concern with the water table. Does not matter with the technology, there will be entropy and can't guarantee that water will be able to be kept out over the lifespan of the building. Lives in a building where the first level only goes down 10 feet but has water coming in through the walls. Building a 30-foot swimming pool is a concern. Letter submitted mentions additional new units, but it is 14 rental units being displaced by 21 high value condos. One electric car charging outlet will not be sufficient.

Bobbi Benson, 550 El Camino Real: Big decks jutting out 10 feet from the south side of the building. Health risks from toxic pollution and dust, 30 feet down along the property line, 10 feet from the condo building. A hole large enough to put the 3-story condo building in. Experimental project will effect traffic. Needs a permit to park on Floribunda Avenue, nowhere for guests to park. Peak 15 minute period with 6 or 10 cars arriving during peak hour, while other people come home. 12 units at 550 El Camino Real has 17 working people come home every day in rush hour traffic. Can't block the sidewalk. Parking system is better suited to a hotel or office building, too ambitious and experimental for El Camino Real.

Property manager from building next door at 1545 Floribunda Avenue: 5-foot deep garage floods. Geotechnical report was prepared during the drought. Huge redwood tree 8 feet from the property line, root systems shallow but extend out, doesn't see how the tree would survive if the roots are cut off. There are no buildings higher than 35 feet on the block. Concern with shadow impacts. Solar system on the roof, had expected zoning would protect it from being ruined. Project is too ambitious.

Chair Gaul closed the public hearing.

*Commission Discussion:*

- > Are the construction impacts on traffic evaluated as part of the environmental review? (Will Burns, David J. Powers and Associates, environmental review consultant for the City: In terms of traffic the assumption is excavation would avoid peak hours.)(Kane: Caltrans has restrictions on when lanes can be blocked. The Building Division reviews a construction management plan as part of the review of the building permit application.)
- > Are the construction logistics something the Planning Commission should not be concerned with? (Gardiner: Construction logistics are evaluated as part of the building permit application review.)
- > Should the environmental review have considered traffic impacts from construction? (Burns: It is considered a temporary impact. The environmental review considers long-term operational issues.)
- > Can the environmental review be asked to consider construction traffic? (Gardiner: The environmental document has already been revised twice. These issues had not been brought up at the scoping session or in subsequent reviews of the documents.)(Kane: If this is something that needs to be addressed it is a City and Caltrans issue, not a project issue. The environmental review has considered the impacts on air quality from construction, but when the scope of the study was established there were not instructions to evaluate construction traffic impacts. If the commission deems the environmental review inadequate it can deem it so.)
- > Project has been coming before the commission for several years. It has made incredible changes since it was first submitted.
- > Design review has made strides. Condominium permit is acceptable.
- > Hard to support the Conditional Use Permit in finding the proposed use will not be detrimental to the neighborhood. The additional height allows additional units, which puts pressure on the design to accommodate the units. In particular the parking system, circulation, and queing will effect the neighborhood. Cannot make the findings for the Conditional Use Permit.
- > Environmental review is acceptable in the analysis applicable to a CEQA document. Can accept the Initial Study/Mitigated Negative Declaration from a technical standpoint. There are not impacts that rise to the level of a significance under CEQA.
- > The condominium will have 21 individual owners who would expect the vetting for the project was sound.
- > Intense project with very little room for error. Parking is not allowed on El Camino Real, and there is no backup plan if the cars cannot queue on the ramp and within the property. Cannot make the finding that the proposed use at the proposed location will not be detrimental or injurious to properties or improvements in the vicinity.
- > Does not think the building is a bad building in terms of design review. Would have liked to see the decks enclosed.
- > Concern El Camino Real is already congested.
- > Concerned with the groundwater with the subterranean garage. Concern a subterranean garage with a sloped ramp will not be able to dispel rainwater.
- > Shadowing does not seem fair to the other buildings in the neighborhood.
- > Project fits well on El Camino Real in terms of design.
- > Condominium permit findings refer to "sound community planning." Tenuous in that everything relies on the garage being functional. If the garage goes out, the project is no longer compliant with the parking requirements for the city. Cannot support placing a complex mechanical system in a bathtub, and consider that to be sound community planning. Does not know where the cars would go if the garage fails, since parking is not allowed on the street.
- > The height is OK. El Camino Real needs some 5-story buildings.
- > Appreciates the architectural style of the project, but with reservations in relation to the neighboring buildings. There is a taller building down the street on El Camino Real, but it is on the corner, not impacting neighbors as much in the middle of the block. Does not have the trees in front of the building to provide scale.

- > *The issue is not the height, it is the number of units. One less floor is only two less units. The issue is too much of a burden on site, particularly the functionality of the traffic with the potentially risky technology to solve the parking.*
- > *Number of units not necessarily the problem. The program is the queing of the cars, the ingress and egress, and the parking system in a pit.*
- > *It is not the height or number of stories that is an absolute. The issue is a building that relies on certain given systems and configurations to function. A 5-story project with a level of parking in the rear with a conventional basement and stackers could be a different issue.*
- > *Problem is not the height and design, it is the parking structure. Could consider parking reconfigured with podium parking or parking in the back.*
- > *Not opposed to the project in the height and design, but has problem with the parking system. Does not seem like it will work, will put impacts on the residents.*
- > *The concerns with the parking system are beyond a few tweaks, hence the motion for Denial With Prejudice.*

**Commissioner Sargent made a motion, seconded by Commissioner Kelly, to deny the application with prejudice. The motion carried by the following vote:**





# City of Burlingame

BURLINGAME CITY HALL  
501 PRIMROSE ROAD  
BURLINGAME, CA 94010

## Meeting Minutes Planning Commission

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Monday, July 24, 2017

7:00 PM

Council Chambers

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- 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

*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 system 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 grages 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 graze 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:**



## Project Comments – Planning Application

Project Address: **556 El Camino Real, zoned R-3, APN: 029-111-260**

Description: **Request 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.**

From: **Christine Reed  
Fire Dept.**

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

- ~~1. Building must comply with 2016 California Code series. Update title page. **Corrected 3/10**~~
- ~~2. 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. If seeking mitigation for lack of apparatus access, an Alternate Means of Protection application must be submitted to the Central County Fire Department for review. Application review fee will be assessed. The application form may be accessed on the Central County Fire Dept. website, [www.ccfcd.org](http://www.ccfcd.org). **An Alternate Means of Protection is approved by CCFD mitigating lack of fire apparatus access. All approval documents are required to be scanned and included in the building permit plan submittal sheets. 3/10**~~

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

- The building shall be equipped with an approved NFPA 13 sprinkler system. Parking system sprinklers shall be Extra-hazard heads with Ordinary 2 sidewall heads in between vehicle levels. The fire department connection shall be located within 5 feet of the sidewalk and not within city right-of-way.
- Sprinkler drawings shall be submitted and approved by the Central County Fire Department prior to installation.
- The fire sprinkler system shall be electronically monitored by an approved central receiving station.
- The applicant shall ensure proper drainage in accordance with the City of Burlingame Engineering Standards is available for the fire sprinkler main drain, inspector test and parking system pit drain on the building plumbing drawings. These items may drain directly to landscape or in the sewer with an air gap.
- The fire protection underground water line shall be submitted and approved through the Burlingame Building Department prior to approval of aboveground fire sprinkler permit.
- In speaking with the water department in 2015, 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. Unless the City water system has been upgraded, current water pressures will not be adequate supply 100PSI at standpipe outlets to the roof or provide enough pressure support a fire sprinkler system.
- Electronic vehicular gate shall have a Knox key switch for emergency Fire Dept. access. The front of the building shall have a Knox key box for emergency Fire Dept. access through pedestrian gates and into other common areas of the building (if any).
- 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. Standpipe outlets shall be located at the intermediate floor landings of each stairwell.
- A manual and automatic fire alarm system shall be installed throughout the building.

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

Date: **3-10-20**





## Project Comments – Planning Application

Project Address: 556 El Camino Real, zoned R-3, APN: 029-111-260

Description: Request 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.

From: Rick Caro III  
Building Division

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

No comment at this time.

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

- 2) Place the following information on the first page of the plans.

**“Construction Hours”**

**Weekdays: 8:00 a.m. – 7:00 p.m.**

**Saturdays: 9:00 a.m. – 6:00 p.m.**

Sundays and Holidays: No Work Allowed

Note: There is a conflict between sheet A-0.1 and A-1.0

**(See City of Burlingame Municipal Code, Section 18.07.110 for details.)**

- 5) 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 2016 CBC §3002.4 for elevator cab dimensions (80" x 54") and other details.
- 6) 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. 2016 CBC §1024.1
- 7) 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*.

Reviewed By: Rick Caro III  
(650) 558-7270

Date: February 5, 2020



## *Project Comments – Planning Application*

Project Address: 556 El Camino Real, zoned R-3, APN: 029-111-260

Description: Request 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.

From: Jennifer Lee  
Stormwater

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

No comments at this time.

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

- This project is required to comply with the Provision C.3 and C.6 of the San Francisco Bay Municipal Regional Stormwater NPDES Permit (MRP) if it will create and/or replace 10,000 square feet or more of impervious surface. For these projects where 50 percent or more of site impervious surface will be created/replaced, stormwater source control and treatment requirements apply to the entire project site.

Please complete, sign and return the “C.3/C.6 Development Review Checklist” and the following worksheets, which are available at [www.burlingame.org/stormwaterdevelopment](http://www.burlingame.org/stormwaterdevelopment)

- a. Worksheet A, C.6 Construction Stormwater BMPs
- b. Worksheet B, C.3 Source Controls
- c. Worksheet C, Low Impact Development – Site Design Measures
- d. Worksheet D, C.3 Regulated Project – Stormwater Treatment Measures
- e. Worksheet E, Hydromodification Management
- f. Worksheet F, Special Projects (if applicable)
- g. Worksheet F-2, Special Projects Reporting Form (if applicable)

For additional information, please see the **C.3 Stormwater Technical Guidance** handbook at [www.flowstobay.org/newdevelopment](http://www.flowstobay.org/newdevelopment)

- Required Best Management Practices (BMPs) apply to all construction projects utilizing architectural copper. **Please read the “Requirements for Architectural Copper” fact sheet available at [www.burlingame.org/stormwaterdevelopment](http://www.burlingame.org/stormwaterdevelopment).**
- Starting June 5, 2019 all projects that involve demolition of a building will need to ensure that polychlorinated biphenyls do not enter the storm drains per Municipal Code 15.15 Managing

PCBs during Building Demolition Ordinance. Project applicants must complete, sign, and return the PCBs Screening Assessment Form, electronically available at [www.burlingame.org/stormwaterdevelopment](http://www.burlingame.org/stormwaterdevelopment). For assistance with completing the form, please review the PCBs in Priority Building Materials Applicant Package, which is also available at the website referenced above.

- Any construction project in the City, regardless of size, shall comply with the city's stormwater NPDES permit to prevent stormwater pollution from construction-related activities. Project proponents shall ensure that all contractors implement appropriate and effective Best Management Practices (BMPs) during all phases of construction, including demolition. **When submitting plans for a building permit**, please include the **Construction BMP plan sheet**. An electronic file is available at: [www.burlingame.org/stormwaterdevelopment](http://www.burlingame.org/stormwaterdevelopment).

**Reviewed By:** Jennifer Lee  
650-558-7381

**Date:** 7/25/19



## Project Comments – Planning Application

Project Address: 556 El Camino Real, zoned R-3, APN: 029-111-260

Description: Request 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.

From: Lisha Mai  
Public Works Engineering

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

- ~~1. A remove/replace utilities encroachment permit is required to (1) replace all curb, gutter, driveway and sidewalk fronting site, (2) install a new lateral, (3) install new water line(s) – all water line connections to city water mains for services or fire line are to be installed per city standard procedures and specification, (4) any other underground utility works within city's right-of-way. Please show on the site plan all required off-site improvements. Utility plans must show locations of all new utility (PG&E, water, sewer, sewer cleanout) connections and abandonment of existing per City Standards.~~
- ~~2. Show the location of down spouts for the entire roof and that there is enough finish grade elevation around the perimeter of the property to demonstrate the direction of storm water runoff for the property. If the grade is not sufficient to prevent storm water runoff onto adjacent properties, show a drainage system design. **Please be aware that you must obtain approval from Caltrans for any stormwater discharge to El Camino Real.**~~
- ~~3. Please dimension all driveway curb cuts proposed for the project site. Total driveway exceeds 20% of total allowable per Municipal Code 12.04.060. However, in commercial districts approval may be granted for driveways not exceeding seventy (70) percent of the street frontage including the frontage on each street in the case of a corner lot or in the case of lots fronting on two (2) streets, in order to give access to areas used for the off-street parking of vehicles, for off-street loading zones.~~
- ~~4. Please provide an existing site plan (or survey) for review and overlay it with the proposed. Existing site plan shall show existing structures along with details of the lot.~~
- ~~5. Please provide information for the auto car stacker.~~
- ~~6. Please show how the project will be in compliance for c3 stormwater treatment measures.~~
- ~~7. How will the trash be retrieved from the trash rooms and picked up by Recology. On-site pickup is required. A staging area is recommended. Staging/bin placement for pick up shall be onsite and not within public right-of-way.~~
- ~~8. Please show proposed utility connections to the City's infrastructure.~~
- ~~9. Please provide a preliminary title report for review.~~
- ~~10. 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>~~

- ~~11. 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.~~
- ~~12. Per Municipal Code 25.70.025, "Maximum driveway slopes shall not exceed fifteen (15) percent at any point without special approval of the department of public works". Please provide justification for 18% slope.~~
- ~~13. A sewer study is required for this project.~~
- ~~14. Please provide lighting details for the proposed open space and pathways.~~
15. No further comments at this time.

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

16. Based on the scope of work, this is a "Type III" project that requires a Stormwater Construction Pollution Prevention Permit. This permit is required prior to issuance of a Building Permit. An initial field inspection is required prior to the start of any construction (on private property or in the public right-of-way).
17. Please submit an erosion control plan. This plan shall include, but not limited to, delineation of area of work, show primary and secondary erosion control measures, protection of creek or storm drain inlets, perimeter controls, protections for construction access points, and sediment control measures.
18. A stormwater maintenance agreement shall be recorded with the County for all c3 treatment measures. This agreement must be recorded prior to building permit signoff.
19. Recology must approve the sizing of the staging area at grade and developer shall submit a copy of the service plan to the City.
20. The back of the driveway/sidewalk approach shall be at least 12" above the flow line of the frontage curb in the street to prevent overflow of stormwater from the street into private property.
21. Subgrade parking is shown to be constructed up to the rear property line. If excavation method is by means of tie-backs, a shoring and tieback agreement from adjacent property owner(s) will be required and copy of the agreement must be submitted to the City.
22. All nonstandard sidewalk details that are constructed in the public right-of-way will require a maintenance agreement with the City as responsibility will be borne the property owner. Sidewalk fronting the property must be a minimum of 5' wide.
23. A traffic, sewer, water, and storm drain study will be required for this project. Any impacts generated as the result of the project will be required to upsize or contribute its prorated share of the impact to upgrade the existing infrastructure.
24. Geotech report states that groundwater level is shallow and will be encountered during excavation of the subsurface garage pit. To reduce the amount of construction groundwater pumping, excavation of garage pit will be limited to summer months only. Waterproofing of the basement will be required to allow for the water table to rise as no continuous groundwater pumping will be allowed.
25. An address assignment for the additional units will be required prior to issuance of the building permit.



26. If these units are for sale, a subdivision map will be required prior to Public Works sign-off of the building permit.
27. All utilities for the project must be undergrounded.
28. In addition to encroachment permit fees, this project will require a separate inspection account. The fee is based on the duration of the project construction.
29. All existing infrastructure shall be videoed or CCTV pre and post construction before acceptance of the improvements.

**Reviewed By:** Lisha Mai  
650-558-7239

**Date:** 2/21/2020

**From:** Jon Weiner [REDACTED]  
**Sent:** Monday, April 13, 2020 2:11 PM  
**To:** Public Comment <[publiccomment@burlingame.org](mailto:publiccomment@burlingame.org)>  
**Subject:** 556 El Camino Real Hearing Monday April 13th, 2020 @ 7:00pm

Dear Planning Commission,

I recently received a notice that a virtual hearing would be held tonight, Monday, April 13th, 2020. The notice indicated that if we would like to review the application and plans for this project we would need to visit the Community Development Department office at 501 Primrose Road, Burlingame, California. With the shelter in place currently in effect, this is impossible, and you have not made the plans available online. Given this, I can only comment on this project based purely on speculation.

There were many concerns raised by both the public and the board during prior meetings and without the ability to review the documents, those same concerns still exist. Those issues are related to the size of the project, the underground parking structure/automatic car moving system, and the practicality, or rather, impracticality of the builders plans to mitigate these concerns.

The size of the project is a concern because of the view at the rear of our building. Half the units in our building face the proposed project site and the size of the project will be an eyesore, as well as block our available sunlight, and all but robbing us of our privacy. This will affect our pool and outside patio area a great deal as well.

The plan for the underground automated parking system causes concern for many reasons. Most immediate are the water table concerns in this area. As a resident of over 40 years, I can tell you that you do not need to dig further than a couple of feet before you start seeing water ingress. The underground parking at my building, which is only one level below the street surface, suffers from water ingress issues despite our numerous attempts to stop it. During the rainy season our bilge pumps in the elevator shafts run almost constantly. The proposed underground system would be a constant battle against nature and as we all know, in the end, nature always wins.

Additionally, the construction of the underground parking structure will no doubt cause some disturbances and shifts in the ground surrounding the site. Our plaster swimming pool and outside patio area will no doubt suffer from the construction process. I would like to know what the builders' plans are to keep track of and compensate neighboring buildings for damages incurred from the building process.

Lastly, I would just like to add that the builders have been attempting to push this project through any ways they can. I see this attempt at doing this, during a shelter in place, as a rather less than respectable attempt at this. With a lot of the surrounding residents not able to attend this meeting, and also not being given any way to properly review the plans, I would formally recommend this is pushed until the shelter in place has ended.

I know it goes without saying, but I would recommend the board reviews this project, as a whole, with the residents of Burlingame, the neighbors, tax-payers, and voters, in mind, first and foremost.

Regards,  
Jon Weiner



Afaf Dudum  
[REDACTED]

Burlingame, CA 94010

April 15, 2020

Burlingame Planning Commission  
501 Primrose Road  
Burlingame, CA 94010

RECEIVED

APR 21 2020

CITY OF BURLINGAME  
ODD-PLANNING DIV.

RE: Project Site 556 El Camino Real

Greetings to Planning Commissions and Committees

I have resided in Burlingame since 1986 and saw all the changes of Burlingame Landscape; it is sad and heartbreaking how this beautiful community have evolved.

I have attended two meetings regarding the site at 556 El Camino Real. There has been many opposition from the Owners and Neighbors that surround the site. The Main objection is the construction of a five-story residential condominium. The surrounding condominium buildings are three-story (R-3) heights. This monsters site that is being proposed does not fit in the area; it will be very hazardous, will block the sunlight to the adjoining condominiumsthat surround the site, will cause many damages to the eucalyptus and redwood trees, and especially the congestion and parking that already is a problem. All the surrounding condominiums are built over a creek. When the construction workers started drilling, there will be lots of damages to the surrounding condominium.

I would like to invite you to visit my builing and to view the site from my balcony-as I am [REDACTED] the project site. A Five-Story building will be Dangerous and Hazardous to the Area. Before you approve and place your John Hancock on the papers, consider my invitation and view the site from back and to see how it will effect the neighbors and community.

Please do not let the greed and money affect your decision. Would welcome your approval to limit the height of the project. I would welcome the sunlight and the view. Please contact at [REDACTED] to come and view from my balcony what I just wrote you.

Thank you in advance for your consideration  
[REDACTED]

Afaf Dudum

PS: Thank you Miss Erica Lewit for your help and please make copies of my letter and give it to each member of the Board

**From:** DJ MCLAUGHLIN [REDACTED]  
**Sent:** Saturday, April 18, 2020 2:13 AM  
**To:** Public Comment <[publiccomment@burlingame.org](mailto:publiccomment@burlingame.org)>  
**Cc:** Juliet Velarde <[REDACTED]>  
**Subject:** 556 El Camino Real

To Whom it May Concern;

Our opinion is that this project will be a huge mistake. Traffic & noise are already a daily issue. Furthermore, we happen to know that this property owner (Roman Knop) has been what's known as a 'slum lord' for many years. He's made tenants live w/ mold, broken toilets, broken refrigerators, bathroom sinks, showers, even broken windows & loose wires hanging openly wherever possible ! We have personally witnessed this ! That's not to mention the ever-lasting piles of garbage he ignored outside, behind the building, literally for years. We've noticed he finally had it removed, undoubtedly due to this upcoming decision. The health dept. had been called but tenants were afraid to follow up in fear of being evicted. I imagine most of the current tenants would attest to this if they knew they'd be protected. I personally live [REDACTED] but have friends who've lived there until [REDACTED] ago. They were there for several years & his treatment toward them simply disgusted us. He, in no way, deserves any gain, especially at the cost of this whole area, following his terrible treatment of so many people !

Thank you for your attention.

Sincerely,  
Deborah McLaughlin



**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.

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MAR - 9 2017

CITY OF BURLINGAME  
CDD-PLANNING DIV.

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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;

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- 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](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  
Page 4

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](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](http://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](http://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:

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Mr. Gardiner, City of Burlingame  
March 9, 2017  
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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](mailto:jannette.ramirez@dot.ca.gov).

Sincerely,



PATRICIA MAURICE  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse



**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME  
APPROVING CATEGORICAL EXEMPTION, 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, a Categorical Exemption has been prepared and application has been made for 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, property owner, APN: 029-111-260;

WHEREAS, said matters were heard by the Planning Commission of the City of Burlingame on May 11, 2020, at which time it reviewed and considered the staff report and all other written materials and testimony presented at said hearing;

NOW, THEREFORE, IT IS RESOLVED AND DETERMINED BY THIS PLANNING COMMISSION THAT:

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

\_\_\_\_\_  
Chairperson

I, \_\_\_\_\_, Secretary of the Planning Commission of the City of Burlingame, do hereby certify that the foregoing resolution was introduced and adopted at a regular meeting of the Planning Commission held on the 11th day of May, 2020 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 **May 21, 2020**

1. that the project shall be built as shown on the plans submitted to the Planning Division date stamped April 6, 2020, sheets A-0.0 through A-4.2 and L-1 through L-4; and Boundary and Topographic Survey dated May 15, 2013; and that the plans shall be revised at the time of Building Permit submittal to reflect an average maximum unit size of 1,250 SF and to demonstrate a 5% maximum roof coverage for the elevator and equipment;
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 Tree Protection Plan shall be submitted by the property owner of 556 El Camino Real to the Parks Division for review by the City Arborist at the time of Building Permit submittal; that the plan shall detail any required canopy trimming and shall provide protection measures for Trees 6 and 14 identified in Appendix C, Tree Survey and that these measure shall be inspected by a Certified Arborist and verification of their installation shall be submitted to the Planning Division and the City Arborist; that the plan shall require a Certified Arborist to be present on the site to oversee the cutting of any root that exceeds a three-inch diameter for either Redwood Tree 6 or Redwood Tree 14; and that in the plan the Certified Arborist shall establish a value for each of the two Protected trees to be used by the City Arborist for penalty fees and/or replacement trees in the event that either of the Protected trees are damaged or destroyed by construction;
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 parapet for the fifth floor (the last floor containing conditioned living space) shall not exceed elevation 152.00' (for a maximum height of 51'-1"), and the top of the enclosed elevator shall not exceed elevation 156.00', as measured from the average elevation at the top of the curb along El Camino Real (100.91'), and that the top of each floor and final roof parapet 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

## EXHIBIT "A"

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

#### **556 El Camino Real**

Effective **May 21, 2020**

floor elevation at the bottom of the stacker pit shall not be lower than elevation 84.5'; first (ground) floor finished floor shall be elevation 104.5'. 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 February 5, 2020, the Parks Division memo dated February 14, 2020; the Public Works Division memo dated February 21, 2020; the Fire Division memo dated March 10, 2020, and the Stormwater Division memo dated July 25, 2019 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;

## EXHIBIT "A"

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

**556 El Camino Real**  
Effective **May 21, 2020**

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 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 event; 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

## EXHIBIT "A"

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

#### **556 El Camino Real** Effective **May 21, 2020**

- 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 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 fifth floor roof parapet and the height of the elevator enclosure, 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



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according to the approved Planning and Building plans;

### **Conditions Originally Specified as 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.*
  - *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<sub>2.5</sub> 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*

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*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.*
- *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.*

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- *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 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*

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*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.*
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 flood proofed 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*

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*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

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



COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

PH: (650) 558-7250

FAX: (650) 696-3790

## PUBLIC HEARING NOTICE

The City of Burlingame Planning Commission announces the following public hearing on  
**Monday, May 11, 2020 at 7:00 P.M.**

**Project Location:** 556 El Camino Real, zoned R-3 (APN: 029-111-260)

**Description:** 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.

To adhere to the San Mateo County Health Officer's Shelter-in-Place Order, the Planning Commission meeting will be held via teleconference (see below for details). However, if you do not have access to a computer, you may attend the meeting in the City Hall Council Chambers, 501 Primrose Road, Burlingame, CA. Based on the most recent San Mateo County Health Order, all members of the public must wear a face covering when entering City Hall.

**To access the meeting by computer:**

Go to [www.zoom.us/join](http://www.zoom.us/join)  
Meeting ID: 816 1247 0759  
Password: 273879

**To access the meeting by phone:**

Dial 1-669-900-6833  
Meeting ID: 816 1247 0759  
Password: 273879

Members of the public may provide written comments by email to [publiccomment@burlingame.org](mailto:publiccomment@burlingame.org). Comments submitted during the meeting will be read aloud by staff for the record.

### Questions/Comments

If you have any questions about the proposed project or would like to schedule an appointment to view a hard copy of the application and plans, please contact Erika Lewit, staff planner for the project, at [elewit@burlingame.org](mailto:elewit@burlingame.org) or (650) 558-7254. Written comments on the project may also be emailed to the staff planner prior to the public hearing. We encourage you to review the proposed plans for this project online now at [www.burlingame.org/planningcommission/agenda](http://www.burlingame.org/planningcommission/agenda).

### Agenda and Staff Reports

The City of Burlingame will publish the meeting agenda at 5 p.m. on Thursday, May 7, 2020. The agenda will be available online at [www.burlingame.org/planningcommission/agenda](http://www.burlingame.org/planningcommission/agenda) and will contain the staff report, related documents, and proposed plans for this application. The agenda will also be posted at City Hall, 501 Primrose Road, Burlingame, CA. A hardcopy of the staff report and related documents may be obtained upon request to the staff planner (see contact information above).

*(please refer to other side)*

## PUBLIC HEARING NOTICE

### **Accessibility**

In compliance with the Americans with Disabilities Act, individuals who require special assistance or a disability-related modification or accommodation to participate in this meeting, or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Planning Division at [planningdept@burlingame.org](mailto:planningdept@burlingame.org) or (650) 558-7250, by 10:00 a.m. on Monday, May 11, 2020. Notification in advance of the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting, the materials related to it, and your ability to comment.

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 the notice.

Kevin Gardiner, AICP  
Community Development Director

Mailed: May 1, 2020

556 El Camino Real  
500' noticing  
APN #: 029.111.260

