

COMMUNICATION RECEIVED  
AFTER PREPARATION  
OF STAFF REPORT

Item # 8b

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**From:** Steve Kaufman [mailto:sakaufm-ca@hotmail.com]  
**Sent:** Monday, April 24, 2017 10:08 AM  
**To:** GRP-Planning Commissioners  
**Subject:** 1128-1132 Douglas Avenue Development

APR 24 2017

CITY OF BURLINGAME  
CDD-PLANNING DIV.

Dear Planning Commissioners:

I would like to express my support for the development at 1128-1132 Douglas Avenue. The proposed structure appears to be consistent with the Downtown Plan and will be an improvement over the existing buildings on the site. Higher density housing in the downtown core is essential to improving our environment. Further, the City appears to need the housing that this project will provide given current demand. With more rental units in the area, maybe we will even see some decline in rental rates.

Sincerely,

Steve Kaufman  
1499 Oak Grove Ave.  
Burlingame  
Mobile: 401-742-5213

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4/21/2017

Burlingame Planning Commissioners

Regarding 1128 and 1134 Douglas ave Projects

Item # 8b

1128 - 1132 Douglas

We have been watching this process and are deeply disappointed in both the builders and the architects on this projects reactions to our needs and valid concerns as longtime residents of Burlingame.

We went to the last planning meeting regarding this project and were very happy when it seemed the majority of the commissioners felt this building was too large, defiantly too tall for the street , the parking allotted too little, no where for trucks to pull in for trash and deliveries and the driveway too small for multi units. We also from the meeting understood the commissioners were not impressed with the outreach from the architects and the builders for the neighbors.

Unfortunately it seems the architects and the builders do not value the neighbors viewpoints or offer any options to come down in size or meet the neighbors concerns.

Last week the architects ( maybe the builders also were there -it wasn't clear) held a meeting at the Library to meet with the neighbors after it was requested from the commissioners that some outreach was needed since there had been none for two years. The meeting though was just to state they weren't changing anything and the main architect that sits on Burlingame's board ran most of the meeting with the neighbors which seems out of line. The architects also stated they could even go up to 6 stories legally per the downtown code. It seemed as a threat that they could go higher when all the neighbors and most of the commissioners feel 4 stories is too high already. The architects did not take anyone's facts or details seriously or offer any compromises they just stated the exact same plan as the previous planning meeting-No changes to be made. So it was a meeting to have a meeting -for the commissioners only not a meeting to come up with some good changes , ideas or to work with the neighbors and overall plans.

We are very worried now as there is a meeting this Monday April 24<sup>th</sup> now again and as we have heard they are aiming at pushing this plan through again without taking the height issues and the size issues into consideration. These are issues both the neighbors and the other commissioners felt strongly about. Knowing that Richard Terrones sits on the board and talked to us at the neighborhood meeting stating no changes and has the right to even go larger to six stories due to the codes in Burlingame and now its up again this week seems wrong morally and ethically. Is he pushing this through and getting approval after the commissioners asked for the size and the height to go down.

None of us want large buildings on the street that don't match existing buildings and block trees and sunlight from so many. It seems fair to require this building size to come down as the commissioners at the last meeting suggested to the architects and the builders, although it is unclear if the builders were even at the last meetings. For those of us who have lived in Burlingame for over 25 years we want to see improvement but not out of the style and character of Burlingame and our street.

Please do not allow this large building on this site with this height and such little parking .

Thank you, Concerned Douglas Residents

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APR 21 2017

CITY OF BURLINGAME  
CDD-PLANNING DIV.

**Planning Commission Meeting**  
**John Root 4-24-2017**

Item #8b

My name is John Root. My wife and I have lived in Burlingame for many years in single family homes and for the last 4 ½ years in a condominium at 1133 Douglas. We moved close to downtown because we liked the proximity to the Avenue and public transit. Walking instead of driving is important to us. We like being close to the action, so to speak and the increased activity is actually something we like.

My comments may be repetitive for some of you from previous meetings but for the benefit of Commissioner Kelly I ask for your indulgence,

The proposed building will be there for a long time so I think we all agree it is important that everything should be done now to assure that it fits into the community and works well for everyone, residents and neighbors alike in the very best way possible. That's my approach in offering criticisms and suggestions

1. I continue to believe the building is too tall. The Downtown Specific Plan allows it after review and consideration of each individual situation. While the setback of the fifth floor does help, I don't believe it will fit in well with the other structures on Douglas Avenue

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CITY OF BURLINGAME  
CDD-PLANNING DIV.

2. A circular driveway for drop offs, guest parking and service personnel is a welcome addition and will make the complex more convenient for its' residents and will avoid a significant amount of unnecessary double parking.

Adjusting the amount of landscaping should not be detrimental if the plant material that's used is of the proper species and quality.....this is something I'm sure you will insist upon.

3. Though the EIR seems to opine otherwise, I continue to believe deliveries of online orders to 27 additional residences is a significant addition to congestion. This is a relatively new phenomenon and one I don't think the city has yet addressed.
4. This building will introduce more parked cars on an already congested street. As you may know, a proposal is currently being considered by the Traffic, Safety and Parking commission that would improve the traffic islands at **Floribunda and Ansel**, **Floribunda and Almer** and **Bellevue and Almer**....all in the neighborhood. The improvements would eliminate an estimated 20 parking spaces. Where will those vehicles park?

Thank you for your attention and I wish you well in your deliberations.



# City of Burlingame

BURLINGAME CITY HALL  
501 PRIMROSE ROAD  
BURLINGAME, CA 94010

## Meeting Minutes Planning Commission

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Monday, February 13, 2017

7:00 PM

Council Chambers

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- d. 1128-1132 Douglas Avenue and 524 Oak Grove Avenue (Dreiling Terrones Architecture, Inc., applicant and architect; Jianguang Zhang, property owner) (307 noticed) Staff Contact: Ruben Hurin

1. Certification of a Final Environmental Impact Report (FEIR)

2. 1128-1132 Douglas Avenue, zoned R-4: Application for Design Review, Conditional Use Permit for building height, Front Setback Variance, and Parking Variance for driveway width for a new five-story, 27-unit multi-family residential building with at-grade and below-grade parking.

3. Tentative Parcel Map for Lot Combination for 52 Feet on Douglas Avenue, Portion of Lot 3, Block 5, Map No. 2 of Burlingame Land Co. and 50 Feet on Douglas Avenue, Portion of Lot 3, Block 5, Map No. 2 of Burlingame Land Company.

4. 524 Oak Grove Avenue, zoned R-1: Application for Design Review and Front Setback Variance to demolish the existing house at 524 Oak Grove Avenue and replace it with an existing house to be moved from 1128 Douglas Avenue; the project includes a first and second story addition to the house moved from Douglas Avenue and construction of a new detached garage.

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

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

*Questions of staff and the environmental consultant (Laurie Hietter, Panorama Environmental, Inc.):*

> *What is the difference between potentially inconsistent, partially inconsistent, and inconsistent? (Hietter: Used by CEQA practitioners when a policy has multiple parts, and the project has varying amounts of consistency depending on which part of the policy. "Potentially inconsistent" acknowledges the possibility for changes to the project from the Planning Commission.)*

> *Inconsistencies in the stated height of the building. (Hietter: The design had been revised between the Draft EIR and the Final EIR including a change in height.)*

> *Is the analysis of consistency with surrounding buildings based on which buildings were subject to design review, or just the neighborhood as it exists currently? (Hietter: Based on the neighborhood as it exists currently.) (Staff note: Design Review was not required for multifamily buildings until 2011. All of the surrounding buildings were approved prior to Design Review being required for multifamily buildings.)*

> *In the discussion of privacy that mentioned stepping back floors, which floors were being referenced to be stepped back? (Hietter: The top floor. Stepping back more than one floor would further help with privacy.)*

> *What is the American Community Survey data that was used to determine the vacancy rate? Why did the vacancy rate increase? (Hietter: It is a data source that provides vacancy rates. An increase in*

vacancies could be from new units coming on the market.)(Gardiner: American Community Survey is based on census data, except it is compiled on an annual basis. As census data, it is based on self-reported sources. It is a data set.) Would be better to have data that is specific to units that are vacant and available for rent, rather than vacant because of vacations, property sales, etc.

> Does the discussion of available vacant housing take into account the rents that are being paid in the building currently, compared to the rents of vacant units in Burlingame currently available? (Hietter: Determination was made based on vacancies, not rents. Census data is a standard metric used in CEQA analyses, but the City may establish its own metric as well provided there is consistent methodology using available data sources.)

> The 2010-2040 growth percentage is identified as a range from 0.5% to 0.8%. What is the growth percentage calculating? (Hietter: It is based on the historic data combined with projected growth.)

> School enrollment only shows up to 2015-16 enrollment, and indicates McKinley is below capacity. What would have happened if the number was above capacity instead? (Hietter: The school district has indicated that enrollment can be shifted between schools as necessary, and there would not be an issue with this project.)

> The district assumes enrollment in McKinley in 2020 will be above capacity, however that does not account for portable classrooms. If students must be driven to another school rather than McKinley, is that counted in the trip analysis? (Hietter: This development is not of a size that would be considered to have a significant impact on the schools based on the relatively small net increase in residents. The increase would be considered de minimis for traffic and air quality impacts.)

> Does the water use account for all new development if there are dry years? (Hietter: For project-specific analysis, the study relies on growth rates anticipated in the General Plan. Based on data available currently and anticipated growth rates, there would be adequate water allocation to supply the project.)

> Concern with traffic data being dated. (Hietter: The most recent data was referenced in the Final EIR. The specific plan did traffic analysis based on the anticipated development in the plan. The traffic consultant concluded that there were not changes in more recent data that would change the conclusions of the specific plan analysis.)(Gardiner: The scope of work for the traffic study was reviewed by Public Works/Engineering staff, and was vetted.)

> Why was Institute of Traffic Engineer (ITE) data from 2012 used? (Hietter: This is the most recent ITE edition available. ITE is the commonly accepted source for calculating trip generation, and is the source traffic engineers typically go to.)

> How does the construction management plan work for providing parking for construction workers? (Hietter: The plan anticipates utilizing the Caltrain parking lot. If that lot is not available, another available lot would be located.)(Gardiner: The construction management plan is reviewed as part of the building permit application and must be approved prior to issuance of a building permit.)

> When is the water use calculation submitted? (Gardiner: Required to receive the building permit.)

> Concern with headlight glare coming from the parking area.

> Concern there is not guest parking. (Hietter: Guest parking is not required in the downtown specific plan area, based on proximity to transit and city parking lots.)(Gardiner: CEQA analysis cannot require more parking than required by code.)

> Were delivery trucks accounted for in the environmental review? (Hietter: Yes, determined USPS deliveries per week but could not find published data for

> Are standard methodologies, tools and databases typically applied to CEQA analyses to rationalize the evaluation, and were those applied here? (Hietter: Yes.) Same as any other EIR? (Hietter: Yes, and even beyond in some cases.)

> Would there be additional deliveries because of the larger size of the building in the future? (Hietter: There may not necessarily be more delivery trucks based on the additional number of units since the delivery truck will often be making deliveries for multiple units already, and additional units may be included in the stop that would have been made already. Forecasting future trends can be problematic because it requires speculation. The impact of Amazon lockers, for example, is not known. Needs to get out of the realm of speculation and keep within accepted methodologies.)

> ITE Western District letter from November 2014 discusses updating the transportation impact analyses of CEQA, suggesting that current models do not achieve a desired level of accuracy.

Chair Loftis opened the public hearing.

Jacob Furlong, Dreiling Terrones Architecture, represented the applicant.

*Commission Comments/Questions:*

- > *Have the plans been shared with neighbors? (Furlong: Not since the revisions were made to the design. By the time the EIR was completed and the public hearing was scheduled, did not think there was sufficient time to schedule a meeting with neighbors.)*
- > *Do other buildings in the area have a delivery bay at the back of the property, with a single drive? Any thoughts on putting a drive in the front? (Furlong: Looked at a number of options with Planning Staff. Building over the roots of the tree could damage the tree. A loop driveway would require two curb cuts, so would lose a street parking space and would also lose landscaping. The Downtown Specific Plan encourages minimizing paving and maximizing landscape. The grade change prevents connecting to the ramp to the underground garage.)*
- > *How were the number of units determined, and the height? If the intent is to maximize units, why not dig the garage deeper underground? (Furlong: Based on setbacks, owner's desired mix of units, what could fit on individual floor plates, and what would create nice units to live in. Also parking requirements with only having a single story of underground parking. Concerned with having a second level underground because of expense, water table, and impact on surrounding properties.)*
- > *What is the rationale of deciding which portion of the building to step back? (Furlong: Has stepped the front back on the top floor. This was one of the alternates in the EIR. Also looked at stepping back on the sides but because of the width would not be able to have a double-loaded corridor. Needs to have a core going up through the building.) Is the intention of stepping back the fifth floor to minimize views into adjacent buildings, or to minimize the massing? (Furlong: Massing. Wanted to present a four-story face to the street.)*
- > *Was there consideration of not making the floors all look the same? (Furlong: There were a number of initial studies originally but did not get traction. There are other buildings in the area with a similar approach.)*
- > *Where do the bicycles park? (Furlong: On deeper parking spaces bikes can park at the front of the spaces. Some residents with more expensive bikes may want to park take their bikes to their units up the elevator. There is also a storage room that could be set up to accommodate bicycle parking.)*
- > *What is the unnecessary hardship requiring the front setback variance? (Furlong: Function of how the setback is calculated which includes the existing buildings on the site, as opposed to calculating based on the buildings that would remain with the new project. Wants to promote the goal of density in the downtown, and a further setback would result in fewer units.) What is the difference between the required setback and the setback requested with the variance application? (Furlong: 18'-5" is requested, 19'-11" is required.)*
- > *What are the various widths of the driveway? (Furlong: Trying to stay clear of the tree and provide some landscaping against the building. At widest point is 11 feet on the property + 4 feet on the adjacent property = 15 feet to the chimney on the adjacent building.) Why does the driveway pinch back down at the back? (Furlong: Allow for the turn radius and provide some foliage. The rear of the adjacent property extends the width.) Can vehicles make the turn exiting from the rear parking area? (Furlong: Yes, there is also an easement onto the adjacent property, and both properties utilize both sides of the driveway.)*
- > *Why can't the design be adjusted to eliminate the 1'-6" front setback variance? (Furlong: Would create a lot of complexity within the structure after factoring in the various required clearances.)*
- > *How does the design fit into the update to the General Plan currently underway? Small-town feel and traditional look. (Furlong: Can have a contemporary design in a small-town context. Modern interpretation of a traditional elements such as a base, middle and capital. Proportions and interface with the street are traditional. Does not turn its back to the street or hide the front door. The street is eclectic and there are a number of contemporary buildings on the block. This building is contemporary to its time.)*

*Public Comments:*

*Elsa Torres - Neighbor at 512 Primrose. The proposed building will deprive air and sun, and lose privacy. Bedrooms facing this building. If all 27 units have two people and two cars, there will be 54 more*

cars, creating crowded traffic. The back yard of 512 Primrose is approximately 25 feet from the construction, concern with excavation on the trees in the back yard. Median age of residents at 512 Primrose is 60 years old, so concerns with noise and interruptions. The historical house is over 100 years old, and moving it will destroy it - it should stay in place. Does not understand the comments of no children in the building. With 27 units there will be a lot of people moving in and out, lots of moving trucks with people moving every two years and trucks obstructing traffic.

Rusty - New resident at 512 Primrose. Concern with the height, will change the neighborhood. Most concerned with the surface parking in the back, will change the environment of the neighborhood. Bedrooms are typically in the back, but with parking there will be headlights and noise, beeping, engine noise, conversations around cars. Given the type of building, particularly the tenants, could have people working on shifts, or coming back and forth from the city late at night. Could have natural barriers such as large trees or large shrubs that will protect light and sound from a natural barrier.

Larry Stevenson - Guests cannot expect to park in city lots. The delivery data is four years old and a lot has changed since then - Amazon deliveries have doubled, USPS is up 50%. Online ordering has increased from 5% to 15% over this time. Roots of the tree are already the surface for the redwood, doesn't know how they will build the driveway. Believes there should be 46 parking spaces for the project, not 33. No structural engineering report has been provided showing the existing structure could be moved.

John Root - Lives at 1133 Douglas. Has had very little contact with the developer. Only contact was in early 2015. Still thinks the building is too tall. Understands the spirit of the Downtown Specific Plan but this is one of the first tall buildings downtown - needs to get it right and not sure this is right. Deliveries need current data, does not believe one space at the back is sufficient. Believes having a curved drive connecting the two driveways could be worked out. Concern with tree impacts and construction activity, and hopes rules are followed. Does not believe the response in the FEIR is adequate for the headlight impacts, should adjust pitch of the driveway to prevent headlights shining into unit across the street; it is not set up that way now. Douglas is not a quiet street, it is a boulevard at some times of day.

Linda Taylor - Has lived across the street for over 10 years. Does not believe a 5-story 60 foot building fits in with the neighborhood, even with a top floor setback. The height combined with the width yields a mass far beyond what would be desirable. The proposed building is 20-25 feet taller than any other building on the block. Would shade an area 80% greater than existing structure. Will displace 22 neighbors. Neighbors will be inconvenienced during construction from noise, dust, dirt, electrical outages, traffic congestion and road closures. Needs to protect the city trees on the block when moving the building as well as the protected tree. Wants the contact info for the on-site construction manager both weekdays and weekends, daytime and evenings. Also wants a direct line to a city authority who can help if concerns are not listened to.

Carolyn Root - Lives across the street in a 9-unit condominium. Concerned the new structure will be in place for next 50-100 years and will have considerable influence on future development on Douglas Avenue. 27 units can house 54 people and that can generate 54 or more additional cars. Had hoped number of units would be further reduced, allowing for less mass and more landscaping. Also would like a drive-through for visitors and deliveries to reduce street congestion. Would like the design to fit in and be an asset to the neighborhood; the library sets a high bar for the area.

Danelle Rienk - Lives next door at 1126 Douglas Avenue. Concerned there will be garbage placed up against her building. Wants to push the building back 10 feet on the side to widen the driveway. Concerned with demolition since walls are attached currently. Wants a new traffic report - believes traffic has tripled in past 18 years. Expects there will be 60 more cars and people when there are only 9 now. Everybody drives. Will be in the dark with 5 stories, requests three stories and push back 10 feet.

Robert Brisbee - Has lived in Burlingame 49 years. 5 stories is too much on Douglas. OK on ECR or California Drive, and more housing is needed, but not the right thing to do on Douglas Ave. There are other considerations: high amount of traffic at McKinley School, and parking around Caltrain lot difficult

*because needs to cross busy California Drive.*

*Jerry Wentworth - Has lived at 1121 Douglas for 45 years, wants to know parking code requirement for 27 units. Is it determined by the number of bedrooms in a unit, or just the number of units?*

*Jacob Furlong: The plans meet the parking requirements for the Downtown Specific Plan. The EIR has a condition requiring contact information to be posted on the site. The meeting with the neighbors was at the submittal in 2015. Was waiting for the CEQA document to be completed, then made revisions to the project. The height is not uncharacteristic of the neighborhood, and it is a neighborhood in transition. Taking a lot of steps to address the trees and neighborhood, and acknowledges the concerns with construction. Will abide by all of the requirements in the EIR, which are extensive.*

*Chair Loftis closed the public hearing.*

*Commission Discussion:*

- > Should have had more interaction between the development team and the neighbors.*
- > It is a handsome building but agrees that it would look better on a larger street like El Camino Real or California Drive. Seems a bit too much for Douglas Avenue, and for this site.*
- > Understands goal of making downtown more dense, but needs to meet the design guidelines. The EIR cites inconsistencies with the design guidelines in the articulation, architectural compatibility, large expanses of stucco, minimizing sightlines to the neighboring properties, etc.*
- > Shared driveway provides the ability to make a bigger building than would otherwise be possible.*
- > Is a great site and the design team is talented. Believes there are other ways to approach the site access that does not require an easement and a narrow shared driveway.*
- > Although the front setback variance request is minimal, not having a variance makes the job of the Planning Commission easier.*
- > Likes the style, but it does not need to look so much like an apartment building.*
- > It is a good site but does not necessarily need to have 27 units. Can go further with quality than quantity - rework the design and articulate the faces better.*
- > Too big of a building. Could be stepped back on a number of the floors, and does not need to be five floors.*
- > Concern with data that is being used to support a building of this size in this neighborhood. General sense that the numbers are old, and will increase.*
- > Should reduce the height and number of units, and eliminate front setback variance.*
- > Downtown Specific Plan was an extensive community process and specifies density in the neighborhood. The project is not overly dense; it is not asking for the maximum in height and density.*
- > There is no perfect data, but has to work with the data available. Parking requirements and codified; can't assign different standards for each project based on what feels good.*
- > The Planning Commission has approved five story buildings in other locations. This site works better for a five story building than the previous approvals.*
- > Two driveways seems much for such a small lot. Parking should all be underground. If parking were removed from the back there would space for more units or amenities, and have less impact on neighbors.*
- > Bicycles have been ignored.*
- > The number of units is less important than the design of the building. Cannot tell how many units are in the building just based on the appearance of the building.*
- > Reasoning behind the front setback variance is weak. Eliminating the variance would not change the building so drastically that it changes the full design of the building.*
- > School impacts have not been considered adequately.*
- > Needs to reconcile water supply.*
- > Needs to update traffic data.*
- > Building will fit into the neighborhood. The facade is only 58 feet wide, and 46 feet to the top of the fourth-story parapet - it is not a big facade, and it is well articulated. However seems to be "bursting at the seams," particularly with the variance.*
- > 27 units will not result in 54 cars. People will not rent the units if there is not a place to park their cars*

- it is a self-selecting group of people who will rent the units.

> Living in downtown brings some inconveniences such as headlights.

> The construction will be an inconvenience but it is not realistic to expect nothing to be built, or built somewhere else.

> The two driveways is odd but not unheard of; an office building was approved with two driveways. It is a factor of the compact sites.

> It was a good move to set back the fifth story, and will make a significant difference on the street. It is superior to the existing residential buildings on the street.

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

**Aye:** 6 - DeMartini, Loftis, Gum, Bandrapalli, Sargent, and Gaul

**Absent:** 1 - Terrones

## MEMORANDUM

Date: April 17, 2017  
To: Ruben Hurin  
From: Susanne Heim and Laurie Hietter  
Subject: **Additional Data for Planning Commission Regarding Douglas Avenue Project**

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### Specific Plans

A specific plan, such as the City of Burlingame Downtown Specific Plan, allows for streamlining of the environmental review process. *The Planner's Guide to Specific Plans* (State Clearinghouse 2001) states:

“Future development proposals may benefit from the foundation created by the specific plan. For example, a Program EIR adopted to fulfill the plan’s CEQA obligation may streamline the processing of subsequent discretionary projects by obviating the need for additional environmental documentation.”

“CEQA and the State CEQA Guidelines include provisions for streamlined approaches to environmental review commonly referred to as “tiering” (CEQA Guidelines §15152). Tiering is commonly used to simplify the environmental review required for projects which follow specific plans and general plans. The result is a limited review of those project-specific effects which either were not examined or not fully examined in the specific plan EIR.”

“These examples of tiering and exemptions underscore the advantages of preparing an EIR which analyzes the specific plan in enough detail to streamline the environmental review of subsequent projects. This is particularly important when a specific plan covers an extensive area or is the prelude to several development projects.”

Pursuant to CEQA Guidelines Section 15183, streamlined environmental review is allowed for projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an environmental document was certified, unless such a project would have environmental impacts particular to the project, or the project site.

Section 15168 allows for the streamlining of environmental review for projects that are determined, pursuant to Section 15162, not to have additional environmental impacts or require additional information, beyond the recommendations and analysis contained in the program-level environmental document.

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### VACANCY RATE

To evaluate the impacts on population consistent with CEQA guidelines, it is appropriate to evaluate simply whether there are available units that displaced residents could move into. The Planning Commission requested that the analysis consider the current rents of the displaced units versus the available units on the market (assuming the data is available) to make a more informed conclusion. To support this evaluation, Panorama has evaluated units available on Craigslist and Zillow.

The rental rates for apartments at 1128 Douglas Avenue are shown below, based on an internet search.

**Table 1** 1128 Douglas Avenue Rental Rates

Unit and Bedrooms	Rate	Date
Unit 1 1 BR	\$1,200	2014
Unit 3 1 BR	\$1,995	2016

Source: Hotpads 2017

Craigslist included over 160 units for rent in Burlingame on March 31, 2017. Studios were listed for \$1,600 and \$1,750 per month. Zillow showed 13 units for rent in Burlingame on March 31, 2017, with the lowest rate \$3,250 for a 2 bedroom, 1.5 bath unit. Zillow showed 46 units for rent in San Mateo on March 31, 2017, with the lowest rental rate \$2,000/month for a studio. Millbrae had 15 units for rent with the lowest rental rate of \$2,800 per month for a 1 bedroom 1 bath unit.

**Table 2** Zillow Rates for Apartments Similar to 1128 Douglas Avenue

Beds	Average Size	Lowest	Typical	Premium
Studio	432-510 Sq. Ft.	\$2,095	\$2,890	\$4,450
1 Bed	730-736 Sq. Ft.	\$1,895	\$2,852	\$5,250
2 Beds	959 Sq. Ft.	\$2,500	\$3,468	\$6,450
3 Beds	1365 Sq. Ft.	\$4,595	\$4,645	\$4,695

Source: Zillow 2017

Most cities on the Peninsula, including Burlingame, do not have policies regarding displaced renters and comparison of rental rates. Panorama has not addressed the rental rates of vacancies in any other CEQA document. The Burlingame Housing Element does not address displacement, though it describes the increasing rental property in the City due to increased

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construction of apartments. The Downtown Specific Plan found the project would not displace people because additional rental housing would be built within the planning area (such as this project).

Updated housing data was provided in a recent school enrollment presentation (based on Decision Insite 2017 report—see below). The school enrollment study (Decision Insite 2017) indicates 66 units would be added in 2018 and 103 added in 2019.

The displacement would not be a significant impact in a city the size of Burlingame due to the number of available units on the market. The costs of new rentals will likely be higher than the 2014 and 2016 rents cited for the existing units, but in absence of adopted displacement policies the variation in rents alone would not be a significant impact.

### SCHOOL ENROLLMENT

The school enrollment figures in the EIR were obtained from published data and consultation with school officials including Assistant Superintendent/CBO Gaby Hellier. Table 3.12-1 of the Draft and Table 2.2-2 of the Final EIR provides information on school enrollment. The table was prepared after telephone conversations with Gaby Hellier in August 2015, Tim Ryan (Burlingame School District) in July 2016, Pamela Chavez (San Mateo Union High School District) in August 2015, and Maritsa Chew (San Mateo Union High School District) in November 2016.

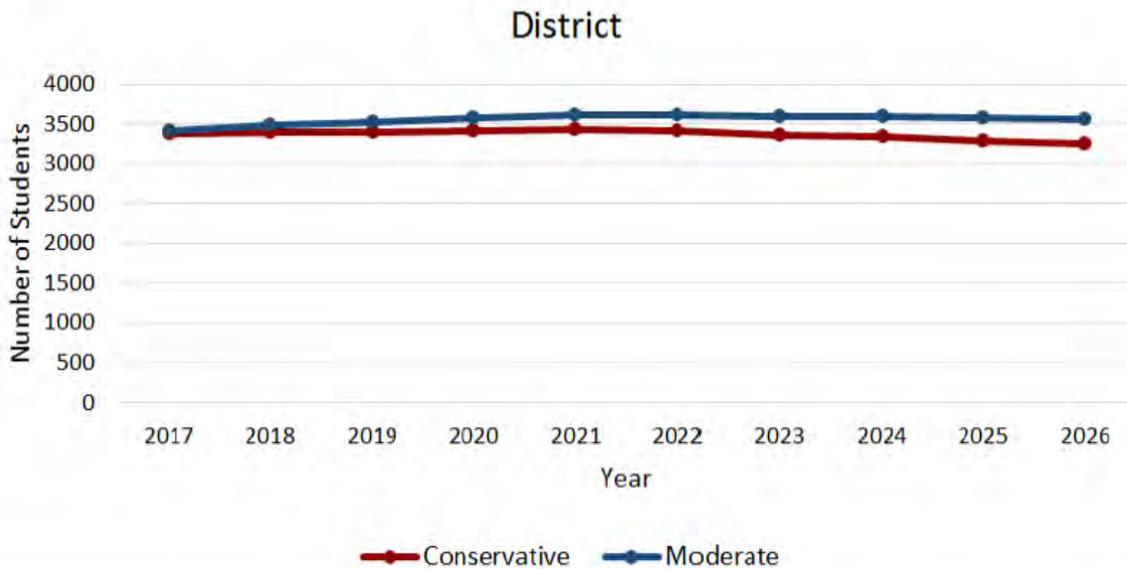
The Planning Commission requested updated enrollment information that extends beyond the 2017-18 school year. An enrollment update was provided at the Board of Trustees Meeting on March 14, 2017, ([Agenda Item 16.1](#)). The District's enrollment has been steadily increasing for many years. In the next few years, Burlingame School District (BSD) can expect enrollment to level out and then start a slight decline in enrollment around year 2022. The Annual Enrollment Project Report (submitted February 3, 2017) and presentation slides from the meeting show declining enrollment starting in 2017. A maximum increase in enrollment of 2% is projected to occur in 2018, which would be before residents of the project would move in and enroll students in the district (Decision Insite 2017).

The enrollment projections also show that the total aggregate number of new students generated by residential development throughout the city would be 99 in 2026 under a moderate enrollment scenario and 90 under a conservative scenario, assuming build out of 550 new residential units. This level of aggregate enrollment, which includes the proposed project, is less than the 124 of out-of-district students served annually, which the district has some control over (Decision Insite 2017).

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Source: Decision Insite 2017

### Water Supply

Commissioner DeMartini referred to slides related to the Urban Water Management Plan during the EIR discussion. The 2015 Urban Water Management Plan (Plan) was used as a source in the Douglas EIR. The General Plan slides are consistent with the analysis in Section 3.14: Utilities of the EIR. The Plan, as shown in the presentation to the Commission, found that water use has declined in the past 10 years, even though population has increased, due to water conservation measures. The Plan also found that there is sufficient water available for current and projected growth through 2040, assuming growth in demand. Only 12 of 1,232 new units have been built (1225 Floribunda and 904 Bayswater Avenue) in Burlingame since the Specific Plan was adopted in 2010. The proposed project water demand is substantially below the need identified for the projected growth of 1,232 new units.

The EIR found that the project would result in a 0.06 percent growth in the City's water demand. The slides support the EIR conclusion that the project impact from a 0.06 percent (0.003 million gallons per day) increase in water demand would be less than significant.

### Traffic/Transportation

The Focused Trip Generation and Parking Analysis prepared by Omni-Means concluded the following:

Proposed project development would be consistent with land use assumptions contained within the City of Burlingame's Downtown Specific Plan that assumed 1,232 residential units could be constructed within the Downtown area. Based on a review of

## MEMORANDUM

April 17, 2017

Page 5

traffic analyses performed for the Downtown Specific Plan, the adjacent intersections near the proposed project site would continue to operate at acceptable levels (LOS D or better) during the PM peak hour under both existing and Year 2030 plus Downtown Specific Plan conditions. These would include the intersections of Chapin Avenue, Bellevue Avenue, and Douglas Avenue at Primrose Road. Due to the relatively minor AM and PM peak hour trip generation from the proposed project (11 AM trips, 13 PM trips) intersection operations would be unchanged from project levels.

The Downtown Specific Plan factored in the units for the Douglas project under the assumed 1,232 units to be built, and this level of development would result in a less than significant impact. Of these units, only 1225 Floribunda Avenue (6-unit project) and 904 Bayswater Avenue (6-unit project), resulting in 5 net new units, have been built since the Downtown Plan Specific Plan was prepared in 2011. Projections used in the Downtown Plan were based on aggressive 2009 ABAG projections. Decision Insite (2017) provided the following projections for new dwelling units. The Moderate case would result in 547 new units being occupied by 2021 and the Conservative case would result in 422 units.

New Dwelling Units Projected to be Occupied by Year (Moderate)										
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Multi-family		29	84	170	168					
Attached		37	19	40						
Detached										
Totals:	0	66	103	210	168	547	0	0	0	0

New Dwelling Units Projected to be Occupied by Year (Conservative)										
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Multi-family		16	77	135	129	94				
Attached		11	17	23	14					
Detached										
Totals:	0	27	94	158	143	94	0	0	0	0

Source: Decision Insite 2017

The conclusion in the EIR that the traffic would not create a significant effect remains valid.

## REFERENCES

Decision Insite. 2017. *Analysis of Enrollment Projections—Fall 2017*. Prepared for Burlingame School District, submitted February 3, 2017.

Hotpads.com. 2017. <https://hotpads.com/burlingame-ca/apartments-for-rent/map?orderBy=lowPrice> Accessed April 3, 2017.

Zillow.com. 2017b. <https://www.apartments.com/1128-douglas-ave-burlingame-ca/r5fxtp0/>

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DTA

Dreiling Terrones Architecture Inc.  
Architecture | Infrastructure | Environments

APR 18 2017

April 18, 2017

CITY OF BURLINGAME  
CDD-PLANNING DIV.

To: Burlingame Planning Commission

RE: 1128 Douglas Avenue – Project Revisions and Response to Comments on DRAFT EIR

Dear Commissioners and Staff,

Thank you for your comments at Planning Commission Meeting on February 13, 2017 regarding the Final EIR and project design. The following is a description of the project revisions we have made in response to Commission and Community comments, as well as our response to specific comments or questions from the Commission.

**Project Revisions:** After the last Planning Commission Meeting, and a meeting with Neighbors, we have discussed the project further with the Owner, and developed the following revisions.

**Eliminated Front Setback Variance:** The building plans have been revised to eliminate the need for the Front Setback Variance request.

**Added Front Circular Driveway:** The neighbors have strongly encouraged / requested that we include a circular driveway, in order to reduce potential impacts to street congestion (i.e. parking and double parking.) The proposed circular driveway is very similar to other properties on the street and in the neighborhood.

**Front Landscape Variance:** In order to accommodate a circular driveway in front of the building for drop-off/pickup and deliveries, a variance for front landscaping (impervious coverage) is being requested. The location of the circular drive in the front setback is due to the existing historic trees, and therefore is not a result of, or related to, the building size or location.

**Retain Rear Yard Trees:** Neighbors have noted that the existing mature trees in the southwest corner of the site provide a substantial landscape screen between this property and properties to the rear. Therefore, we have revised the Basement and First Floor Plans at the southwest corner, to allow for the existing mature trees in that corner to remain.

**Added Bicycle Parking:** The previously proposed "Storage" room in the basement has been changed to provided secure Bicycle Parking. (28) bicycle spaces are provided via wall mounted racks in the secured room.

**Response to Commission Comments:** The following is a response to comments from the Commission at the February 13, 2017 Planning Commission Meeting, regarding the Project design and scope.

*1. Should have had more interaction between the development team and the neighbors.*

- An additional Neighborhood Meeting was held on Wednesday April 5 from 6:00 PM – 7:30 PM, in the Lane Community Room.
- All neighbors within a 300 ft radius of the property were sent a notice for the meeting via US Mail
- A Sign notifying the public of the meeting was posted in front of the project site
- Approximately 10-12 neighbors attended. (see sign-in sheet attached – note that some attendees opted to not sign in.)
- A presentation was made regarding the most recent planning submittal.
- The discussion included preference from neighbors to retain rear yard mature trees, and to include a circular driveway at the front for drop offs/pickups and deliveries.

- Additional comments from neighbors that are not enumerated here, included comments about construction impacts, building height, and impacts of increased density. We encouraged neighbors to express their own opinions at the forthcoming Planning Commission hearing.
2. *It is a handsome building, but agrees that it would look better on a larger street like El Camino Real or California Drive. Seems a bit too much for Douglas Avenue, and for this site.*
- Douglas Ave and the Downtown in general, is an area in transition as indicated by the provisions in the Downtown Specific Area Plan. Due to the Downtown Specific Area Plan more projects like this will likely occur in this area and on Douglas Ave in the future.
  - There are numerous other residential buildings this size and larger on streets in the Downtown area that are similar to Douglas Ave.
3. *Understands goal of making downtown more dense, but needs to meet the design guidelines. The EIR cites inconsistencies with the design guidelines in the articulation, architectural compatibility, large expanses of stucco, minimizing sightlines to the neighboring properties, etc.*
- We believe that the Project is in conformance with the Design Guidelines, and that the design is indicative of many current interpretations of the Contemporary aesthetic.
  - These issues identified in the EIR are not identified as “significant” under the eyes of CEQA, but instead require interpretation by the Planning Commission. The mitigation measure identified, is Design Review by the Commission.
4. *Is a great site and the design team is talented. Believes there are other ways to approach the site access that does not require an easement and a narrow, shared driveway.*
- This is an existing condition that the project is maintaining, to provide beneficial access for both properties. The existing rear parking for the adjacent property cannot exist without the shared driveway – regardless of whether or not this project has parking that is accessed from this driveway or not.
  - The driveway is narrow due to the existing structure on the adjacent property, and the Historic Trees on this property. The creative options for the driveway that don’t eliminate the trees or the adjacent structure are limited to none – unless either property was to absorb the full width of a wider driveway around the trees (which is onerous to either property owner and is contrary to the notion of a “shared” driveway.)
5. *Likes the style, but it does not need to look so much like an apartment building.*
- This project is an apartment Building and is more detailed than many of the nearby apartment buildings that are simple in design and humble in their adornment.
  - Looking like an apartment building is what allows it to harmonize with other existing apartment buildings on Douglas Avenue.
6. *It is a good site, but does not necessarily need to have 27 units. Can go further with quality than quantity - rework the design and articulate the faces better.*
- One of the goals of the Downtown Plan is to increase the availability of housing units.
  - Building fewer larger units would likely only serve to decrease the affordability of these units.
  - Building articulation is achieved through deep-set windows, vertical articulation and changes in materials.
  - Quality materials will be used in order to ensure harmony with the neighborhood.
7. *Too big of a building. Could be stepped back on a number of the floors, and does not need to be five floors.*
- In order to increase density in the downtown area, and meet housing demands, projects of this type, size and scale are be encouraged or supported by the Downtown Specific Plan
  - This is a neighborhood that is in transition.
8. *Should reduce the height and number of units, and eliminate front setback variance.*
- Front Setback Variance has been eliminated.
  - In order to increase density in the downtown area, and meet housing demands, projects of this type, size and scale are be encouraged or supported by the Downtown Specific Plan
  - This is a neighborhood that is in transition.

9. *Two driveways seems much for such a small lot. Parking should all be underground. If parking were removed from the back there would space for more units or amenities, and have less impact on neighbors.*
- The existing shared driveway must remain as it serves the adjacent property.
  - By splitting the Parking between the basement and surface parking, the project reduces the subgrade impacts by minimizing the amount of basement.
  - There is already existing surface parking at the rear of both this property and the adjacent property, accessed via the shared driveway.
  - We have made revisions to the underground basement parking in order to keep existing trees at the rear of the site, which reduces the impacts on neighbors to the rear.
10. *Bicycles have been ignored.*
- Secured bicycle parking has been added in the basement.
  - (28) bicycle spaces are provided via wall mounted racks in the secured basement room.
11. *Reasoning behind the front setback variance is weak. Eliminating the variance would not change the building so drastically that it changes the full design of the building.*
- Front setback variance has been eliminated.
  - Landscape Variance for impervious pavement is requested, in order to add the circular driveway that is strongly encouraged by neighbors.
  - Per City Zoning Ordinance 25.29.100, the Landscape requirement limits the amount of impervious paving to 40% **of the front setback**. Therefore, since there is no setback variance request, the impervious paving that necessitates the Landscape Variance is due to the requested circular driveway. The location of the circular drive in the front setback is due to the existing historic trees, and therefore is not a result of, or related to, the building size or location.
12. *Do other buildings in the area have a delivery bay at the back of the property, with a single drive? Any thoughts on putting a drive in the front?*
- Circular driveway has been added to the front.
13. *Was there consideration of not making the floors all look the same?*
- The building has a base (first floor) that is unique, a middle three floors, and a top fifth floor that is stepped back.
  - This is fairly reminiscent of traditional apartment buildings that currently exist throughout the downtown area.

Thank you for your further consideration.

Sincerely,



Jacob Furlong, Project Architect  
Dreiling Terrones Architecture, Inc.

cc Henry Zhang – Zers Real Estate Development

27 March 2017

Re: 1128 Douglas & 1132 Douglas Ave.  
Burlingame, CA

Dear Neighbor,

We would like to invite you to come to **the Lane Room of the Public Library on Wednesday, April 5 at 6pm**, to further discuss the proposed project. We will be reviewing the project design and answering questions that you may have.



Thank you,

Jacob Furlong  
Architect  
jf@dtbarch.com

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MAR 29 2017

CITY OF BURLINGAME  
CDD-PLANNING DIV.

**CD/PLG-Ruben Hurin**

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**From:** Jacob Furlong <jf@dtbarch.com>  
**Sent:** Thursday, March 30, 2017 1:18 PM  
**To:** CD/PLG-Ruben Hurin  
**Cc:** Wayne Lin; Richard Terrones  
**Subject:** Douglas neighborhood meeting  
**Attachments:** IMG\_20170330\_084123.jpg

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MAR 30 2017

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Ruben,

In addition to noticing the neighbors, we have also posted a sign regarding the meeting next week.

Jacob Furlong

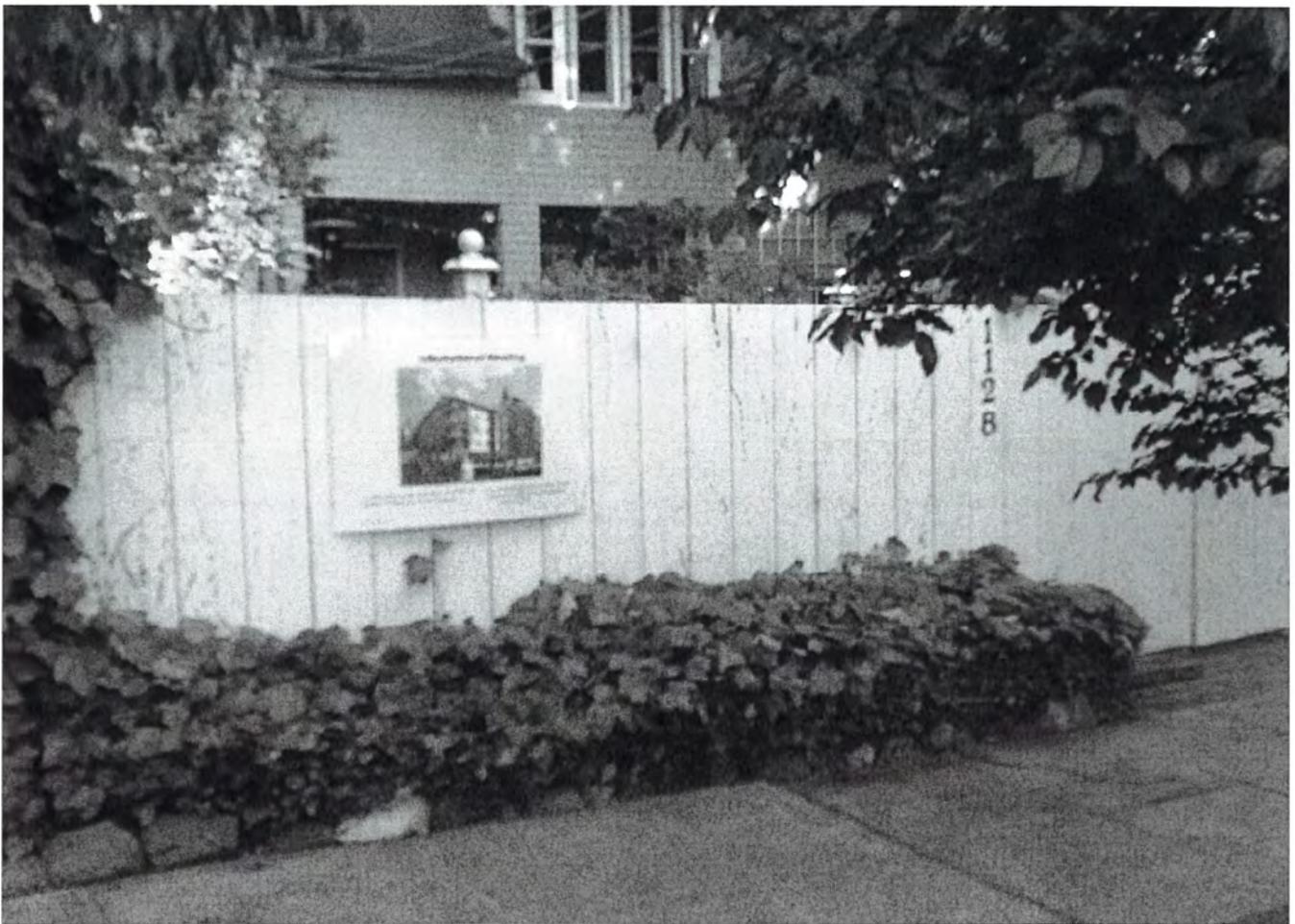
DreilingTerronesArchitecture, Inc.  
Architecture | Infrastructure | Environments

Townworks  
Infrastructure | Planning | Policy | Development

Burlingame, Ca  
650.696.1200

Healdsburg, Ca  
707.431.1305

San Francisco, Ca  
415.735.8366



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MAR 30 2017

CITY OF BURLINGAME  
CDD-PLANNING DIV.

# Neighbor Input Meeting

## Sign Up Sheet

Project 1128 & 1132 Douglas Avenue Apartments

DTA Project # 1401

Date 04/05/17

	Name	Phone	Address
1	Carolyn Cohn	650-389-2320	512 Primrose Rd. #302
2	Susan Matt	650-504-2989	512 Primrose Rd #401
3	Caralyn Root	650-343-3761	1133 Premier #303
4	Zoe Steffy		1134 Douglas Ave.
5	Joe Behar	650-579-0846	512 PRIMROSE #301
6	Alex Goldstein	650-401-3855	1121 DOUGLAS #203
7	Denelle R. Riemb	650-384-3737	1126 douglas BLGm. CA
8	PEGGY KENNEDY Raby	650-685-2009	1133 DOUGLAS #101
9			
10			

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CITY OF BURLINGAME  
CDD-PLANNING DIV.



**CITY OF BURLINGAME  
VARIANCE APPLICATION**  
(Front Landscaping)

The Planning Commission is required by law to make findings as defined by the City's Ordinance (Code Section 25.54.020 a-d). Your answers to the following questions can assist the Planning Commission in making the decision as to whether the findings can be made for your request. Please type or write neatly in ink. Refer to the back of this form for assistance with these questions.

**a. Describe the exceptional or extraordinary circumstances or conditions applicable to your property which do not apply to other properties in this area.**

We are requesting a front Landscape Variance to provide 60% impervious paving in the front setback area, where 40% is the maximum allowed. The exceptional circumstance on this site is the existing two Historic Trees that are preserved. The circular driveway that is being encouraged/suggested by neighbors, needs to be in front of the existing trees, which creates additional impervious paving in the front setback area.

**b. Explain why the variance request is necessary for the preservation and enjoyment of a substantial property right and what unreasonable property loss or unnecessary hardship might result from the denial of the application.**

It appears that neighbors to the property would likely encourage/request a circular driveway for any intensification of the Site to create multi-family housing as allowed under the Downtown Specific Plan. Therefore, in order to develop the property, and keep the existing Historic Trees on site, the circular driveway is being encouraged, in order to help reduce potential impacts on the street (i.e. parking or double-parking for pick-up/drop-off or delivery vehicles.)

**c. Explain why the proposed use at the proposed location will not be detrimental or injurious to property or improvements in the vicinity or to public health, safety, general welfare or convenience.**

The proposed use is in conformance with the existing zoning and the Downtown Specific Area Plan. The proposed Circular Driveway will help reduce potential impacts on properties in the vicinity, and poses no threat to public health, safety or general welfare. It is similar to other circular driveways on the same street and in the vicinity. Parking in the circular driveway will be posted for limited time (perhaps 10 minutes) only so that no long term parking will occur in front of the building.

**d. How will the proposed project be compatible with the aesthetics, mass, bulk and character of the existing and potential uses on adjoining properties in the general vicinity?**

The proposed project will be composed of human scale elements, that front on the street and will be built with quality materials. The contemporary aesthetic will complement the area. The proposed structure will be larger, but allows for increased density in the neighborhood to continue to support the Downtown Area. The project will support and mimic the existing multi-family character of the neighborhood. The proposed circular driveway is similar to other properties in the vicinity.



# City of Burlingame

BURLINGAME CITY HALL  
501 PRIMROSE ROAD  
BURLINGAME, CA 94010

## Meeting Minutes Planning Commission

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Tuesday, October 11, 2016

7:00 PM

Council Chambers

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- a. 1128-1132 Douglas Avenue and 524 Oak Grove Avenue – Public comment on Draft Environmental Impact Report for a new five-story, 29-unit residential apartment building. The project includes moving the house at 1128 Douglas Avenue to the site at 524 Oak Grove Avenue and additions to the first and second floors (the existing house at 524 Oak Grove Avenue would be demolished). (Dreiling Terrones Architecture, Inc., applicant and architect; Jianguang Zhang, property owner) (161 noticed) Staff Contact: Ruben Hurin

*All Commissioners had visited the property. Commissioner Terrones was recused, as he is the project architect.*

*Senior Planner Hurin provided an overview of the staff report.*

*Laurie Header, Panorama Environmental, Inc. (environmental consultant for the EIR), provided an overview of the environmental review process.*

*Questions of staff or consultant:*

- > *How does one determine the threshold of significance? (Header: in the absence of the City-specific thresholds, the thresholds identified in the State's CEQA Guidelines Appendix G were used.)*
- > *How were the alternatives formulated; including the no-project alternative? (Header: usually comes out of the impact analysis. They are designed to respond to and mitigate the potential impacts.)*
- > *Define "somewhat" historic trees. (Header: they are heritage trees designated by the City, and planted by the Murphy family.) Is the level of "historic" tree above the level of "protected" tree? (Header: no, it is the same)*
- > *Is there any alterate to using data from ITE? (Header: ITE is the standard that is used in all traffic analyses because there isn't anything else comparable.)*
- > *What constitutes "merits" of the project considering that aesthetics of the projects could also be considered merits of the project? (Header: aesthetics is subjective and could fall into both categories. However individual opinions such as "I like the project" speaks more to the merits than the environmental review, and is not what the purpose of this meeting is about.)*

*Chair Loftis opened the public hearing.*

*Commission questions/comments:*

*John Root, 1133 Douglas Avenue:*

- > *Lives at 1133 Douglas across from the project site; has been there for 4 years.*
- > *39-year resident, and was a member of the of the Downtown Specific Plan Citizens Advisory Committee.*
- > *Project is not in the spirit of the Downtown Specific Plan.*
- > *Current buildings include a 3-story condo and 4-story building with the top floor stepped back so it's not visible from the street.*
- > *Favors Alternative 3.*
- > *Project will increase street parking.*

- > Project does not fit in with the charm of the existing residential neighborhood.
- > Project does not have guest parking, there is not enough guest parking in the area as is, adding 29 units will only increase the problem.
- > The condo building has a circular driveway that has room for a couple of cars which makes a big difference for accommodating guests. Could the project do something similar?
- > What about a white zone for short-term parking?
- > Landscaping could soften the driveway.
- > ITE Standards are outdated
- > Several people will be ordering on-line resulting in more deliveries

Linda Taylor, 1133 Douglas Avenue:

- > Resident at 1133 Douglas for 10 years.
- > Family has been in Burlingame for years.
- > Aesthetics of the building is setting a low bar, the design is ordinary, windows, façade and materials are nondescript.
- > Downtown Specific Plan states that wall and window patterns should be well-proportioned; windows should be generally inset to create shade and shadow.
- > Project is inconsistent with design guidelines, window pattern not varied, aluminum windows and flush rather than wood and inset.
- > The building is not richly detailed with quality materials.
- > Supports Alternative 3.

John Taylor, 1133 Douglas Avenue:

- > Asked clarifying questions re: whether another EIR would be needed if an alternative is selected; and how mitigation measures would be enforced. (Gardiner: the alternatives have been analyzed in the EIR and a new EIR would not be needed unless a totally new alternative with greater impacts is presented; and mitigation measures would be included as Conditions of Approval for the project.)
- > The EIR was a well-done document, well-written, easy to read and follow, and incredibly thorough EIR discussion on bulk and mass was well done.
- > Slight preference for Alternative 2. The insets give the opportunity for decks with the stepped back floors; breaks up the flat facade.

Danielle Rienks, 1126 Douglas, spoke on this item:

- > Has lived at 1126 Douglas for 17 years next door to the project site.
- > The big Redwood tree has shallow roots and will not survive once construction digging starts, maybe the Oak tree trees will help to stabilize the Redwood.
- > Traffic will increase, 29 units is about 67 people, but she expects there will be more than that since rents are so high.
- > Everyone drives, maybe 12% will take public transport.
- > Have a shared driveway that will now have to be shared with 67 people.
- > Delivery trucks about 10-12 times per week.
- > Traffic is frustrating for neighborhood
- > The street is a community, everyone is social
- > Her house will be a black hole
- > The shadow study shows that I will have sunlight from 12 to 2 p.m. when she is not at home

Larry Stevenson, 1124 Douglas:

- > A detailed shadow analysis needs to be done. May have missed it in the document.
- > Parking is a problem - count 2 cars per couple.
- > Concern with guest parking.
- > Deliveries are up to 4 deliveries per day.
- > With 29 units having 1 delivery per day it will be a lot of traffic.

Chair Loftis closed the public hearing.

Commission discussion:

- > Have construction hours changed? (Kane: will start an hour later, and no construction on Sundays and government holidays.) Needs to update the references in the document.
- > Table 3.1-2 Aesthetics Table Goal D-3 - need background data to confirm consistency with "small-town" scale. Other goals need background data as well.
- > How is height consistent?
- > Is parking consistent with the intent of the Downtown Specific Plan?
- > Are the parking requirements in the Downtown Specific Plan set in stone, can they be looked at in the future? (Gardiner: parking can be revisited with the Zoning Ordinance Update, but the project is subject to current policy.)
- > Traffic Tables 3.13-1 and 3.13-2 - it would be better to have both tables use the same base for comparison - either in ratios or in trips.
- > Parking - should include some sort of turnaround in the design to allow for deliveries or guest parking.
- > Address how the new construction hours will affect construction duration.
- > Aesthetics indicates the view from Bellevue Avenue will be 30 seconds of driving, what is the average time of visibility if someone were walking or biking?
- > Aesthetics cumulative impact is less than significant, what are the assumptions?
- > Tree Study - was it peer reviewed by the City arborist? (Hurin: yes, he peer-reviewed the study.)
- > Do the plans call for trees in ground vs. planter boxes? Trees in the ground do better.
- > Old data was used in EIR.
- > Displacement of residents - Page 3.11-5 refers to 5.1% vacancy rate, there is more recent data. How was the rate established? Is it considering comparable rents?
- > Table 3.12-1 school enrollment rates and capacities - can't we get more recent data than 2014-2015?
- > There is no service ratio goal. Do most cities have that? What is the service ratio for parks?
- > Cumulative High School Impacts - states that if Burlingame High School cannot accommodate the increase in students the High School District will send students to other high schools. What is the impact on other high schools? What is the impact if these students in Burlingame now have to drive to school instead of being able to walk to school?
- > Transportation references are old - References 2011 and 2009.
- > ITE numbers are outdated.
- > What is the parking rate for highrise buildings (over 5 floors)?
- > Should have parking surveys in the local county.
- > Needs guest parking.
- > Amazon went from a \$24 billion business in 2009 to \$120 billion. That is a 392% increase - how does that translate to the increase in deliveries locally? Probably not necessarily a direct correlation to the deliveries.
- > References to City of San Francisco for per capita water use - should use Burlingame data
- > What is current data on water usage, during drought years, wet years?
- > Given the allocation of water for all these projects, will the City need to increase its allocation and cause rates to go up?
- > Jobs data is old, such as the percentage of people working in City.
- > Page 4-8, discrepancy in number of new residents 41 vs. 42.
- > Comments on aesthetics will be discussed during design review for the project.
- > Page 3.13-17 clarify why the number of trips would be less than significant LOS at the intersections.
- > Traffic on streets - clarify construction vs. operation.

Comments may be submitted up to October 20th.

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06 February 2017

FEB 07 2017

To: Burlingame Planning Commission

CITY OF BURLINGAME  
CDD-PLANNING DIV.  
DRAFT EIR

RE: 1128 Douglas Avenue – Project Revisions and Response to Comments on DRAFT EIR

Dear Commissioners and Staff,

Thank you for your comments at the hearing on October 11, 2016 regarding the DRAFT EIR and project design. The following is a description of the project revisions we have made in response to Commission and Community comments, as well as our response to specific comments or questions from the Commission.

**Project Revisions:** After discussing the project further with the Project Owner, we have made the following revisions, for further consideration by the Commission.

**Fifth Floor / Building Mass:** The project has been re-designed with the fifth floor stepped back from the street frontage. The result is that the project now presents itself as a four-story building on Douglas Avenue. The roof over the fourth-floor units, would be exterior balcony areas for the fifth-floor units.

**Unit Count:** With the reductions at the fifth floor, the number of proposed Dwelling Units in the Project, has been reduced from (29) to (27.) The Unit mix has changed slightly as well.

**Parking:** With the reduction in the number of Dwelling Units, the required number of parking spaces is reduced. We are therefore able to provide a guest / delivery parking stall at the first floor (street level) parking area. The guest / delivery stall would be visible down the existing right side driveway. It is intended that this would be marked as short term (such as 10 minute) parking for deliveries, quick visits, or pickup and drop-off of residence by visitors.

**Building Elevations:** We have indicated on sheet A4.1, the proposed depth of the window façade for the windows set in the stucco walls. The intent is that the deep recesses would be reminiscent of traditional buildings, and avoid the look of lesser apartment building of the 1970's and 80's.

**Response to Commission Comments:** The following is a response to comments from the Commission regarding the Project design and scope. Other comments from the Commission that fall fully into the purview of the CEQA Consultant, do not require a response from the Architect or Applicant.

*Have Construction hours changed?*

- o Construction hours indicated for the Project have been updated on the Project Title Sheet in the Drawings (A0.0)

*Table 3.1-2 Aesthetics... consistency with "small town" scale?*

- o The project has been planned and designed within the context of Burlingame's Downtown Specific Plan. The City developed the Specific Plan on behalf of the Community, with extensive input over several years, by the Citizen's Advisory Committee, the Planning Commission, the City Council and the Community as a whole.
- o The Community has indicated through the Downtown Plan, that this is the area where new development – including multi-family residential projects – is appropriate. Other recent projects proposed, have been at the edges and fringes of the Downtown area, where transitions to the existing "small town" scale fabric have been difficult. This project is in the **heart of the Downtown area**, Zoned R-4, (allowing for some of the highest densities and heights) approximately two blocks from Burlingame Avenue,

and approximately two blocks from the Burlingame Train Station (which would encourage transit oriented development as called for in the Downtown Plan.)

*How is height consistent?*

- o The Project is consistent with what is allowed under the Downtown Specific Plan. The Downtown Specific Plan allows for six stories, and a height of up to 75 feet with a Conditional Use Permit.
- o The Project is not consistent with the height of some of the existing structures in the neighborhood because there are several one story and two story single family residences in the neighborhood. However, there are currently various three or four story buildings adjacent to one and two story buildings, and five or six story buildings adjacent to two and three story buildings. With the implementation of the Downtown Plan, there will be transitions between structures, and transitions in time as projects are developed and properties improved.
- o This five-story project would be in a neighborhood with several other existing three story buildings. There are also a few other two story buildings, and a one-story office building, at the corner of Douglas and Primrose Road. This one-story office building, is incidentally adjacent to an existing four-story condominium building built just a few years prior to the adoption of the Downtown Specific Plan.
- o Therefore, it can be presumed that some transitions in height, and transitions of neighborhoods over time, can be expected with the implementation of the Downtown Plan.

*Is parking consistent with the intent of the Downtown Specific Plan?*

- o Yes - The parking for the Project meets the requirements identified in the Downtown Plan.
- o In addition, the Project is providing a guest / delivery parking space that is not required by the Downtown Plan.

*Are the parking requirements in the Downtown Specific Plan set in stone?*

- o The parking standards that are in place at this time, are being exceeded.

*Parking – should include some sort of turnaround in the design.*

- o We have explored the possibility for a circular drive or turnaround on site, at the front of the building. One difficulty is that in trying to keep the existing historic Oak and Redwood trees on the site, the building has been sculpted around this area. The remaining landscape planting and turf area is intended to keep some permeable and softened surfaces in front of the trees and in front of the building. A circular driveway would eliminate most of the landscaping and entry walkway and leave only a small area of courtyard paving in front of the building entry.
- o Eliminating the landscaping and entry walkway would not be in keeping with the Pedestrian Friendly nature of the street frontage that is encouraged in the City's Design Guidelines. In addition, pedestrians entering the building would have to cross the circular driveway.
- o Also, the additional curb cuts required for a circular driveway would further reduce available street parking.
- o The project already includes two driveways, (1) the existing driveway on the right side of the property that is shared with the neighbors, and (2) the primary driveway down to the underground parking on the left side. Therefore, the only available space for a circular driveway is the area in front with landscaping that softens the building.

*Address how the new construction hours will affect construction duration.*

- o This will not affect the construction duration of the project.

*Do the plans call for trees in ground vs. planter boxes?*

- o All new trees will be planted in-ground
- o Other plantings (shrubs and ornamentals) will be in a combination of raised planters above the basement below, or in-ground at the perimeter outside the line of the basement.

*Needs guest parking.*

- With the reduction in the number of Dwelling Units, the required number of parking spaces is reduced. We are therefore able to provide a guest / delivery parking stall at the first floor (street level) parking area. The guest / delivery stall would be visible down the existing right side driveway. It is intended that this would be marked as short term (such as 10 minute) parking for deliveries, quick visits, or pickup and drop-off of residence by visitors.

*Amazon went from \$24 billion business in 2009 to \$120 billion... How does that translate to the increase in deliveries locally?*

- As indicated above, we have added a delivery parking space to accommodate the growing number of deliveries.
- Further, the Applicant, if supported by City Staff, would be willing to add curb striping for a delivery zone in front of the Property, that (while reducing street parking) could benefit the entire block.

Thank you for your further consideration.

Sincerely,



Jacob Furlong, Project Architect  
Dreiling Terrones Architecture, Inc.

cc Henry Zhang – Zers Real Estate Development



# City of Burlingame

BURLINGAME CITY HALL  
501 PRIMROSE ROAD  
BURLINGAME, CA 94010

## Meeting Minutes Planning Commission

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Monday, May 11, 2015

7:00 PM

Council Chambers

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- a. 1128-1132 Douglas Avenue and 524 Oak Grove Avenue - Environmental Scoping for proposed construction of a new five-story, 29-unit apartment building at 1128-1132 Douglas Avenue. The project includes moving the house at 1128 Douglas Avenue to the site at 524 Oak Grove Avenue and additions to the first and second floors (the existing house at 524 Oak Grove Avenue would be demolished) (Dreiling Terrones Architecture, Inc., applicant and architect; Jianguang Zhang, property owner) (101 noticed) Staff Contact: Ruben Hurin

*Commissioner Terrones recused from this item because he has a business relationship with the applicant.*

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

*Senior Planner Hurin presented the staff report.*

*There were no questions of staff.*

*Chair DeMartini opened the public hearing.*

*Linda Taylor, Douglas Avenue, spoke on this item:*

- > Currently there are residents, library patrons, dentist office customers and Burlingame Avenue shoppers parking on Douglas Avenue. To determine impact on parking from the proposed development, would like to know how many vehicles are likely to be owned by the residents in the proposed apartment and how many guest vehicles there are likely to be.*
- > Concerned with the parking capacity on the street, so need to know the total number of parking parking spaces and number of unoccupied parking spaces on the street on weekdays and weekends.*
- > Need to know if the overflow of vehicles from this development could be accommodated by street parking on Douglas Avenue.*
- > Would like shadow impact to be studied based on existing conditions and from the proposed development on different times of the day and year.*
- > EIR should address effect of open spaces and privacy for future residents and neighbors.*

*John Taylor, 1133 Douglas Avenue, spoke on this item:*

- > Concerned about traffic impacts from the proposed development.*
- > Douglas Avenue carries more traffic than the typical quiet street due to its proximity to downtown.*
- > See a large number of delivery trucks delivering goods to Mollie Stones in the early morning hours.*
- > Street has problematic intersections at both ends of Douglas Avenue; confusing intersection at Douglas Avenue and Primrose Road and cars waiting to turn onto California Drive.*
- > EIR should include the average number of vehicle trips per day on weekdays and weekends under existing and proposed conditions.*
- > EIR should also look at delivery stops, see an increasing number of trucks making deliveries to residents on this street, they block one lane of traffic and cars queue up behind the truck waiting to get around. EIR should look at how many delivery stops there are under the existing and proposed conditions. Suspect there would be more delivery stops under the proposed development.*

Chair DeMartini closed the public hearing.

Commission discussion:

- > There were no comments for environmental scoping for 524 Oak Grove Avenue.
- > Interested in hearing about usage of existing parking capacity in townhouses and apartments in high density areas.
- > Would like to know if compact spaces have an influence on how many spaces are used if residents have large vehicles.
- > Is the current parking requirement relevant? Parking requirement for a one-bedroom unit is one parking space, but could be occupied by two persons with two vehicles.
- > Given the concern about delivery stops on the street, should consider providing an area in the driveway for a delivery vehicle.
- > Imagine there is a study of the capacity limitations for sewage and water use for the downtown area. Would like to know if there is a threshold indicating at what point development has to stop.
- > Concerned with the density and impact on the intersection at Douglas and California Drive.
- > EIR should look at impacts on open spaces and parks from the proposed development.
- > Geotechnical report should be included as part of EIR, impact on groundwater should be reviewed.
- > Concerned with construction related effects, impacts on area during demolition and construction of project.
- > Review impact from the proposed development on the existing protected size trees at front of lot.
- > Concerned about the height of the proposed building.
- > Concerned about impacts on public safety.
- > Concerned about the number of visitor parking spaces provided.
- > Concerned about the increasing number of deliveries to the site, shopping habits have changed which include more online shopping and deliveries to homes.
- > Interested to know how the proposed five story building compares to the heights of the existing buildings in area, not just to the immediately adjacent buildings.
- > Interested to know how the proposed density compares to existing densities in the area.
- > How will proposed rooftop deck impact neighbors.
- > Want to know if our allocation of water is being reduced and how would it impact this project.
- > Would like to understand the displacement of existing housing and where the current residents will go.
- > Include impact on schools and where will kids be going to school.

This is a study item so there is no action.



# City of Burlingame

BURLINGAME CITY HALL  
501 PRIMROSE ROAD  
BURLINGAME, CA 94010

## Meeting Minutes Planning Commission

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Monday, March 23, 2015

7:00 PM

Council Chambers

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- c. 1128-1132 Douglas Avenue, zoned R-4 - Application for Design Review, Conditional Use Permit for building height, Front Setback Variance, Parking Variance for driveway width, Condominium Permit and Lot Merger for construction of a new five-story, 29-unit apartment building with at-grade and below-grade parking (Dreiling Terrones Architecture, Inc., applicant and architect; Jianguang Zhang, property owner) (101 noticed) Staff Contact: Ruben Hurin

*Commissioner Terrones was recused from this item and Item 9d.*

*Ex-Parte Communications: Commissioner Sargent met with the applicant but did not discuss the merits of the projects. Commissioner Loftis met a neighbor.*

*Visits to Property: All had visited the property.*

*Planning Manager Gardiner provided a brief overview of the staff report. He noted that the Homeowners Association of 512 Primrose Road submitted a letter at the beginning of the meeting, and the letter will be submitted to the record and included in the staff report for the environmental review scoping.*

*Questions of Staff:*

- > *How does this application relate to the application for 524 Oak Grove? (Gardiner: The applications are joined through the environmental review, and the moving of the house is a mitigation for the proposed project. The house would not be allowed to be relocated without a new project being approved. Neither project will happen without the other.)*
- > *Color renderings are often more helpful than elevation drawings. Could this be a requirement? (Gardiner: It is encouraged but not required. Having it as a requirement could be taken up at another time.)*

*Jacob Furlong represented the applicant:*

- > *Started off with the project knowing it would be a very public process. There have been two public meetings, and meetings with adjacent neighbors. Wanted to engage in process and receive comments*
- > *House at 1128 Douglas would be relocated because of its potential historic significance.*
- > *Trees to be retained, but requires variance for driveway. Driveway has a reciprocal easement with adjacent property that must be maintained.*
- > *Contemporary in style but open to the street. The entrance is oriented to the street.*

*Commission questions:*

- > *How do rear parking spaces work with the single driveway? (Furlong: It's one-way but not serving enough vehicles to be a concern. Currently operates this way with an 8-foot driveway. Would need to remove the trees if the driveway were widened.)*
- > *Front setback variance seems related to the position of a concrete shear wall. Seems hard to believe it could not be kept within the setback. (Furlong: Would result in size of units being compressed. Setbacks are based on the average for the block; neighborhood is in transition but is based on setbacks of existing structures.)*

- > Nice piece of modern architecture.
- > Thickness of floor slabs in building seems unrealistic. Thin and elegant as shown, but if chunkier will make a difference in how building looks.
- > How is traffic being mitigated? (Furlong: The proximity to downtown is significant. Within walking distance of Caltrain, grocery store, restaurants, Walgreens. These are all trip-generating items that will be reduced or eliminated.)
- > Indoor bike parking? (Furlong: Bike storage area in the garage.)
- > Site plan does not have outdoor amenities for residents. All open space is filled with parking, seems too dense for site.
- > Four-story building would work better for neighborhood. Would allow less parking and more open space.
- > All two-bedroom units share a common wall. This does not seem common these days, might expect two Master Bedrooms in some units.
- > Likes footprint of the building, but it is a block-like structure. Some articulation on the east elevation but very similar on all four sides. Would like more articulation in a "depth-ful" way - not just a balcony or one-foot inset. Site plan shows "design shape," but massing does not.
- > Will be the biggest structure within the block. Block is mostly three-story, with one four-story. (Furlong: There is a 6-story structure two doors down from City Hall.)
- > Have the shadow impacts been evaluated? (Furlong: Expects to be reviewed in the environmental review.)
- > Ceiling height of first floor seems high.
- > Concerned with narrow width of driveway.
- > The one place that density is encouraged is in the Downtown Specific Plan area.

Public comments:

Carolyn Root, 1133 Douglas Avenue, spoke on this item:

- > Lives across from the proposed development.
- > Height, density and mass not compatible with rest of block. Douglas Avenue has two-story buildings with some three-story condos.
- > Downtown Specific Plan has policies and guidelines for compatibility. Does not meet requirements as well as it could.
- > Building should make more of a statement. The project will set a tone for the entire street and influence future buildings.
- > No provision for visitor parking or drop-offs. Neighborhood has parking impacts.
- > Douglass Avenue seems to be a preferred route to reach California Drive from Downtown and El Camino Real for both cars and trucks.
- > Suggest independent parking and traffic specialist to evaluate potential impact of project.
- > A structure with less height and well managed parking and traffic mitigation will go a long way to making the development a welcome addition to the neighborhood and Burlingame.

Linda Taylor spoke on this item:

- > Lives across the street.
- > Understands need for more units, but height must fit neighborhood.
- > Proposed structure is inconsistent with neighboring buildings and neighborhood. Height and width yields a mass far beyond anything nearby.
- > Downtown Specific Plan policy 5.3.1 discusses Architectural Diversity.
- > Attention to massing of building to ensure appropriate transitions to surrounding development.
- > Residential scale of neighborhood needs to be respected, cannot support Conditional Use Permit.

John Taylor spoke on this item:

- > Lives at 1133 Douglas Avenue.
- > Nice elements of the building such as facade treatment, setbacks, mix of materials, glass-enclosed

stairwells attractive. However it would be a five-story building.

- > (Showed exhibit depicting building heights on Douglas Avenue, scaled to height and width.)

Danelle Rinks spoke on this item:

- > Lives at 1126 Douglas Avenue at the back. Has lived on street for 15 years.
- > Reiterate residents' comments on traffic and parking. Traffic has doubled while she has lived there. Douglas is used as a through-way.
- > Believes 29 units equates at least 58 people.
- > Five stories is too tall.
- > Requestss historical review of 1124 Douglas if it hasn't already been done.
- > Expects health risk to existing trees.
- > Sewage, water and gas lines.
- > 1225 Floribunda Avenue has been under construction since April 2014.
- > There are too many apartment buildings in Burlingame already.
- > Building will displace 10 current working families and individuals.

Clark Silva, 1133 Douglas Avenue, spoke on this item:

- > Height is not compatible with surrounding houses and buildings.
- > Units are facing City Hall and railroad. Side of building faces Douglas. The tree will cover much of the glasswork.
- > From front will just see high wall with small square windows.
- > 34 parking for 29 units are not enough spaces. 20 cars will be left on street.

Julie Serranova, 1131 Douglas Avenue, spoke on this item:

- > Not enough parking.
- > Will impact view from building across the street.
- > Does not seem typical for Burlingame.
- > Five stories too tall.

Vince Campinelli spoke on this item:

- > Neighborhood has parking issues.
- > Water and sewage system is struggling. Street was dug up last year to replace water pipes.
- > People park on Douglas Avenue to have lunch on Burlingame Avenue.

Alex Goldstein, 1121 Douglas Avenue, spoke on this item:

- > California is in a drought. By building apartments and condos, not conserving water.
- > Parking on Douglas Avenue is unconscionable - can't park own car in front of apartment.
- > Can walk to Burlingame Avenue, but can't find a parking space in downtown.
- > Assumes post office building will have same issues with more units.

Jacob Furlong spoke as the applicant:

- > Parking and traffic consultant will be retained for analysis.

Question to applicant:

- > Has stacked parking been considered? (Furlong: Has been discussed but not in this proposal. Willing to discuss it in the future.)

Chair Bandrapalli closed the public hearing.

*Commission discussion:*

- > *This is the beginning of the process.*
- > *There will be an extensive environmental analysis.*
- > *Beginning of design process - anticipate back and forth.*
- > *Look at roof deck at rear, could impact privacy for neighbors behind. At very least move to interior of roof structure.*
- > *Downtown Plan shows 3 and 4 story buildings. A four story building would be a density that would fit in.*
- > *School district projects only 150 units in the future, not 500.*
- > *Needs to know what happens to current residents. Not a lot of opportunities for affordable housing in town. Not an obligation of the project.*

*This item will return for environmental scoping at a subsequent meeting once the environmental consultant has been retained.*



# City of Burlingame

BURLINGAME CITY HALL  
501 PRIMROSE ROAD  
BURLINGAME, CA 94010

## Meeting Minutes Planning Commission

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Monday, March 23, 2015

7:00 PM

Council Chambers

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- d. 524 Oak Grove Avenue, zoned R-1 - Application for Design Review and Front Setback Variance to demolish the existing house at 524 Oak Grove Avenue and replace it with an existing house to be moved from 1128 Douglas Avenue; the project includes a first and second story addition to the house moved from Douglas Avenue and construction of a new detached garage (Dreiling Terrones Architecture, Inc., applicant and architect; Jianguang Zhang, property owner) (57 noticed) Staff Contact: Ruben Hurin

*Ex-Parte Communications: Commissioner Sargent met with applicant but did not discuss the merits of the project.*

*Visits to Property: All had visited the property.*

*Planning Manager Gardiner provided a brief overview of the staff report.*

*Questions of Staff:*

- > *When a sidewalk is torn up as part of a project, who is responsible for replacing sidewalk? (Gardiner: The applicant if it is part of the project.)*

*Jacob Furlong and Wayne Lin represented the applicant.*

- > *House was originally moved from Burlingame Avenue to its current location.*
- > *Will retain the original components but not later additions. Restore window boxes on second story.*

*Commission questions/comments:*

- > *On the front (west) elevation, what is the main entry? (Furlong: Most people will probably enter from the back porch mud room from the garage, though some will enter from Oak Grove side. Wants to engage both street faces.) On left side/front could open it up more and add wider steps to be more inviting, provide a place to perch.*
- > *New addition on East Elevation looks like it is a lot of windows.*
- > *Request to show siding pattern on elevation drawings so people will know what it will look like.*
- > *Existing house does not look very well maintained. Remove ivy from street trees. (Furlong: The owner acquired the property in its current condition but will address the maintenance.)*
- > *Exciting to see a landmark house going on that corner.*
- > *Would it be possible to push the West Elevation back to avoid needing a variance and be more consistent with the other houses on Marin? The wall appears massive. (Lin: Can't modify the existing house second floor. For the addition, brought down the roof slope in the back so the wall would not appear as massive.*
- > *Likes the glass on the addition on the back of the house. (Furlong: Intent is to capture the view of the tree in the back yard.)*
- > *Sheet 8.4 appears to have a labeling error - both elevations are labeled "North"*
- > *Likes that the addition has some differentiation from the original structure.*

*Public comments:*

*Ashley Canty, resident of 1128 Douglas, spoke on this item:*

- > Hopes to be able to acquire the house when it gets relocated to new site. Has engaged with property owner.*
- > Lived at 504 Marin previously.*

*There was no action, as environmental review is required. The application will return on the Regular Action Calendar once the environmental review is completed. Action will be coordinated with the 1128-32 Douglas Avenue application.*

**Project Application Documents**

- ● -

**1128-1132 Douglas Avenue**



## APPLICATION TO THE PLANNING COMMISSION

**Type of application:**

- Design Review     
  Variance     
  Parcel #: 029132180 + 029132190  
 Conditional Use Permit     
  Special Permit     
  Other: \_\_\_\_\_

**PROJECT ADDRESS:** 1128 + 1132 Douglas Ave

**APPLICANT** project contact person   
OK to send electronic copies of documents

Name: Jacob Furlong  
Address: 1103 Juanita Ave  
City/State/Zip: Burlingame, CA 94010  
Phone: 650-696-1200  
Fax: 650-343-9685  
E-mail: jf@dtbarch.com

**PROPERTY OWNER** project contact person   
OK to send electronic copies of documents

Name: Jianguang Zhang  
Address: 8 Vista Lane  
City/State/Zip: Burlingame, CA 94010  
Phone: 510-709-5826  
Fax: \_\_\_\_\_  
E-mail: henryzhang0913@gmail.com

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

Name: Richard Terrones  
Address: 1103 Juanita Ave  
City/State/Zip: Burlingame, CA 94010  
Phone: 650-696-1200  
Fax: 650-343-9685  
E-mail: rt@dtbarch.com

RECEIVED

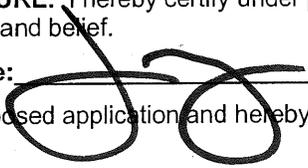
JUN 13 2014

CITY OF BURLINGAME  
CDD-PLANNING DIV.

★ Burlingame Business License #: \_\_\_\_\_

**PROJECT DESCRIPTION:** Removal of existing single family structure and construction of new 30 unit apartment

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

Applicant's signature:  Date: 6/13/14

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

Property owner's signature:  Date: 05/20/14

Date submitted: 6/13/14

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

# Project Memo 02

Dreiling Terrones Architecture, Inc.  
 1103 Juanita Avenue  
 Burlingame California 94010

**TO :**  
**City of Burlingame**  
 Community Development Department  
 Planning Division  
 501 Primrose Road  
 Burlingame, CA  
 94010

Architect's Project # **1401-dga**  
 Project: 1128 Douglas Ave Apartments  
 Subject: Project Description  
 Date: 10-31-14

**CC / Reference Codes :**

CC:	Method	Role	Company Name	Contact	Code
■	email	Owner	Zers	Henry Zhang	HZ
■	file	Architect	Dreiling Terrones Architecture, Inc.	Richard Terrones	DTA
■	file	Architect	Dreiling Terrones Architecture, Inc.	Jacob Furlong	DTA

**Project Memo**

Item	Subject	Action
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Please find below a project description for the 1128 and 1132 Douglas Ave redevelopment project.

This submittal proposes a new 45,770sf (29) unit multi-family apartment building which will be built on 1128 and 1132 Douglas Ave. The proposed plan provides a mix of studio, one-bedroom, two-bedroom, and three-bedroom dwelling units and provides 34 full-size parking spaces (meets parking requirements). (12) parking spaces on the 1<sup>st</sup> floor are accessed by a shared driveway through an existing easement with 1124 Douglas, and (22) spaces in the garage level are accessed by a new driveway. The proposed plan includes protecting and preserving the large redwood and large oak tree in the north-east corner of 1128 Douglas, planting (10) new trees, protecting and preserving (1) street tree, and replacing (3) existing street trees. The remainder of the site will be landscaped with drought tolerant landscaping, which will include site grading and drainage improvements.

1128 Douglas Ave. currently has a two-story, single-family residence that has been deemed to have historic significance which will be relocated to 524 Oak Grove Ave. and renovated as part of this project. On the back portion of the lot is a two-story, 4-unit multi-family apartment building that will be demolished as part of this proposal. The front yard is landscaped with brick paths and other various landscaping which will be removed and a large redwood and large oak in the front yard that will be protected and preserved.

1132 Douglas Ave. currently has a two-story, single-family residence that will be demolished as part of this project. In the back portion of the site is a one-story garage as well as a small storage shed that will be demolished. The landscaping includes a wood deck and various pathways as well as various smaller trees that will be removed.

Thank you for reviewing this submittal and please let us know if you have any questions.

Sincerely,

Richard Terrones / Jacob Furlong, Architects  
 Dreiling Terrones Architecture, Inc.

This memorandum represents the understanding of **Dreiling Terrones Architecture, Inc.** Any corrections or revisions should be submitted to our office within five (5) working days of receipt of this memo. If no revisions are received by that time, we shall assume acceptance of the content of the above as a description of record.

END



**CITY OF BURLINGAME  
CONDITIONAL USE PERMIT APPLICATION**

RECEIVED

JUN 13 2014

CITY OF BURLINGAME  
CDD-PLANNING DIV.

The Planning Commission is required by law to make findings as defined by the City's Ordinance (Code Section 25.52.020). Your answers to the following questions can assist the Planning Commission in making the decision as to whether the findings can be made for your request. Please type or write neatly in ink. Refer to the back of this form for assistance with these questions.

1. ***Explain why the proposed use at the proposed location will not be detrimental or injurious to property or improvements in the vicinity or to public health, safety, general welfare or convenience.***

The conditional use application is for height only. The proposed use is in accordance with the current zoning. Currently the existing properties are multi-family, the new proposal is consistent with a majority of the adjacent parcels and the neighborhood as a whole. The project will be built in accordance with all applicable standards and thus will not be detrimental to public health, safety, general welfare or convenience of the vicinity.

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

As, previously stated the application for a Conditional Use is for height only. Per the Zoning Ordinance 25.29.060, when the height exceeds 35 feet, a CUP is required. The height is to be a maximum of 60 feet, well below the conditionally allowable 75 feet. The proposed use and density is per the current General Plan and Zoning Ordinance.

3. ***How will the proposed project be compatible with the aesthetics, mass, bulk and character of the existing and potential uses on adjoining properties in the general vicinity?***

The proposed project will be composed of human scale elements, that front on the street and will be built with quality materials. The contemporary aesthetic will complement the area, similar to the adjacent residence at 1134 Douglas. The proposed structure will be larger, but allows for increased density in the neighborhood to continue to support the Downtown Area. The project will support the multi-family character of the neighborhood.



COMMUNITY DEVELOPMENT DEPARTMENT • 501 PRIMROSE ROAD • BURLINGAME, CA 94010  
p: 650.558.7250 • f: 650.696.3790 • www.burlingame.org

**CITY OF BURLINGAME  
VARIANCE APPLICATION**  
(Front Setback)

The Planning Commission is required by law to make findings as defined by the City's Ordinance (Code Section 25.54.020 a-d). Your answers to the following questions can assist the Planning Commission in making the decision as to whether the findings can be made for your request. Please type or write neatly in ink. Refer to the back of this form for assistance with these questions.

**a. Describe the exceptional or extraordinary circumstances or conditions applicable to your property which do not apply to other properties in this area.**

We are proposing a minimum setback of 18.4 feet, less than the block average of 19.9. We are proposing having only 7 sf of footprint beyond the block average of 19.9. We are proposing this to accommodate 2 existing protected size/historic trees. These trees are likely associated with Jesse N. Murphy, a person of significance in the development of Burlingame.

**b. Explain why the variance request is necessary for the preservation and enjoyment of a substantial property right and what unreasonable property loss or unnecessary hardship might result from the denial of the application.**

The proposed variance allows for articulation of the facade, allows the building to be stepped at the existing protected trees, and allows for increased density in the neighborhood to continue to support the Downtown Area.

**c. Explain why the proposed use at the proposed location will not be detrimental or injurious to property or improvements in the vicinity or to public health, safety, general welfare or convenience.**

The proposed use is in conformance with the existing zoning, and will allow for increased density in the neighborhood to continue to support the Downtown Area. Further, it will allow for the existing protected trees to remain. The proposed setback is less than 18" beyond the average and less than a majority of the other multi-family buildings on the block and in the neighborhood. Our proposal has less than 7 sf of footprint beyond the setback.

**d. How will the proposed project be compatible with the aesthetics, mass, bulk and character of the existing and potential uses on adjoining properties in the general vicinity?**

The proposed project will be composed of human scale elements, that front on the street and will be built with quality materials. The contemporary aesthetic will complement the area, similar to the adjacent residence at 1134 Douglas. The proposed structure will be larger, but allows for increased density in the neighborhood to continue to support the Downtown Area. The project will support and mimic the existing multi-family character of the neighborhood.



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**CITY OF BURLINGAME  
VARIANCE APPLICATION**

(Driveway Width)

The Planning Commission is required by law to make findings as defined by the City's Ordinance (Code Section 25.54.020 a-d). Your answers to the following questions can assist the Planning Commission in making the decision as to whether the findings can be made for your request. Please type or write neatly in ink. Refer to the back of this form for assistance with these questions.

**a. Describe the exceptional or extraordinary circumstances or conditions applicable to your property which do not apply to other properties in this area.**

We are proposing a 9 foot wide driveway on the East side of the property only where 2 existing protected size/historic trees are. These trees are likely associated with Jesse N. Murphy, a person of significance in the development of Burlingame. As part of the project, we are proposing to keep the 2 trees, limiting the width of the driveway at this location. Relocation is not feasible due to this drive providing access to both this site and the adjacent property.

**b. Explain why the variance request is necessary for the preservation and enjoyment of a substantial property right and what unreasonable property loss or unnecessary hardship might result from the denial of the application.**

By not allowing the proposed variance, the project will either need to propose removal of the existing protected trees, or significantly reduce the size of the project. The existing driveway will be required to remain, as it serves 2 properties with reciprocal easements. This project allows for increased density in the neighborhood to continue to support the Downtown Area. The project will support the multi-family character of the neighborhood.

**c. Explain why the proposed use at the proposed location will not be detrimental or injurious to property or improvements in the vicinity or to public health, safety, general welfare or convenience.**

Keeping the driveway at the existing width will not be detrimental as it will preserve the existing mature trees and the widening at the other areas will improve the circulation of the site. This is a private driveway that already exists, and needs to remain due to it serving the adjacent property, and thus will not impact the public health, safety, general welfare or convenience.

**d. How will the proposed project be compatible with the aesthetics, mass, bulk and character of the existing and potential uses on adjoining properties in the general vicinity?**

The proposed project will be composed of human scale elements, that front on the street and will be built with quality materials. The contemporary aesthetic will complement the area, similar to the adjacent residence at 1134 Douglas. The proposed structure will be larger, but allows for increased density in the neighborhood to continue to support the Downtown Area. The project will support the multi-family character of the neighborhood.

### 5.3 DESIGN STANDARDS FOR RESIDENTIAL AREAS

Residential buildings in Downtown Burlingame offer higher density development than elsewhere in the City, providing a lifestyle for those who want to live within walking distance of the Downtown commercial areas and transit opportunities. New buildings will mediate this density with thoughtful design and details that create attractive, livable residential environments. Buildings should contribute to an appealing neighborhood character and should employ recognizable residential design details such as visible residential entries, porches, bay windows and roof overhangs, and balconies and small outdoor areas.

Below are recommendations for the architectural treatment and organization of buildings and open space, and the suggested criteria for reviewing projects during the design review process.

#### 5.3.1 ARCHITECTURAL DIVERSITY

Residential projects should respect the diversity of building types and styles in the residential areas Downtown and seek to support it by applying the following principles:

- Design buildings to maintain general compatibility with the neighborhood.
- Respect the mass and fine scale of adjacent buildings even when using differing architectural styles.
- Maintains the tradition of architectural diversity, but with human scale regardless of the architectural style used.
- Create buildings with quality materials and thoughtful design to last into the future.

#### 5.3.2 PEDESTRIAN USE AND CHARACTER

##### 5.3.2.1 Entrances

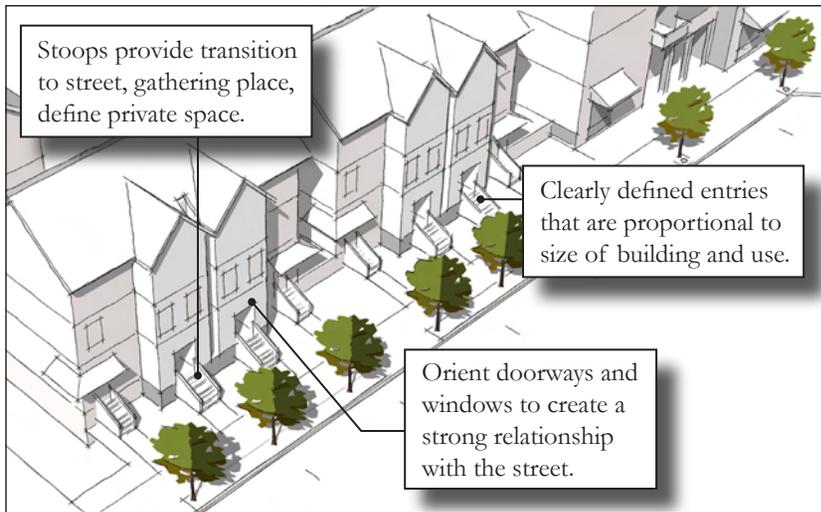
Primary pedestrian access to all ground-level uses should be from the sidewalk along the public street. Entries should be clearly defined features of front façades. Common entrances for multiple units are



**FIGURE 5-27:** Buildings should contribute to an appealing neighborhood character and should employ recognizable residential design details such as visible residential entries, porches, bay windows and roof overhangs, and balconies and small outdoor areas.



**FIGURE 5-28:** Entries should be clearly defined features of front façades, and are encouraged to have appropriately-scaled, usable gathering spaces that invite informal social interaction with neighbors.



**FIGURE 5-29: The street-level frontage should be visually interesting with frequent unit entrances and strong orientation to the street.**



**FIGURE 5-30: Articulation, setbacks, and materials should minimize massing, break down the scale of buildings, and provide visual interest.**

encouraged to have appropriately-scaled, usable gathering spaces at or adjacent to entrances that invite informal social interaction with neighbors.

### 5.3.2.2 Ground Level Treatment

Residential development may have a finished floor elevation up to 5 feet above sidewalk level to provide more interior privacy for residents. Entry porches or stoops along the street are encouraged to bridge this change in elevation and connect these units to the sidewalk to minimize any physical separation from the street level. The street-level frontage should be visually interesting with frequent unit entrances and clear orientation to the street.

### 5.3.2.3 Site Access

Curb cuts should be minimized to promote traffic and pedestrian safety and create cohesive landscaping and building façades. A maximum of two curb cuts should be provided for projects requiring 30 parking spaces or more; for projects with less than 30 spaces, only one curb cut should be provided. One-way driveways should have curb cuts with a fully depressed width no greater than 12 feet; two-way curb cuts should be no greater than 22 feet. On-site bicycle parking for residents is encouraged.

## 5.3.3 ARCHITECTURAL COMPATIBILITY

### 5.3.3.1 Development Massing

The residential areas within Downtown Burlingame have a range of building heights, and so particular attention must be paid to the massing of new buildings to ensure an appropriate transition with surrounding development. Massing and street façades shall be designed to create a residential scale in keeping with Burlingame neighborhoods.

Articulation, setbacks, and materials should minimize massing, break down the scale of buildings, and provide visual interest.

### 5.3.3.2 On-Site Structured Parking

Given the density and premium land values Downtown, new projects will likely provide on-site parking in enclosed garage structures, underground, or in “semi-depressed” garages that are partially underground and partially above ground.

Parking should not be allowed to dominate the character of the project. Where enclosed parking is at ground level, it should be fronted or wrapped with habitable uses when possible. If it is not possible to fully wrap the parking, it should be incorporated into the design of the facade. Semi-depressed parking (partly below ground and partly exposed above ground) should be screened with architectural elements that enhance the streetscape such as stoops, porches, or balcony overhangs.

### 5.3.3.3 Roof Treatment

Interesting and varied roof forms are encouraged. Rooflines should emphasize and accentuate significant elements of the building such as entries, bays, and balconies. Rooftop equipment shall be concealed from view and/or integrated within the architecture of the building.

## 5.3.4 ARCHITECTURAL DESIGN CONSISTENCY

### 5.3.4.1 Facade Design

Facades should include projecting eaves and overhangs, porches, and other architectural elements that provide human scale and help break up building mass. All exposed sides of a building should be designed with the same level of care and integrity. Facades should have a variation of both positive space (massing) and negative space (plazas, inset doorways and windows).

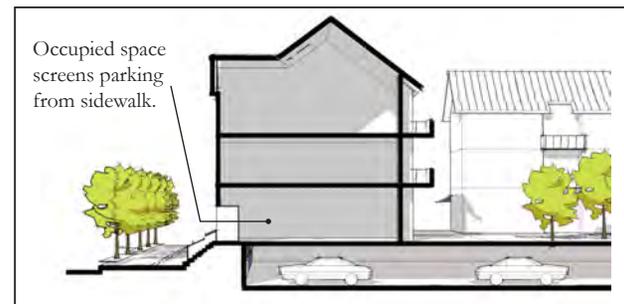
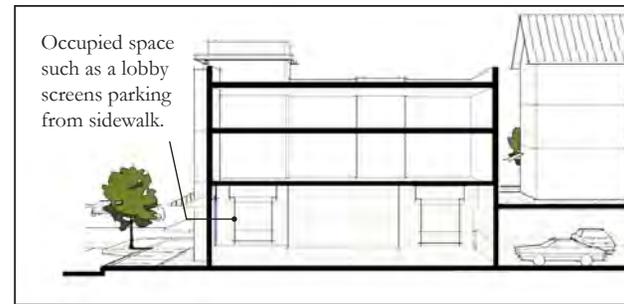


FIGURE 5-31: Where enclosed parking is at ground level, it should be fronted or wrapped with uses that can be occupied such as lobbies and living space when possible.

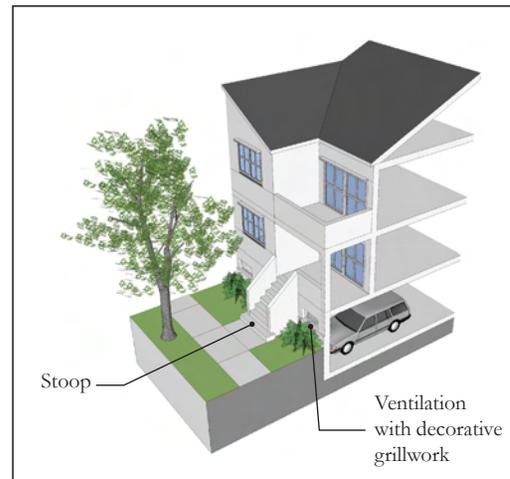


FIGURE 5-32: Semi-depressed parking should be screened with architectural elements that enhance the streetscape such as stoops, porches, or balcony overhangs.



**FIGURE 5-33: Residential facades should include projecting eaves and overhangs, porches, and other architectural elements that provide human scale and help break up building mass.**



**FIGURE 5-34: Windows should be inset generously from the building wall to create shade and shadow detail.**

Elements such as entrances, stairs, porches, bays and balconies should be visible to people on the street. Corner parcels are encouraged to incorporate features such as corner entrances, bay windows, and corner roof features, but should avoid monumentally-scaled elements such as towers.

#### **5.3.4.2 Windows**

Building walls should be accented by well-proportioned openings that provide relief, detail and variation on the façade. Windows should be inset generously from the building wall to create shade and shadow detail. The use of high-quality window products that contribute to the richness, detail, and depth of the façade is encouraged. Windows with mullions should have individual window lights, rather than applied "snap-in" mullions that lack depth and are not integral to the window structure. Reflective glass is undesirable because of its tendency to create uncomfortable glare conditions and a visual barrier. Where residential uses are adjacent to each other, windows should be placed with regard to any open spaces or windows on neighboring buildings so as to protect the privacy of residents.

#### **5.3.4.3 Materials**

Building materials should be richly detailed to provide visual interest. The use of materials that are reflected in the historic architecture present in the neighborhood is encouraged. Metal siding and large expanses of stucco or wood siding are also to be avoided. Roofing materials and accenting features such as canopies, cornices, tile accents, etc. should also offer color variation. Residential building materials should include quality details such as wrought iron, wood-framed windows, wood brackets and tile roofs.

### **5.3.5 SITE AMENITIES**

#### **5.3.5.1 Setbacks**

Table 3-2 in Chapter 3 specifies basic building standards such as setbacks and height. Building setbacks are intended to create

a transition between the hardscape, urban environment of the commercial areas and the suburban setting in the surrounding neighborhoods. Setbacks have multiple purposes, including providing sunlight, places for landscaping, and areas for activity and recreation.

Building setbacks should be appropriately landscaped to provide screening and introduce trees and plantings in this area. Landscaped setback areas should be integrated with buildings by providing openings in the building walls that connect the perimeter landscaping with interior courtyards and landscape pathways. Landscaping should be planned in relation to surrounding vegetative types with special consideration being given to native species where possible. Pathways and courtyards should be made of pervious materials to allow groundwater absorption.

#### 5.3.5.2 Open Space

Private on-site open space within the Downtown area is not intended to provide recreational space or large landscaped areas, since this is a more urban environment. However, open space is an important element for residential buildings and should be used to effectively articulate building forms, promote access to light and fresh air, and maintain privacy for Downtown residents. In residential development, most open space should be used to provide attractive amenities for residents, including interior courtyards, outdoor seating options and perimeter landscaping. Balconies and rooftop terraces are encouraged.

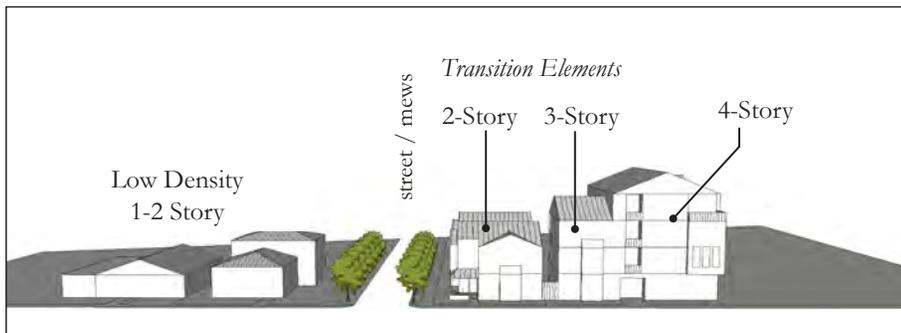
Where open space is situated over a structural slab, podium or rooftop it should have a combination of landscaping and high quality paving materials, including elements such as planters, medium-sized trees, and use of textured and/or colored paved surfaces. Planters may be designed to not only accommodate colorful ornamental landscaping, but could also accommodate garden plots for "urban agriculture." Trees should be selected from the City's tree list.



**FIGURE 5-35:** Where open space is situated over a structural slab, podium or rooftop it should have a combination of landscaping and high quality paving materials, including elements such as planters, mature trees, and urban agriculture.



**FIGURE 5-36:** Transitions of development intensity from higher density development building types to lower can be done through building types or treatments that are compatible with the lower intensity surrounding uses. Boundaries can be established by providing pedestrian paseos and mews to create separation, rather than walls or fences.



**FIGURE 5-37:** Transitions can also be made by stepping massing down within a project, with lower building elements providing a buffer between taller elements and adjacent lower-density development.

## 5.4 ADDITIONAL DESIGN STANDARDS FOR ALL AREAS OF DOWNTOWN

### 5.4.1 LAND USE TRANSITIONS

Where appropriate, when new projects are built adjacent to existing lower-scale residential development, care shall be taken to respect the scale and privacy of adjacent properties.

#### 5.4.1.1 Massing and Scale Transitions

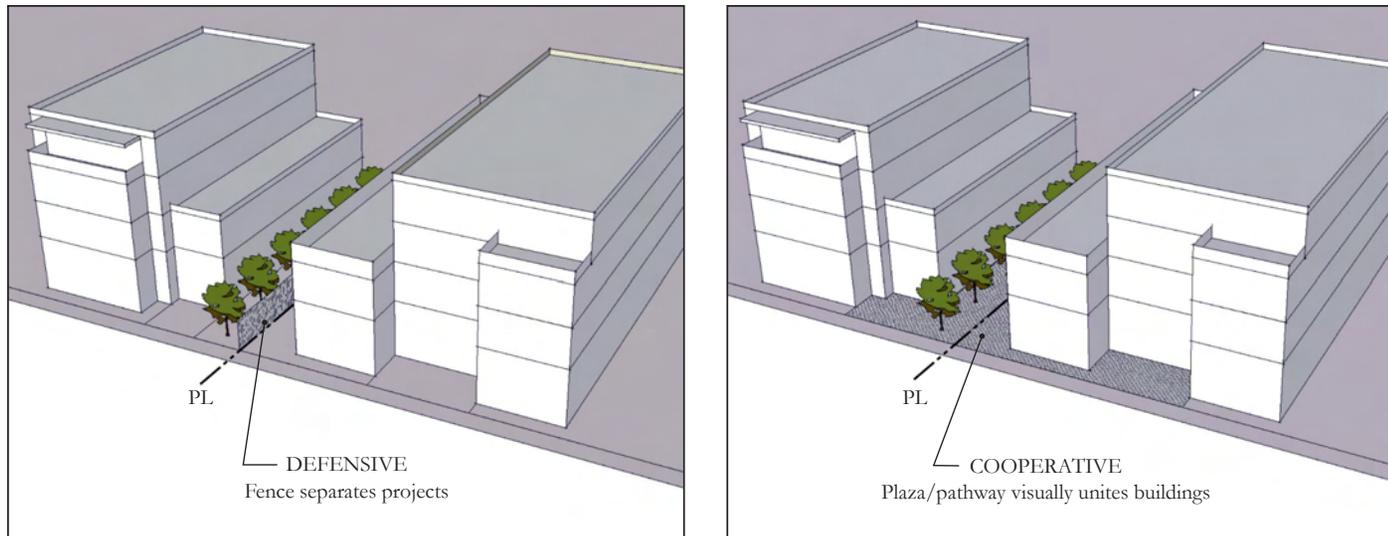
Transitions of development intensity from higher density development building types to lower can be done through different building sizes or massing treatments that are compatible with the lower intensity surrounding uses. Massing and orientation of new buildings should respect the massing of neighboring structures by varying the massing within a project, stepping back upper stories, reducing mass by composition of solids and voids, and varying sizes of elements to transition to smaller scale buildings.

#### 5.4.1.2 Privacy

Privacy of neighboring structures should be maintained with windows and upper floor balconies positioned so they minimize views into neighboring properties, minimizing sight lines into and from neighboring properties, and limiting sun and shade impacts on abutting properties.

#### 5.4.1.3 Boundaries

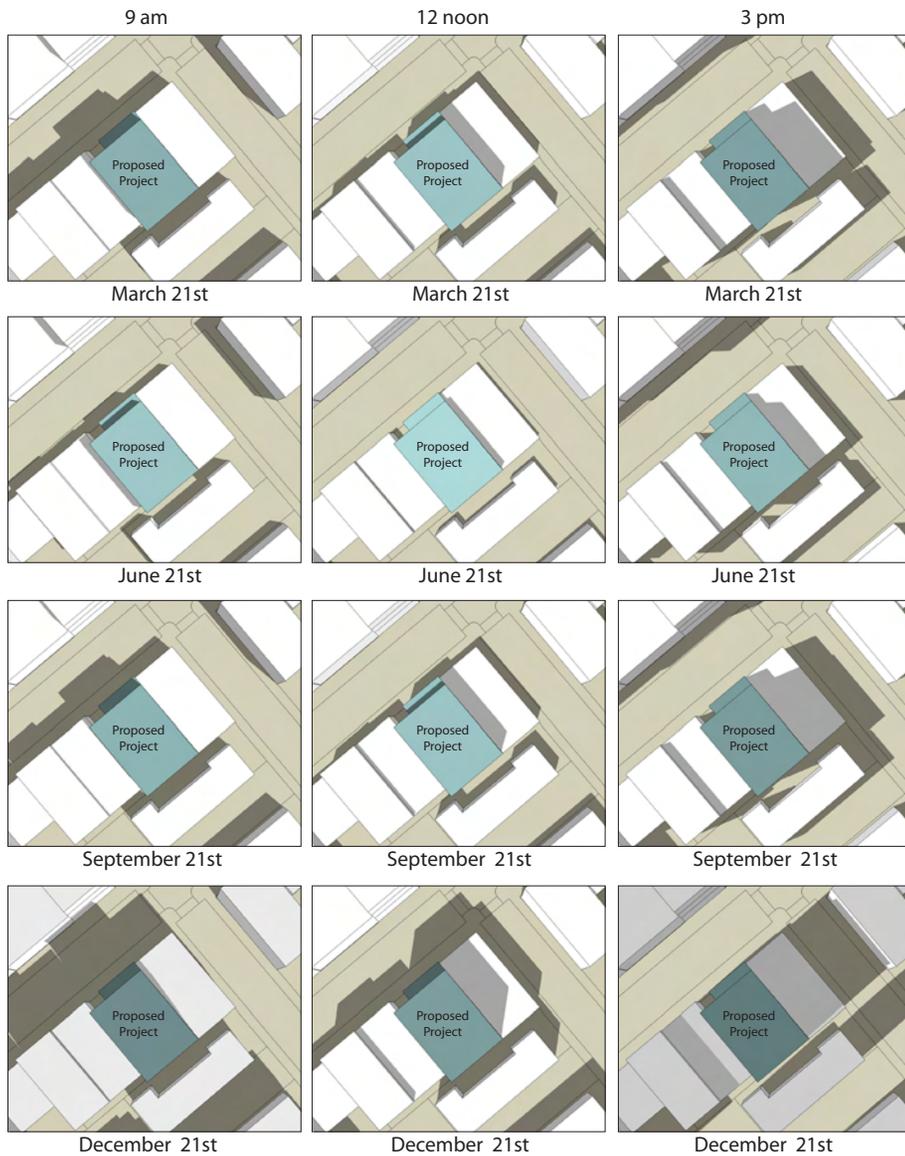
Where appropriate, when different land uses or building scales are adjacent, boundaries should be established by providing pedestrian paseos and mews to create separation, rather than walls or fences.



**FIGURE 5-38:** Following a cooperative, rather than defensive design approach for the spaces between buildings results in a more coherent downtown feel, as opposed to a collection of unrelated projects.



**FIGURE 5-39:** Example of two different land use intensities joined with a common paseo pathway.



**5.4.2 SHADOW IMPACTS**

Every building invariably casts some shadows on adjoining parcels, public streets, and/or open spaces. However, as the design of a project is developed, consideration should be given to the potential shading impacts on surroundings. Site plans, massing, and building design should respond to potential shading issues, minimizing shading impacts where they would be undesirable, or conversely maximizing shading where it is desired.

As part of the design review process, development in the Specific Plan Area that is proposed to be taller than existing surrounding structures should be evaluated for potential to create new shadows/shade on public and/or quasi-public open spaces and major pedestrian routes. At a minimum, shadow diagrams should be prepared for 9 AM, 12 noon, and 3 PM on March 21st, June 21st, September 21st, and December 21st (approximately corresponding to the solstices and equinoxes) to identify extreme conditions and trends. If warranted, diagrams could also be prepared for key dates or times of day — for example, whether a sidewalk or public space would be shaded at lunchtime during warmer months.

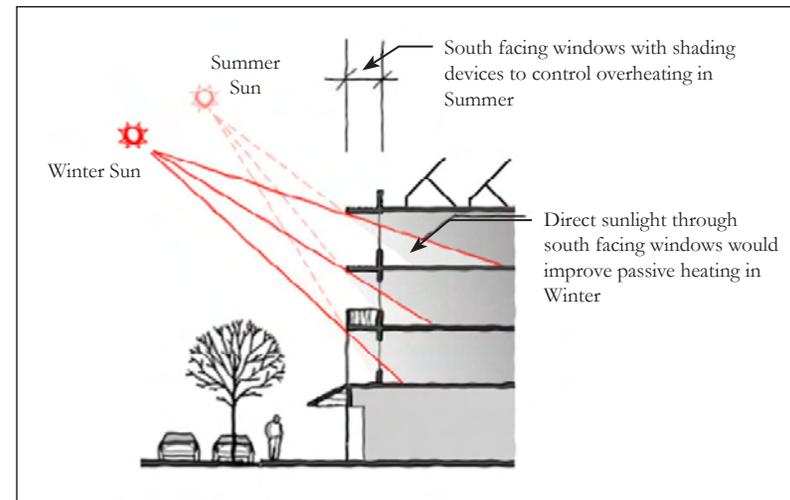
**FIGURE 5-40: Sample shadow analysis shows the range of shading conditions through the year.**

### 5.4.3 SUSTAINABILITY AND GREEN BUILDING DESIGN

Project design and materials to achieve sustainability and green building design should be incorporated into projects. Green building design considers the environment during design and construction and aims for compatibility with the local environment: to protect, respect and benefit from it. In general, sustainable buildings are energy efficient, water conserving, durable and nontoxic, with high-quality spaces and high recycled content materials. The following considerations should be included in site and building design:

- Resilient, durable, sustainable materials and finishes.
- Flexibility over time, to allow for re-use and adaptation.
- Optimize building orientation for heat gain, shading, daylighting, and natural ventilation.
- Design landscaping to create comfortable micro-climates and reduce heat island effects.
- Design for easy pedestrian, bicycle, and transit access, and provide on-site bicycle parking.
- Maximize on-site stormwater management through landscaping and permeable pavement.
- On flat roofs, utilize cool/white roofs to minimize heat gain.
- Design lighting, plumbing, and equipment for efficient energy use.
- Create healthy indoor environments.
- Pursue adaptive re-use of an existing building or portion of a building as an alternative to demolition and rebuilding.
- Use creativity and innovation to build more sustainable environments. One example is establishing gardens with edible fruits, vegetables or other plants as part of project open space, or providing garden plots to residents for urban agriculture.

To reduce carbon footprint, new projects are encouraged to follow the standards and guidelines of the Leadership in Energy and Environmental Design (LEED) Green Building Rating System, developed by the U.S. Green Building Council (USGBC), and pursue LEED certification if appropriate.



**FIGURE 5-41: Use of shading devices to control solar loads in summer and gain passive heat in winter.**



**FIGURE 5-42: Minimize stormwater runoff to impermeable areas with landscaping, green roofs, and rain gardens when possible.**



**FIGURE 5-43: Consistent with Burlingame's status as "Tree City USA," new projects are required to incorporate trees into landscape and private open space plans.**

#### 5.4.4 LANDSCAPE TREES

The City of Burlingame has a long history of proactive tree planting and proper tree care. From the late 1800's when trees were planted along El Camino Real and Easton Drive to the current day, Burlingame has enjoyed the many benefits trees provide to an urban area. Burlingame's longtime commitment to trees is evidenced by recognition as a "Tree City USA" for 30 consecutive years. This is the longest streak in the County, 5th longest in the State and one of the longest in the Country for receiving this award.

In Downtown Burlingame, trees include street trees lining sidewalks and roadways (typically within the public right-of-way), as well as trees on private property in settings such as landscaped setback areas, courtyards, and roof gardens.

Chapter 4: Streetscapes & Open Space) provides guidance for street trees within the public right-of-way. Landscape trees on private property have equal importance as part of the "urban forest," in contributing environmental and aesthetic benefits to downtown. Trees are important for their beauty, shade and coolness, economic benefits, and role in reducing energy use, pollution, and noise.

The City of Burlingame has an Urban Forest Management Plan that includes policies and management practices for both city and private trees. Maintaining existing trees is a priority, and large trees on private property are protected by City Ordinance. Any tree with a circumference of 48 inches or more when measured 54 inches above the ground is a "Protected Tree." A permit is required to remove or heavily prune a protected tree.

Consistent with Burlingame's status as "Tree City USA," new projects are required to incorporate trees into landscape and private open space plans. Property owners should consult the Burlingame Urban Forest Management Plan for design considerations, planting techniques, and maintenance guidance.

#### 5.4.5 PRESERVATION OF HISTORIC BUILDINGS

Downtown Burlingame is the symbolic and historic center of the City. The vision for Downtown is to preserve the mix of buildings, the pedestrian-scaled environment and the carefully designed public spaces that contribute to its special community character. Downtown's flexible and timeless late 19<sup>th</sup> and early 20<sup>th</sup> Century buildings contribute historic character and distinctiveness to this desirable pattern and mix of buildings. New buildings should be sensitive to the historic scale and architecture of Downtown.

Historic preservation and adaptive re-use is encouraged both to maintain the unique ambience of Downtown Burlingame but also for ecological benefits. Preservation maximizes the use of existing materials and infrastructure, reduces waste, and preserves historic character. Historic buildings were often traditionally designed with many sustainable features that responded to climate and site, and when effectively restored and reused, these features can bring about substantial energy savings.

The guidelines in this chapter, together with the *Commercial Design Guidebook* for commercial and mixed use developments and the *Inventory of Historic Resources* are intended to ensure that both new development and improvements to existing properties are compatible with the historical character of Downtown and will be the basis of design review.

Where a building is described in the *Inventory of Historic Resources*, the inventory should be consulted as part of the design review. Building characteristics described in the inventory should be a consideration in project design and review, together with other design considerations described in this chapter and in the *Commercial Design Guidebook*.



FIGURE 5-44: Downtown's late 19th and early 20th Century buildings contribute historic character and distinctiveness to this desirable pattern and mix of buildings.

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## Window Wall

series 600

Western's 600 Series Window Wall accomplishes exactly what its name implies: it replaces exterior walls with large expanses of glass. Our window wall system was designed to be able to integrate all of our products (hinged windows, operable sliders, hinged doors, sliding doors, etc.) into one continuous wall of glass. Typically architects and homeowners love the aesthetic of commercial storefront window systems, but they are disappointed with weather performance, finish details and security of a field fabricated product. Western's 600 Series Window Walls are built and glazed to meticulous standards in a factory condition that allow them to perfectly capture the custom view of even the most detailed observer.

## Photo Gallery

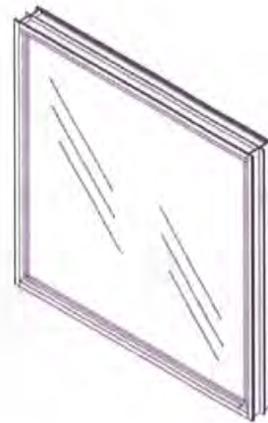
images of window walls



# Features

## important features about western's window walls

- Western's 600 Series Window Wall utilizes a versatile 4.5" deep framing system, allowing our 900 Series Hinged Doors and 600 Series Sliding Glass Doors to directly mull to any combination of windows and create a seamless appearance.
- Desired ventilation and egress is easily achieved by integrating any of our hinged or sliding windows products.
- 100 Series operating windows and 700 Series hinged windows insert into the window wall neatly against the glazing leg, which is located at a dimension specific to their frame depth.
- We have countless extrusions available to achieve any configuration desired (E510 T-bar for true divided lites, E664 1.75" high base for windows sitting on the finished floor, E650 which allows us to stack transoms directly on sliding glass doors, etc.)
- To allow for a better, more weather-tight installation, the perimeter of the 600 Series Window Wall is available with an extruded nail fin located 1" in from the exterior.
- Fixed windows can be built to almost any geometric configuration, including arches, circles, and multiple sided polygons.
- Segmented 600 Series frames for butt glaze openings are fabricated and mitered in our factory.
- Fixed 600 Series windows mounted in the structure on all four sides achieve a rating of F-C50 up to 60" x 120". (F-C50 equates to a design pressure of 50 pounds per square foot, the equivalent of 140 mph wind speed)
- Western engineers will design a system to meet your specific project requirements, often reinforcing verticals with .375" x 4" steel provided by our factory.
- With design criteria of 15 PSF (a wind velocity of 75 MPH) a window wall with multiple 48" wide panels can be provided to up 120" in height. When verticals are reinforced with our steel, the height can extend to 168".
- In most cases, the entire system (including operable windows and doors) can be completely manufactured and glazed in the factory.
- Glass panels up to 40 square feet can be factory glazed into modules, then mull in the field during install.
- Standard snap in glazing stops are available for .1875", .250", .750", .875" and 1.00" overall glass.
- Western's Window Wall can also be prepped to receive any hinged door in thickness up to 2.25" with almost any type of hanging hardware required (including continuous hinges, butt hinges, concealed overhead closers and various types of pivots).



## Thermal Break

advanced energy efficiency

For harsher environments we offer "Thermal Break" on both our frame and panels. Thermal break lowers u-factors, limits condensation, increases energy performance, and most of all reduces thermal conductivity. High humidity and extreme hot or cold temperatures are not an issue when choosing a Western Multiple Sliding Bi-Fold Door or Window.

## Aluminum Frame Finishes

highest quality painted and anodized options

If you have a color you'd like to use for your window and door products, we can provide it. Whether anodized or painted, we can generally match any color you are after. On top of unlimited color options, Western uses the highest quality finishes available today. For painted

products, nearly all of Western's colors are Kynar finishes which conform to a minimum rating of AAMA-2605 (which is the highest rating available for organic finishes today). For anodized product, our Dark Bronze and Satin anodized finishes receive a Class 1 rating which is the highest and most durable rating available for anodized aluminum finishes. Dark Bronze anodized is our most popular finish and has the best price point and production lead time. The other colors shown below are examples of Western "designer" colors which are available for a discounted price over a custom color match. These colors are for representation only. Please contact your nearest dealer or dealer representative for a full color sample list of our aluminum frame finishes and designer colors.

Western also offers our "Edge Guard" painted finish for customers that are within a few miles of the ocean. This upgrade option is a true investment in protecting your products from potential corrosion caused by salt water. This custom finishing procedure involves Western fabricating and processing all of the components associated with your window and door package before sending the metal to be painted. By painting pre-fabricated parts (instead of cutting and processing parts after they have been painted), the "Edge Guard" process ensures that there are no raw aluminum edges left unfinished, and instead sees all aluminum edges painted with the same high-quality Kynar finish that was used on the rest of the project. An upgrade to "Edge Guard" provides the additional benefit to customers of a ten-year warranty.



## Aluminum Woodgrain Finishes

more high quality finish options

Another popular choice for exterior aluminum frame finishes include our aluminum wood grain powder coat finishes. Each of these various powder coat options meet AAMA 2604 specifications and come in a variety of species and stain colors. The finishes shown below are for representation only. Please contact your nearest dealer or dealer representative for actual samples or more information.



## Glass

duo-pane

Western's Window Wall is designed to accommodate Single or Duo-Pane Insulating glass manufactured with a 1/2" air gap to maximize the benefit of high performance Low E. This wall can also be glazed with a variety of glass types, colors, and configurations in thickness from .1875" to 1" overall.



## Series 600 Fixed Window Wall Hardware and CAD Detail Samples

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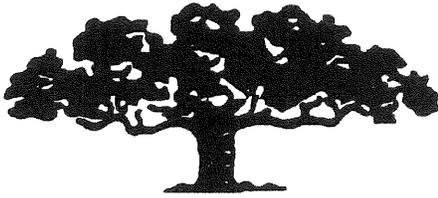
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August 8, 2014

Mr. Wayne Lin, LEED AP  
Dreiling Terrones Architecture, Inc.  
1105 Juanita Ave.  
Burlingame, CA 94010

Dear Mr. Wayne Lin,

RE: 1128 & 1132 DOUGLAS AVENUE, BURLINGAME

At your request, I visited the above site on Friday, July 25, 2014. The purpose of my visit was to identify, inspect, and comment on the trees located on the site. Included in this report is a plan review and tree protection plan for the proposed construction project. This report covers two properties that will be joined to form one.

### Limitations of this report

This report is based on a visual-only inspection that took place at ground level. I accept no responsibility for any unknown or any unseen defects associated with the trees on this site.

### Method

Each tree on this report was given an identification number that is scribed onto a metal foil tag and placed at eye level on the trunk of the tree. This number has also been placed on the provided site map to show the approximate locations of the trees on the property. The diameter for each tree was found by measuring the trunk of the tree at fifty-four inches off of the natural grade as described in the Burlingame Heritage Tree Ordinance. The height and canopy spread has been estimated for each tree to show their approximate dimensions. Each tree was given a condition rating; this rating is based on form and vitality and can be further defined by the following table:

0	-	29	Very Poor
30	-	49	Poor
50	-	69	Fair
70	-	89	Good
90	-	100	Excellent

Lastly, a comments section has been provided to give more individual detail about the trees.

## Tree Survey

Tree #	Species	Diameter (inches)	Condition (percent)	Height (feet)	Spread (feet)	Comments
1	Redwood	39.0	85	85	33	Partially covered root crown; sprouts around the base; roots lifting and cracking the neighbor's driveway; good form and vigor.
2	Coast Live Oak	27.6	55	36	42	Root crown covered; codominant at 10 feet; ivy growing up the trunk; heavy lateral limbs; trunk measured below the lowest limb.
3	Chinese Tallow Tree	20.0 (est.)	40	30	21	Root crown covered; ivy and other vegetation covering the trunk and growing into the canopy; healthy upper canopy.
4	Coast Live Oak	26.0 (est.)	60	35	45	Located on the neighbor's property. Healthy canopy; codominant at 18 feet; heavy lateral limbs; no tag; roots lifting the driveway.
5	Liquid Amber	18.1	35	30	21	Girdling roots at the base; three-stem at 7 feet; several codominant attachments in the upper canopy; roots lifting and cracking the driveway.
6	Sycamore Maple	18.0	45	25	33	Three-stem at 8 feet; routinely topped by PG&E; slight lean east.
7	Hawthorne	18.0 (est.)	50	30	21	Two-stem at 3 feet; several small stems in the same area; partially covered root crown; healthy canopy.
8	Coast Live Oak	25.0 (est.)	65	35	36	Located between the fence; root crown covered; sycamore borer on the trunk; healthy canopy; excess end weight on the lateral limbs; slight lean northwest.
9	Apple	16.3	35	20	21	Root crown covered; codominant at 3 feet; both stems hollow; measured below the two stems; previously topped at 9 feet; stag-headed crown.

Tree #	Species	Diameter (inches)	Condition (percent)	Height (feet)	Spread (feet)	Comments
10	Stone Pine	12.3	40	20	18	Girdling roots at the base; codominant top at 7 feet; ivy in the upper canopy; abundance of interior deadwood; slight lean southwest.
11	Plum	13.3	40	15	21	Root crown covered; slight lean north; multi-stem at 4 feet; measured below the multi-stem attachment; healthy canopy excess end weight on the lateral limbs.
12	Cottonwood	21.2	35	30	24	Codominant at 3 feet with included bark; measured below the codominant attachment; root crown covered; multi-stem top starting at 5 feet.
13	Coast Live Oak	20.0 (est.)	50	35	21	Observed top only; could not access rear of property to inspect base and lower trunk of this tree.

### Observations

**Tree #1** is a large Redwood tree located on the right side of 1128 Douglas Avenue. Soil, ivy, and other organic material cover the root crown of this tree. It has good form and the upper canopy of this tree appears to be healthy and vigorous.

**Tree #2** is a Coast Live Oak located near tree #1. Ivy, soil, and other organic material cover the root crown of this tree. There is a codominant attachment at 10 feet and most of the upper canopy leans southeast towards the street. There is excess end weight on most of the lateral limbs.

**Tree #3** is a Chinese Tallow Tree located at the front left corner of 1128 Douglas Avenue. The lower trunk of this tree is growing through a hedge. Ivy, soil, and other organic material are covering the tree's root crown. The upper canopy appears to be healthy and vigorous.

**Tree #4** is a Coast Live Oak located along the right side 1128 Douglas Avenue on the neighboring property, within 10 feet of the property line. The roots from this tree appear to be lifting and cracking the nearby driveway. The upper canopy appears to be healthy and vigorous.

**Tree #5** is a Liquid Amber tree located at the back right corner of the home on 1128 Douglas Avenue. This tree has an abundance of girdling roots, some of which are lifting and cracking the driveway. This tree has a three-stem attachment at 7 feet and the upper canopy has several codominant attachments.

**Tree #6** is a Sycamore Maple located along the street in front of 1132 Douglas Avenue. This tree is considered a street tree. The upper canopy is routinely pruned away from the high voltage lines by PG&E and the tree leans slightly to the east.

**Tree #7** is a Hawthorne tree located along the left side of 1132 Douglas Avenue. This tree has two-stems at 3 feet with several smaller stems in same area. Soil and other organic material cover the root crown of this tree. The upper canopy appears to be healthy and vigorous.

**Tree #8** is a Coast Live Oak located along the left property line of 1132 Douglas Avenue. This tree is growing within the fence line, straddling the property border. I found sycamore borer on the trunk, excess end weight on the lateral limbs, and the upper canopy appears to be healthy and vigorous.

**Tree #9** is an Apple tree located at the back left corner of the home on 1132 Douglas Avenue. Soil and other organic material cover the root crown of this tree. There is a codominant attachment at 3 feet and both stems are hollow. The upper canopy has a stag-headed growth pattern and appears to be healthy and vigorous.

**Tree #10** is an Italian Stone Pine located in the rear yard by the driveway of 1132 Douglas Avenue. The upper canopy has a codominant attachment at 7 feet and ivy covering most of the east side. This tree leans to the southwest slightly.

**Tree #11** is a Plum tree located in the rear of the home along the left side of 1132 Douglas Avenue. There are multiple attachments at 4 feet (some with included bark), excess end weight throughout the canopy, and a slight lean north.

**Tree #12** is a Cottonwood located along the rear of the property at 1132 Douglas Avenue. I found a codominant attachment at 3 feet with included bark between the stems. I believe this tree may have been previously cut at 5 feet as there is an abundance of stems in this area. Soil and other organic material cover the root crown of this tree.

**Tree #13** is a Coast Live Oak located at the rear of the property at 1128 Douglas Avenue. This tree is located behind an apartment building where I could find no access. I identified the tree and looked at the top 15 to 20 feet over the roof of the building. Due to lack of access, I was not able to examine the lower 20 feet of the trunk.

During my inspection of both properties, I found several smaller trees around the property that are less than 12 inches in diameter and will be shown on the report with a green dot.

#### **Plan Review and Tree Protection Guidelines**

On July 28, 2014, I reviewed the proposed construction plans for the above site. During my review, I determined that the buildings on the existing property will be demolished and a new apartment building will be constructed. During this process, trees #1, #2, #4, #6, and #13 would remain; all other trees will need to be removed to allow the building to be constructed.

Routine maintenance is recommended for trees #2 and #13. This maintenance should include deadwood removal, end weight reduction, and raising the canopies. All tree work performed should be accomplished by a qualified licensed tree care professional.

During the removal of the existing trees and buildings, care should be taken not to damage any roots of the trees that are to remain.

### **TREE PROTECTION SPECIFICATIONS**

1. A 6-inch layer of coarse mulch or woodchips is to be placed beneath the dripline of the protected trees. Mulch is to be kept 12 inches from the trunk.
2. A protective barrier of 6-foot chain link fencing shall be installed around the dripline of protected tree(s). The fencing can be moved within the dripline if authorized by the Project Arborist or the City Arborist, but not closer than 2 feet from the trunk of any tree. Fence posts shall be 1.5 inches in diameter and are to be driven 2 feet into the ground. The distance between posts shall not be more than 10 feet. This enclosed area is the Tree Protection Zone (TPZ). I have drawn in on the provided site plan the approximate location of the tree protection fencing.
3. Movable barriers of chain link fencing secured to cement blocks can be substituted for "fixed" fencing if the Project Arborist and City Arborist agree that the fencing will have to be moved to accommodate certain phases of construction. The builder may not move the fence without authorization from the Project Arborist or City Arborist.
4. **Avoid the following conditions.**  
**DO NOT:**
  - a. Allow runoff or spillage of damaging materials into the area below any tree canopy.
  - b. Store materials, stockpile soil, or park or drive vehicles within the TPZ.
  - c. Cut, break, skin, or bruise roots, branches, or trunks without first obtaining authorization from the City Arborist.
  - d. Allow fires under and adjacent to trees.
  - e. Discharge exhaust into foliage.
  - f. Secure cable, chain, or rope to trees or shrubs.
  - g. Trench, dig, or otherwise excavate within the dripline or TPZ of the tree(s) without first obtaining authorization from the City Arborist.
  - h. Apply soil sterilants under pavement near existing trees.
5. Only excavation by hand or compressed air shall be allowed within the driplines of trees. Machine trenching shall not be allowed.

6. Avoid injury to tree roots. When a ditching machine, which is being used outside of the dripline of trees, encounters roots smaller than 2 inches, the wall of the trench adjacent to the trees shall be hand trimmed, making clear, clean cuts through the roots. All damaged, torn, and cut roots shall be given a clean cut to remove ragged edges, which promote decay. Trenches shall be filled within 24 hours, but, where this is not possible, the side of the trench adjacent to the trees shall be kept shaded with four layers of dampened, untreated burlap, wetted as frequently as necessary to keep the burlap wet. Roots 2 inches or larger, when encountered, shall be reported immediately to the Project Arborist, who will decide whether the Contractor may cut the root as mentioned above or shall excavate by hand or with compressed air under the root. The root is to be protected with dampened burlap.
7. Route pipes outside of the area that is 10 times the diameter of a protected tree to avoid conflict with roots.
8. Where it is not possible to reroute pipes or trenches, the contractor shall bore beneath the dripline of the tree. The boring shall take place not less than 3 feet below the surface of the soil in order to avoid encountering "feeder" roots.
9. Any damage due to construction activities shall be reported to the Project Arborist or City Arborist within six hours so that remedial action can be taken.
10. Violation of any of the above provisions may result in sanctions or other disciplinary action.

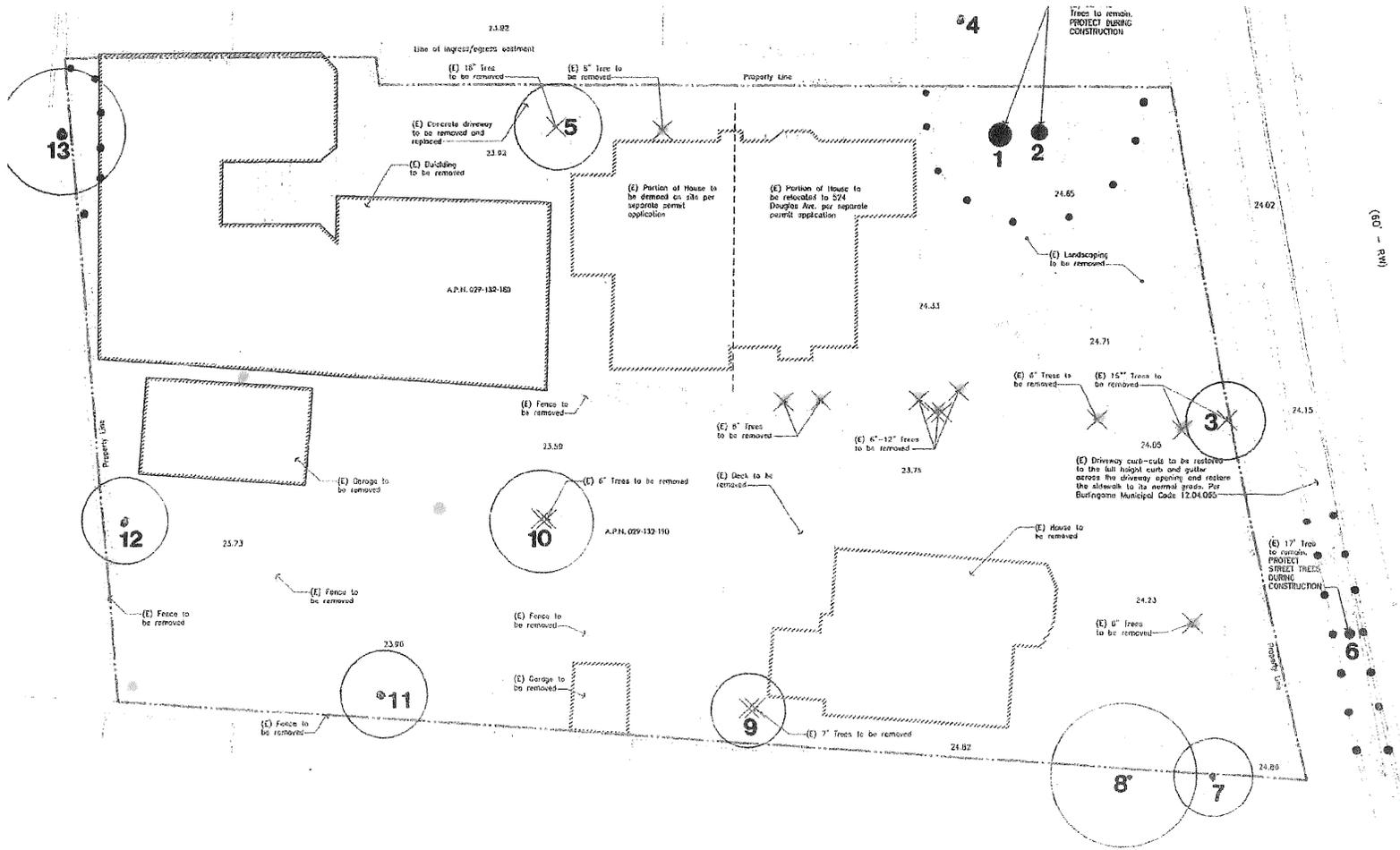
I believe this report is accurate and based on sound arboricultural principles and practices. If I may be of further assistance, please contact me at my office.

Sincerely,

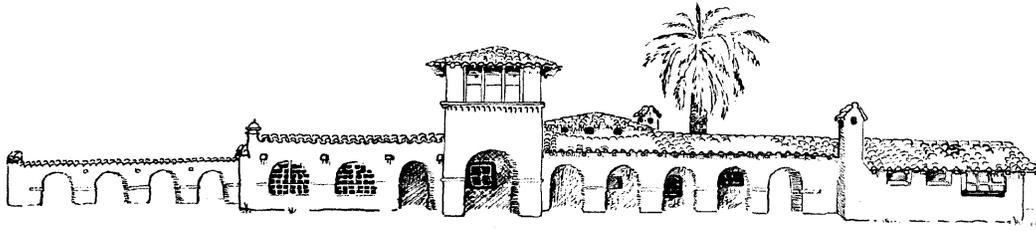
Jeromey A. Ingalls  
Certified Arborist WE #7076A

JAI:pmd





Tree Protection Fencing . . .



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The Burlingame Historical Society P.O. Box 144, Burlingame, CA 94011 Ph. 650-340-9960 Tax ID #: 94-2411929

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July 2, 2013

Ruben Hurin  
Burlingame Planning Dept.  
501 Primrose Rd.  
Burlingame, CA 94010

Dear Ruben,

It has come to our attention that Primary Records are being prepared for two older properties located at 1128 and 1132 Douglas Avenue, in Burlingame. Assuming said Records are related to plans for a future development on one or both adjacent parcels, we want to make sure information is available to the developer, and to the City of Burlingame Planning Dept. about one or more trees situated on the lots.

Several years ago, Bob Murphy, grandson of Burlingame Pioneer James Murphy (1128 Douglas) donated numerous photos and information about his family to our Archives. He also informed us that several redwoods planted on Douglas Avenue and the vicinity, as well as many other redwoods in Burlingame, had been planted as saplings by his grandmother, early Burlingame pioneer Jessie Murphy. Jessie's father, Benjamin Nichols, was a lumber baron in Aptos in the 1860s. Daughter Jessie had a special affinity towards trees, in particular redwoods. She spent much of her life advocating the planting of trees, apparently in an attempt to make up for the loss of trees related to her father's lumber mill profession. We were told that Jessie regularly collected redwood saplings from the coast, and brought them back to Burlingame, planting them in many locations.

Please be aware that at least one of Jessie's redwoods, seen clearly in an archival photo (1916) still exists on the far right of said parcel. We hope that every effort will be made to retain Jessie Murphy's tree(s) in order to honor her significant contribution to Burlingame, known as the City of Trees.

Sincerely yours,

Jennifer Pfaff  
President

## Project Comments

**Date:** January 23, 2015

**To:**

<input type="radio"/> City Engineer (650) 558-7230	<input type="radio"/> Recycling Specialist (650) 558-7271
<input checked="" type="radio"/> Chief Building Official (650) 558-7260	<input type="radio"/> Fire Marshal (650) 558-7600
<input type="radio"/> City Arborist (650) 558-7254	<input type="radio"/> NPDES Coordinator (650) 342-3727
	<input type="radio"/> City Attorney

**From:** Planning Staff

**Subject:** Request for Environmental Review, Design Review, Conditional Use Permit and Variances for a new, five-story 29-unit residential apartment building at **1128 & 1132 Douglas Avenue, zoned R-4, APN: 029-132-180 and 029-132-190**

**Staff Review:**

No further comments.

All conditions of approval as stated in all previous reviews of the project will apply to this project.

Reviewed by: \_\_\_\_\_



Date: 1-26-2015

## Project Comments

**Date:** November 13, 2014

**To:**

<input type="radio"/> City Engineer (650) 558-7230	<input type="radio"/> Recycling Specialist (650) 558-7271
<input checked="" type="radio"/> Chief Building Official (650) 558-7260	<input type="radio"/> Fire Marshal (650) 558-7600
<input type="radio"/> City Arborist (650) 558-7254	<input type="radio"/> NPDES Coordinator (650) 342-3727
	<input type="radio"/> City Attorney

**From:** Planning Staff

**Subject:** Request for Environmental Review, Design Review, Conditional Use Permit and Variances for a new, five-story 29-unit residential apartment building at 1128 & 1132 Douglas Avenue, zoned R-4, APN: 029-132-180 and 029-132-190

**Staff Review:**

### Re-Check Comments

22. On your plans provide a table that includes the following:
- a. Occupancy group for each area of the building
  - b. Type of construction
  - c. Allowable area**
  - d. Proposed area**
  - e. Allowable height
  - f. Proposed height
  - g. Proposed fire separation distances
  - h. Exterior wall and opening protection
    - i. Allowable
    - ii. Proposed
  - i. Indicate sprinklered or non-sprinklered

***Requested calculations for comments c and d, above, were not found on the plans. Please provide this information for each floor and for the building. Include allowances made for additional stories, fire sprinklers, and fire separation distances.***

42. The accessible parking shown in the basement must comply with the accessibility requirements of the 2013 CBC. Specifically:

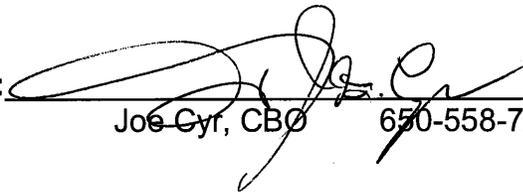
- j. All entrances to and vertical clearances within the parking structure must have a minimum vertical clearance of 8' 2" where required for accessibility to accessible parking spaces.
- k. At least one of these spaces must be comply with the accessible parking requirements including loading / unloading access aisle and signage. See 2013 CBC §1109A.5 – Unassigned and Visitor Parking Spaces.

***An accessible parking space is required for the at-grade parking and one is required in the covered parking garage according to 2013 CBC §1109A.3 which states "At least one space of each type of parking facility shall be accessible even if the total exceeds 2%."***

***Since accessible parking in the garage is required please revise the plans to show compliance with comment 42, above. Please consider the installation of plumbing lines, fire sprinklers, etc. when calculating the clearance because the minimum height is measured to the lowest point in the garage.***

NOTE: A written response to the items noted here and plans that specifically address items 22 and 44 must be re-submitted before this project can move forward for Planning Commission action. The written response must include clear direction regarding where the requested information can be found on the plans.

Reviewed by:



Joe Cyr, CBO

650-558-7270

Date: 11-20-2014

## Project Comments

**Date:** June 16, 2014

**To:**

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

**From:** Planning Staff

**Subject:** Request for Environmental Review, Design Review and Conditional Use Permit for height for a new, five-story 30-unit apartment building at **1128 & 1132 Douglas Avenue, zoned R-4, APN: 029-132-180 & 029-132-190**

**Staff Review: June 16, 2014**

- 1) On the plans specify that this project will comply with the 2013 California Building Code, 2013 California Residential Code (where applicable), 2013 California Mechanical Code, 2013 California Electrical Code, and 2013 California Plumbing Code, including all amendments as adopted in Ordinance 1889. Note: If the Planning Commission has not approved the project prior to 5:00 p.m. on December 31, 2013 then this project must comply with the 2013 California Building Codes.
- 2) Specify on the plans that this project will comply with the 2013 California Energy Efficiency Standards.  
Go to <http://www.energy.ca.gov/title24/2013standards/> for publications and details.
- 3) The GreenPoints Checklist will no longer be required beginning July 1, 2014. Compliance with the *Mandatory Measures* of the 2013 California Green Building Code (CAL Green) is required. Provide two completed copies of the attached *Mandatory Measures* with the submittal of your plans for Building Code compliance plan check. In addition, replicate this completed document on the plans. Note: On the Checklist you must provide a reference which indicates where each Measure can be found on the plans.
- 4) Indicate on the plans that the roof will comply with Cool Roof requirements of the 2013 California Energy Code. 2013 CEC §110.8. The 2013 Residential and Non-Residential Compliance Manuals are available on line at <http://www.energy.ca.gov/title24/2013standards/>

- 5) Place the following information on the first page of the plans:

**“Construction Hours”**

**Weekdays: 7:00 a.m. – 7:00 p.m.**

**Saturdays: 9:00 a.m. – 6:00 p.m.**

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

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

- 6) On the first page of the plans specify the following: “Any hidden conditions that require work to be performed beyond the scope of the building permit issued for these plans may require further City approvals including review by the Planning Commission.” The building owner, project designer, and/or contractor must submit a Revision to the City for any work not graphically illustrated on the Job Copy of the plans prior to performing the work.
- 7) Anyone who is doing business in the City must have a current City of Burlingame business license.
- 8) Provide fully dimensioned plans.
- 9) Provide a fully dimensioned site plan which shows the true property boundaries, the location of all structures on the property, existing driveways, and on-site parking.
- 10) Provide a complete demolition plan that includes a legend and indicates existing walls and features to remain, existing walls and features to be demolished, and new walls and features.

**NOTE: A condition of this project approval is that the Demolition Permit will not be issued and, and no work can begin (including the removal of any building components), until a Building Permit has been issued for the project. The property owner is responsible for assuring that no work is authorized or performed.**

- 11) When you submit your plans to the Building Division for plan review provide a completed Supplemental Demolition Permit Application. **NOTE: The Demolition Permit will not be issued until a Building Permit is issued for the project.**
- 12) Show the distances from all exterior walls to property lines or to assumed property lines
- 13) Show the dimensions to adjacent structures.
- 14) Obtain a survey of the property lines.

- 15) Basements and sleeping rooms below the fourth story that can be used for sleeping purposes must have at least one window or door that complies with the egress requirements. ***Specify the location and the net clear opening height and width of all required egress windows on the elevation drawings.*** 2013 CBC §1029.1.

- 16) Indicate on the plans that, at the time of Building Permit application, plans and engineering will be submitted for shoring as required by 2013 CBC, Chapter 31 regarding the protection of adjacent property and as required by OSHA. On the plans, indicate that the following will be addressed:

a. The walls of the proposed basement shall be properly shored, prior to construction activity. This excavation may need temporary shoring. A competent contractor shall be consulted for recommendations and design of shoring scheme for the

excavation. The recommended design type of shoring shall be approved by the engineer of record or soils engineer prior to usage.

b. All appropriate guidelines of OSHA shall be incorporated into the shoring design by the contractor. Where space permits, temporary construction slopes may be utilized in lieu of shoring. Maximum allowable vertical cut for the subject project will be five (5) feet. Beyond that horizontal benches of 5 feet wide will be required. Temporary shores shall not exceed 1 to 1 (horizontal to vertical). In some areas due to high moisture content / water table, flatter slopes will be required which will be recommended by the soils engineer in the field.

c. If shoring is required, specify on the plans who's sole responsibility it is to design and provide adequate shoring, bracing, formwork, etc. as required for the protection of life and property during construction of the building.

d. Shoring and bracing shall remain in place until floors, roof, and wall sheathing have been entirely constructed.

e. Shoring plans shall be wet-stamped and signed by the engineer-of-record and submitted to the city for review prior to construction. If applicable, include surcharge loads from adjacent structures that are within the zone of influence (45 degree wedge up the slope from the base of the retaining wall) and / or driveway surcharge loads.

17) Indicate on the plans that an OSHA permit will be obtained for the shoring\* at the excavation in the basement per CAL / OSHA requirements. See the Cal / OSHA handbook at: [http://www.ca-osh.com/pdfpubs/osh\\_a\\_userguide.pdf](http://www.ca-osh.com/pdfpubs/osh_a_userguide.pdf)

\* Construction Safety Orders : Chapter 4, Subchapter 4, Article 6 , Section

1541.1.

18) Indicate on the plans that a Grading Permit, if required, will be obtained from the Department of Public Works.

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

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

21) Provide lighting at all exterior landings.

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

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

- 23 Acknowledge that, when plans are submitted for building code plan check, they will include a complete underground plumbing plan including complete details for the location of all required grease traps and city-required backwater prevention devices.
- 24 Provide details on the plans which show that the entire site complies with all accessibility standards.
- 25 Provide fully dimensioned floor plans scaled at  $\frac{1}{4}'' = 1'0''$  for each type of apartment unit.
- 26 Specify an accessible path of travel from all required exits to the public right of way.
- 27 Specify a level landing, slope, and cross slope on each side of the door at all required entrances and exits.
- 28 Provide complete dimensioned details for accessible bathrooms
- 29 Provide complete, dimensioned details for accessible parking
- 30 Provide details on the plans which show that the building elevator complies with all accessible standards. 2013 CBC §11B-407.
- 31 On the first page of the plans clearly state that all paths of travel and common use spaces will be accessible and all living units will be adaptable.
- 32 Provide details which show that the maneuvering clearances for the bathrooms in the lobby are accessible CBC 1127A2.2 #1. (The space under the lavatory can be used but the maneuvering clearance cannot encroach into the knee and toe clearances.)
- 33 Provide details which show that the maneuvering clearances for the bathrooms in each unit are accessible CBC 1127A2.2 #1. (The space under the lavatory can be used but the maneuvering clearance and are allowed to encroach into the knee and toe clearances.)
- 34 Provide details which show that the water closet in each unit complies with CBC1134A.7 #1;
- 35 Specify whether CBC 1134A.2 option #1 or option #2 will be used for the bathrooms.
- 36 Specify that there will be a clear maneuvering space adjacent to each tub that is at least 30" X 48" measured from the drain end of the tub. CBC 1134A.5
- 37 Specify on the plans that all dwelling unit interior doors will comply with CBC 1132A5.2.
- 38 Where elevators are provided in structures that are four or more stories in height at least one elevator shall be provided for Fire Department emergency access. One elevator must accommodate a stretcher that is 24" x 84". See 2013 CBC §3002.4 for elevator cab dimensions (80" x 54") and other details.
- 39 The second exit from the units and the two exits from the garage terminate at the rear of the property. Provide an exit plan which shows accessible path of travel from the exit to the public right of way per 2013 CBC 1007.2.
- 40 Private decks and exterior balconies must be accessible and therefore must be 60" in the shortest dimension to allow for a person in a wheelchair to turn around and exit the deck or balcony in the forward direction. Revise the plans to show decks / balconies that are at least 60" in the shortest dimension. UFAS §4.34.2 and §4.2.3

- 41) A minimum of two accessible parking spaces are required. Provide a table for the onsite parking showing the total number of parking and accessible parking spaces. Number all assigned and unassigned parking spaces. Specify by number the location of each of the required 2% assigned and 5% unassigned accessible parking spaces. 2013 CBC §1109A.4 and §1109A.5.
- 42) The accessible parking shown in the basement must comply with the accessibility requirements of the 2013 CBC. Specifically:
- All entrances to and vertical clearances within the parking structure must have a minimum vertical clearance of 8' 2" where required for accessibility to accessible parking spaces.
  - At least one of these spaces must be comply with the accessible parking requirements including loading / unloading access aisle and signage. See 2013 CBC §1109A.5 – Unassigned and Visitor Parking Spaces.
- 43) Please Note: Architects are advised to specify construction dimensions for accessible features that are below the maximum and above the minimum dimension required as construction tolerances generally do not apply to accessible features. See the *California Access Compliance Manual – Interpretive Regulation 11B-8*.
- 44) Provide an exit plan showing the paths of travel to the public right of way.
- 45) Specify on the plans the location of all proposed electric vehicle charging stations. In light of impending Code regulations that will require a greater percentage of on-site parking to be serviced by electric vehicle charging stations the developer is encouraged to install site infrastructure that can service at least 3% of the total on-site parking.

Please review the attached State of California "PEVs: Universal Charging Access" Draft regulations.

- 46) When plans are submitted for Building Code plan check, specify on the plans the location of all required accessible signage. Include references to separate sheets on the plans which provide details and graphically illustrates the accessible signage requirements.
- 47) All NEW non-residential buildings must comply with the requirements of AB-2176 Sec. 42911 (c) [2003 – 2004 Montanez] as follows:
- Space for recycling must be a part of the project design in new buildings.
  - A building permit will not be issued unless details are shown on the project plans incorporating adequate storage for collecting and loading recycled materials.
- 48) Sewer connection fees must be paid prior to issuing the building permit.

**NOTE: A written response to the items noted here and plans that specifically address items 15, 16, 17, 18, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 44, and 45 must be re-submitted before this project can move forward for Planning Commission action.**

Reviewed by:



Date: 6-20-2014



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH



KEN ALEX  
DIRECTOR

## **Plug-In Electric Vehicles: Universal Charging Access Guidelines and Best Practices**

These draft guidelines have been developed in conjunction with the Division of the State Architect (DSA) to assist the Governor's Office of Planning and Research with physical accessibility standards and design guidelines for the installation of plug-in electric vehicle charging stations throughout California. This initiative supports the Governor's Zero Emission Vehicle Executive Order, B-16-2012, which establishes a target of 1.5 million ZEVs in California by 2025.

These guidelines are intended to supersede and expand upon the current DSA "Interim Disabled Access Guidelines for Electric Vehicle Charging Stations 97-03", dated 5 June 1997. While 97-03 is a policy statement and only applicable to facilities under DSA's regulatory jurisdiction, it is possible that these voluntary 2013 guidelines will eventually become regulations within *California Building Code Chapter 11B Accessibility to Public Buildings, Public Accommodations, Commercial Buildings and Public Housing*.

For clarity and usability, the guidelines and any subsequent regulations should reflect the format and organization of the California Building Code. The 2013 Chapter 11B accessibility provisions use the Americans with Disabilities Act Guidelines as their model code with amendments to implement more stringent California specific requirements. These draft guidelines use the same format and are organized with separate scoping and technical provisions. The designation EVG (for Electric Vehicle Guidelines) is used as a prefix for the guideline provisions and the prefix 11B is used before sections from the 2013 California Building Code's accessibility provisions. These Guidelines are focused on physical accessibility standards and information about Section 508 of the Rehabilitation Act for Self-Contained Closed System Products will be provided in future guidance.

The guidelines address accessible plug-in electric vehicle charging stations on both public and private sites and within public rights of way. Making charging stations within public rights-of-way fully accessible can be challenging, as illustrated by the examples in the Plug-in Electric Vehicle Collaborative's "Accessibility and Signage for Plug-in Electric Vehicle Charging Infrastructure Report and Recommendations" of May 2012. Similar provisions from the proposed federal Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way related to parking have been adapted as the basis for on-street installations. Signage and identification of the accessible electric vehicle charging stations is raised but not yet fully resolved in this public draft.

Dennis J. Corelis, Deputy State Architect  
Division of the State Architect

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## **Guidelines for the Provision of Electric Vehicle Charging Stations**

The following scoping sections of these guidelines are designed to present best practices for electric vehicle charging station accessibility and eventually may become part of the California Building Code's Chapter 11B Division 2: Scoping Requirements.

**ADVISORY:** EVG-250 Electric Vehicle Charging Stations. A reasonable portion of Electric Vehicle Charging Stations are required to be accessible. If provided by a state or local government on public property or on-street within the public right of way, vehicle charging is considered a program or service that must be accessible to and useable by individuals with disabilities. Accessibility covers not just the physical dimensions of the charging station, and operable parts of the device, but also the functionality of the 'self-contained, closed product' charging system. If provided at privately owned or operated public accommodations they must also be accessible as a service provided to the general public.

### **EVG-250 Electric Vehicle Charging Stations**

**ADVISORY:** EVG-250.1 General. While there is no positive requirement to provide electric vehicle charging stations, when they are provided a portion of them should be accessible. When co-located with parking spaces, electric vehicle charging is considered the primary function of these stations, not parking. Accessible electric vehicle charging stations are not to be reserved exclusively for the use of persons with disabilities. They should not be identified with signage that would mistakenly indicate their use is only for vehicles with placards or license plates for individuals with disabilities.

#### **EVG-250.1 General**

Where provided, electric vehicle charging stations shall comply with EVG-250.

**EXCEPTION:** Restricted Electric Vehicle Charging Stations not available to the general public and intended for use by a designated vehicle or driver, such as public or private fleet vehicles, vehicles assigned to an employee or by an electric vehicle owner at home may but shall not be required to comply with EVG-250 and EVG-812.

**ADVISORY:** EVG-250.1 General. Existing conditions, terrain, electric infrastructure and other factors dictate that not every electric vehicle charging station can be fully accessible. With electric vehicle charging stations being functionally similar to and usually integrated with parking, the ratios of accessible to standard electric vehicle charging stations in these guidelines are the same as those for accessible to standard parking in the 2010 ADA standards and the 2013 California Building Code. The numbers of required accessible electric vehicle charging stations for both on-site and public rights-of-way locations are shown in Tables EVG-250.2 On-site Electric Vehicle Charging Stations and EVG-250.3 On-street Electric Vehicle Charging Stations.

**EVG-250.2 Minimum Number for On-site Locations**

On publically owned or privately owned sites electric vehicle charging stations complying with EVG-812 shall be provided in accordance with Table EVG-250.2.

**Table EVG-250.2 On-Site Electric Vehicle Charging Stations**

<b>Total Number of Electric Vehicle Charging Stations Provided at a Site</b>	<b>Minimum Number of Required Physically Accessible Electric Vehicle Charging Stations</b>
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 and over	4, plus 2 for each 100, or fraction thereof, over 100

**EVG-250.2.1 Minimum Number for Residential Facilities**

Electric vehicle charging stations to serve residential facilities and sites shall comply with EVG-250.2.1.

**EVG-250.2.1.1 Electric Vehicle Charging Stations for Residents**

Where at least one parking space is provided for each residential dwelling unit and electric vehicle charging services are provided in conjunction with that parking, five percent, but no less than one, of the electric vehicle charging stations provided shall comply with EVG-812.

**EVG-250.2.1.2 Additional Electric Vehicle Charging Stations for Residents**

Where additional parking spaces beyond one for each residential dwelling unit is provided and electric vehicle charging services are provided in conjunction with that parking, two percent of the additional parking spaces, but no fewer than one, of the additional electric vehicle charging stations provided shall comply with EVG-812.

**EVG-250.2.1.3 Electric Vehicle Charging Stations for Guests, Employees and Other Non-Residents**

Where parking spaces are provided for persons other than residents and electric vehicle charging services are provided in conjunction with that parking, electric vehicle charging stations for guests, employees and other non-residents shall be provided in accordance with Table EVG-250.2 and shall comply with EVG-812.

**EVG-250.3 Minimum Number for On-Street Locations**

Within the public right-of-way of a state or local government jurisdiction on-street electric vehicle charging stations complying with EVG-812 shall be provided in accordance with Table EVG-250.3.

**Table EVG-250.3 On-Street Electric Vehicle Charging Stations**

Total Number of Electric Vehicle Charging Stations Provided within a Jurisdiction's Public Right of Way	Minimum Number of Required Physically Accessible Electric Vehicle Charging Stations
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 and over	4, plus 2 for each 100, or fraction thereof, over 100

**EVG-250.4 Electric Vehicle Charging Stations for Vans. Reserved.**

**ADVISORY:** EVG-250.4 Electric Vehicle Charging Stations for Vans. The guidelines do not include provisions for van accessible electric vehicle charging stations. As of the date of these guidelines there are no plug-in electric vans being manufactured and providers of electric plug-in vehicle conversions indicate that van style vehicles are not currently available due to technical and cost factors. When future developments make electric plug-in vans feasible, provisions for van accessible electric vehicle charging stations can be included in the guidelines.

**EVG-250.5 Locations**

Electric Vehicle Charging Stations shall be located in compliance with EVG-250.5.

**ADVISORY:** EVG-250.5 Location. For new construction, accessible electric vehicle charging stations should be close to a major facility, public way or accessible route on the site, with 200 feet recommended as a maximum distance. However, electric vehicle charging stations need not be provided immediately adjacent to the facility since charging services, not parking, is their primary purpose. For installations at existing sites and locations, the accessible electric vehicle charging stations may not be located in close proximity to other services due to technical factors such as the availability of electric power or terrain, but they should be on an accessible route to the maximum extent feasible.

**EVG-250.5.1 On-Site Locations**

Electric vehicle charging stations on public and private sites shall be dispersed within each separate type of parking facility providing electric vehicle charging to the maximum extent feasible.

**EVG-250.5.1.1 Proximity to Buildings, Facilities or Sites Served**

Electric vehicle charging stations complying with EVG-812 that serve a particular building, facility or site shall be located in close proximity to the facility, public way or major circulation path on the site.

#### **EVG-250.5.1.2 Proximity to Accessible Routes**

Electric vehicle charging stations complying with EVG-812 that serve a particular building, facility or site shall be on an accessible route to an entrance complying with 11B-206.4 of the current edition of the California Building Code. Electric vehicle charging stations that do not serve a particular building or facility shall be on an accessible route to an accessible pedestrian entrance to the functional area within which they are located.

**ADVISORY:** EVG-250.5.2 On-Street Locations. Provision of fully accessible on-street electric vehicle charging stations within the public right of way can be very difficult due to constraints posed by terrain, available right of way and other factors. The technical requirements for accessible parking, when applied electric vehicle charging stations, can be in direct conflict with roadway and sidewalk grades, right-of-way widths, and functional requirements for curbs, gutters and other right of way improvements. While many of these issues can be addressed during new construction or re-construction of the public improvements, solutions providing full accessibility may not be possible. EVG-250.5.2 allows a public entity to provide accessible electric vehicle charging on a programmatic basis. This involves using additional on-site accessible electric vehicle charging stations to meet the combined requirements for the number of both on-street and on-site locations within the public entity's jurisdiction.

#### **EVG-250.5.2 On-Street Locations Within a Public Right-of-Way**

The required total number of electric vehicle charging stations complying with EVG-250.2 and EVG-250.3 may be provided on a combined basis using both on-site locations and on-street locations within a public right-of-way owned or controlled by a state or local governmental jurisdiction. On-street electric vehicle charging stations within the public right of way shall be integrated with on street parking to the maximum extent feasible.

#### **EVG-250.5.3 Accessible Route Between Vehicle Space and Charging Equipment**

An accessible route complying with the California Building Code Chapter 11B Division 4 Accessible Routes shall connect the electric vehicle charging station vehicle space to the electric vehicle charging equipment.

### **EVG-250.6 Electric Vehicle Charging Stations at Existing Facilities**

Alterations solely for the purpose of installing electric vehicle charging stations shall be limited to the actual scope of work of the project and shall not be required to comply with section 11B-202.4 of the current edition of the California Building Code.

**EXCEPTION:** Alterations solely for the purpose of installing electric vehicle charging stations at sites where vehicle parking or storage is the sole and primary use of the facility shall comply with the 2013 California Building Code section 11B-202.4 Path of Travel Requirements in Alterations, Additions and Structural Repairs to the maximum extent feasible. The cost of compliance with 11B-202.4 shall be limited to twenty percent of the cost of the work directly associated with the installation of the electric vehicle charging equipment.

**ADVISORY:** EVG-250.6 Electric Vehicle Charging Stations at Existing Facilities. The majority of electric vehicle charging stations being installed in the foreseeable future will occur at existing on-site or on-street parking facilities where the source of electric power, location of accessible parking, natural terrain, landscaping and other features are existing. Under the California Building Code these projects would be considered alterations. Alteration projects generally require accessibility improvements, if needed to comply with current requirements, to certain "path of travel" elements serving the area of alteration. The California Building Code provides exceptions to the "path of travel" upgrade requirements for projects that do not affect the usability or accessibility of the facility. It also recognizes the inherent difficulty in altering certain existing facilities for full compliance with the accessibility requirements through provisions for situations where strict compliance is technically infeasible.

EVCS installations at existing facilities fall into three categories:

1. Within an existing public right-of-way – With no specific "path of travel" elements serving the area being altered there would be no accessibility upgrades outside the area of work.
2. On building and facility sites where parking / vehicle storage is incidental to the primary function – Under the federal 2010 ADA Standards these projects would be alterations not affecting a primary function area and "path of travel" upgrades would not be required. This is the approach used in the prior DSA Access Policy Statement 97-03 and is most probably based upon classification of electric vehicle charging stations as electrical projects not involving the placement of receptacles or switches. These proposed guidelines continue the same approach as the prior DSA policy.
3. Installations of electric vehicle charging stations at sites where vehicle parking or storage is the sole or primary use of the facility are alterations affecting the usability of or access to a primary function area. The 2010 ADA Standards require that, to the maximum extent feasible, the path of travel to the altered area, including restrooms, telephones, and drinking

fountains, is readily accessible to and usable by individuals with disabilities. Additional alterations to upgrade non-compliant path of travel elements outside of the project's area of work are required, unless those alterations are disproportionate to the overall alterations in terms of cost and scope, which is defined as exceeding twenty percent (20%) of the cost of the primary alterations. When the cost of full compliance for path of travel elements would exceed twenty percent (20%), compliance is required to the greatest extent possible within the twenty percent (20%) limitation. California law prohibits the State Architect's regulations and building standards from prescribing a lesser standard of accessibility or usability than that provided by the 2010 ADA Standards. 2013 California Building Code section 11B-202.4 reflects similar requirements with the addition of signage to the designated path of travel elements. For projects with basic costs above the CBC valuation threshold of \$139,964, the cost above which path of travel alterations would become disproportionate has been aligned with the federal requirements of twenty percent (20%).

**The following technical sections for the electric vehicle charging station guidelines are designed to eventually be located within the California Building Code's Chapter 11B Division 8: Special Rooms, Spaces and Elements.**

## **EVG-812 On-Site Electric Vehicle Charging Stations**

### **EVG-812.1 General**

On-site electric vehicle charging stations shall comply with EVG-812.

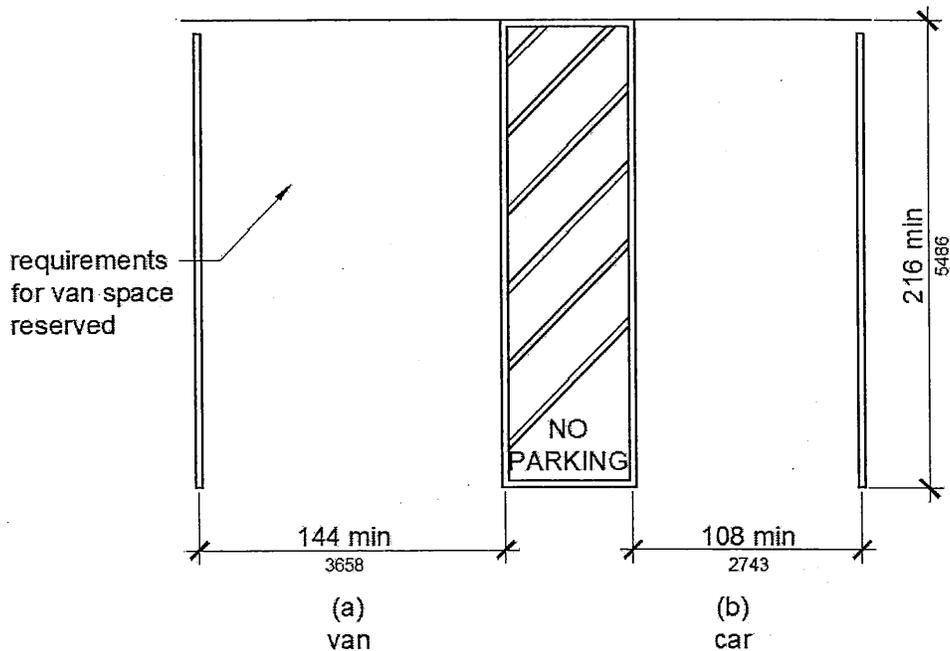
### **EVG-812.2 Electric Vehicle Charging Station Spaces**

The vehicle space designated for on-site electric vehicle charging stations shall be 216 inches (5486 mm) long minimum and 108 inches (2743 mm) wide minimum and shall have an adjacent access aisle complying with EVG-812.3.

#### **EVG-812.2.1 Vehicle Space Marking**

Car and van electric vehicle charging stations shall be marked to define their width. Where Electric Vehicle Charging Stations are marked with lines, width measurements of electric vehicle charging stations and access aisles shall be made from the centerline of the markings.

**EXCEPTION:** Where electric vehicle charging stations or access aisles are not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the parking space or access aisle.



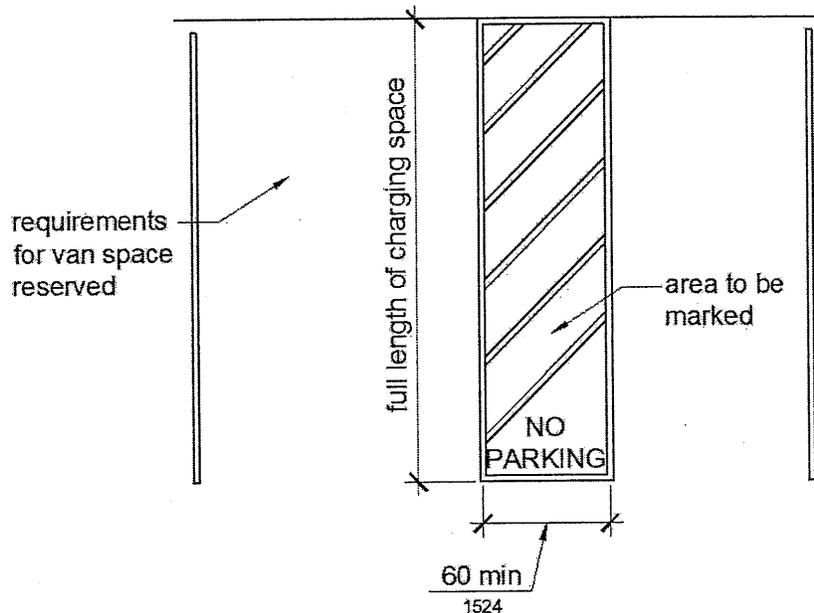
**Figure EVG-812.2**  
**On-site Electric Vehicle Charging Station Spaces Dimensions**

**EVG-812.2.2 Electric Vehicle Charging Only Lettering**

The words "ELECTRIC VEHICLE CHARGING ONLY" or "EV CHARGING ONLY" may be painted on the surface within each charging space letters a minimum of 12 inches (305 mm) in height and located to be visible from the adjacent vehicular way.

### **EVG-812.3 Access Aisle**

Access aisles serving vehicle spaces at on-site electric vehicle charging stations shall comply with EVG-812.3. Access aisles shall adjoin an accessible route. Two electric vehicles charging stations or one electric vehicle charging station and one accessible parking space shall be permitted to share a common access aisle.



**Figure EVG-812.3**  
**Electric Vehicle Charging Station Space Access Aisle**

#### **EVG-812.3.1 Width**

Access aisles serving on-site electric vehicle charging station car spaces at shall be 60 inches (1524 mm) wide minimum.

#### **EVG-812.3.2 Length**

Access aisles at on-site electric vehicle charging stations shall extend the full required length of the vehicle spaces they serve.

#### **EVG-812.3.3 Marking**

Access aisles at electric vehicle charging stations shall be marked with a painted borderline around their perimeter. The area within the borderlines shall be marked with hatched lines a maximum of 36 inches (914 mm) on center. The color of the borderlines, hatched lines, and letters shall contrast with that of the surface of the access aisle, with white being the preferred color. The blue color required for the identification of access aisles for accessible parking shall not be used.

#### **EVG-812.3.4 No Parking Lettering**

The words "NO PARKING" shall be painted on the surface within each access aisle in letters a minimum of 12 inches (305 mm) in height and located to be visible from the adjacent vehicular way.

### **EVG-812.3.5 Location**

Access aisles at on-site electric vehicle charging station spaces shall not overlap the vehicular way and may be placed on either side of the vehicle space they serve.

### **EVG-812.4 Floor or Ground Surface**

On-site electric vehicle charging station spaces and access aisles serving them shall comply with 11B-302 Floor and Ground Surfaces. Access aisles shall be at the same level as the electric vehicle charging station space they serve. Changes in level or slopes exceeding 1:48 are not permitted.

### **EVG-812.5 Vertical Clearance**

On-site Electric vehicle charging station spaces, access aisles and vehicular routes serving them shall provide a vertical clearance of 98 inches (2489 mm) minimum.

### **EVG-812.6 Identification**

On-site electric vehicle charging stations shall be identified with a sign complying with EVG-812.6 and shall not be identified as or provided with signage required for accessible parking spaces.

#### **EVG-812.6.1 Language**

Provide a sign containing language stating "Designed for Disabled Access - Use Last" in addition to the signage identifying standard electrical vehicle charging stations. Where only one electric vehicle charging station is provided the sign shall contain language stating "Designed for Disabled Access".

#### **EVG-812.6.2 Mounting Height**

Signs shall be 60 inches (1524 mm) minimum above the finish floor or ground surface measured to the bottom of the sign and shall be the uppermost sign when co-located with "No Parking except for Electric Vehicle Charging" and "Parking Time Limit" word message signs or electric vehicle charging symbol signs.

**EXCEPTION:** Signs located within an accessible route shall be a minimum of 80 inches (2032 mm) above the finish floor or ground surface measured to the bottom of the lowest sign.

#### **EVG-812.6.3 Size and Finish**

Signs shall be reflectorized with a minimum area of 70 square inches (45161 mm<sup>2</sup>).

#### **EVG-812.6.4 Color**

Signs shall be white symbols and letters on a blue background.

#### **EVG-812.6.5 Location**

Signs shall be permanently posted immediately adjacent to and visible from each space, and shall be located within the projected width of the vehicle space.

### **EVG-812.7 Relationship to Accessible Routes**

Electric vehicle charging station vehicle spaces and access aisles shall be designed so that when occupied the required clear width of adjacent accessible routes is not obstructed.

#### **EVG-812.7.1 Arrangement**

Electric vehicle charging stations and access aisles shall be designed so that persons using them are not required to travel behind electric vehicle charging stations other than to pass behind the vehicle space in which their vehicle has been left to charge.

**EXCEPTION:** Electric vehicle charging stations installed in existing facilities shall comply with EVG-812.7.1 to the maximum extent feasible.

#### **EVG-812.7.2 Accessible Route Encroachment**

A curb, wheel stop, bollards or other device shall be provided if required to prevent encroachment of vehicles over the required clear width of adjacent accessible routes.

**ADVISORY:** EVG-813 General. EVG-250.3 specifies how many accessible electric vehicle charging stations must be provided within the public right of way of a state or local governmental entity's area of jurisdiction. Accessible electric vehicle charging stations are not parking for purposes of accessibility and should be identified by signs that do not create the impression they are reserved for vehicles displaying disabled persons license plates or placards. While accessible electric vehicle charging stations are ideally located where the street has the least crown and grade and close to key destinations, other factors, such as proximity to electric service and connections, may control their location.

## **EVG-813 On-Street Electric Vehicle Charging Stations**

### **EVG-813.1 General**

On-street electric vehicle charging stations shall comply with EVG-813.

### **EVG-813.2 Parallel Electric Vehicle Charging Stations**

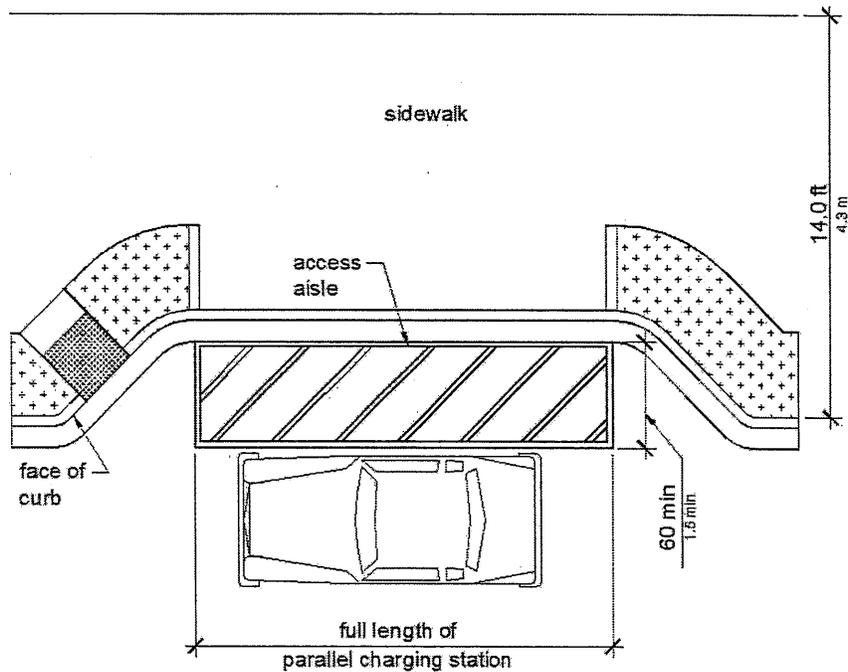
Parallel Electric vehicle charging station spaces shall comply with EVG-813.2.

**ADVISORY:** EVG-813.2 Parallel Electric Vehicle Charging Stations. The sidewalk adjacent to accessible parallel electric vehicle charging station spaces should be free of signs, street furniture, and other obstructions to permit deployment of a van side-lift or ramp or the vehicle occupant to transfer to a wheelchair or scooter. Accessible parallel electrical vehicle charging stations located at the end of the block face are usable by vans that have rear lifts and cars that have scooter platforms.

**EVG-813.2.1 Parallel Electric Vehicle Charging Stations at Wide Sidewalks**

Where the width of the adjacent sidewalk or available right-of-way exceeds 4.3 m (14.0 ft), an access aisle 1.5 m (5.0 ft) wide minimum shall be provided at street level the full length of the electric vehicle charging station, shall connect to a pedestrian access route and shall not encroach on the vehicular travel lane. The access aisle shall comply with EVG-812.3.1, EVG-812.3.2 and EVG-812.3.

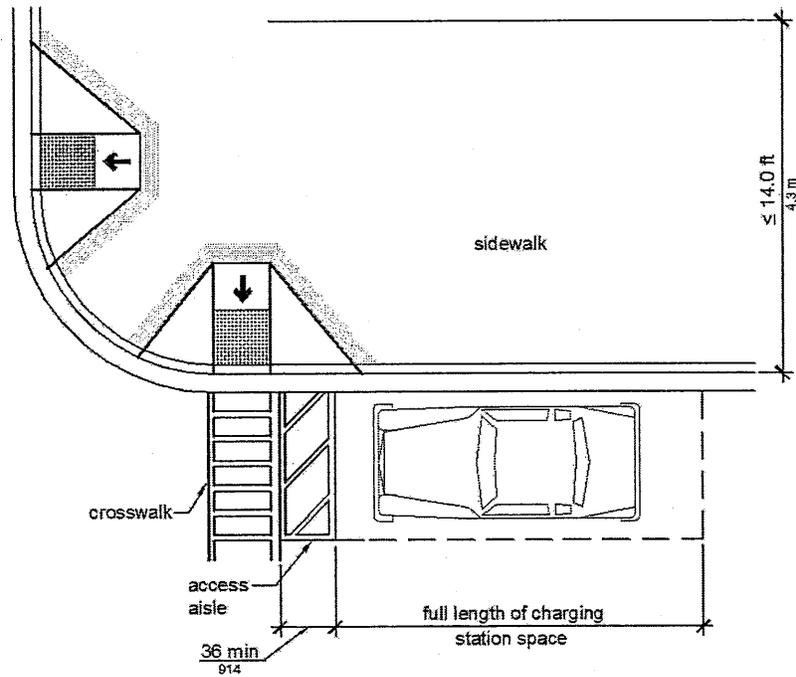
**EXCEPTION: Alterations.** In alterations where the street or sidewalk adjacent to the electric vehicle charging station space is not altered, an access aisle shall not be required, provided the Electric Vehicle Charging Stations space is located at the end of the block face.



**Figure 1 EVG-813.2.1 Parallel Electric Vehicle Charging Stations at Wide Sidewalks**

**ADVISORY:** EVG-813.2.1 Wide Sidewalks. Vehicles may be positioned at the curb or at the parking lane boundary and use the space required by EVG-813.2.1 on either the driver or passenger side of the vehicle to serve as the access aisle.

## EVG-813.2.2 Parallel Electric Vehicle Charging Stations at Narrow Sidewalks



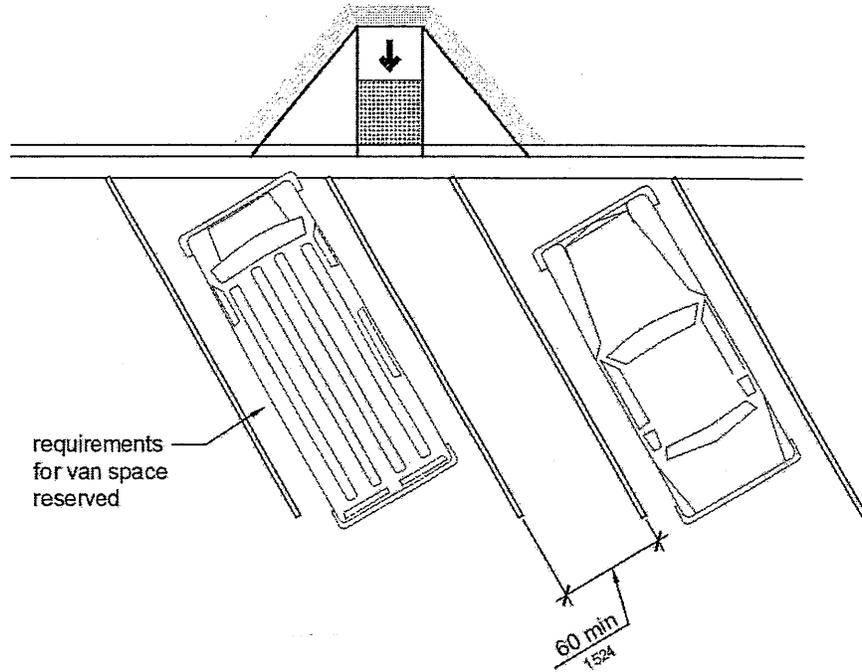
**Figure EVG-813.2.2 Parallel Electric Vehicle Charging Stations at Narrow Sidewalks**

An access aisle with a direct connection to the adjacent sidewalk is not required where the width of the adjacent sidewalk or the available right-of-way is less than or equal to 14.0 feet (4.3 m). When an access aisle is not provided, the Electric Vehicle Charging Stations spaces shall be located at the end of the block face to the maximum extent feasible.

**ADVISORY:** EVG-813.2.2 Narrow Sidewalks. At parallel electric vehicle charging stations vehicle lifts or ramps can be deployed on an 8.0 feet (2.4 m) wide sidewalk if there are no obstructions.

### **EVG-813.3 Perpendicular or Angled Electric Vehicle Charging Stations**

Where perpendicular or angled electric vehicle charging stations are provided, an access aisle 8.0 feet (2.4 m) wide minimum shall be provided at street level the full length of the electric vehicle charging station space and shall connect to a pedestrian access route. The access aisle shall comply with EVG-812.3 and shall be marked so as to discourage parking in the access aisle. Two electric vehicles charging stations or one electric vehicle charging stations and one accessible parking space shall be permitted to share a common access aisle.



**Figure EVG-813.3 Perpendicular or Angled Electric Vehicle Charging Stations**

**ADVISORY:** EVG-813.3 Perpendicular or Angled Electric Vehicle Charging Stations Spaces. Perpendicular and angled parking spaces permit the deployment of a van side-lift or ramp.

**EVG-813.4 Curb Ramps or Blended Transitions**

Curb ramps or blended transitions shall connect the access aisle to the pedestrian access route. Curb ramps shall not be located within the access aisle.

**ADVISORY:** EVG-813.4 Curb Ramps or Blended Transitions. At parallel electric vehicle charging station spaces, curb ramps and blended transitions should be located so that a van side-lift or ramp can be deployed to the sidewalk and the vehicle occupant can transfer to a wheelchair or scooter. Electric vehicle charging station spaces at the end of the block face can be served by curb ramps or blended transitions at the pedestrian street crossing.

**EVG-813.5 Marking**

On-street electric vehicle charging station spaces may be marked with Electric Vehicle Charging Only Lettering in compliance with EVG-812.2.2 Electric Vehicle Charging Only Lettering.

**EVG-814 Electric Vehicle Charging Station Equipment**

**EVG-814.1 Electric Vehicle Charging Station Equipment**

Equipment pedestals and pay stations that serve electric vehicle charging stations shall comply with EVG-814.1.

### **EVG-814.1.1 Location**

Equipment pedestals and pay stations shall comply with EVG-814.1.1.

#### **EVG-814.1.1.1 Parallel Locations**

At parallel electric vehicle charging station spaces, equipment pedestals and pay stations shall be on the immediately adjacent sidewalk or ground surface and located 36 inches maximum from the head end or foot end of the projected length of the space.

#### **EVG-814.1.1.2 Perpendicular or Angled Locations**

At perpendicular or angled Electric Vehicle Charging Station spaces, equipment pedestals and pay stations shall be located on the immediately adjacent sidewalk or ground surface at the head end within the projected width of the electric vehicle charging station space.

**EXCEPTION:** For alterations at existing facilities when an accessible route or general circulation path is not provided adjacent to the head end of the space or access aisle, the equipment pedestal and pay station may be located within the projected width of the access aisle 36 inches maximum from the head end of the space.

**ADVISORY:** EVG-814.1.1 Location. Locating equipment pedestals and pay stations at the head or foot of the electric vehicle charging station permits deployment of a van side-lift or ramp or the vehicle occupant to transfer to a wheelchair or scooter.

### **EVG-814.1.2 Charging Station Equipment Operable Parts**

Operable parts and charging cord stowage locations shall comply with 11B-309 Operable Parts.

### **EVG-814.2 Displays and Information**

Displays and information shall be visible from a point located 3.3 feet (1.0 m) maximum above the center of the clear floor or ground space in front of the equipment pedestal and pay station.

### **EVG-814.3. Charging Station Equipment Clear Floor Space**

Clear floor space at electric vehicle charging stations shall comply with 11B-305 Clear Floor Space and shall be centered on the display and information side of the electric vehicle charging station equipment.

## **Related 2013 California Building Code Chapter 11B Accessibility Regulations**

### **2013 CBC Path of Travel Provisions for Alterations**

#### **11B-202.4 Path of Travel Requirements in Alterations, Additions and Structural Repairs**

When alterations or additions are made to existing buildings or facilities, an accessible path of travel to the specific area of alteration or addition shall be provided. The primary accessible path of travel shall include:

1. A primary entrance to the building or facility,
2. Toilet and bathing facilities serving the area,
3. Drinking fountains serving the area,
4. Public telephones serving the area, and
5. Signs.

#### **EXCEPTIONS:**

1. Residential dwelling units shall comply with 11B-233.3.4.2.
2. If the following elements of a path of travel have been constructed or altered in compliance with the accessibility requirements of the 2010 California Building Code, it shall not be required to retrofit such elements to reflect the incremental changes in this code solely because of an alteration to an area served by those elements of the path of travel:
  1. A primary entrance to the building or facility,
  2. Toilet and bathing facilities serving the area,
  3. Drinking fountains serving the area,
  4. Public telephones serving the area, and
  5. Signs.
3. Additions or alterations to meet accessibility requirements consisting of one or more of the following items shall be limited to the actual scope of work of the project and shall not be required to comply with 11B-202.4:
  1. Altering one building entrance.
  2. Altering one existing toilet facility.

3. Altering existing elevators.
  4. Altering existing steps.
  5. Altering existing handrails.
4. Alterations solely for the purpose of barrier removal undertaken pursuant to the requirements of the Americans with Disabilities Act (Public Law 101-336, 28 C.F.R., Section 36.304) or the accessibility requirements of this code as those requirements or regulations now exist or are hereafter amended consisting of one or more of the following items shall be limited to the actual scope of work of the project and shall not be required to comply with 11B-202.4:
1. Installing ramps.
  2. Making curb cuts in sidewalks and entrance.
  3. Repositioning shelves.
  4. Rearranging tables, chairs, vending machines, display racks, and other furniture.
  5. Repositioning telephones.
  6. Adding raised markings on elevator control buttons.
  7. Installing flashing alarm lights.
  8. Widening doors.
  9. Installing offset hinges to widen doorways.
  10. Eliminating a turnstile or providing an alternative accessible route.
  11. Installing accessible door hardware.
  12. Installing grab bars in toilet stalls.
  13. Rearranging toilet partitions to increase maneuvering space.
  14. Insulating lavatory pipes under sinks to prevent burns.
  15. Installing a raised toilet seat.
  16. Installing a full-length bathroom mirror.

17. Repositioning the paper towel dispenser in a bathroom.
  18. Creating designated accessible parking spaces.
  19. Removing high-pile, low-density carpeting.
5. Alterations of existing parking lots by resurfacing and/or restriping shall be limited to the actual scope of work of the project and shall not be required to comply with 11B-202.4.
  6. The addition or replacement of signs and/or identification devices shall be limited to the actual scope of work of the project and shall not be required to comply with 11B-202.4.
  7. Projects consisting only of heating, ventilation, air conditioning, reroofing, electrical work not involving placement of switches and receptacles, cosmetic work that does not affect items regulated by this code, such as painting, equipment not considered to be a part of the architecture of the building or area, such as computer terminals and office equipment shall not be required to comply with 11B-202.4. unless they affect the usability of the building or facility.
  8. When the adjusted construction cost is less than or equal to the current valuation threshold, as defined in Chapter 2, Section 202, the cost of compliance with 11B-202.4 shall be limited to 20 percent of the adjusted construction cost of alterations, structural repairs or additions. When the cost of full compliance with 11B-202.4 would exceed 20 percent, compliance shall be provided to the greatest extent possible without exceeding 20 percent.

When the adjusted construction cost exceeds the current valuation threshold, as defined in Chapter 2, Section 202, and the enforcing agency determines the cost of compliance with 11B-202.4 is an unreasonable hardship, as defined in Chapter 2, Section 202, full compliance with 11B-202.4 shall not be required. Compliance shall be provided by equivalent facilitation or to the greatest extent possible without creating an unreasonable hardship; but in no case shall the cost of compliance be less than 20 percent of the adjusted construction cost of alterations, structural repairs or additions. The details of the finding of unreasonable hardship shall be recorded and entered into the files of the enforcing agency and shall be subject to Chapter 1, Section 1.9.1.5, Special Conditions for Persons with Disabilities Requiring Appeals Action Ratification.

For the purposes of this exception, the adjusted construction cost of alterations, structural repairs or additions shall not include the cost of alterations to path of travel elements required to comply with 11B-202.4.

In choosing which accessible elements to provide, priority should be given to those elements that will provide the greatest access in the following order:

1. An accessible entrance;
2. An accessible route to the altered area;
3. At least one accessible restroom for each sex;
4. Accessible telephones;
5. Accessible drinking fountains; and
6. When possible, additional accessible elements such as parking, storage and alarms.

If an area has been altered without providing an accessible path of travel to that area, and subsequent alterations of that area or a different area on the same path of travel are undertaken within three years of the original alteration, the total cost of alterations to the areas on that path of travel during the preceding three-year period shall be considered in determining whether the cost of making that path of travel accessible is disproportionate.

9. Certain types of privately funded, multistory buildings and facilities were formerly exempt from accessibility requirements above and below the first floor under this code, but as of, April 1, 1994, are no longer exempt due to more restrictive provisions in the federal Americans with Disabilities Act. In alteration projects involving buildings and facilities previously approved and built without elevators, areas above and below the ground floor are subject to the 20-percent disproportionality provisions described in Exception 8, above, even if the value of the project exceeds the valuation threshold in Exception 8. The types of buildings and facilities are:
  1. Office buildings and passenger vehicle service stations of three stories or more and 3,000 or more square feet (279 m<sup>2</sup>) per floor.
  2. Offices of physicians and surgeons.
  3. Shopping centers.
  4. Other buildings and facilities three stories or more and 3,000 or more square feet (279 m<sup>2</sup>) per floor if a reasonable portion of services sought and used by the public is available on the accessible level.

For the general privately funded multistory building exception applicable to new construction and alterations, see Division 11B-206.2.3, Exception 1.

The elevator exception set forth in this section does not obviate or limit in any way the obligation to comply with the other accessibility requirements in this code. For example, floors above or below the accessible ground floor must meet the requirements of this section except for elevator service. If toilet or bathing facilities are provided on a level not served by an elevator, then toilet or bathing facilities must be provided on the accessible ground floor.

## **2013 CBC reference from EVG-814.1.2 Electric Vehicle Charging Stations Pedestals and Pay Stations**

### **11B-309 Operable Parts**

#### **11B-309.1 General**

Operable parts shall comply with 11B-309.

#### **11B-309.2 Clear Floor Space**

A clear floor or ground space complying with 11B-305 shall be provided.

#### **11B-309.3 Height**

Operable parts shall be placed within one or more of the reach ranges specified in 11B-308.

#### **11B-309.4 Operation**

Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate operable parts shall be 5 pounds (22.2 N) maximum.

**EXCEPTION:** Gas pump nozzles shall not be required to provide operable parts that have an activating force of 5 pounds (22.2 N) maximum.

## **Reference from 11B-309 Operable Parts to 11B-305 Clear Floor or Ground Space**

### **11B-305 Clear Floor or Ground Space**

#### **11B-305.1 General**

Clear floor or ground space shall comply with 11B-305.

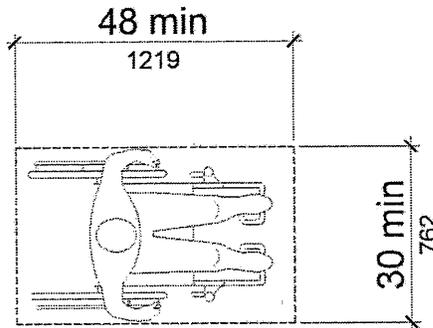
#### **11B-305.2 Floor or Ground Surfaces**

Floor or ground surfaces of a clear floor or ground space shall comply with 11B-302. Changes in level are not permitted.

**EXCEPTION:** Slopes not steeper than 1:48 shall be permitted.

**11B-305.3 Size**

The clear floor or ground space shall be 30 inches (762 mm) minimum by 48 inches (1219 mm) minimum.



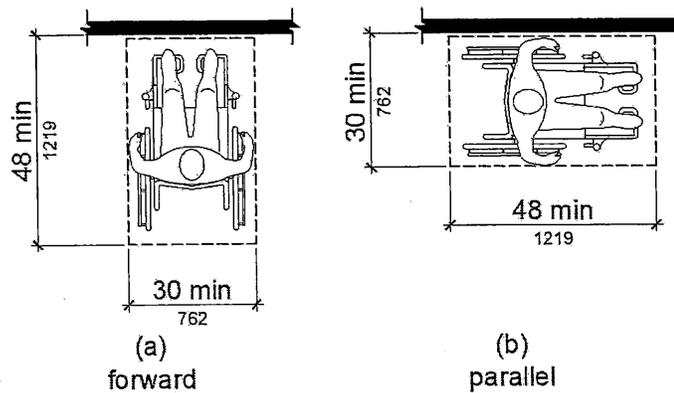
**Figure 11B-305.3  
Clear Floor or Ground Space**

**11B-305.4 Knee and Toe Clearance**

Unless otherwise specified, clear floor or ground space shall be permitted to include knee and toe clearance complying with 11B-306.

**11B-305.5 Position**

Unless otherwise specified, clear floor or ground space shall be positioned for either forward or parallel approach to an element.



**Figure 11B-305.5  
Position of Clear Floor or Ground Space**

**11B-305.6 Approach**

One full unobstructed side of the clear floor or ground space shall adjoin an accessible route or adjoin another clear floor or ground space.

**Reference from 11B-305 Clear Floor or Ground Space to 11B-302 Floor or Ground Surfaces**

**11B-302 Floor or Ground Surfaces**

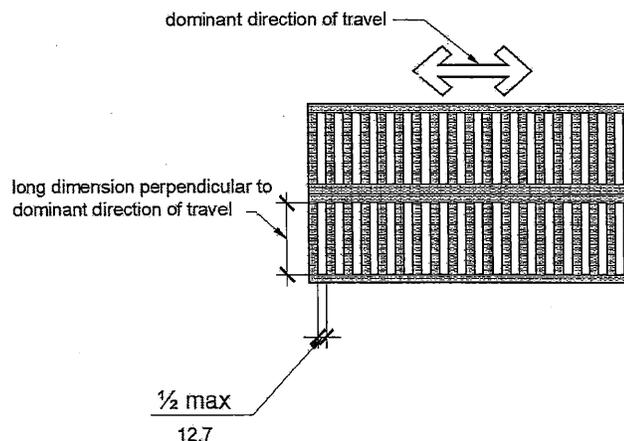
**11B-302.1 General**

Floor and ground surfaces shall be stable, firm, and slip resistant and shall comply with 11B-302.

**EXCEPTIONS:** 1. Within . . .

**11B-302.3 Openings**

Openings in floor or ground surfaces shall not allow passage of a sphere more than ½ inch (12.7 mm) diameter except as allowed in 11B-407.4.3, 11B-409.4.3, 11B-410.4, 11B-810.5.3 and 11B-810.10. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.



**Figure 11B-302.3  
Elongated Openings in Floor or Ground Surfaces**

**Reference from 11B-707 Automatic Teller Machine, and Fare Machines and Point-of-Sale Devices**

**11B-707.1 General.**

Automatic teller machines and fare machines shall comply with 11B-707.

## Project Comments

**Date:** January 23, 2015

**To:**

<input checked="" type="checkbox"/> City Engineer (650) 558-7230	<input type="checkbox"/> Recycling Specialist (650) 558-7271
<input type="checkbox"/> Chief Building Official (650) 558-7260	<input type="checkbox"/> Fire Marshal (650) 558-7600
<input type="checkbox"/> City Arborist (650) 558-7254	<input type="checkbox"/> NPDES Coordinator (650) 342-3727
	<input type="checkbox"/> City Attorney

**From:** Planning Staff

**Subject:** Request for Environmental Review, Design Review, Conditional Use Permit and Variances for a new, five-story 29-unit residential apartment building at 1128 & 1132 Douglas Avenue, zoned R-4, APN: 029-132-180 and 029-132-190

**Staff Review:**

1. Applicant has addressed all previous comments. No further comments at this time.

**Reviewed by:**

M. Quan

**Date:** 1/23/15

## Project Comments

**Date:** December 3, 2014

**To:**

<input checked="" type="checkbox"/> City Engineer (650) 558-7230	<input type="checkbox"/> Recycling Specialist (650) 558-7271
<input type="checkbox"/> Chief Building Official (650) 558-7260	<input type="checkbox"/> Fire Marshal (650) 558-7600
<input type="checkbox"/> City Arborist (650) 558-7254	<input type="checkbox"/> NPDES Coordinator (650) 342-3727
	<input type="checkbox"/> City Attorney

**From:** Planning Staff

**Subject:** Request for Environmental Review, Design Review, Conditional Use Permit and Variances for a new, five-story 29-unit residential apartment building at 1128 & 1132 Douglas Avenue, zoned R-4, APN: 029-132-180 and 029-132-190

### Staff Review:

1. The project site is over 10,000 square feet which requires that full treatment of stormwater. It does not appear from plans that this requirement is met with the current proposed development. In addition, no additional storm runoff is allowed from the post-construction site. Please provide plans showing how this will be satisfied.
2. Proposed driveway to garage is at 12 feet which is narrow and should be increased to a minimum of 14 feet.
3. Parking configuration on first floor does not provide for turnaround when lot is full. An area needs to be designated for turning around in case all spaces are occupied.
4. Previous comment #7 requires columns to be located two feet from the back of the parking space to allow for maneuvering. Columns need to be relocated to meet this requirement.
5. Trash/recycle area appears to be undersized. Provide documentation from Recology that area is acceptable to service this complex.

**Reviewed by:** MQ/VV

**Date:** 12/23/2014

## Project Comments

**Date:** June 16, 2014

**To:**

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

**From:** Planning Staff

**Subject:** Request for Environmental Review, Design Review and Conditional Use Permit for height for a new, five-story 30-unit apartment building at **1128 & 1132 Douglas Avenue, zoned R-4, APN: 029-132-180 & 029-132-190**

**Staff Review:** June 16, 2014

1. See attached review comments #1, 2, 5, 7, 10, 11, 12, 14, 16, 20, 22 and 23.
2. Sewer backwater protection certification is required. Contact Public Works – Engineering Division at (650) 558-7230 for additional information.
3. Applicant is advised to call City Arborist regarding potential relocation of sidewalk area for new street trees in the planter strip.
- ④ Geotechnical report is required to identify adverse impacts on subject property and adjacent properties and provide mitigation measures for new basement.
- ⑤ Identify seasonal groundwater fluctuations and provide statement of groundwater levels for the wet and dry seasons.
- ⑥ Provide basement perimeter drainage design and potential groundwater pumping requirements with power backup (if needed).
- ⑦ Dimension the structural columns and dimensions with respect to the parking stalls. The proposed columns adjacent to parking spaces should be at least two feet clear of the parking stalls.

**Reviewed by:** V V

**Date:** 8/06/2014

# PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION

## PLANNING REVIEW COMMENTS

Project Name: NEW 8' MONUMENT (30-unit) BUILDING

Project Address: 1120-1132 DONALD

The following requirements apply to the project

1.  A property boundary survey shall be performed by a licensed land surveyor. The survey shall show all property lines, property corners, easements, topographical features and utilities. (Required prior to the building permit issuance.)
2.  The site and roof drainage shall be shown on plans and should be made to drain towards the Frontage Street. (Required prior to the building permit issuance.)
3.  The applicant shall submit project grading and drainage plans for approval prior to the issuance of a Building permit.
4.  The project site is in a flood zone, the project shall comply with the City's flood zone requirements.
5.  A <sup>NEW</sup> sanitary sewer lateral <sup>TO THE MAIN</sup> is required for the project in accordance with the City's standards. ~~\_\_\_\_\_~~
6.  The project plans shall show the required Bayfront Bike/Pedestrian trail and necessary public access improvements as required by San Francisco Bay Conservation and Development Commission.
7.  Sanitary sewer analysis is required for the project. The sewer analysis shall identify the project's impact to the City's sewer system ~~\_\_\_\_\_~~ and identify mitigation measures.
8.  Submit traffic trip generation analysis for the project.
9.  Submit a traffic impact study for the project. The traffic study should identify the project generated impacts and recommend mitigation measures to be adopted by the project to be approved by the City Engineer.
10.  The project shall file a parcel map <sup>FOR LOT COMBINATION</sup> with the Public Works Engineering Division. The parcel map shall show all existing property lines, easements, monuments, and new property and lot lines proposed by the map.

## PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION

11.  A latest preliminary title report of the subject parcel of land shall be submitted to the Public Works Engineering Division with the parcel map for reviews.
12.  Map closure/lot closure calculations shall be submitted with the parcel map.
13.  The project shall submit a condominium map to the Engineering Divisions in accordance with the requirements of the Subdivision Map Act.
14.  The project shall, at its own cost, design and construct frontage public improvements including curb, gutter, sidewalk and other necessary appurtenant work.
15.  The project shall, at its own cost, design and construct frontage streetscape improvements including sidewalk, curb, gutters, parking meters and poles, trees, and streetlights in accordance with streetscape master plan.
16.  By the preliminary review of plans, it appears that the project may cause adverse impacts during construction to vehicular traffic, pedestrian traffic and public on street parking. The project shall identify these impacts and provide mitigation measure acceptable to the City.
17.  The project shall submit hydrologic calculations from a registered civil engineer for the proposed creek enclosure. The hydraulic calculations must show that the proposed creek enclosure doesn't cause any adverse impact to both upstream and downstream properties. The hydrologic calculations shall accompany a site map showing the area of the 100-year flood and existing improvements with proposed improvements.
18.  Any work within the drainage area, creek, or creek banks requires a State Department of Fish and Game Permit and Army Corps of Engineers Permits.
19.  No construction debris shall be allowed into the creek.
20.  The project shall comply with the City's NPDES permit requirement to prevent storm water pollution.
21.  The project does not show the dimensions of existing driveways, re-submit plans with driveway dimensions. Also clarify if the project is proposing to widen the driveway. Any widening of the driveway is subject to City Engineer's approval.
22.  The plans do not indicate the slope of the driveway, re-submit plans showing the driveway profile with elevations

## PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION

23



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 storm water from the street into private property.

24. \_\_\_\_\_ For the takeout service, a garbage receptacle shall be placed in front. The sidewalk fronting the store shall be kept clean 20' from each side of the property.
25. \_\_\_\_\_ For commercial projects a designated garbage bin space and cleaning area shall be located inside the building. A drain connecting the garbage area to the Sanitary Sewer System is required.

## Project Comments

**Date:** January 23, 2015

**To:**

<input type="checkbox"/> City Engineer (650) 558-7230	<input type="checkbox"/> Recycling Specialist (650) 558-7271
<input type="checkbox"/> Chief Building Official (650) 558-7260	<input type="checkbox"/> Fire Marshal (650) 558-7600
<input checked="" type="checkbox"/> City Arborist (650) 558-7254	<input type="checkbox"/> NPDES Coordinator (650) 342-3727
	<input type="checkbox"/> City Attorney

**From:** Planning Staff

**Subject:** Request for Environmental Review, Design Review, Conditional Use Permit and Variances for a new, five-story 29-unit residential apartment building at 1128 & 1132 Douglas Avenue, zoned R-4, APN: 029-132-180 and 029-132-190

**Staff Review:**

1. Protected Tree Removal Permit submitted and 4 trees approved for removal pending appeal process.  
No tree is to be removed until appeal process is complete and Planning Commission approves project.

**Reviewed by:** BD

**Date:** 1/28/15

# City of Burlingame - Parks & Recreation Dept.



850 Burlingame Ave., Burlingame, CA 94010  
phone: (650) 558-7330 • fax: (650) 696-7216



January 29, 2015

Henry Zhang  
1128 Douglas Ave  
Burlingame, CA 94010

**RE: REQUEST TO REMOVE ONE CHINESE TALLOW, ONE LIQUID AMBAR, ONE APPLE AND ONE POPLAR TREE @ 1128 DOUGLAS AVE – BURLINGAME, CA**

I reviewed your request for the removal of the above mentioned tree on the property at the above address, and have made the following determination:

- 1) The Chinese Tallow has poor structure, has been improperly trimmed and is covered in ivy.
- 2) The Liquid Ambar has poor structure and there is decay in the canopy caused by improper pruning cuts.
- 3) The Poplar (Cottonwood) has poor structure, co-dominant leaders and included bark.
- 4) The Apple tree has co-dominant leaders and poor structure.
- 5) Replacement with *four* 24-inch box size landscape tree (no fruit or nut tree) will be required to be planted anywhere on the private property as defined in Section 11.06.090.

Therefore, I intend to issue a permit for the removal of the trees. The trees are subject to the provisions of the Burlingame Municipal Code. *If you agree with the conditions, please sign the enclosed permit and return in the self-addressed envelope BEFORE February 11, 2015.*

Adjacent property owner(s) at the address(s) listed below are also receiving notification of this decision. Appeals to this decision or any of its conditions or findings, must be filed in writing to our office by *February 11, 2015* as provided in Section 11.06.080 of the *Urban Reforestation and Tree Protection Ordinance (Burlingame Municipal Code Chapter 11.06)*. The permit will be issued following review of the Planning Commission.

Sincerely,

A handwritten signature in black ink that reads "Bob Disco".

Bob Disco  
Parks Supervisor/City Arborist

bd/gb  
Enclosure

CC:

Property Owner  
1120 Douglas Ave  
Burlingame, CA 94010

Property Owner  
1121 Douglas Ave  
Burlingame, CA 94010

Property Owner  
1124 Douglas Ave  
Burlingame, CA 94010

Property Owner  
1132 Douglas Ave  
Burlingame, CA 94010

Property Owner  
1133 Douglas Ave  
Burlingame, CA 94010

Property Owner  
1134 Douglas Ave  
Burlingame, CA 94010

Property Owner  
1138 Douglas Ave  
Burlingame, CA 94010

Property Owner  
1221 Floribunda Ave  
Burlingame, CA 94010

Property Owner  
1225 Floribunda Ave  
Burlingame, CA 94010

Property Owner  
1229 Floribunda Ave  
Burlingame, CA 94010

## Project Comments

**Date:** November 13, 2014

**To:**

<input type="checkbox"/> City Engineer (650) 558-7230	<input type="checkbox"/> Recycling Specialist (650) 558-7271
<input type="checkbox"/> Chief Building Official (650) 558-7260	<input type="checkbox"/> Fire Marshal (650) 558-7600
<input checked="" type="checkbox"/> City Arborist (650) 558-7254	<input type="checkbox"/> NPDES Coordinator (650) 342-3727
	<input type="checkbox"/> City Attorney

**From:** Planning Staff

**Subject:** Request for Environmental Review, Design Review, Conditional Use Permit and Variances for a new, five-story 29-unit residential apartment building at 1128 & 1132 Douglas Avenue, zoned R-4, APN: 029-132-180 and 029-132-190

### Staff Review:

1. Tree Protection zone submitted by independent arborist must be in place and confirmed with City Arborist before demo begins. Note this on demo plans.
2. Excavation around trees #1&2 (Oak and Redwood) may only be done by hand and instructed by independent arborist report. Note this on demo plans.
3. Written permission required for removal of tree #8 since it is on property line.
4. Tree removal permit required for removal of protected size trees prior to building permit. Include new landscape plan with permit application.

**Reviewed by:** B Disco

**Date:** 12/4/14

## Project Comments

Date: June 16, 2014

To:  Engineering Division (650) 558-7230  
 Building Division (650) 558-7260  
 Parks Division (650) 558-7334  
 Fire Division (650) 558-7600  
 Stormwater Division (650) 342-3727  
 City Attorney (650) 558-7204

From: Planning Staff

Subject: Request for Environmental Review, Design Review and Conditional Use Permit for height for a new, five-story 30-unit apartment building at 1128 & 1132 Douglas Avenue, zoned R-4, APN: 029-132-180 & 029-132-190

Staff Review: June 16, 2014

- ① Provide independent arborist report detailing tree protection zone around existing oak and redwood during all phases of construction. Also report should indicate trimming needs for any existing tree on site.
2. Tree removal permit required for all protected trees proposed for removal.
3. If Public Works requires sidewalk replacement, **Policy for Expanding Width of Planter Strip** needs to be implemented.
4. Existing City Street Tree may not be cut, trimmed or removed without permit from Parks Division (558-7330)
5. Neighboring oaks may not be trimmed without consent of neighbor or by more than 1/3.
6. Water Conservation checklist and irrigation plan both submitted and approved.
- ⑦ Proposed redwood tree #7 is inappropriate species for location. Future damage may occur to garage and surrounding structures. Replace redwood with different tree species.

B.D.

6.24.14

# OUTDOOR WATER USE EFFICIENCY CHECKLIST

## To Be Completed by Applicant

I certify that the subject project meets the specified requirements of the Water Conservation in Landscaping Ordinance.

JUN 13 2014

Signature \_\_\_\_\_

Date \_\_\_\_\_

CITY OF BURLINGAME

LANDSCAPING DIV.

### Project Information

Single Family  Multi-Family  Commercial  Institutional  Irrigation only  Industrial  Other:

Applicant Name (print): \_\_\_\_\_

Contact Phone #: \_\_\_\_\_

Project Site Address: **1128 + 1132 DOUGLAS AVE**

Agency Review

Project Area (sq.ft. or acre): \_\_\_\_\_

# of Units: \_\_\_\_\_

# of Meters: \_\_\_\_\_

(Pass) (Fail)

For a single-family project, or a single-family development project, enter this information on an average, per unit basis. For all other projects, input an aggregate value for the entire project.

Total Landscape Area (sq.ft.):

**2,810**

Tier 1 (1,000 - 2,500 sq.ft.)

Tier 2 (> 2,500 sq.ft.)

Turf Irrigated Area (sq.ft.): **396**

Non-Turf Irrigated Area (sq.ft.): **1,562**

Special Landscape Area (SLA) (sq.ft.): **N/A**

Water Feature Surface Area (sq.ft.): **N/A**

### Landscape Parameter

#### Requirements

#### Project Compliance

#### Turf

Less than 25% of the landscape area is turf

Yes

No, See Water Budget

All turf areas are > 8 feet wide

Yes

All turf is planted on slopes < 25%

Yes

#### Non-Turf

At least 80% of non-turf area is native or low water use plants

Yes

No, See Water Budget

#### Hydrozones

Plants are grouped by Hydrozones

Yes

#### Mulch

At least 2-inches of mulch on exposed soil surfaces

Yes

#### Irrigation System Efficiency

70% ETo (100% ETo for SLAs)

Yes

No overspray or runoff

Yes

#### Irrigation System Design

System efficiency > 70%

Yes

Automatic, self-adjusting irrigation controllers

No, not required for Tier 1

Yes

Moisture sensor/rain sensor shutoffs

Yes

No sprayheads in < 8-ft wide area

Yes

#### Irrigation Time

System only operates between 8 PM and 10 AM

Yes

#### Metering

Separate irrigation meter

No, not required because < 5,000 sq.ft.

Yes

#### Swimming Pools / Spas

Cover highly recommended

Yes

No, not required

#### Water Features

Recirculating

Yes

Less than 10% of landscape area

Yes

#### Documentation

Checklist

Yes

Landscape and Irrigation Design Plan

Prepared by applicant

Prepared by professional

Water Budget (optional)

Prepared by applicant

Prepared by professional

#### Audit

Post-installation audit completed

Completed by applicant

Completed by professional

## Project Comments

**Date:** November 13, 2014

**To:**

<input type="radio"/> City Engineer (650) 558-7230	<input type="radio"/> Recycling Specialist (650) 558-7271
<input type="radio"/> Chief Building Official (650) 558-7260	<input checked="" type="radio"/> Fire Marshal (650) 558-7600
<input type="radio"/> City Arborist (650) 558-7254	<input type="radio"/> NPDES Coordinator (650) 342-3727
	<input type="radio"/> City Attorney

**From:** Planning Staff

**Subject:** Request for Environmental Review, Design Review, Conditional Use Permit and Variances for a new, five-story 29-unit residential apartment building at **1128 & 1132 Douglas Avenue, zoned R-4, APN: 029-132-180 and 029-132-190**

### Staff Review:

Review of 10/31/14 submittal, Fire Sprinkler and Fire Dept. comments on sheet A0.0 are not accurate.

1. The building shall be equipped with an approved NFPA 13 Sprinkler System throughout. Sprinkler drawings shall be submitted and approved by the Central County Fire Department prior to installation. The system shall be electronically monitored by an approved central receiving station.
2. The applicant shall ensure proper drainage in accordance with the City of Burlingame Engineering Standards is available for the fire sprinkler main drain and inspector test on the building plumbing drawings. These items may drain directly to landscape or in the sewer with an air gap.
3. The building shall be equipped with an approved Class I NFPA 14 Standpipe System. The standpipe system shall be submitted and approved by the Central County Fire Department prior to installation. **The system shall be installed and operable prior to construction of the four story of the structure.**
4. The fire protection underground shall be submitted and approved by the Burlingame Building Department prior to installation.
5. **The fire sprinkler system and fire standpipe system will not be approved by the Central County Fire Department until the fire protection underground has been submitted and approved by the Burlingame Building Department.**
6. A manual and automatic fire alarm system shall be installed throughout the building.
7. It appears the further point around the exterior of the building from fire department access exceeds more than 150 feet in distance. See §503, CFC for fire apparatus access and turnaround requirements. **Must submit request for Alternate Means of Protection if proposing alternate construction for this requirement.**

Reviewed by:

*Cristine Reed*

Date: 11/24/14

## Project Comments

**Date:** June 16, 2014

**To:**

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

**From:** Planning Staff

**Subject:** Request for Environmental Review, Design Review and Conditional Use Permit for height for a new, five-story 30-unit apartment building at **1128 & 1132 Douglas Avenue, zoned R-4, APN: 029-132-180 & 029-132-190**

**Staff Review:** June 16, 2014

1. The building shall be equipped with an approved NFPA 13 Sprinkler System throughout. Sprinkler drawings shall be submitted and approved by the Central County Fire Department prior to installation. The system shall be electronically monitored by an approved central receiving station.
2. The applicant shall ensure proper drainage in accordance with the City of Burlingame Engineering Standards is available for the fire sprinkler main drain and inspector test on the building plumbing drawings. These items may drain directly to landscape or in the sewer with an air gap.
3. The building shall be equipped with an approved Class I NFPA 14 Standpipe System. The standpipe system shall be submitted and approved by the Central County Fire Department prior to installation. **The system shall be installed and operable prior to construction of the four story of the structure.**
4. The fire protection underground shall be submitted and approved by the Burlingame Building Department prior to installation.
5. **The fire sprinkler system and fire standpipe system will not be approved by the Central County Fire Department until the fire protection underground has been submitted and approved by the Burlingame Building Department.**
6. A manual and automatic fire alarm system shall be installed throughout the building.
7. The further point of the building from fire department access exceeds more than 150 feet in distance. See §902, UFC

Reviewed by: 

Date: 16 Jun 14

## Project Comments

**Date:** January 23, 2015

**To:**

<input type="checkbox"/> City Engineer (650) 558-7230	<input type="checkbox"/> Recycling Specialist (650) 558-7271
<input type="checkbox"/> Chief Building Official (650) 558-7260	<input type="checkbox"/> Fire Marshal (650) 558-7600
<input type="checkbox"/> City Arborist (650) 558-7254	<input checked="" type="checkbox"/> NPDES Coordinator (650) 342-3727
	<input type="checkbox"/> City Attorney

**From:** Planning Staff

**Subject:** Request for Environmental Review, Design Review, Conditional Use Permit and Variances for a new, five-story 29-unit residential apartment building at **1128 & 1132 Douglas Avenue, zoned R-4, APN: 029-132-180 and 029-132-190**

**Staff Review:**

1. Project proponent submitted a completed stormwater checklist and verified applicability of C.3 requirements (s), including proposed measures to meet said requirements.
2. Previous comments shall be addressed during the building permit issuance.

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

**Reviewed by: KJK and EJ**

**Date: 01/27/15**

# C.3 Regulated Projects Checklist

Municipal Regional Stormwater Permit (MRP)  
Stormwater Controls for Development Projects

**CITY OF BURLINGAME - OFFICE OF ENVIRONMENTAL COMPLIANCE**  
1103 AIRPORT BLVD  
650-342-3727  
FAX 650-342-3712

**RECEIVED**

JAN 21 2015

## I. Applicability of C.3 and C.6 Stormwater Requirements

I.A. Enter Project Data (For "C.3 Regulated Projects," data will be reported in the municipality's stormwater **CITY OF BURLINGAME** and **PLANNING DIV.**)

I.A.1 Project Name: Douglas Ave. Apartments

I.A.2 Project Address (include cross street): 1128 & 1132 Douglas Ave., Burlingame, CA (cross street California)

I.A.3 Project APN: 029-132-180 & 029-132-190 I.A.4 Project Watershed: \_\_\_\_\_

I.A.5 Applicant Name: Richard Terrones

I.A.6 Applicant Address: 1103 Juanita Ave., Burlingame, CA 94010

I.A.7 Applicant Phone: 650-696-1200 Applicant Email Address: rt@dtbarch.com

I.A.8 Development type: (check all that apply)  
 Residential  Commercial  Industrial  Mixed-Use  Street/Road  Other, specify: \_\_\_\_\_  
 'Redevelopment' as defined by MRP: creating, adding and/or replacing Exterior existing impervious surface on a site where past development has occurred<sup>1</sup>  
 'Special land use categories' as defined by MRP: (1) auto service facilities<sup>2</sup>, (2) retail gasoline outlets, (3) restaurants<sup>2</sup>, (4) uncovered parking area (stand-alone or part of a larger project)

I.A.9 Project Description<sup>3</sup>: (Also note and past or future phases of the project.)  
Relocating (1) house on 1128 Douglas Ave. and removing the remaining apartments and house on 1132 Douglas Ave. Replacing with 5-story, 29 unit multifamily residential building.

I.A.10 Total Area of Site: (15,492 sf) .35 acres  
 Total Area of land disturbed during construction (include clearing, grading, excavating and stockpile area: .35 acres.

## I.B. Is the project a "C.3 Regulated Project" per MRP Provision C.3.b?

I.B.1 Enter the amount of impervious surface<sup>4</sup> created and/or replaced by the project (if the total amount is 5,000 sq.ft. or more):

**Table of Impervious and Pervious Surfaces**

Type of Impervious Surface	a	b	c	d
	Pre-Project Impervious Surface (sq.ft.)	Existing Impervious Surface to be Replaced <sup>6</sup> (sq.ft.)	New Impervious Surface to be Created <sup>6</sup> (sq.ft.)	Post-project landscaping (sq.ft.), if applicable
Roof area(s) – excluding any portion of the roof that is vegetated ("green roof")	5012	5012	3278	N/A
Impervious <sup>4</sup> sidewalks, patios, paths, driveways	1726	1726	1279	
Impervious <sup>4</sup> uncovered parking <sup>5</sup>			1506	
Streets (public)				
Streets (private)				
Totals:	<u>6738</u> OK	<u>6738</u> OK	<u>6063</u> OK	<u>2691</u> OK
Area of Existing Impervious Surface NOT replaced			N/A	
Total New Impervious Surface (sum of totals for columns b and c):			<u>12801</u> OK	

<sup>1</sup> Roadway projects that replace existing impervious surface are subject to C.3 requirements only if one or more lanes of travel are added.

<sup>2</sup> See Standard Industrial Classification (SIC) codes [here](#)

<sup>3</sup> Project description examples: 5-story office building, industrial warehouse, residential with five 4-story buildings for 200 condominiums, etc.

<sup>4</sup> Per the MRP, pavement that meets the following definition of pervious pavement is NOT an impervious surface. Pervious pavement is defined as pavement that stores and infiltrates rainfall at a rate equal to immediately surrounding unpaved, landscaped areas, or that stores and infiltrates the rainfall runoff volume described in Provision C.3.d.

<sup>5</sup> Uncovered parking includes top level of a parking structure.

<sup>6</sup> "Replace" means to install new impervious surface where existing impervious surface is removed. "Construct" means to install new impervious surface where there is currently no impervious surface.

**I.B. Is the project a "C.3 Regulated Project" per MRP Provision C.3.b? (continued)**

	Yes	No	NA
I.B.2 In Item I.B.1, does the Total New Impervious Surface equal 10,000 sq.ft. or more? <i>If YES, skip to Item I.B.5 and check "Yes." If NO, continue to Item I.B.3.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I.B.3 Does the Item I.B.1 Total New Impervious Surface equal 5,000 sq.ft. or more, but less than 10,000 sq.ft.? <i>If YES, continue to Item I.B.4. If NO, skip to Item I.B.5 and check "No."</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I.B.4 Is the project a "Special Land Use Category" per Item I.A.8? For uncovered parking, check YES only if there is 5,000 sq.ft or more uncovered parking. <i>If NO, go to Item I.B.5 and check "No." If YES, go to Item I.B.5 and check "Yes."</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I.B.5 Is the project a C.3 Regulated Project? <i>If YES, skip to Item I.B.6; if NO, continue to Item I.C.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I.B.6 Does the total amount of Replaced impervious surface equal 50 percent or more of the Pre-Project Impervious Surface? <i>If YES, site design, source control and treatment requirements apply to the whole site; if NO, these requirements apply only to the impervious surface created and/or replaced.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**I.C. Projects that are NOT C.3 Regulated Projects**

If you answered NO to Item I.B.5, or the project creates/replaces less than 5,000 sq. ft. of impervious surface, then the project is NOT a C.3 Regulated Project, and stormwater treatment is not required, BUT the municipality may determine that source controls and site design measures are required. Skip to Section II.

**I.D. Projects that ARE C.3 Regulated Projects**

If you answered YES to Item I.B.5, then the project is a C.3 Regulated Project. The project must include appropriate site design measures and source controls AND hydraulically-sized stormwater treatment measures. Hydromodification management may also be required; refer to Section II to make this determination. If final discretionary approval was granted on or after **DECEMBER 1, 2011**, Low Impact Development (LID) requirements apply, except for "Special Projects." See Section II.

**I.E. Identify C.6 Construction-Phase Stormwater Requirements**

	Yes	No
I.E.1 Does the project disturb 1.0 acre (43,560 sq.ft.) or more of land? (See Item I.A.10). <i>If Yes, obtain coverage under the state's Construction General Permit at <a href="https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.jsp">https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.jsp</a>. Submit to the municipality a copy of your Notice of Intent and Storm Water Pollution Prevention Plan (SWPPP) before a grading or building permit is issued.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I.E.2 Is the site as a "High Priority Site" that disturbs less than 1.0 acre (43,560 sq.ft.) of land? (Municipal staff will make this determination.) <ul style="list-style-type: none"> <li>▪ "High Priority Sites" are sites that require a grading permit, are adjacent to a creek, or are otherwise high priority for stormwater protection during construction (see MRP Provision C.6.e.ii(2))</li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

NOTE TO APPLICANT: All projects require appropriate stormwater best management practices (BMPs) during construction. Refer to the Section II to identify appropriate construction BMPs.

NOTE TO MUNICIPAL STAFF: If the answer is "Yes" to either question in Section E, refer this project to construction site inspection staff to be added to their list of projects that require stormwater inspections at least monthly during the wet season (October 1 through April 30).

## II. Implementation of Stormwater Requirements

**II.A.** Complete the appropriate sections for the project. For non-C.3 Regulated Projects, Sections II.B, II.C, and II.D apply. For C.3 Regulated Projects, all sections of Section II apply.

**II.B. Select Appropriate Site Design Measures** *(Required for C.3 Regulated Projects; all other projects are encouraged to implement site design measures, which may be required at municipality discretion. Starting December 1, 2012, projects that create and/or replace 2,500 – 10,000 sq.ft. of impervious surface, and stand-alone single family homes that create/replace 2,500 sq.ft. or more of impervious surface, must include one of Site Design Measures a through f.<sup>7</sup> Consult with municipal staff about requirements for your project.)*

II.B.1 Is the site design measure included in the project plans?

Yes	No	Plan Sheet No.
<input type="checkbox"/>	<input type="checkbox"/>	a. Direct roof runoff into cisterns or rain barrels and use rainwater for irrigation or other non-potable use.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	b. Direct roof runoff onto vegetated areas.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	c. Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	d. Direct runoff from driveways and/or uncovered parking lots onto vegetated areas.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	e. Construct sidewalks, walkways, and/or patios with permeable surfaces.
<input type="checkbox"/>	<input type="checkbox"/>	f. Construct bike lanes, driveways, and/or uncovered parking lots with permeable surfaces.
<input type="checkbox"/>	<input type="checkbox"/>	g. Minimize land disturbance and impervious surface (especially parking lots).
<input type="checkbox"/>	<input type="checkbox"/>	h. Maximize permeability by clustering development and preserving open space.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	i. Use micro-detention, including distributed landscape-based detention.
<input type="checkbox"/>	<input type="checkbox"/>	j. Protect sensitive areas, including wetland and riparian areas, and minimize changes to the natural topography.
<input type="checkbox"/>	<input type="checkbox"/>	k. Self-treating area (see Section 4.2 of the C.3 Technical Guidance)
<input type="checkbox"/>	<input type="checkbox"/>	l. Self-retaining area (see Section 4.3 of the C.3 Technical Guidance)
<input type="checkbox"/>	<input type="checkbox"/>	m. Plant or preserve interceptor trees (Section 4.1, C.3 Technical Guidance)

<sup>7</sup> See MRP Provision C.3.a.i(6) for non-C.3 Regulated Projects, C.3.c.i(2)(a) for Regulated Projects, C.3.i for projects that create/replace 2,500 to 10,000 sq.ft. of impervious surface and stand-alone single family homes that create/replace 2,500 sq.ft. or more of impervious surface.

II.C. Select appropriate source controls (Applies to C.3 Regulated Projects; encouraged for other projects. Consult municipal staff.<sup>8</sup>)

Are these features in project?		Features that require source control measures	Source control measures (Refer to Local Source Control List for detailed requirements)	Is source control measure included in project plans?		
Yes	No			Yes	No	Plan Sheet No.
<input type="checkbox"/>	<input type="checkbox"/>	Storm Drain	Mark on-site inlets with the words "No Dumping! Flows to Bay" or equivalent.	<input type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Floor Drains	Plumb interior floor drains to sanitary sewer <sup>9</sup> [or prohibit].	<input type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Parking garage	Plumb interior parking garage floor drains to sanitary sewer. <sup>3</sup>	<input type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Landscaping	<ul style="list-style-type: none"> <li>▪ Retain existing vegetation as practicable.</li> <li>▪ Select diverse species appropriate to the site. Include plants that are pest-and/or disease-resistant, drought-tolerant, and/or attract beneficial insects.</li> <li>▪ Minimize use of pesticides and quick-release fertilizers.</li> <li>▪ Use efficient irrigation system; design to minimize runoff.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Pool/Spa/Fountain	Provide connection to the sanitary sewer to facilitate draining. <sup>3</sup>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	Food Service Equipment (non-residential)	Provide sink or other area for equipment cleaning, which is: <ul style="list-style-type: none"> <li>▪ Connected to a grease interceptor prior to sanitary sewer discharge.<sup>3</sup></li> <li>▪ Large enough for the largest mat or piece of equipment to be cleaned.</li> <li>▪ Indoors or in an outdoor roofed area designed to prevent stormwater run-on and run-off, and signed to require equipment washing in this area.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Refuse Areas	<ul style="list-style-type: none"> <li>▪ Provide a roofed and enclosed area for dumpsters, recycling containers, etc., designed to prevent stormwater run-on and runoff.</li> <li>▪ Connect any drains in or beneath dumpsters, compactors, and tallow bin areas serving food service facilities to the sanitary sewer.<sup>3</sup></li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	Outdoor Process Activities <sup>10</sup>	Perform process activities either indoors or in roofed outdoor area, designed to prevent stormwater run-on and runoff, and to drain to the sanitary sewer. <sup>3</sup>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	Outdoor Equipment/ Materials Storage	<ul style="list-style-type: none"> <li>▪ Cover the area or design to avoid pollutant contact with stormwater runoff.</li> <li>▪ Locate area only on paved and contained areas.</li> <li>▪ Roof storage areas that will contain non-hazardous liquids, drain to sanitary sewer<sup>3</sup>, and contain by berms or similar.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	Vehicle/ Equipment Cleaning	<ul style="list-style-type: none"> <li>▪ Roofed, pave and berm wash area to prevent stormwater run-on and runoff, plumb to the sanitary sewer<sup>3</sup>, and sign as a designated wash area.</li> <li>▪ Commercial car wash facilities shall discharge to the sanitary sewer.<sup>3</sup></li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	Vehicle/ Equipment Repair and Maintenance	<ul style="list-style-type: none"> <li>▪ Designate repair/maintenance area indoors, or an outdoors area designed to prevent stormwater run-on and runoff and provide secondary containment. Do not install drains in the secondary containment areas.</li> <li>▪ No floor drains unless pretreated prior to discharge to the sanitary sewer.<sup>3</sup></li> <li>▪ Connect containers or sinks used for parts cleaning to the sanitary sewer.<sup>3</sup></li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	Fuel Dispensing Areas	<ul style="list-style-type: none"> <li>▪ Fueling areas shall have impermeable surface that is a) minimally graded to prevent ponding and b) separated from the rest of the site by a grade break.</li> <li>▪ Canopy shall extend at least 10 ft in each direction from each pump and drain away from fueling area.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	Loading Docks	<ul style="list-style-type: none"> <li>▪ Cover and/or grade to minimize run-on to and runoff from the loading area.</li> <li>▪ Position downspouts to direct stormwater away from the loading area.</li> <li>▪ Drain water from loading dock areas to the sanitary sewer.<sup>3</sup></li> <li>▪ Install door skirts between the trailers and the building.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	Fire Sprinklers	Design for discharge of fire sprinkler test water to landscape or sanitary sewer. <sup>3</sup>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	Miscellaneous Drain or Wash Water	<ul style="list-style-type: none"> <li>▪ Drain condensate of air conditioning units to landscaping. Large air conditioning units may connect to the sanitary sewer.<sup>3</sup></li> <li>▪ Roof drains shall drain to unpaved area where practicable.</li> <li>▪ Drain boiler drain lines, roof top equipment, all washwater to sanitary sewer<sup>3</sup>.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	Architectural Copper	Drain rinse water to landscaping, discharge to sanitary sewer <sup>3</sup> , or collect and dispose properly offsite. See flyer "Requirements for Architectural Copper."	<input type="checkbox"/>	<input type="checkbox"/>	

<sup>8</sup> See MRP Provision C.3.a.i(7) for non-C.3 Regulated Projects and Provision C.3.c.i(1) for C.3 Regulated Projects.

<sup>9</sup> Any connection to the sanitary sewer system is subject to sanitary district approval.

<sup>10</sup> Businesses that may have outdoor process activities/equipment include machine shops, auto repair, industries with pretreatment facilities.

**II.D. Implement construction Best Management Practices (BMPs) (Applies to all projects).**

Yes	No	Best Management Practice (BMP)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Attach the San Mateo Countywide Water Pollution Prevention Program's construction BMP plan sheet to project plans and require contractor to implement the applicable BMPs on the plan sheet.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Temporary erosion controls to stabilize all denuded areas until permanent erosion controls are established.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Delineate with field markers clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees, and drainage courses.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide notes, specifications, or attachments describing the following: <ul style="list-style-type: none"> <li>▪ Construction, operation and maintenance of erosion and sediment controls, include inspection frequency;</li> <li>▪ Methods and schedule for grading, excavation, filling, clearing of vegetation, and storage and disposal of excavated or cleared material;</li> <li>▪ Specifications for vegetative cover &amp; mulch, include methods and schedules for planting and fertilization;</li> <li>▪ Provisions for temporary and/or permanent irrigation.</li> </ul>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Perform clearing and earth moving activities only during dry weather.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Use sediment controls or filtration to remove sediment when dewatering and obtain all necessary permits.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Protect all storm drain inlets in vicinity of site using sediment controls such as berms, fiber rolls, or filters.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Trap sediment on-site, using BMPs such as sediment basins or traps, earthen dikes or berms, silt fences, check dams, soil blankets or mats, covers for soil stock piles, etc.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Divert on-site runoff around exposed areas; divert off-site runoff around the site (e.g., swales and dikes).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Protect adjacent properties and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers or filters, dikes, mulching, or other measures as appropriate.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Limit construction access routes and stabilize designated access points.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	No cleaning, fueling, or maintaining vehicles on-site, except in a designated area where washwater is contained and treated.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Store, handle, and dispose of construction materials/wastes properly to prevent contact with stormwater.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Contractor shall train and provide instruction to all employees/subcontractors re: construction BMPs.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Control and prevent the discharge of all potential pollutants, including pavement cutting wastes, paints, concrete, petroleum products, chemicals, washwater or sediments, rinse water from architectural copper, and non-stormwater discharges to storm drains and watercourses.

**PROJECTS THAT ARE NOT C.3 REGULATED PROJECTS STOP HERE!**

**II.E. Feasibility/Infeasibility of Infiltration and Rainwater Harvesting/Use (Applies to C.3 Regulated Projects ONLY)**

*Except for some Special Projects, C.3 Regulated Projects must include low impact development (LID) treatment measures. LID treatment measures are rainwater harvesting, infiltration, evapotranspiration, and biotreatment (i.e., landscape-based treatment with special soils). Biotreatment is allowed ONLY if it is infeasible to treat the amount of runoff specified in Provision C.3.d with rainwater harvesting, infiltration, and evapotranspiration.*

	Yes	No	N/A
<p>✓ <b>II.E.1 Is this project a "Special Project"?</b> (See Appendix J of the C.3 Technical Guidance for criteria.)</p> <ul style="list-style-type: none"> <li>➢ <i>If No, continue to Item II.E.2.</i></li> <li>➢ <i>If Yes, or if there is potential that the project MAY be a Special Project, complete the Special Projects Worksheet.</i></li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>II.E.2 Infiltration Potential.</b> Based on site-specific soil report<sup>11</sup>, do site soils either:</p> <ul style="list-style-type: none"> <li>a. Have a saturated hydraulic conductivity (Ksat) <u>less</u> than 1.6 inches/hour, or, if the Ksat rate is not available,</li> <li>b. Consist of Type C or D soils?                             <ul style="list-style-type: none"> <li>➢ <i>If Yes, continue to II.E.3.</i></li> <li>➢ <i>If No, complete the Infiltration Feasibility Worksheet. If infiltration of the C.3.d amount of runoff is found to be feasible, skip to II.E.8; if infiltration is found to be infeasible, continue to II.E.3.</i></li> </ul> </li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<sup>11</sup> If no site-specific soil report is available, refer to soil hydraulic conductivity maps in C.3 Technical Guidance Appendix I.

**II.E.3 Recycled Water.** Check the box if the project is installing and using a recycled water plumbing system for non-potable water use.

- The project is installing a recycled water plumbing system, and the installation of a second non-potable water system for harvested rainwater is impractical, and considered infeasible due to cost considerations.
  - If you checked this box, there is no need for further evaluation of rainwater harvesting. Skip to II.E.9.

**II.E.4 Potential Rainwater Capture Area**

- a. Refer to the Table of Impervious and Pervious Surfaces in the C.3 and C.6 Data Collection Form, and enter the total square footage of impervious surface that will be replaced and/or created by the project. 12,801 <sup>OK</sup> Sq. ft.
- b. If I.B.6 indicates that 50% or more of the existing impervious surface will be replaced with new impervious surface, then add any existing impervious surface that will remain in place to the amount in II.E.4.a. - Sq. ft.
- c. Convert the amount in Item II.E.4.b from square feet to acres (divide by 43,560). If II.E.4.b is not applicable, convert the amount in II.E.4.a from square feet to acres. This is the project's Potential Rainwater Capture Area, in acres. .29 <sup>OK</sup> Acres

**II.E.5 Landscape Irrigation: Feasibility of Rainwater Harvesting and Use**

- a. Enter area of onsite landscaping. .061 <sup>OK</sup> Acres
- b. Multiply the Potential Rainwater Capture Area (the amount in II.E.4.c) times 3.2. .93 <sup>OK</sup> Acres
- c. Is the amount in II.E.5.a (onsite landscaping) LESS than the amount in II.E.5.b (the product of 3.2 times the size of the Potential Rainwater Capture Area)<sup>12</sup>?
  - Yes  No
  - If Yes, continue.
  - If No, it may be possible to meet the treatment requirements by directing runoff from impervious areas to self-retaining areas (see Section 4.3 of the C.3 Technical Guidance). If not, refer to Table 11 and the curves in Appendix F of the LID Feasibility Report to evaluate feasibility of harvesting and using the C.3.d amount of runoff for irrigation. Skip to II.E.7.

**II.E.6 Indoor Non-Potable Uses: Feasibility of Rainwater Harvesting and Use** (check the box for the applicable project type, then fill in the requested information and answer the question).<sup>13</sup>

- a. Residential Project
  - i. Number of dwelling units (total post-project): 29 <sup>OK</sup> Units
  - ii. Divide the amount in (i) by Potential Rainwater Capture Area (II.E.4.c): .98 <sup>OK</sup> Du/ac
  - iii. Is the amount in (ii) LESS than 124?  Yes  No
- b. Commercial Project
  - i. Floor area (total interior post-project square footage): \_\_\_\_\_ Sq. ft.
  - ii. Divide the amount in (i) by Potential Rainwater Capture Area (II.E.4.c): \_\_\_\_\_ Sq. ft./ac
  - iii. Is the amount in (ii) LESS than 84,000?  Yes  No
- c. School Project
  - i. Floor area (total interior post-project square footage): \_\_\_\_\_ Sq. ft.
  - ii. Divide the amount in (i) by Potential Rainwater Capture Area (II.E.4.c): \_\_\_\_\_ Sq. ft./ac
  - iii. Is the amount in (ii) LESS than 27,000?  Yes  No

<sup>12</sup> Landscape areas must be contiguous and within the same Drainage Management Area to irrigate with harvested rainwater via gravity flow.  
<sup>13</sup> Rainwater harvested for indoor use is typically used for toilet/urinal flushing, industrial processes, or other non-potable uses.

**II.E.6 Indoor Non-Potable Uses: Feasibility of Rainwater Harvesting and Use (continued)**

- d. Industrial Project
  - i. Estimated demand for non-potable water (gallons/day): \_\_\_\_\_ Gal.
  - ii. Is the amount in (i) LESS than 2,900?  Yes  No
  
- e. Mixed-Use Residential/Commercial Project<sup>14</sup>

	Residential	Commercial
i. Number of residential dwelling units and commercial floor area:	_____ Units	_____ Sq.ft.
ii. Percentage of total interior post-project floor area serving each activity:	_____ %	_____ %
iii. Prorated Potential Rainwater Capture Area per activity (multiply amount in II.E.4.c by the percentages in [ii]):	_____ Acres	_____ Acres
iv. Prorated project demand per impervious area (divide the amounts in [i] by the amounts in [iii]):	_____ Du/ac	_____ Sq.ft/ac

  - v. Is the amount in (iv) in the residential column less than 124, AND is the amount in the commercial column less than 84,000?  Yes  No

- > If you checked "Yes" for the above question for the applicable project type, rainwater harvesting for indoor use is considered infeasible, unless the project includes one or more buildings that each have an individual roof area of 10,000 sq. ft. or more, in which case further analysis is needed. Complete Sections II.E.5 and II.E.6 of this form for each such building, then continue to II.E.7.
- > If you checked "No" for the question applicable to the type of project, rainwater harvesting for indoor use may be feasible. Complete the Rainwater Harvesting Feasibility Worksheet, and then continue to II.E.7.

**II.E.7 Identify and Attach Additional Feasibility Analyses**

If further analysis is conducted based on results in II.E.1, II.E.2, II.E.5, or II.E.6, indicate the analysis that is conducted and attach the applicable form or other documentation (check all that apply):

- OK →  Special Projects Worksheet (if required in II.E.1) **INCLUDED**
- Infiltration Feasibility Worksheet (if required in II.E.2)
- Rainwater Harvesting and Use Feasibility Worksheet (if required in II.E.5 or II.E.6), completed for:
  - The entire project
  - Individual building(s), if applicable, describe: \_\_\_\_\_
- Evaluation of the feasibility of harvesting and using the C.3.d amount of runoff for irrigation, based on Table 11 and the curves in Appendix F of the LID Feasibility Report (if required in II.E.5).
- Evaluation of the feasibility of harvesting and using the C.3.d amount of runoff for non-potable industrial use, based on the curves in Appendix F of the LID Feasibility Report (if required in II.E.6.d).

**II.E.8 Finding of Infiltration Feasibility/Infeasibility**

Infiltration of the C.3.d amount of runoff is infeasible if any of the following conditions apply (check all that apply):

- OK →  The "Yes" box was checked for Item II.E.2.
- Completion of the Infiltration Feasibility Worksheet resulted in a finding that infiltration of the C.3.d amount of runoff is infeasible.
  - > Based on the above evaluation, infiltration of the C.3.d amount of runoff is (check one):
    - Infeasible
    - Feasible

<sup>14</sup> For a mixed-use project involving activities other than residential and commercial activities, follow the steps for residential/commercial mixed-use projects. Prorate the Potential Rainwater Capture Area for each activity based on the percentage of the project serving each activity.

**II.E.9 Finding of Rainwater Harvesting and Use Feasibility/Infeasibility**

Harvesting and use of the C.3.d amount of runoff is infeasible if any of the following apply (check all that apply):

- The project will have a recycled water system for non-potable use (II.E.3).
- Only the "Yes" boxes were checked for Items II.E.5 and II.E.6.
- Completion of the Rainwater Harvesting and Use Feasibility Worksheet resulted in a finding that harvesting and use of the C.3.d amount of runoff is infeasible.
- Evaluation of the feasibility of harvesting and using the C.3.d amount of runoff for irrigation, based on Table 11 and the curves in Appendix F of the LID Feasibility Report, resulted in a finding of infeasibility.
- Evaluation of the feasibility of harvesting and using the C.3.d amount of runoff for non-potable industrial use, based on the curves in Appendix F of the LID Feasibility Report, resulted in a finding of infeasibility.
  - > *Based on the above evaluation, harvesting and using the C.3.d amount of runoff is (check one):*
    - Infeasible
    - Feasible

**II.E.10. Use of Biotreatment**

If findings of infeasibility are made in both II.E.8 (Infiltration) and II.E.9 (Rainwater Harvesting and Use), then the applicant may use appropriately designed bioretention facilities for compliance with C.3 treatment requirements.

> *Applicants using biotreatment are encouraged to maximize infiltration of stormwater if site conditions allow.*

**II.F. Stormwater Treatment Measures (Applies to C.3 Regulated Projects)**

**II.F.1** Check the applicable box and indicate the treatment measures to be included in the project.

Yes	No							
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project a <b>Special Project</b> ? If yes, consult with municipal staff about the need to prepare a discussion of the feasibility and infeasibility of 100% LID treatment. Indicate the type of non-LID treatment to be used, the hydraulic sizing method <sup>15</sup> , and percentage of the amount of runoff specified in Provision C.3.d that is treated:  <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"><u>Non-LID Treatment</u></td> <td style="width: 33%;"><u>Hydraulic sizing method<sup>15</sup></u></td> <td style="width: 33%;"><u>% of C.3.d amount of runoff treated</u></td> </tr> <tr> <td> <input type="checkbox"/> Media filter  <input type="checkbox"/> Tree well filter                             </td> <td colspan="2" style="text-align: center; vertical-align: middle;"> <span style="font-size: 2em;">}</span> <b>NONE PROPOSED</b> </td> </tr> </table>	<u>Non-LID Treatment</u>	<u>Hydraulic sizing method<sup>15</sup></u>	<u>% of C.3.d amount of runoff treated</u>	<input type="checkbox"/> Media filter <input type="checkbox"/> Tree well filter	<span style="font-size: 2em;">}</span> <b>NONE PROPOSED</b>	
<u>Non-LID Treatment</u>	<u>Hydraulic sizing method<sup>15</sup></u>	<u>% of C.3.d amount of runoff treated</u>						
<input type="checkbox"/> Media filter <input type="checkbox"/> Tree well filter	<span style="font-size: 2em;">}</span> <b>NONE PROPOSED</b>							
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is it <b>infeasible</b> to treat the C.3.d amount of runoff using either infiltration or rainwater harvesting/use (see II.E.8 and II.E.9)? If yes, indicate the biotreatment measures to be used, and the hydraulic sizing method:  <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;"><u>Biotreatment Measures</u></td> <td style="width: 40%;"><u>Hydraulic sizing method<sup>15</sup></u></td> </tr> <tr> <td> <input checked="" type="checkbox"/> Bioretention area  <input checked="" type="checkbox"/> Flow-through planter  <input type="checkbox"/> Other (specify):                             </td> <td style="text-align: center; vertical-align: middle;"> <span style="font-size: 2em;">-</span> <b>NO BIORETENTION PROPOSED</b>  <span style="border: 1px solid black; border-radius: 50%; padding: 5px; display: inline-block;">TBD</span> </td> </tr> </table>	<u>Biotreatment Measures</u>	<u>Hydraulic sizing method<sup>15</sup></u>	<input checked="" type="checkbox"/> Bioretention area <input checked="" type="checkbox"/> Flow-through planter <input type="checkbox"/> Other (specify):	<span style="font-size: 2em;">-</span> <b>NO BIORETENTION PROPOSED</b> <span style="border: 1px solid black; border-radius: 50%; padding: 5px; display: inline-block;">TBD</span>		
<u>Biotreatment Measures</u>	<u>Hydraulic sizing method<sup>15</sup></u>							
<input checked="" type="checkbox"/> Bioretention area <input checked="" type="checkbox"/> Flow-through planter <input type="checkbox"/> Other (specify):	<span style="font-size: 2em;">-</span> <b>NO BIORETENTION PROPOSED</b> <span style="border: 1px solid black; border-radius: 50%; padding: 5px; display: inline-block;">TBD</span>							
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is it <b>feasible</b> to treat the C.3.d amount of runoff using either infiltration or rainwater harvesting/use (see II.E.8 and II.E.9)? If yes, indicate the non-biotreatment LID measures to be used, and hydraulic sizing method:  <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;"><u>LID Treatment Measure (non-biotreatment)</u></td> <td style="width: 40%;"><u>Hydraulic sizing method<sup>15</sup></u></td> </tr> <tr> <td> <input type="checkbox"/> Rainwater harvesting and use  <input type="checkbox"/> Bioinfiltration<sup>16</sup>  <input type="checkbox"/> Infiltration trench  <input type="checkbox"/> Other (specify): _____                             </td> <td></td> </tr> </table>	<u>LID Treatment Measure (non-biotreatment)</u>	<u>Hydraulic sizing method<sup>15</sup></u>	<input type="checkbox"/> Rainwater harvesting and use <input type="checkbox"/> Bioinfiltration <sup>16</sup> <input type="checkbox"/> Infiltration trench <input type="checkbox"/> Other (specify): _____			
<u>LID Treatment Measure (non-biotreatment)</u>	<u>Hydraulic sizing method<sup>15</sup></u>							
<input type="checkbox"/> Rainwater harvesting and use <input type="checkbox"/> Bioinfiltration <sup>16</sup> <input type="checkbox"/> Infiltration trench <input type="checkbox"/> Other (specify): _____								

**II.F.2 Alternative Certification (to be completed by municipal staff):** Was the treatment system sizing and design reviewed by a qualified third-party professional that is not a member of the project team or agency staff?

Yes      No     Name of Reviewer N/A

<sup>15</sup> Indicate which of the following Provision C.3.d.i hydraulic sizing methods were used. Volume based approaches: 1(a) Urban Runoff Quality Management approach, or 1(b) 80% capture approach (recommended volume-based approach). Flow-based approaches: 2(a) 10% of 50-year peak flow approach, 2(b) Percentile rainfall intensity approach, or 2(c) 0.2-Inch-per-hour intensity approach (recommended flow-based approach). If a combination flow and volume design basis was used, indicate which flow-based and volume-based criteria were used.

<sup>16</sup> See Section 6.1 of the C.3 Technical Guidance for conditions in which bioretention areas provide bioinfiltration.

**II.G. Is the project a Hydromodification Management<sup>17</sup> (HM) Project?** (Complete this section for C.3 Regulated Projects)

II.G.1 Does the project create and/or replace 1 acre (43,560 sq. ft.) or more of impervious surface? (Refer to Item I.B.1.)

- Yes. Continue to Item II.G.2.
- No. Skip to Item II.G.5 and check "No."

II.G.2 Is the total impervious area increased over the pre-project condition? (Refer to Item I.B.1.)

- Yes. Continue to Item II.G.3.
- No. The project is NOT required to incorporate HM measures. Skip to Item II.G.5 and check "No."

II.G.3 Is the site located in an HM Control Area per the HM Control Areas map (Appendix H of the C.3 Technical Guidance)?

- Yes. Skip to Item G.5 and check "Yes."
- No. Attach map, indicating project location. Skip to Item G.5 and check "No."
- Further analysis required. Continue to Item G.4.

II.G.4 Has an engineer or qualified environmental professional determined that runoff from the project flows only through a hardened channel or enclosed pipe along its entire length before emptying into a waterway in the exempt area?

- Yes. Attach signed statement by qualified professional. Go to Item G.5 and check "No."
- No. Go to Item G.5 and check "Yes."

II.G.5 Is the project a Hydromodification Management Project?

- Yes. The project is subject to HM requirements in Provision C.3.g of the Municipal Regional Stormwater Permit.
- No. The project is EXEMPT from HM requirements.

➤ If the project is subject to the HM requirements, incorporate in the project flow duration stormwater control measures designed such that post-project stormwater discharge rates and durations match pre-project discharge rates and durations. The Bay Area Hydrology Model (BAHM) has been developed to size flow duration controls. See [www.bayareahydrologymodel.org](http://www.bayareahydrologymodel.org). Guidance is provided in Chapter 7 of the C.3 Technical Guidance.

Name of applicant completing the form: RICHARD TERPONES

Signature: [Signature] Date: 1/21/2015

**II.H. Confirm Operations and Maintenance (O&M) Submittals (for municipal staff use only):**

II.H.1 Stormwater Treatment Measure and/HM Control Owner or Operator's Information:

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Phone: \_\_\_\_\_ Email: \_\_\_\_\_

➤ Applicant must call for inspection and receive inspection within 45 days of installation of treatment measures and/or hydromodification management controls.

The following questions apply to C.3 Regulated Projects and Hydromodification Management Projects.

	Yes	No	N/A
II.H.1 Was maintenance plan submitted?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II.H.2 Was maintenance plan approved?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II.H.3 Was maintenance agreement submitted? (Date executed: _____)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

➤ Attach the executed maintenance agreement as an appendix to this checklist.

<sup>17</sup> Hydromodification is the modification of a stream's hydrograph, caused in general by increases in flows and durations that result when land is developed (made more impervious). The effects of hydromodification include, but are not limited to, increased bed and bank erosion, loss of habitat, increased sediment transport and deposition, and increased flooding. Hydromodification management control measures are designed to reduce these effects.

**III. Incorporate HM Controls (if required)**

Are the applicable items in Plans?

Yes	No	NA	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Site plans with pre- and post-project impervious surface areas, surface flow directions of entire site, locations of flow duration controls and site design measures per HM site design requirement
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Soils report or other site-specific document showing soil types at all parts of site
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If project uses the Bay Area Hydrology Model (BAHM), a list of model inputs.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If project uses custom modeling, a summary of the modeling calculations with corresponding graph showing curve matching (existing, post-project, and post-project with HM controls curves), goodness of fit, and (allowable) low flow rate.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If project uses the Impracticability Provision, a listing of all applicable costs and a brief description of the alternative HM project (name, location, date of start up, entity responsible for maintenance).
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If the project uses alternatives to the default BAHM approach or settings, a written description and rationale.

**IV. Annual Operations and Maintenance (O&M) Submittals (for municipal staff use only):**

For C.3 Regulated Projects and Hydromodification Management Projects, indicate the dates on which the Applicant submitted annual reports for project O&M: \_\_\_\_\_

**V. Comments (for municipal staff use only):**

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

**VI. NOTES (for municipal staff use only):**

Section I Notes: \_\_\_\_\_  
 Section II Notes: \_\_\_\_\_  
 Section III Notes: \_\_\_\_\_  
 Section IV Notes: \_\_\_\_\_  
 Section V Notes: \_\_\_\_\_

**VII. Project Close-Out (for municipal staff use only):**

	Yes	No	NA
VII.1 Were final Conditions of Approval met?	<input type="checkbox"/>	<input type="checkbox"/>	
VII.2 Was initial inspection of the completed treatment/HM measure(s) conducted? (Date of inspection: _____)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VII.3 Was maintenance plan submitted? (Date executed: _____)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VII.4 Was project information provided to staff responsible for O&M verification inspections? (Date provided to inspection staff: _____)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**VII. Project Close-Out (Continued -- for municipal staff use only):**

Name of staff confirming project is closed out: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name of O&M staff receiving information: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Appendices**

Appendix A: O&M Agreement

Appendix B: O&M Annual Report Form

## Special Projects Worksheet

Complete this worksheet for projects that appear to meet the definition of "Special Project", per Provision C.3.e.ii of the Municipal Regional Stormwater Permit (MRP). The form assists in determining whether a project meets Special Project criteria, and the percentage of low impact development (LID) treatment reduction credit. Special Projects that implement less than 100% LID treatment must provide a narrative discussion of the feasibility or infeasibility of 100% LID treatment.

Project Name: Douglas Ave. Apartments

Project Address: 1128 & 1132 Douglas Ave., Burlingame, CA 94010

Applicant/Developer Name: Applicant: Richard Terrones, DTA Architects

### 1. "Special Project" Determination:

#### Special Project Category "A"

Does the project have ALL of the following characteristics?

- Located in a municipality's designated central business district, downtown core area or downtown core zoning district, neighborhood business district or comparable pedestrian-oriented commercial district, or historic preservation site and/or district<sup>1</sup>;
  - Creates and/or replaces 0.5 acres or less of impervious surface;
  - Includes no surface parking, except for incidental parking for emergency vehicle access, ADA access, and passenger or freight loading zones;
  - Has at least 85% coverage of the entire site by permanent structures. The remaining 15% portion of the site may be used for safety access, parking structure entrances, trash and recycling service, utility access, pedestrian connections, public uses, landscaping and stormwater treatment.
- No (continue)       Yes – complete Section 2 of the Special Project Worksheet

#### Special Project Category "B"

Does the project have ALL of the following characteristics?

- Located in a municipality's designated central business district, downtown core area or downtown core zoning district, neighborhood business district or comparable pedestrian-oriented commercial district, or historic preservation site and/or district<sup>1</sup>;
  - Creates and/or replaces an area of impervious surface that is greater than 0.5 acres, and no more than 2.0 acres;
  - Includes no surface parking, except for incidental parking for emergency access, ADA access, and passenger or freight loading zones;
  - Has at least 85% coverage of the entire site by permanent structures. The remaining 15% portion of the site may be used for safety access, parking structure entrances, trash and recycling service, utility access, pedestrian connections, public uses, landscaping and stormwater treatment;
  - Minimum density of either 50 dwelling units per acre (for residential projects) or a Floor Area Ratio (FAR) of 2:1 (for commercial or mixed use projects)
- No (continue)       Yes – complete Section 2 of the Special Project Worksheet

#### Special Project Category "C"

Does the project have ALL of the following characteristics?

- At least 50% of the project area is within 1/2 mile of an existing or planned transit hub<sup>2</sup> or 100% within a planned Priority Development Area<sup>3</sup>;
  - The project is characterized as a non-auto-related use<sup>4</sup>; and
  - Minimum density of either 25 dwelling units per acre (for residential projects) or a Floor Area Ratio (FAR) of 2:1 (for commercial or mixed use projects)
- No       Yes – complete Section 2 of the Special Project Worksheet

<sup>1</sup> And built as part of a municipality's stated objective to preserve/enhance a pedestrian-oriented type of urban design.

<sup>2</sup> "Transit hub" is defined as a rail, light rail, or commuter rail station, ferry terminal, or bus transfer station served by three or more bus routes. (A bus stop with no supporting services does not qualify.)

<sup>3</sup> A "planned Priority Development Area" is an infill development area formally designated by the Association of Bay Area Government's / Metropolitan Transportation Commission's FOCUS regional planning program.

<sup>4</sup> Category C specifically excludes stand-alone surface parking lots; car dealerships; auto and truck rental facilities with onsite surface storage; fast-food restaurants, banks or pharmacies with drive-through lanes; gas stations; car washes; auto repair and service facilities; or other auto-related project unrelated to the concept of transit oriented development.

## Special Projects Worksheet (continued)

### 2. LID Treatment Reduction Credit Calculation:

Category	Impervious Area Created/Replaced (acres)	Site Coverage (%)	Project Density or FAR	Density/Criteria	Allowable Credit (%)	Applied Credit (%)
A			N.A.	N.A.	100%	
B				Res ≥ 50 DU/ac or FAR ≥ 2:1	50%	
				Res ≥ 75 DU/ac or FAR ≥ 3:1	75%	
				Res ≥ 100 DU/ac or FAR ≥ 4:1	100%	
C	.29	83%		<b>Location credit (select one)<sup>5</sup>:</b>		
				Within ¼ mile of transit hub	50%	50%
				Within ½ mile of transit hub	25%	
				Within a planned PDA	25%	
			82 du/a	<b>Density credit (select one):</b>		
				Res ≥ 30 DU/ac or FAR ≥ 2:1	10%	
				Res ≥ 60 DU/ac or FAR ≥ 4:1	20%	20%
			Res ≥ 100 DU/ac or FAR ≥ 6:1	30%		
				<b>Parking credit (select one):</b>		
				≥ 10% at-grade surface parking <sup>6</sup>	10%	10%
No surface parking	20%					
<b>TOTAL TOD CREDIT =</b>					<b>80%</b>	

### 3. Narrative Discussion of the Feasibility/Infeasibility of 100% LID Treatment:

If project will implement less than 100% LID, refer to the Potential Special Projects Reporting Form to prepare a discussion of the feasibility or infeasibility of 100% LID treatment, as required by MRP Provision C.3.e.vi(2).

*SEE ATTACHED MEMO 04*

Special Projects Worksheet Completed by:

*Richard Terrones*  
Signature

1/21/2015  
Date

Richard Terrones  
Print or Type Name

<sup>5</sup> To qualify for the location credit, at least 50% of the project's site must be located within the ¼ mile or ½ mile radius of an existing or planned transit hub, as defined on page 1, footnote 2. A planned transit hub is a station on the MTC's Regional Transit Expansion Program list, per MTC's Resolution 3434 (revised April 2006), which is a regional priority funding plan for future transit stations in the San Francisco Bay Area. To qualify for the PDA location credit, 100% of the project site must be located within a PDA, as defined on page 1, footnote 3.

<sup>6</sup> The at-grade surface parking must be treated with LID treatment measures.

# Project Memo 04

Dreiling Terrones Architecture, Inc.  
1103 Juanita Avenue  
Burlingame California 94010

**TO :**  
**City of Burlingame**  
Community Development Department  
NPDES Coordinator  
501 Primrose Road  
Burlingame, CA  
94010

Architect's Project # **1401-dga**  
Project: 1128 Douglas Ave Apartments  
Subject: Special Project Worksheet LID Narrative  
Date: 01-15-2015

## CC / Reference Codes :

CC:	Method	Role	Company Name	Contact	Code
■	email	Owner	Zers	Henry Zhang	HZ
■	file	Architect	Dreiling Terrones Architecture, Inc.	Richard Terrones	DTA
■	file	Architect	Dreiling Terrones Architecture, Inc.	Jacob Furlong	DTA

## Project Memo

Item	Subject	Action
	<b>C3 Special Project Worksheet LID Narrative</b>	

The proposed project at 1128 Douglas Ave. is eligible for an 80% LID reduction in stormwater treatment area according to the C3 Special Project Category C calculations. The total required stormwater treatment area calculated using the Simplified Sizing Method of 4% of the impervious area is 512sf. With the 80% reduction, however, we are eligible to reduce this area to 102.4sf if we take the entire eligible reduction. We are, however, only proposing to reduce our treatment area by 67% which provides 169sf of treatment planters.

Due to constraints that would not allow us to create sufficient fall in elevation to plumb the stormwater into the gutter from possible planter areas in the rear of the site, we are required to place our stormwater treatment planters at the front of the site. Due to garage and access drives, a large electrical and gas main trench at the north-east corner of the site, and impervious zoning code landscaping requirements in the front setback, these stormwater planter areas are limited and provide less than the total required 4% treatment area, but provide more than the eligible 80% reduction.

We are also proposing 530sf of planters that will provide additional stormwater retention, but will flow into the pervious self-treating areas because there isn't sufficient elevation to be plumbed all the way to the gutter at the front of the site.

Thank you,

Daniel Dunigan  
Dreiling Terrones Architecture, Inc.

This memorandum represents the understanding of **Dreiling Terrones Architecture, Inc.** Any corrections or revisions should be submitted to our office within five (5) working days of receipt of this memo. If no revisions are received by that time, we shall assume acceptance of the content of the above as a description of record.

END



Complete this worksheet for all **C.3 Regulated Projects\*** for which the project density exceeds the **screening density\*** in the Infiltration/Harvesting and Use Feasibility Screening Worksheet. Use this worksheet to determine the feasibility of treating the **C.3.d amount of runoff\*** with rainwater harvesting and use for indoor, non-potable water uses. Where it is infeasible to treat the C.3d amount of runoff with either harvesting and use or infiltration, stormwater may be treated with **biotreatment\*** measures. See Glossary (Attachment 1) for definitions of terms marked with an asterisk (\*).

Complete this worksheet for the entire project area. If completing this form shows that rainwater harvesting and use is infeasible for the entire project, and the project includes one or more buildings that each have an individual roof area of 10,000 sq. ft. or more, then complete Sections 4 and 5 of this form for each of these buildings (in this case, complete only the sections of the form that make sense for the roof area evaluation).

**1. Enter Project Data.**

1.1 Project Name:	Douglas Ave. Apartments
1.2 Project Address:	1128 Douglas Ave., Burlingame, CA 94010
1.3 Applicant/Agent Name:	Richard Terrones, DTA Architects
1.4 Applicant/Agent Address:	1103 Juanita, Ave. Burlingame, CA 94010

(For projects with a potential non-potable water use other than toilet flushing, skip to Question 5.1)

1.5 Project Type:	Residential	If residential or mixed use, enter # of dwelling units:	29
1.6		Enter square footage of non-residential interior floor area.:	0
1.7 Total area being evaluated (entire project or individual roof with an area $\geq$ 10,000 sq.ft.)			12,801 sq.ft.
1.8 If it is a <b>Special Project*</b> , indicate the percentage of <b>LID treatment*</b> reduction: (Item 1.8 applies only to entire project evaluations, not individual roof area evaluations.)			80% percent
1.9 Total area being evaluated adjusted for Special Project LID treatment reduction credit: (This is the total area being evaluated that requires LID treatment.)			2691 0 sq.ft.

**2. Calculate Area of Self-Treating Areas, Self-Retaining Areas, and Areas Contributing to Self-Retaining Areas.**

2.1 Enter square footage of any <b>self-treating areas*</b> in the area that is being evaluated:	2691	sq.ft.
2.2 Enter square footage of any <b>self-retaining areas*</b> in the area that is being evaluated:	0	sq.ft.
2.3 Enter the square footage of areas contributing runoff to <b>self-retaining area*</b> :	0	sq.ft.
2.4 TOTAL of Items 2.1, 2.2, and 2.3:	2691 -	sq.ft.

**3. Subtract credit for self-treating/self-retaining areas from area requiring treatment.**

3.1 Subtract the TOTAL in Item 2.4 from the adjusted area being evaluated (Item 1.9). This is the <b>potential rainwater capture area*</b> .	0 -	sq.ft.
3.2 Convert the potential rainwater capture area (Item 3.1) from square feet to acres.	0.00	acres

**4. Determine feasibility of use for toilet flushing based on demand**

4.1 Project's dwelling units per acre of potential rainwater capture area (Divide the number in 1.5 by the number in 3.3). 3.3??	0	dwelling units/acre
4.2 Non-residential interior floor area per acre of potential rain capture area (Divide the number in 1.6 by the number in 3.3). 3.3??	0	Int. non-res. floor area/acre

Note: formulas in Items 4.1 and 4.2 are set up, respectively, for a residential or a non-residential project. Do not use these pre-set formulas for mixed use projects. For mixed use projects, evaluate the residential toilet flushing demand based on the dwelling units per acre for the residential portion of the project (use a prorated acreage, based on the percentage of the project dedicated to residential use). Then evaluate the commercial toilet flushing demand per acre for the commercial portion of the project (use a prorated acreage, based on the percentage of the project dedicated to commercial use).

\* See definitions in Glossary (Attachment 1)

# Rainwater Harvesting and Use Feasibility Worksheet

4.3 Refer to the applicable countywide table in Attachment 2. Identify the number of dwelling units per impervious acre needed in your Rain Gauge Area to provide the toilet flushing demand required for rainwater harvest feasibility.

4.4 Refer to the applicable countywide table in Attachment 2. Identify the square feet of non-residential interior floor area per impervious acre needed in your Rain Gauge Area to provide the toilet flushing demand required for rainwater harvest feasibility.

	dwelling units/acre
	int. non-res. floor area/acre

Check "Yes" or "No" to indicate whether the following conditions apply. If "Yes" is checked for any question, then rainwater harvesting and use is infeasible. As soon as you answer "Yes", you can skip to Item 6.1. If "No" is checked for all items, then rainwater harvesting and use is feasible and you must harvest and use the C.3.d amount of stormwater, unless you infiltrate the C.3.d amount of stormwater\*.

4.5 Is the project's number of dwelling units per acre of potential rainwater capture area (listed in Item 4.1) LESS than the number identified in Item 4.3?  Yes  No

4.6 Is the project's square footage of non-residential interior floor area per acre of potential rainwater capture area (listed in Item 4.2) LESS than the number identified in Item 4.4?  Yes  No

## 5. Determine feasibility of rainwater harvesting and use based on factors other than demand.

5.1 Does the requirement for rainwater harvesting and use at the project conflict with local, state, or federal ordinances or building codes?  Yes  No

5.2 Would the technical requirements cause the harvesting system to exceed 2% of the Total Project Cost, or has the applicant documented economic hardship in relation to maintenance costs? (If so, attach an explanation.)  Yes  No

5.3 Do constraints, such as a slope above 10% or lack of available space at the site, make it infeasible to locate on the site a cistern of adequate size to harvest and use the C.3.d amount of water? (If so, attach an explanation.)  Yes  No

5.4 Are there geotechnical/stability concerns related to the surface (roof or ground) where a cistern would be located that make the use of rainwater harvesting infeasible? (If so, attach an explanation.)  Yes  No

5.5 Does the location of utilities, a septic system and/or **heritage trees\*** limit the placement of a cistern on the site to the extent that rainwater harvesting is infeasible? (If so, attach an explanation.)  Yes  No  
*Keeping large redwood and oak on site*

Note 1: It is assumed that projects with significant amounts of landscaping will either treat runoff with landscape dispersal (self-treating and self-retaining areas) or will evaluate the feasibility of harvesting and using rainwater for irrigation using the curves in Appendix F of the LID Feasibility Report.

## 6. Results of Feasibility Determination

6.1 Based on the results of the feasibility analysis in Item 4.4 and Section 5, rainwater harvesting/use is (check one):  Infeasible  Feasible

→ If "FEASIBLE" is indicated for Item 6.1 the amount of stormwater requiring treatment must be treated with harvesting/use, unless it is infiltrated into the soil.

→ If "INFEASIBLE" is checked for Item 6.1, then the applicant may use appropriately designed **bioretention**\*<sup>1</sup> facilities for compliance with C.3 treatment requirements. If Ksat > 1.6 in./hr., and infiltration is unimpeded by subsurface conditions, then the bioretention facilities are predicted to infiltrate 80% or more average annual runoff. If Ksat < 1.6, maximize infiltration of stormwater by using bioretention if site conditions allow, and remaining runoff will be discharged to storm drains via facility underdrains. If site conditions preclude infiltration, a lined bioretention area or flow-through planter may be used.

RICHARD TERRONES  
Applicant (Print)

[Signature]  
Applicant (Sign)

1/21/2015  
Date

<sup>1</sup> Bioretention facilities designed to maximize infiltration with a raised underdrain may also be called **bioinfiltration facilities**\*.

\* See definitions in Glossary (Attachment 1)

## Project Comments

**Date:** November 13, 2014

**To:**

<input type="checkbox"/> City Engineer (650) 558-7230	<input type="checkbox"/> Recycling Specialist (650) 558-7271
<input type="checkbox"/> Chief Building Official (650) 558-7260	<input type="checkbox"/> Fire Marshal (650) 558-7600
<input type="checkbox"/> City Arborist (650) 558-7254	<input checked="" type="checkbox"/> NPDES Coordinator (650) 342-3727
	<input type="checkbox"/> City Attorney

**From:** Planning Staff

**Subject:** Request for Environmental Review, Design Review, Conditional Use Permit and Variances for a new, five-story 29-unit residential apartment building at **1128 & 1132 Douglas Avenue, zoned R-4, APN: 029-132-180 and 029-132-190**

### Staff Review:

1. Project that claims the Special Project credit and implements less than 100% LID treatment must provide a narrative discussion of the feasibility or infeasibility of 100% treatment. Refer to Appendix J of the C.3 Technical Guidance, Version 4, for a list of issues that should be considered in the narrative discussion.
2. Please include the total post-project landscaping on column d of the table on page 1 of the checklist.
3. Self-treating/self-retaining areas, tree preservation/tree credits must be identified in the plan and page 3 of the checklist.
4. On page 4 of the checklist, the pool/spa/fountain was not checked off but there is fountain proposed for the plan. Features that are not included in the plan at this stage will be addressed during the building permit issuance.
5. Label all impervious and pervious areas.
6. Neither the drainage area requiring stormwater treatment nor the drainage area being claimed under the Special Credit is identified or delineated in the plan. It is recommended that a conceptual stormwater drainage plan be submitted in consideration of item #1.
7. Please identify in the plan the location of the proposed flow-thru planter.
8. Please indicate the hydraulic sizing method for the proposed planter. If not yet known, please write "TBD." Sizing methods allowed are included as footnote 15 on page 8 of the completed C.3 checklist. Detailed information on acceptable sizing requirements are provided in the C.3 Technical Guidance.

9. Post-construction Operation and Maintenance (O&M) of stormwater treatment measure(s) follows the property owner unless a designated entity has been identified by the property owner. An O&M agreement/plan specifying the party responsible for ownership, inspection and maintenance of the stormwater treatment measures will be addressed during the building permit issuance.
10. The San Mateo Countywide Stormwater Pollution Prevention Program has updated portions of the C.3 Technical Guidance (from Version 3 to Version 4), including the C.3 Regulated Projects Checklist. Both resource documents can be found at [www.flowstobay.org](http://www.flowstobay.org).
11. All other comments will be addressed during the building permit issuance.

**Reviewed by: EJ for KK**



**Date: 11/21/2014**

## Project Comments

**Date:** June 16, 2014

**To:**

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

**From:** Planning Staff

**Subject:** Request for Environmental Review, Design Review and Conditional Use Permit for height for a new, five-story 30-unit apartment building at 1128 & 1132 Douglas Avenue, zoned R-4, APN: 029-132-180 & 029-132-190

**Staff Review:** June 16, 2014

1 This project may be identified as meeting the C.3 and C.6 requirements of the Municipal Regional Stormwater Permit (MRP), Order No. R2-2009-0074 and Order No. R2-2011-0083, NPDES No. CAS612008. If the project will create and/or replace 10,000 square feet or more of impervious surface, and the project replaces 50% or more of impervious surface, source control and treatment requirements apply to the whole site. A summary of these applicable requirements are attached. The project proponent must submit a signed and completed form for each applicable requirement

Please fill out completely, sign, and return the following provided forms:

- C.3 Regulated Projects Checklist,
- Special Projects Worksheet, and
- Rainwater Harvesting and Use Feasibility Worksheet.

It is highly recommended that project proponents consult the C.3 Technical Guidance, Version 3, at [www.flowstobay.org](http://www.flowstobay.org).

2) Any construction project in the City, regardless of size, shall comply with the City's NPDES (stormwater) permit to prevent stormwater pollution from construction activities. Project proponent shall ensure all contractors implement appropriate and effective BMPs during all phases of construction, including demolition. When submitting plans for a building permit include a list of construction BMPs as project notes on a separate full size plan sheet, preferably 2' x 3' or larger. Project proponent may use the attached Construction BMPs plan sheet to comply with this requirement. Electronic file is available for download at:

<http://flowstobay.org/files/privatend/MRPsourcebk/Section5/ConstBMPPlanJun2012.pdf>

3) Best Management Practices (BMPs) requirements apply on any projects using architectural copper. To learn what these requirements are, see attached flyer "Requirements for Architectural Copper." Electronic file is available for download at:

<http://flowstobay.org/files/privatend/MRPsourcebk/Section8/ArchitecturalcopperBMPs.pdf>

For assistance please contact Stephen D. at 650-342-3727

Reviewed by: Steve Daldrop Date: 6/19/14

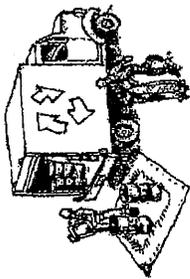


SAN MATEO COUNTYWIDE  
**Water Pollution  
 Prevention Program**  
 Clean Water. Healthy Community.

# Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

## Materials & Waste Management

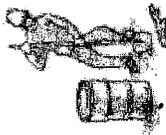


- Non-Hazardous Materials**
- Burn and cover stockpiles of sand, dirt or other construction material until temps when rain is forecast or if not actively being used within 14 days.
  - Use (but don't overuse) reclaimed water for dust control.
- Hazardous Materials**
- Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
  - Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
  - Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
  - Arrange for appropriate disposal of all hazardous wastes.

- Waste Management**
- Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
  - Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
  - Clean or replace portable toilets, and inspect them frequently for leaks and spills.
  - Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc.)
  - Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

- Construction Entrances and Perimeter**
- Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
  - Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

## Equipment Management & Spill Control



- Designate an area, lined with appropriate BMPs, for vehicle and equipment parking and storage.
- Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, steam cleaning equipment, etc.

- Spill Prevention and Control**
- Keep spill cleanup materials (rags, absorbents, etc.) available at the construction site at all times.
  - Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks and repairs are made.
  - Clean up spills or leaks immediately and dispose of cleanup materials properly.
  - Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
  - Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
  - Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
  - Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number. 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

## Earthwork & Contaminated Soils



- Erosion Control**
- Schedule grading and excavation work for dry weather only.
  - Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber mats) until vegetation is established.
  - Seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.

- Sediment Control**
- Protect storm drain inlets, gutters, ditches, and drainage courses with appropriate BMPs, such as gravel bags, fiber rolls, berms, etc.
  - Prevent sediment from migrating offsite by installing and maintaining sediment controls, such as fiber rolls, silt fences, or sediment basins.
  - Keep excavated soil on the site where it will not collect into the street.
  - Transfer excavated materials to dump trucks on the site, not in the street.
- Contaminated Soils**
- Contaminated soils may be required prior to reuse or discharge of groundwater. Consult with the Engineer to determine whether testing is required and how to interpret results. Contaminated groundwater must be treated or landfilled off-site for proper disposal.
  - Unusual soil conditions, discoloration, or odor.
  - Abandoned underground tanks.
  - Abandoned wells
  - Buried barrels, debris, or trash.

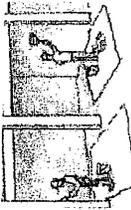
## Paving/Asphalt Work



- Avoid paving and seal coating in wet weather, or when rain is forecast before fresh pavement will have time to cure.
- Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- Do not use water to wash down fresh asphalt concrete pavement.

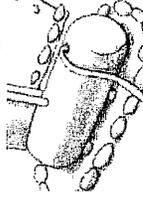
- Sawcutting & Asphalt/Concrete Removal**
- Completely cover or barricade storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
  - Shovel, absorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner).
  - If sawcut slurry enters a catch basin, clean it up immediately.

## Painting & Paint Removal



- Painting cleanup**
- Never clean brushes or rinse paint containers into a street, gutter, storm drain, or surface waters.
  - For water-based paints, paint out brushes to the extent possible. Rinse to the sanitary sewer once you have gained permission from the local wastewater treatment authority. Never pour paint down a drain.
  - For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of residue and unusable thinners/solvents as hazardous waste.
- Paint removal**
- Chemical paint stripping residue and chips and dust from marine paints or paints containing lead or tributyltin must be disposed of as hazardous waste.
  - Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.

## Dewatering



- Effectively manage all run-on, all runoff within the site, and all runoff that discharges from the site. Divert run-on water from offsite away from all disturbed areas or otherwise ensure compliance.
- When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- In areas of known contamination, testing is required prior to reuse or discharge of groundwater. Consult with the Engineer to determine whether testing is required and how to interpret results. Contaminated groundwater must be treated or landfilled off-site for proper disposal.

## Landscape Materials



- Contain stockpiled landscaping materials by storing them under tarps when they are not actively being used.
- Stack erodible landscape material on pallets. Cover or store these materials when they are not actively being used or applied.
- Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

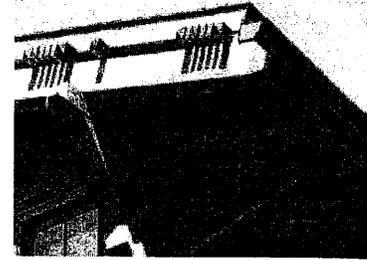
**Storm drain polluters may be liable for fines of up to \$10,000 per day!**

## Requirements for Architectural Copper

Protect water quality during installation, cleaning, treating, and washing!

### Copper from Buildings May Harm Aquatic Life

Copper can harm aquatic life in San Francisco Bay. Water that comes into contact with architectural copper may contribute to impacts, especially during installation, cleaning, treating, or washing. Patination solutions that are used to obtain the desired shade of green or brown typically contain acids. After treatment, when the copper is rinsed to remove these acids, the rinse water is a source of pollutants. Municipalities prohibit discharges to the storm drain of water used in the installation, cleaning, treating and washing of architectural copper.



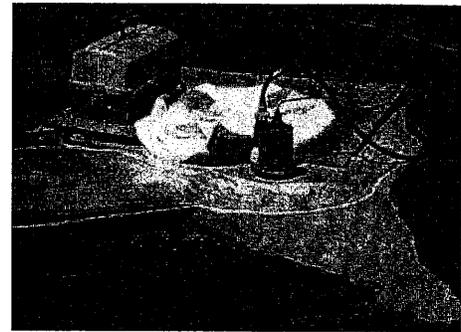
*Building with copper flashing, gutter and drainpipe.*

### Use Best Management Practices (BMPs)

The following Best Management Practices (BMPs) must be implemented to prevent prohibited discharges to storm drains.

#### *During Installation*

- If possible, purchase copper materials that have been pre-patinated at the factory.
- If patination is done on-site, implement one or more of the following BMPs:
  - Discharge the rinse water to landscaping. Ensure that the rinse water does not flow to the street or storm drain. Block off storm drain inlet if needed.
  - Collect rinse water in a tank and pump to the sanitary sewer. Contact your local sanitary sewer agency before discharging to the sanitary sewer.
  - Collect the rinse water in a tank and haul off-site for proper disposal.
- Consider coating the copper materials with an impervious coating that prevents further corrosion and runoff. This will also maintain the desired color for a longer time, requiring less maintenance.



*Storm drain inlet is blocked to prevent prohibited discharge. The water must be pumped and disposed of properly.*

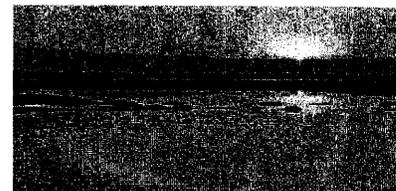
#### *During Maintenance*

Implement the following BMPs during routine maintenance activities, such as power washing the roof, re-patination or re-application of impervious coating:

- Block storm drain inlets as needed to prevent runoff from entering storm drains.
- Discharge the wash water to landscaping or to the sanitary sewer (with permission from the local sanitary sewer agency). If this is not an option, haul the wash water off-site for proper disposal.

### Protect the Bay/Ocean and yourself!

If you are responsible for a discharge to the storm drain of non-stormwater generated by installing, cleaning, treating or washing copper architectural features, you are in violation of the municipal stormwater ordinance and may be subject to a fine.



*Photo credit: Don Edwards National Wildlife Sanctuary*

### Contact Information

The San Mateo Countywide Water Pollution Prevention Program lists municipal stormwater contacts at [www.flowstobay.org](http://www.flowstobay.org) (click on "Business", then "New Development", then "local permitting agency").

**Project Application Documents**

- ● -

**524 Oak Grove Avenue**



## APPLICATION TO THE PLANNING COMMISSION

**Type of application:**

- Design Review       Variance       Parcel #: 029083010  
 Conditional Use Permit     Special Permit     Other: \_\_\_\_\_

**PROJECT ADDRESS:** 524 Oak Grove Ave.

**APPLICANT** project contact person   
 OK to send electronic copies of documents

Name: Jacob Furlong  
 Address: 1103 Juanita Ave  
 City/State/Zip: Burlingame, CA 94010  
 Phone: 650-696-1200  
 Fax: 650-343-9685  
 E-mail: jf@dtbarch.com

**PROPERTY OWNER** project contact person   
 OK to send electronic copies of documents

Name: Jianguang Zhang  
 Address: 8 Vista Lane  
 City/State/Zip: Burlingame, CA 94010  
 Phone: 510-709-5826  
 Fax: \_\_\_\_\_  
 E-mail: henryzhang0913@gmail.com

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

Name: Richard Terrones  
 Address: 1103 Juanita Ave  
 City/State/Zip: Burlingame, CA 94010  
 Phone: 650-696-1200  
 Fax: 650-343-9685  
 E-mail: rt@dtbarch.com

★ Burlingame Business License #: \_\_\_\_\_

**RECEIVED**  
 JUN 13 2014  
 CITY OF BURLINGAME  
 CDD-PLANNING DIV.

**PROJECT DESCRIPTION:** Relocation of existing single family residence. Design review for placement of structure with addition and alteration.

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

Applicant's signature:  Date: 6/13/14

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

Property owner's signature:  Date: 05/20/14

Date submitted: 6.13.14

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



COMMUNITY DEVELOPMENT DEPARTMENT • 501 PRIMROSE ROAD • BURLINGAME, CA 94010  
p: 650.558.7250 • f: 650.696.3790 • www.burlingame.org

Second floor setback Variance

RECEIVED

**CITY OF BURLINGAME  
VARIANCE APPLICATION**

NOV - 3 2014

CITY OF BURLINGAME  
CDD-PLANNING DIV.

The Planning Commission is required by law to make findings as defined by the City's Ordinance (Code Section 25.54.020 a-d). Your answers to the following questions can assist the Planning Commission in making the decision as to whether the findings can be made for your request. Please type or write neatly in ink. Refer to the back of this form for assistance with these questions.

**a. Describe the exceptional or extraordinary circumstances or conditions applicable to your property which do not apply to other properties in this area.**

See attached.

**b. Explain why the variance request is necessary for the preservation and enjoyment of a substantial property right and what unreasonable property loss or unnecessary hardship might result from the denial of the application.**

See attached.

**c. Explain why the proposed use at the proposed location will not be detrimental or injurious to property or improvements in the vicinity or to public health, safety, general welfare or convenience.**

See attached.

**d. How will the proposed project be compatible with the aesthetics, mass, bulk and character of the existing and potential uses on adjoining properties in the general vicinity?**

See attached.

City of Burlingame Variance Application

Second floor setback Variance  
524 Oak Grove Ave.

- a. The historic portion of the house that is being relocated from 1128 Douglas Ave. has a second floor that is stacked and aligned directly over the first floor. WE propose setting the relocated structure to meet the 1<sup>st</sup> floor (15') front setback due to extraordinary site constraints (triangular lot and protected-sized trees). We are therefore asking for relief from the 2<sup>nd</sup> floor (20') setback. The proposed house addition along the front façade is designed to harmonize with the historic structure. The addition is generally a first floor roof plate, with a gable sloping away from the front property line.
- b. The existing historic portion of the house that is being relocated is proportionally small relative to the overall property size (8,787 s.f.) In order to be marketable, the addition is proposed, but the proposed total F.A.R. is still 112 s.f. below the allowable maximum. Due to the unique property shape and protected trees, the variance is necessary to accommodate the proposed addition that other properties might enjoy with out special consideration.
- c. The proposed residence with the addition is consistent with the existing residential fabric of the neighborhood. The house, with its addition, will be surrounded by streets on three sides, and the proposed driveway on the fourth side. Therefore, there will be no detrimental impact on any specific neighbors or the neighborhood in general.
- d. The proposed addition is consistent with the aesthetics, mass, bulk and character of the existing structure being relocated, and consistent with the eclectic residential neighborhood in general.

RECEIVED

NOV - 3 2014

CITY OF BURLINGAME  
CDD-PLANNING DIV.



# Mayne Tree Expert Company, Inc.

ESTABLISHED 1931

STATE CONTRACTOR'S LICENSE NO. 276793

CERTIFIED FORESTER • CERTIFIED ARBORISTS • PEST CONTROL • ADVISORS AND OPERATORS

RICHARD L. HUNTINGTON  
PRESIDENT

JEROMEY INGALLS  
CONSULTANT/ESTIMATOR

535 BRAGATO ROAD, STE. A  
SAN CARLOS, CA 94070-6311

TELEPHONE: (650) 593-4400

FACSIMILE: (650) 593-4443

EMAIL: info@maynetree.com

August 11, 2014

Mr. Wayne Lin, LEED AP  
Dreiling Terrones Architecture, Inc.  
1105 Juanita Ave.  
Burlingame, CA 94010

Dear Mr. Wayne Lin,

RE: 524 OAK GROVE AVENUE, BURLINGAME

At your request, I visited the above site on Thursday, July 31, 2014. The purpose of my visit was to identify, inspect, and comment on the trees located on the site. Included in this report is a plan review and tree protection plan for the proposed construction project.

## Limitations of this report

This report is based on a visual-only inspection that took place at ground level. I accept no responsibility for any unknown or any unseen defects associated with the trees on this site.

## Method

Each tree on this report is given an identification number, which is scribed on to a metal foil tag and placed at eye level on the trunk of the tree. This number is also placed on the provided site map to show the approximate location of the trees on the property. The diameter for each tree was found by measuring the trunk of the tree at fifty-four inches off of the natural grade as described in the Burlingame Heritage Tree Ordinance. The height and canopy spread has been estimated for each tree to show their approximate dimensions. Each tree was given a condition rating; this rating is based on form and vitality and can be further defined by the following table:

0	-	29	Very Poor
30	-	49	Poor
50	-	69	Fair
70	-	89	Good
90	-	100	Excellent

Lastly, a comments section has been provided to give more individual detail about the trees.

## Tree Survey

Tree #	Species	Diameter (inches)	Condition (percent)	Height (feet)	Spread (feet)	Comments
1	Olive	13.1	35	15	21	Root crown covered by soil, ivy, and organic material; topped at 12 feet; canopy leans south; growing into the wires; lower trunk is hollow; roots lifting the curb and street.
2	Coast Live Oak	20.9	45	20	27	Codominant at 1 foot with included bark; root crown covered; pipe embedded in the lower trunk; ivy growing up the trunk into the upper canopy; abundance of interior deadwood; leans south; healthy canopy; measured below the codominant attachment.
3	Coast Live Oak	40.7	60	40	54	Partially covered root crown; girdling root at the base; codominant at 6 feet; most of the canopy growth is to the south; excess end weight on the lateral limbs; limbs touching the roof; large interior deadwood present; healthy canopy.
4	Monterey Pine	52.0 (est.)	50	90	63	Root crown covered by ivy and other organic material; ivy growing up the trunk; high-voltage lines going through the canopy; history of limbs failing over the street; excess end weight on the lateral limbs over the street; large deadwood present; abundance of pine cones; pitch moth present.
5	Olive	19.3	35	15	15	Partially covered root crown; codominant at 2 feet with included bark; interior deadwood present; measured below the codominant attachment; suppressed growth by tree #3.
6	Spanish Fir	18.5	55	70	21	Root crown covered; ivy growing up the trunk; abundance of interior deadwood; top leans northeast.
7	Olive	17.8	30	15	24	Root crown covered; codominant at 1 foot; measured below codominant attachment; top growing southeast; abundance of interior deadwood; poor form and vigor; ivy growing up the trunk.

Tree #	Species	Diameter (inches)	Condition (percent)	Height (feet)	Spread (feet)	Comments
8	Italian Stone Pine	60.4	55	40	63	Root crown covered with ivy; codominant at 5 feet with included bark; holly sapling growing out of main attachment; long heavy lateral limbs; codominant attachments in the upper canopy; large dead limb over the street; roots lifting the street.
9	Italian Stone Pine	54.3	60	35	69	Root crown covered; ivy growing up the trunk; codominant at 8 feet; heavy lateral limbs; roots lifting the curb, the gutter, and the street; several crossing limbs (some grafted together) in the upper canopy; excess end weight on the lateral limbs growing over the street.

### Observations

**Tree #1** is an Olive tree located within the planter strip along Oak Grove Avenue. Ivy, soil, and other organic material cover the root crown of this tree. Roots from this tree are lifting the curb and the street slightly. The upper canopy is routinely topped at 12 feet by PG&E to minimize growth into the high-voltage wires. Approximately 20 feet away from the base of the tree in the same planter strip, I found an active yellow jacket nest.

**Tree #2** is a Coast Live Oak located near the driveway behind a fence. Leaf litter, soil, and other organic material cover the root crown of this tree. There is a codominant attachment at 1 foot off of the natural grade with included bark between the two stems. The upper canopy leans south due to a competition for light with the adjacent Coast Live Oak canopy. A large square pipe is embedded in the lower trunk.

**Tree #3** is a large Coast Live Oak located in the rear of the home. I found several Pine roots girdling the lower buttress roots at the base of this Oak and a small amount of ivy growing up the lower trunk. There is a codominant attachment at 6 feet and an abundance of large interior deadwood. Most of the upper canopy leans to the south with excess end weight on many of the lateral limbs. Many of these lateral limbs are touching the roof of the existing home.

**Tree #4** is a large Monterey Pine located on the right side of the home, along the property line fence. A significant amount of ivy, pine needles, and other organic material cover the root crown of this tree. There are several stubbed off limbs in the lower canopy where the previous failures have occurred. Many of the lateral limbs have excess end weight and are in need of end weight reduction. High-voltage lines are going through the middle canopy of this tree and there are several large dead limbs in the interior of this canopy.

**Tree #5** is an Olive tree located along the rear of the property. This tree has a codominant attachment at 2 feet with included bark between the two stems. Tree #3 has suppressed the growth of this tree creating a competition for light and undesirable form of the upper canopy.

**Tree #6** is a Spanish Fir located on the left side of the home near the left corner property line. Ivy and other organic material cover the root crown of this tree. There is an abundance of interior deadwood in the upper canopy, which leans northeast slightly.

**Tree #7** is an Olive tree located on the left side of the property. This tree has a codominant attachment at 1 foot. The upper canopy is growing to the southeast toward the existing home. This tree has poor form and vigor and an abundance of interior deadwood.

**Tree #8** is an Italian Stone Pine located within the planter strip along Marin Drive. Ivy, soil, and other organic material cover the root crown of this tree. I noticed several large upwelling areas of the street near the base of the tree that appear to be from the tree's surface roots. There is a codominant attachment at 5 feet with included bark between the two stems. A small Holly sapling appears to be growing out of the included bark area of the codominant attachment. There is an abundance of lateral limbs with excess end weight growing over the street and several codominant attachments in the upper canopy. I identified one large dead limb located over the street.

**Tree #9** is an Italian Stone Pine located on the corner of Oak Grove Avenue and Marin Drive. Ivy, soil, and other organic material cover the root crown of this tree. I identified a codominant attachment at 8 feet and excess end weight on the lateral limbs. The roots of this tree appear to be lifting the curb, gutter, and portions of the street. There are several crossing branches grafted together in the upper canopy.

All of the trees on site appear to be in need of routine maintenance that should include significant end weight reduction, large deadwood removal, and reshaping of the canopies. Special attention should be focused on the canopies of trees #3, #4, #7, and #9. Tree #3 needs significant end weight reduction over the home to reduce the chance of future failures occurring. Trees #4, #8, and #9 all overhang the street. The lateral limbs of these trees have poor branch taper and an abundance of excess end weight. Due to vehicle and pedestrian traffic, there is a higher potential for significant injury or damage to occurring in the event of a failure.

I recommend the removal of trees #1, #5, and #7 as they all have poor form and vigor. All tree work performed as a result of this report should be completed by a qualified licensed tree care professional.

### **Plan Review**

On August 4, 2014, I reviewed the proposed construction plans for the above site. The plans call for the removal of the existing home and the new construction and partial reconstruction of a historical building from a different site. Pruning and the removal of several trees will be needed to accommodate the new home and driveway. Trees #2, #3, #8, and #9 will need end weight reduction and select limb removal to allow the construction project to continue unhindered. Trees #5, #6, and #7 will need to be removed.

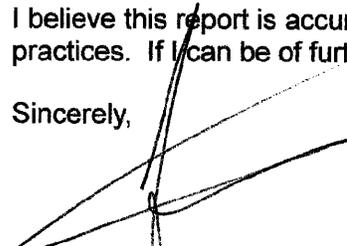
## TREE PROTECTION SPECIFICATIONS

1. A protective barrier of 6-foot chain link fencing shall be installed around the dripline of protected tree(s). The fencing can be moved within the dripline if authorized by the Project Arborist or the City Arborist, but not closer than 2 feet from the trunk of any tree. Fence posts shall be 1.5 inches in diameter and are to be driven 2 feet into the ground. The distance between posts shall not be more than 10 feet. This enclosed area is the Tree Protection Zone (TPZ). I have drawn in on the provided site plan the approximate location of the tree protection fencing.
  2. Movable barriers of chain link fencing secured to cement blocks can be substituted for "fixed" fencing if the Project Arborist and City Arborist agree that the fencing will have to be moved to accommodate certain phases of construction. The builder may not move the fence without authorization from the Project Arborist or City Arborist.
  3. **Avoid the following conditions.**  
**DO NOT:**
    - a. Allow runoff or spillage of damaging materials into the area below any tree canopy.
    - b. Store materials, stockpile soil, or park or drive vehicles within the TPZ.
    - c. Cut, break, skin, or bruise roots, branches, or trunks without first obtaining authorization from the City Arborist.
    - d. Allow fires under and adjacent to trees.
    - e. Discharge exhaust into foliage.
    - f. Secure cable, chain, or rope to trees or shrubs.
    - g. Trench, dig, or otherwise excavate within the dripline or TPZ of the tree(s) without first obtaining authorization from the City Arborist.
    - h. Apply soil sterilants under pavement near existing trees.
  4. Only excavation by hand or compressed air shall be allowed within the driplines of trees. Machine trenching shall not be allowed.
  5. Avoid injury to tree roots. When a ditching machine, which is being used outside of the dripline of trees, encounters roots smaller than 2 inches, the wall of the trench adjacent to the trees shall be hand trimmed, making clear, clean cuts through the roots. All damaged, torn, and cut roots shall be given a clean cut to remove ragged edges, which promote decay. Trenches shall be filled within 24 hours, but, where this is not possible, the side of the trench adjacent to the trees shall be kept shaded with four layers of dampened, untreated burlap, wetted as frequently as necessary to keep the burlap wet. Roots 2 inches or larger, when encountered, shall be reported immediately to the Project Arborist, who will decide whether the Contractor may cut the root as mentioned above or shall excavate by hand or with compressed air under the root. The root is to be protected with dampened burlap.
-

6. Route pipes outside of the area that is 10 times the diameter of a protected tree to avoid conflict with roots.
7. Where it is not possible to reroute pipes or trenches, the contractor shall bore beneath the dripline of the tree. The boring shall take place not less than 3 feet below the surface of the soil in order to avoid encountering "feeder" roots.
8. Any damage due to construction activities shall be reported to the Project Arborist or City Arborist within six hours so that remedial action can be taken.
9. Violation of any of the above provisions may result in sanctions or other disciplinary action.

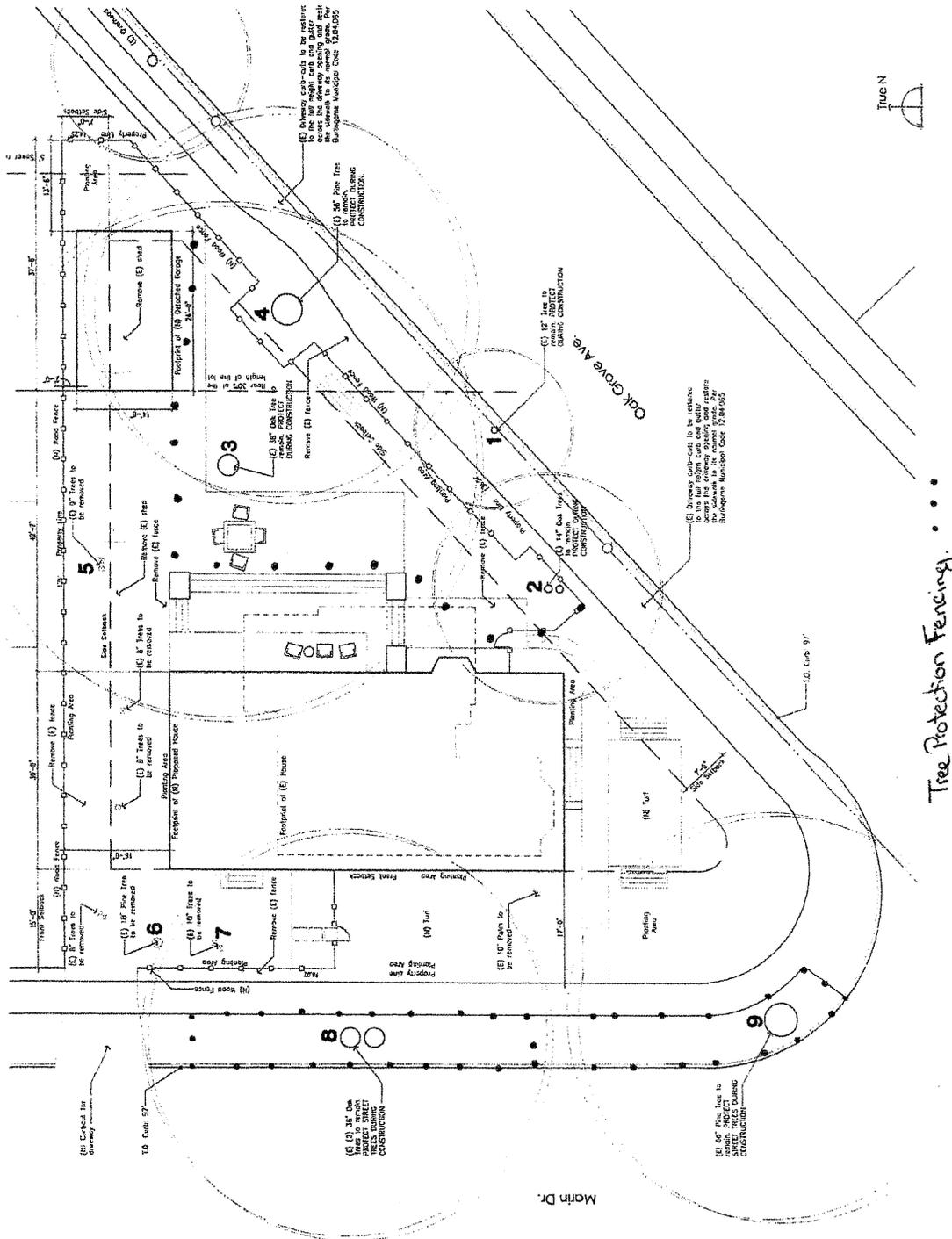
I believe this report is accurate and based on sound arboricultural principles and practices. If I can be of further assistance, please contact me at my office.

Sincerely,

  
Jeromey A. Ingalls  
Certified Arborist WE #7076A

JAI:pmd





## Project Comments

**Date:** November 13, 2014

**To:**

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

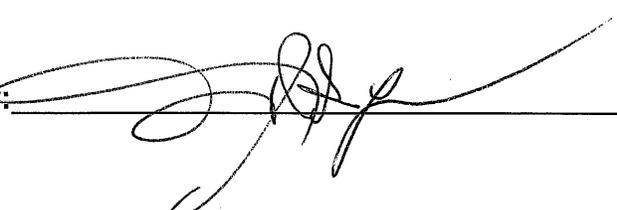
**From:** Planning Staff

**Subject:** Request for Design Review to demolish the existing house on-site, relocate an existing two-story house onto the subject property and build a new detached garage at **524 Oak Grove Avenue, zoned R-1, APN: 029-083-010**

**Staff Review:**

No further comments.

All conditions of approval as stated in the review dated 6-20-2014 will apply to this project.

**Reviewed by:**  **Date:** 11-17-2014

## Project Comments

**Date:** June 16, 2014

**To:**

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

**From:** Planning Staff

**Subject:** Request for Design Review to demolish the existing house on site and place an existing two-story historic house on the property and build a new detached garage at **524 Oak Grove Avenue, zoned R-1, APN: 029-083-010**

**Staff Review: June 16, 2014**

- 1) On the plans specify that this project will comply with the 2013 California Building Code, 2013 California Residential Code (where applicable), 2013 California Mechanical Code, 2013 California Electrical Code, and 2013 California Plumbing Code, including all amendments as adopted in Ordinance 1889. Note: If the Planning Commission has not approved the project prior to 5:00 p.m. on December 31, 2013 then this project must comply with the 2013 California Building Codes.
- ② As of January 1, 2014, SB 407 (2009) requires non-compliant plumbing fixtures to be replaced by water-conserving plumbing fixtures when a property is undergoing alterations or improvements. This law applies to all residential and commercial property built prior to January 1, 1994. Details can be found at [http://www.leginfo.ca.gov/pub/09-10/bill/sen/sb\\_0401-0450/sb\\_407\\_bill\\_20091011\\_chaptered.html](http://www.leginfo.ca.gov/pub/09-10/bill/sen/sb_0401-0450/sb_407_bill_20091011_chaptered.html). **Revise the plans to show compliance with this requirement.**
- 3) Specify on the plans that this project will comply with the 2013 California Energy Efficiency Standards.  
Go to <http://www.energy.ca.gov/title24/2013standards/> for publications and details.
- 4) The GreenPoints Checklist will no longer be required beginning July 1, 2014. Compliance with the *Mandatory Measures* of the 2013 California Green Building Code (CAL Green) is required. Provide two completed copies of the attached *Mandatory Measures* with the submittal of your plans for Building Code compliance plan check. In addition, replicate this completed document on the

plans. Note: On the Checklist you must provide a reference which indicates where each Measure can be found on the plans.

- 5) Place the following information on the first page of the plans:

**“Construction Hours”**

**Weekdays: 7:00 a.m. – 7:00 p.m.**

**Saturdays: 9:00 a.m. – 6:00 p.m.**

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

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

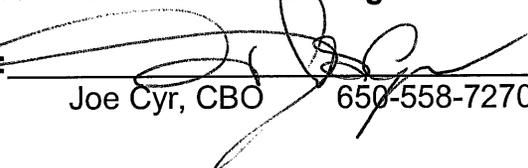
- 6) On the first page of the plans specify the following: “Any hidden conditions that require work to be performed beyond the scope of the building permit issued for these plans may require further City approvals including review by the Planning Commission.” The building owner, project designer, and/or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

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

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

- 12) When you submit your plans to the Building Division for plan review provide a completed Supplemental Demolition Permit Application. **NOTE: The Demolition Permit will not be issued until a Building Permit is issued for the project.**
- 13) Show the distances from all exterior walls to property lines or to assumed property lines
- 14) Show the dimensions to adjacent structures.
- 15) Obtain a survey of the property lines.
- 16) On the plans specify that the roof eaves at the garage will not project within two feet of the property line.
- 17) Provide details on the plans which show that all roof projections which project beyond the point where fire-resistive construction would be required will be constructed of one-hour fire-resistance-rated construction per 2013 CBC §705.2.
- 18) Indicate on the plans that exterior bearing walls at the garage that are less than five feet from the property line will be built of one-hour fire-rated construction. (2013 CBC, Table 602)
- 19) Rooms that could be used for sleeping purposes must have at least one window or door that complies with the egress requirements. ***Specify the location and the net clear opening height and width of all required egress windows on the elevation drawings.*** 2013 California Residential Code (CRC) §R310.
- 20) Indicate on the plans that a Grading Permit, if required, will be obtained from the Department of Public Works.
- 21) Specify the following on the plans: *If, during the process of building relocation or reconstruction, the existing fireplace is demolished any new solid wood-burning device subsequently installed will meet all requirements as a U.S. EPA Phase II certified wood-burning device.*
- 22) Provide guardrails at all landings. NOTE: All landings more than 30" in height at any point are considered in calculating the allowable lot coverage. Consult the Planning Department for details if your project entails landings more than 30" in height.
- 23) Provide handrails at all stairs where there are four or more risers. 2013 CBC §1009.
- 24) Provide lighting at all exterior landings.

**NOTE: A written response to the items noted here and plans that specifically address items 2, 16, 17, 18, 19, 20 and 21 must be re-submitted before this project can move forward for Planning Commission action.**

Reviewed by:  Date: 6-20-2014  
Joe Cyr, CBO 650-558-7270

## Project Comments

Date: December 23, 2014

To:  Engineering Division  
(650) 558-7230

Building Division  
(650) 558-7260

Parks Division  
(650) 558-7334

Fire Division  
(650) 558-7600

Stormwater Division  
(650) 342-3727

City Attorney  
(650) 558-7204

From: Planning Staff

Subject: Request for Design Review to demolish the existing house on-site, relocate an existing two-story house onto the subject property and build a new detached garage at 524 Oak Grove Avenue, zoned R-1, APN: 029-083-010

Staff Review:

1. No further comments

Reviewed by: BD

Date: 12/30/14

## Project Comments

Date: November 13, 2014

To:  Engineering Division (650) 558-7230  
 Building Division (650) 558-7260  
 Parks Division (650) 558-7334  
 Fire Division (650) 558-7600  
 Stormwater Division (650) 342-3727  
 City Attorney (650) 558-7204

From: Planning Staff

Subject: Request for Design Review to demolish the existing house on-site, relocate an existing two-story house onto the subject property and build a new detached garage at 524 Oak Grove Avenue, zoned R-1, APN: 029-083-010

### Staff Review:

1. Tree Protection specification written by independent arborist must be included on Demolition Plan A2.1d.
2. Tree Protection must be in place during all phases of construction.
3. Follow independent arborist report for care and maintenance of all trees on site.
4. Water efficiency and irrigation plan ok.

Reviewed by: B Disco

Date: 11/25/14

## Project Comments

Date: June 16, 2014

To:  Engineering Division (650) 558-7230  
 Building Division (650) 558-7260  
 Parks Division (650) 558-7334  
 Fire Division (650) 558-7600  
 Stormwater Division (650) 342-3727  
 City Attorney (650) 558-7204

From: Planning Staff

Subject: Request for Design Review to demolish the existing house on site and place an existing two-story historic house on the property and build a new detached garage at 524 Oak Grove Avenue, zoned R-1, APN: 029-083-010

Staff Review: June 16, 2014

1. Tree Protection plan required by independent arborist for City owned Stone Pines and private oaks on property. Specifically address any root issues that may occur during construction phase or landscape installation.
2. Oak trees need proper maintenance and trimming by a qualified tree professional before project begins to ensure limbs are not damaged during construction.
3. Monterey Pine Tree is diseased and in decline. Arborist report required to determine health and structure and determine possible hazards to public right-of-way now and in the future.
4. Olive tree in City planter strip has poor structure and may be removed as part of this project.
5. Proposed landscape plants are mostly drought tolerant sun loving species. These landscape plants may not be compatible with existing pines and oaks.
6. Existing City Street Tree may not be cut, trimmed or removed without permit from Parks Division (558-7330)
7. No existing tree over 48 inches in circumference at 54 inches from base of tree may be removed without a *Protected Tree Permit* from the Parks Division (558-7330).

B. Duco

6/19/14

8. Irrigation plan needs to include irrigation in turf area; and type of bubblers or heads for landscape plants.

9. Checklist incomplete without signature of applicant.

10. If Public Works requires sidewalk replacement, **Policy for Expanding Width of Planter Strip** needs to be implemented.

Reviewed by:



Date:



# OUTDOOR WATER USE EFFICIENCY CHECKLIST

## To Be Completed by Applicant

I certify that the subject project meets the specified requirements of the Water Conservation in Landscaping Ordinance.

Signature: [Signature]

Date: 11/3/14

NOV - 3 2014

### Project Information

Single Family  Multi-Family  Commercial  Institutional  Irrigation only  Industrial  Other:

Applicant Name (print): \_\_\_\_\_ Contact Phone #: \_\_\_\_\_

Project Site Address: 524 OAK GROVE AVE Agency Review

Project Area (sq.ft. or acre): 3626 SQ FT # of Units: \_\_\_\_\_ # of Meters: \_\_\_\_\_ (Pass) (Fail)

<p><small>For a single-family project or a single-family development project, enter this information on an average, per unit basis. For all other projects, input a separate value for the entire project.</small></p>	<p>Total Landscape Area (sq.ft.): <u>4,813</u></p> <p>Turf Irrigated Area (sq.ft.): <u>689</u></p> <p>Non-Turf Irrigated Area (sq.ft.): <u>1891</u></p> <p>Special Landscape Area (SLA) (sq.ft.): <u>N/A</u></p> <p>Water Feature Surface Area (sq.ft.): <u>N/A</u></p>	<p><input checked="" type="checkbox"/> Tier 1 (4,000 - 2,500 sq. ft.)</p> <p><input checked="" type="checkbox"/> Tier 2 (&gt; 2,500 sq. ft.)</p>	<p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p>
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Landscape Parameter	Requirements	Project Compliance	Agency Review
Turf	Less than 25% of the landscape area is turf	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, See Water Budget	<input checked="" type="checkbox"/> <input type="checkbox"/>
	All turf areas are > 8 feet wide	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> <input type="checkbox"/>
	All turf is planted on slopes < 25%	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> <input type="checkbox"/>
Non-Turf	At least 80% of non-turf area is native or low water use plants	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, See Water Budget	<input checked="" type="checkbox"/> <input type="checkbox"/>
Hydrozones	Plants are grouped by Hydrozones	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> <input type="checkbox"/>
Mulch	At least 2-inches of mulch on exposed soil surfaces	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> <input type="checkbox"/>
Irrigation System Efficiency	70% ETo (100% ETo for SLAs)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> <input type="checkbox"/>
	No overspray or runoff	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> <input type="checkbox"/>
Irrigation System Design	System efficiency > 70%	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> <input type="checkbox"/>
	Automatic, self-adjusting irrigation controllers	<input type="checkbox"/> No, not required for Tier 1 <input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> <input type="checkbox"/>
	Moisture sensor/rain sensor shutoffs	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> <input type="checkbox"/>
	No sprayheads in < 8-ft wide area	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> <input type="checkbox"/>
Irrigation Time	System only operates between 8 PM and 10 AM	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> <input type="checkbox"/>
Metering	Separate irrigation meter	<input checked="" type="checkbox"/> No, not required because < 5,000 sq.ft. <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> <input type="checkbox"/>
Swimming Pools / Spas	Cover highly recommended	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, not required	<input checked="" type="checkbox"/> <input type="checkbox"/>
Water Features	Recirculating	<input type="checkbox"/> Yes	<input type="checkbox"/> <input type="checkbox"/>
	Less than 10% of landscape area	<input type="checkbox"/> Yes	<input type="checkbox"/> <input type="checkbox"/>
Documentation	Checklist	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> <input type="checkbox"/>
	Landscape and Irrigation Design Plan	<input checked="" type="checkbox"/> Prepared by applicant <input type="checkbox"/> Prepared by professional	<input checked="" type="checkbox"/> <input type="checkbox"/>
	Water Budget (optional)	<input type="checkbox"/> Prepared by applicant <input type="checkbox"/> Prepared by professional	<input checked="" type="checkbox"/> <input type="checkbox"/>
Audit	Post-installation audit completed	<input checked="" type="checkbox"/> Completed by applicant <input type="checkbox"/> Completed by professional	<input checked="" type="checkbox"/> <input type="checkbox"/>

RECEIVED

NOV 13 2014

# OUTDOOR WATER USE EFFICIENCY CHECKLIST

## To Be Completed by Agency

<p><b>Auditor:</b></p> <p><b>Materials Received and Reviewed:</b></p> <p><input checked="" type="checkbox"/> Outdoor Water Use Efficiency Checklist</p> <p><input checked="" type="checkbox"/> Water Budget</p> <p><input checked="" type="checkbox"/> Landscape Plan</p> <p><input type="checkbox"/> Post-Installation Audit</p> <p><b>Date Reviewed:</b></p> <p><input type="checkbox"/> Follow up required (explain):</p> <p><b>Date Resubmitted:</b></p> <p><b>Date Approved:</b></p> <p><b>Dedicated Irrigation Meter Required:</b></p> <p><b>Meter sizing:</b></p>	<p style="text-align: center; background-color: #cccccc;"><b>Material Distributed to Applicant</b></p> <p><input type="checkbox"/> Water Conservation in Landscaping Ordinance</p> <p><input type="checkbox"/> Outdoor Water Use Efficiency Checklist</p> <p><input type="checkbox"/> Water Budget Calculation Worksheets</p> <p><input type="checkbox"/> Plant List</p> <p><input type="checkbox"/> Other:</p> <p style="text-align: center; background-color: #cccccc;"><b>Measures Recommended to Applicant</b></p> <p><input type="checkbox"/> Drip irrigation</p> <p><input type="checkbox"/> Self-adjusting Irrigation Controller</p> <p><input type="checkbox"/> Plant palate</p> <p><input type="checkbox"/> Three (3) inches of mulch</p> <p><input type="checkbox"/> Soil amendment (e.g., compost)</p> <p><input type="checkbox"/> Grading</p> <p><input type="checkbox"/> Pool and/or spa cover</p> <p><input type="checkbox"/> Dedicated irrigation meter</p> <p><input type="checkbox"/> Other:</p>
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**Comments:**

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**Selected Definitions:**

Tier 1	New construction and rehabilitated landscapes with irrigated landscape areas between 1,000 and 2,500 square feet requiring a building or landscape permit, plan check or design review, or new or expanded water service.
Tier 2	New construction and rehabilitated landscapes with irrigated landscape areas greater than 2,500 square feet requiring a building or landscape permit, plan check or design review.
ETo	Reference evapotranspiration means the quantity of water evaporated from a large field of four- to seven-inch tall, cool-season grass that is well watered. Reference evapotranspiration is used as the basis of estimating water budgets so that regional differences in climate can be accommodated.
SLA	Special Landscaped Area. Includes edible plants, areas irrigated with recycled water, surface water features using recycled water and areas dedicated to active play such as parks, sports fields, golf courses, and where turf provides a playing surface.
Professional	Professional is a "certified professional" or "authorized professional" that is a certified irrigation designer, a certified landscape irrigation auditor, a licensed landscape architect, a licensed landscape contractor, a licensed professional engineer, or any other person authorized by the state to design a landscape, an irrigation system, or authorized to complete a water budget, irrigation survey or irrigation audit.
Water Feature	A design element where open water performs an aesthetic or recreational function. Water features include ponds, lakes, waterfalls, fountains, artificial streams, spas, and swimming pools (where water is artificially supplied).

## Project Comments

**Date:** June 16, 2014

**To:**

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

**From:** Planning Staff

**Subject:** Request for Design Review to demolish the existing house on site and place an existing two-story historic house on the property and build a new detached garage at **524 Oak Grove Avenue, zoned R-1, APN: 029-083-010**

**Staff Review:** June 16, 2014

1. See attached review comments #1, 2, 5, 14 and 20.
2. Sewer backwater protection certification is required. Contact Public Works – Engineering Division at (650) 558-7230 for additional information.
3. Applicant is advised to call City Arborist regarding potential relocation of sidewalk area for new street trees in the planter strip.

**Reviewed by:** V V

**Date:** 7/18/2014

# PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION

## PLANNING REVIEW COMMENTS

Project Name: HISTORIC HOUSE  
RENOVATION

Project Address: 524 ORCHARD

The following requirements apply to the project

1.  A property boundary survey shall be performed by a licensed land surveyor. The survey shall show all property lines, property corners, easements, topographical features and utilities. (Required prior to the building permit issuance.) SURVEY MUST BE SIGNED BY THE LICENSED LAND SURVEYOR.
2.  The site and roof drainage shall be shown on plans and should be made to drain towards the Frontage Street. (Required prior to the building permit issuance.)
3.  The applicant shall submit project grading and drainage plans for approval prior to the issuance of a Building permit.
4.  The project site is in a flood zone, the project shall comply with the City's flood zone requirements.
5.  A new sanitary sewer lateral TO THE MAIN is required for the project in accordance with the City's standards. [REDACTED]
6.  The project plans shall show the required Bayfront Bike/Pedestrian trail and necessary public access improvements as required by San Francisco Bay Conservation and Development Commission.
7.  Sanitary sewer analysis is required for the project. The sewer analysis shall identify the project's impact to the City's sewer system and any sewer pump stations and identify mitigation measures.
8.  Submit traffic trip generation analysis for the project.
9.  Submit a traffic impact study for the project. The traffic study should identify the project generated impacts and recommend mitigation measures to be adopted by the project to be approved by the City Engineer.
10.  The project shall file a parcel map with the Public Works Engineering Division. The parcel map shall show all existing property lines, easements, monuments, and new property and lot lines proposed by the map.

## PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION

11. \_\_\_\_\_ A latest preliminary title report of the subject parcel of land shall be submitted to the Public Works Engineering Division with the parcel map for reviews.
12. \_\_\_\_\_ Map closure/lot closure calculations shall be submitted with the parcel map.
13. \_\_\_\_\_ The project shall submit a condominium map to the Engineering Divisions in accordance with the requirements of the Subdivision Map Act.
14.  The project shall, at its own cost, design and construct frontage public improvements including curb, gutter, sidewalk and other necessary appurtenant work.
15. \_\_\_\_\_ The project shall, at its own cost, design and construct frontage streetscape improvements including sidewalk, curb, gutters, parking meters and poles, trees, and streetlights in accordance with streetscape master plan.
16. \_\_\_\_\_ By the preliminary review of plans, it appears that the project may cause adverse impacts during construction to vehicular traffic, pedestrian traffic and public on street parking. The project shall identify these impacts and provide mitigation measure acceptable to the City.
17. \_\_\_\_\_ The project shall submit hydrologic calculations from a registered civil engineer for the proposed creek enclosure. The hydraulic calculations must show that the proposed creek enclosure doesn't cause any adverse impact to both upstream and downstream properties. The hydrologic calculations shall accompany a site map showing the area of the 100-year flood and existing improvements with proposed improvements.
18. \_\_\_\_\_ Any work within the drainage area, creek, or creek banks requires a State Department of Fish and Game Permit and Army Corps of Engineers Permits.
19. \_\_\_\_\_ No construction debris shall be allowed into the creek.
20.  The project shall comply with the City's NPDES permit requirement to prevent storm water pollution.
21. \_\_\_\_\_ The project does not show the dimensions of existing driveways, re-submit plans with driveway dimensions. Also clarify if the project is proposing to widen the driveway. Any widening of the driveway is subject to City Engineer's approval.
22. \_\_\_\_\_ The plans do not indicate the slope of the driveway, re-submit plans showing the driveway profile with elevations

## **PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION**

23. \_\_\_\_\_ 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 storm water from the street into private property.
24. \_\_\_\_\_ For the takeout service, a garbage receptacle shall be placed in front. The sidewalk fronting the store shall be kept clean 20' from each side of the property.
25. \_\_\_\_\_ For commercial projects a designated garbage bin space and cleaning area shall be located inside the building. A drain connecting the garbage area to the Sanitary Sewer System is required.

## Project Comments

**Date:** June 16, 2014

**To:**

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

**From:** Planning Staff

**Subject:** Request for Design Review to demolish the existing house on site and place an existing two-story historic house on the property and build a new detached garage at **524 Oak Grove Avenue, zoned R-1, APN: 029-083-010**

**Staff Review:** June 16, 2014

Provide a residential fire sprinkler throughout the residence.

1. Provide a minimum 1 inch water meter.
2. Provide backflow prevention device/double check valve assembly – **Schematic of water lateral line after meter shall be shown on Building Plans prior to approval indicating location of the device after the split between domestic and fire protection lines.**
3. All sprinkler drainage shall be placed into landscaping areas.
4. Drawings submitted to Building Department for review and approval shall clearly indicate **Fire Sprinklers shall be installed and shop drawings shall be approved by the Fire Department prior to installation.**

Reviewed by:



Date: 16 Jun 14

## Project Comments

**Date:** June 16, 2014

**To:**

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

**From:** Planning Staff

**Subject:** Request for Design Review to demolish the existing house on site and place an existing two-story historic house on the property and build a new detached garage at **524 Oak Grove Avenue, zoned R-1, APN: 029-083-010**

**Staff Review:** June 16, 2014

1) The Stormwater Requirements Checklist has been filled out and returned. It indicates that the project does trigger the new stormwater requirements. The Checklist indicates that the project proposes to satisfy the requirements by utilizing site design measures B.2.b,c,d,e, and h. Please provide instructions on building plans as to these design measures and details as appropriate, i.e. pervious paving.

2) Any construction project in the City, regardless of size, shall comply with the City's NPDES (stormwater) permit to prevent stormwater pollution from construction activities. Project proponent shall ensure all contractors implement appropriate and effective BMPs during all phases of construction, including demolition. When submitting plans for a building permit include a list of construction BMPs as project notes on a separate full size plan sheet, preferably 2' x 3' or larger. Project proponent may use the attached Construction BMPs plan sheet to comply with this requirement. Electronic file is available for download at:

<http://flowstobay.org/files/privatend/MRPsourcebk/Section5/ConstBMPPlanJun2012.pdf>

3) Best Management Practices (BMPs) requirements apply on any projects using architectural copper. To learn what these requirements are, see attached flyer "Requirements for Architectural Copper." Electronic file is available for download at:

<http://flowstobay.org/files/privatend/MRPsourcebk/Section8/ArchitecturalcopperBMPs.pdf>

For assistance please contact Stephen D. at 650-342-3727.

**Reviewed by:** SD *SD*

**Date:** 6/19/2014

# Stormwater Checklist for Small Projects

Municipal Regional Stormwater Permit (MRP)  
Order No. R2-2009-0074 ; Order No. R2-2011-0083  
NPDES No. CAS612008

**City of Burlingame - Office of  
Environmental Compliance**  
**1103 Airport Blvd**  
**Office: (650) 342-3727**  
**Fax: (650) 342-3712**

Complete this form for individual single family home projects of any size, other projects that create and/or replace less than 10,000 square feet of impervious surface, and projects in the following categories that create and/or replace less than 5,000 square feet of impervious surface: restaurants, retail gasoline outlets, auto service facilities<sup>1</sup>, and parking lots (stand-alone or part of another use).

RECEIVED

## A. Project Information

A.1 Project Name: \_\_\_\_\_ Addition and Remodel, 524 Oak Grove Ave. JUN 13 2014  
A.2 Project Address: \_\_\_\_\_ 524 Oak Grove Ave, Burlingame, CA 94010 CITY OF BURLINGAME  
A.3 Project APN: \_\_\_\_\_ 029-083-010 CDD-PLANNING DIV

## B. Select Appropriate Site Design Measures

- B.1 Does the project create and/or replace 2,500 square feet or more of impervious surface<sup>2</sup>?  Yes  No
- If yes, and the project will receive final discretionary approval on or after December 1, 2012, the project must include one of Site Design Measures a through f.<sup>3</sup> Fact sheets regarding site design measures a through f may be downloaded at [http://www.flowstobay.org/bs\\_new\\_development.php#flyers](http://www.flowstobay.org/bs_new_development.php#flyers).
  - If no, or the project will receive final discretionary approval before December 1, 2012, the project is encouraged to implement site design measures<sup>4</sup>, which may be required at municipality discretion. Consult with municipal staff about requirements for your project.

B.2 Is the site design measure included in the project plans?

Yes	No	Plan Sheet No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	a. Direct roof runoff into cisterns or rain barrels and use rainwater for irrigation or other non-potable use.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	b. Direct roof runoff onto vegetated areas.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	c. Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	d. Direct runoff from driveways and/or uncovered parking lots onto vegetated areas.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	e. Construct sidewalks, walkways, and/or patios with permeable surfaces.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	f. Construct bike lanes, driveways, and/or uncovered parking lots with permeable surfaces. N/A
<input type="checkbox"/>	<input type="checkbox"/>	g. Minimize land disturbance and impervious surface (especially parking lots). N/A
<input checked="" type="checkbox"/>	<input type="checkbox"/>	h. Maximize permeability by clustering development and preserving open space.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	i. Use micro-detention, including distributed landscape-based detention.
<input type="checkbox"/>	<input type="checkbox"/>	j. Protect sensitive areas, including wetland and riparian areas, and minimize changes to the natural topography. N/A
<input type="checkbox"/>	<input checked="" type="checkbox"/>	k. Self-treating area (see Section 4.2 of the C.3 Technical Guidance)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	l. Self-retaining area (see Section 4.3 of the C.3 Technical Guidance)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	m. Plant or preserve interceptor trees (Section 4.1, C.3 Technical Guidance)

<sup>1</sup> See Standard Industrial Classification (SIC) codes [here](#).

<sup>2</sup> Complete the C.3/C.6 Development Review Checklist if the project is not an individual single family home, and it creates and/or replaces 10,000 square feet or more of impervious surface; or if it is a restaurant, retail gasoline outlet, auto service facility, or parking lot project that creates and/or replaces 5,000 square feet or more of impervious surface.

<sup>3</sup> See MRP Provision C.3.i.

<sup>4</sup> See MRP Provision C.3.a.i.(6).

SD

**D. Implement construction Best Management Practices (BMPs)** (Required for all projects.)

Yes  No

D.1 Is the site a "High Priority Site"? (Municipal staff will make this determination; if the answer is yes, the project will be referred to construction site inspection staff for monthly stormwater inspections during the wet season, October 1 through April 30.)

- "High Priority Sites" are sites that require a grading permit, are adjacent to a creek, or are otherwise high priority for stormwater protection during construction per MRP Provision C.6.e.ii(2).

D.2 All projects require appropriate stormwater BMPs during construction, indicate which BMPs are included in the project, below.

Yes	No	Best Management Practice (BMP)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Attach the San Mateo Countywide Water Pollution Prevention Program's construction BMP plan sheet to project plans and require contractor to implement the applicable BMPs on the plan sheet.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Temporary erosion controls to stabilize all denuded areas until permanent erosion controls are established.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Delineate with field markers clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees, and drainage courses.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide notes, specifications, or attachments describing the following: <ul style="list-style-type: none"> <li>▪ Construction, operation and maintenance of erosion and sediment controls, include inspection frequency;</li> <li>▪ Methods and schedule for grading, excavation, filling, clearing of vegetation, and storage and disposal of excavated or cleared material;</li> <li>▪ Specifications for vegetative cover &amp; mulch, include methods and schedules for planting and fertilization;</li> <li>▪ Provisions for temporary and/or permanent irrigation.</li> </ul>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Perform clearing and earth moving activities only during dry weather.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Use sediment controls or filtration to remove sediment when dewatering and obtain all necessary permits.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Protect all storm drain inlets in vicinity of site using sediment controls such as berms, fiber rolls, or filters.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Trap sediment on-site, using BMPs such as sediment basins or traps, earthen dikes or berms, silt fences, check dams, soil blankets or mats, covers for soil stock piles, etc.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Divert on-site runoff around exposed areas; divert off-site runoff around the site (e.g., swales and dikes).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Protect adjacent properties and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers or filters, dikes, mulching, or other measures as appropriate.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Limit construction access routes and stabilize designated access points.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	No cleaning, fueling, or maintaining vehicles on-site, except in a designated area where washwater is contained and treated.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Store, handle, and dispose of construction materials/wastes properly to prevent contact with stormwater.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Contractor shall train and provide instruction to all employees/subcontractors re: construction BMPs.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Control and prevent the discharge of all potential pollutants, including pavement cutting wastes, paints, concrete, petroleum products, chemicals, washwater or sediments, rinse water from architectural copper, and non-stormwater discharges to storm drains and watercourses.

Name of applicant completing the form: Richard Terrones

Signature:  Date: 6/13/14

**E. Comments (for municipal staff use only):**

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

**F. NOTES (for municipal staff use only):**

Section A Notes: \_\_\_\_\_

<sup>6</sup> Any connection to the sanitary sewer system is subject to sanitary district approval.

<sup>7</sup> Businesses that may have outdoor process activities/equipment include machine shops, auto repair, industries with pretreatment facilities.



# Construction Best Management Practices (BMPs)

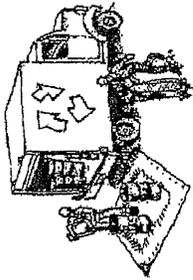
SAN MATEO COUNTYWIDE

## Water Pollution Prevention Program

Clean Water. Healthy Community.

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

### Materials & Waste Management



#### Non-Hazardous Materials

- Barn and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- Use (but don't overuse) reclaimed water for dust control.

#### Hazardous Materials

- Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
- Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
- Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- Arrange for appropriate disposal of all hazardous wastes.

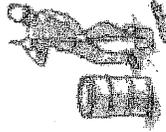
#### Waste Management

- Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, egg board, pipe, etc.)
- Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

#### Construction Entrances and Perimeter

- Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off-site.
- Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

### Equipment Management & Spill Control



#### Maintenance and Parking

- Designate an area, lined with appropriate BMPs, for vehicle and equipment parking and storage.
- Perform major maintenance, repair jobs, and vehicle and equipment washing off-site.
- If refueling or vehicle maintenance must be done onsite, work in a leeward area away from storm drains and over a drip pan big enough to collect fluids.
- Recycle or dispose of fluids as hazardous waste.
- If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, steam cleaning equipment, etc.

#### Spill Prevention and Control

- Keep spill cleanup materials (rags, absorbents, etc.) available at the construction site at all times.
- Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- Clean up spills or leaks immediately and dispose of cleanup materials properly.
- Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
- Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your emergency response number; 2) Call the Governor's Office of Emergency Services Warning Center. (800) 852-7539 (24 hours).

### Earthwork & Contaminated Soils



#### Erosion Control

- Schedule grading and excavation work for dry weather only.
- Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- Seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.

#### Sediment Control

- Protect storm drain inlets, gutters, ditches, and drainage courses with appropriate BMPs, such as gravel bags, fiber rolls, berms, etc.
- Prevent sediment from migrating offsite by installing and maintaining sediment controls, such as fiber rolls, silt fences, or sediment basins.
- Keep excavated soil on the site where it will not collect into the street.
- Transfer excavated materials to dump trucks on the site, not in the street.
- Contaminated Soils
  - If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
    - Unusual soil conditions, discoloration, or odor.
    - Abandoned underground tanks.
    - Abandoned wells
    - Buried barrels, debris, or trash.

### Paving/Asphalt Work

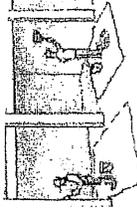


- Avoid paving and seal coating in wet weather, or when rain is forecast before fresh pavement will have time to cure.
- Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- Collect and recycle or appropriately dispose of excess abrasive gravel or sand.
- Do NOT sweep or wash it into gutters.
- Do not use water to wash down fresh asphalt concrete pavement.

#### Sawcutting & Asphalt/Concrete Removal

- Completely cover or barricade storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- Shovel, absorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner).
- If sawcut slurry enters a catch basin, clean it up immediately.

### Painting & Paint Removal



#### Painting cleanup

- Never clean brushes or rinse paint containers into a street, gutter, storm drain, or surface waters.
- For water-based paints, paint out brushes to the extent possible. Rinse to the sanitary sewer once you have gained permission from the local wastewater treatment authority. Never pour paint down a drain.

- For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of restate and unusable thinners/solvents as hazardous waste.

#### Paint removal

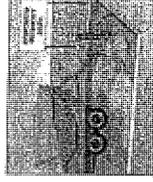
- Chemical paint stripping residue and chips and dust from marine paints or paints containing lead or tributyl tin must be disposed of as hazardous waste.
- Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.

### Landscaping Materials



- Contain stockpiled landscaping materials by storing them under tarps when they are not actively being used.
- Stack erodible landscape material on pallets. Cover or store these materials when they are not actively being used or applied.
- Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

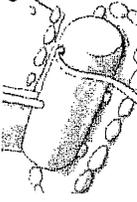
### Concrete, Grout & Mortar Application



- Store concrete, grout and mortar under cover, on pallets and away from drainage areas. These materials must never reach a storm drain.

- Wash out concrete equipment/trucks offsite or in a contained area, so there is no discharge into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- Collect the wash water from washing exposed aggregate concrete and remove it for appropriate disposal offsite.

### Dewatering



- Effectively manage all run-on, all runoff within the site, and all runoff that discharges from the site. Divert run-on water from offsite away from all disturbed areas or otherwise ensure compliance.
- When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- In areas of known contamination, testing is required prior to reuse or discharge of groundwater. Consult with the Engineer to determine whether testing is required and how to interpret results. Contaminated groundwater must be treated or landfilled off-site for proper disposal.

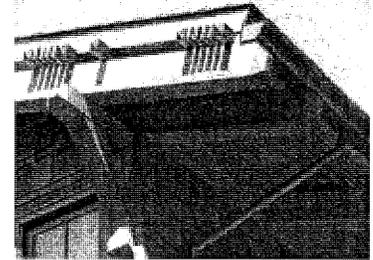
Storm drain polluters may be liable for fines of up to \$10,000 per day!

## Requirements for Architectural Copper

Protect water quality during installation, cleaning, treating, and washing!

### Copper from Buildings May Harm Aquatic Life

Copper can harm aquatic life in San Francisco Bay. Water that comes into contact with architectural copper may contribute to impacts, especially during installation, cleaning, treating, or washing. Patination solutions that are used to obtain the desired shade of green or brown typically contain acids. After treatment, when the copper is rinsed to remove these acids, the rinse water is a source of pollutants. Municipalities prohibit discharges to the storm drain of water used in the installation, cleaning, treating and washing of architectural copper.



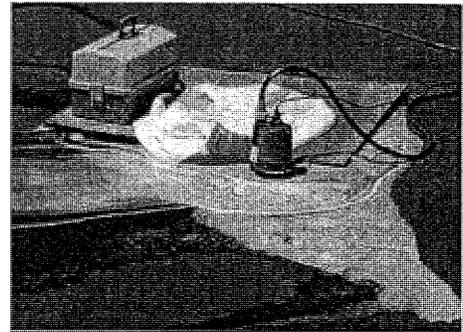
*Building with copper flashing, gutter and drainpipe.*

### Use Best Management Practices (BMPs)

The following Best Management Practices (BMPs) must be implemented to prevent prohibited discharges to storm drains.

#### *During Installation*

- If possible, purchase copper materials that have been pre-patinated at the factory.
- If patination is done on-site, implement one or more of the following BMPs:
  - Discharge the rinse water to landscaping. Ensure that the rinse water does not flow to the street or storm drain. Block off storm drain inlet if needed.
  - Collect rinse water in a tank and pump to the sanitary sewer. Contact your local sanitary sewer agency before discharging to the sanitary sewer.
  - Collect the rinse water in a tank and haul off-site for proper disposal.
- Consider coating the copper materials with an impervious coating that prevents further corrosion and runoff. This will also maintain the desired color for a longer time, requiring less maintenance.



*Storm drain inlet is blocked to prevent prohibited discharge. The water must be pumped and disposed of properly.*

#### *During Maintenance*

Implement the following BMPs during routine maintenance activities, such as power washing the roof, re-patination or re-application of impervious coating:

- Block storm drain inlets as needed to prevent runoff from entering storm drains.
- Discharge the wash water to landscaping or to the sanitary sewer (with permission from the local sanitary sewer agency). If this is not an option, haul the wash water off-site for proper disposal.

### Protect the Bay/Ocean and yourself!

If you are responsible for a discharge to the storm drain of non-stormwater generated by installing, cleaning, treating or washing copper architectural features, you are in violation of the municipal stormwater ordinance and may be subject to a fine.

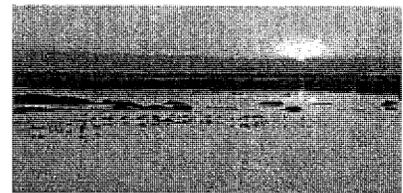


Photo credit: Don Edwards National Wildlife Sanctuary

### Contact Information

The San Mateo Countywide Water Pollution Prevention Program lists municipal stormwater contacts at [www.flowstobay.org](http://www.flowstobay.org) (click on "Business", then "New Development", then "local permitting agency").

**Written Comments Submitted by the Public for 1128-1132 Douglas Avenue**

**Comments Submitted by Agencies and Public on Draft EIR**

**Comments Submitted by Agencies and Public on Notice of Preparation of Draft EIR**

**- ● -**

**1128-1132 Douglas Avenue & 524 Oak Grove Avenue**

**CD/PLG-Ruben Hurin**

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**From:** Mary Cullen [REDACTED]  
**Sent:** Monday, February 13, 2017 7:27 PM  
**To:** CD/PLG-Ruben Hurin  
**Subject:** last minute comment

Not sure if you will be present at the 2/13 hearing regarding proposed development at 1128-1132 Douglas, but, if so I would like to be on record as voicing my disapproval of the proposed 5 story structure. It would be oppressive and even more out of lot to structure scale than the other newer multiunit eyesores on Douglas. If this tragic destruction of classic Burlingame homes must occur, please limit the structure to 3 stories at the most—still a very poor addition to the aesthetics of the neighborhood. It's really unfortunate to replace those charming homes with modern, undoubtedly high priced housing.

Thank you,  
Mary Cullen  
Douglas Avenue resident

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FEB 14 2017

CITY OF BURLINGAME  
CDD-PLANNING DIV.

**02.13.17 PC Meeting**  
**Item # 8d**  
**1128-1132 Douglas Ave &**  
**524 Oak Grove Avenue**  
**Page 1 of 1**

*COMMUNICATION RECEIVED*  
*AFTER PREPARATION*  
*OF STAFF REPORT*

**RECEIVED**

FEB 13 2017  
CITY OF BURLINGAME  
CDD – PLANNING DIV.

**From:** DR R [REDACTED]  
**Sent:** Friday, February 10, 2017 1:30 PM  
**To:** CD/PLG-Ruben Hurin  
**Subject:** Re: Public Hearing and Final Environmental Impact Report - Douglas Avenue Multifamily Residential Project

Hello Ruben, How are you ? i hope you are doing well!!!  
We don't want 5 floors anywhere on this property!!!!

Also I am still very concerned that the property line is up against my daughters bedroom. We will not be able to live here during demolition and 2 years construction process. The noise and air pollution will push us out of our home. We do not want leave here as my daughter goes to school nearby and I work nearby.

See you Monday  
Thank you  
Danelle Rienks

**02.13.17 PC Meeting**  
**Item # 8d**  
**1128-1132 Douglas Ave &**  
**524 Oak Grove Avenue**  
**Page 1 of 1**

*COMMUNICATION RECEIVED*  
*AFTER PREPARATION*  
*OF STAFF REPORT*

**RECEIVED**  
FEB 13 2017  
CITY OF BURLINGAME  
CDD – PLANNING DIV.

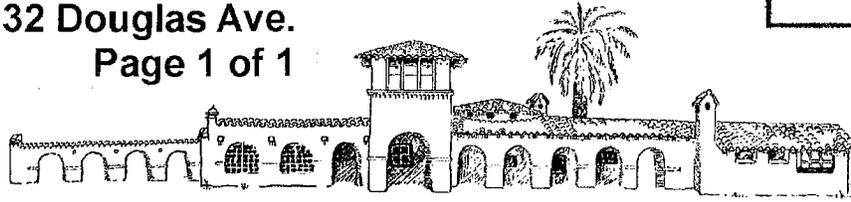
**From:** DR R [REDACTED]  
**Sent:** Friday, February 10, 2017 1:52 PM  
**To:** CD/PLG-Ruben Hurin  
**Subject:** Re: Public Hearing and Final Environmental Impact Report - Douglas Avenue Multifamily Residential Project

I am also very concerned about the driveway and it does not seem like I will have a driveway any longer and the fact that I have had sunshine and trees for 18 years will be gone and the noise pollution will be unbearable even after the construction will be done

I honestly feel the nearby public is not getting heard on this. We all disagree with this new building.

Received After  
03.23.15 PC Meeting  
9c: 1128-1132 Douglas Ave.  
Page 1 of 1

COMMUNICATION RECEIVED  
AFTER PREPARATION  
OF STAFF REPORT



The Burlingame Historical Society P.O. Box 144, Burlingame, CA 94011 Ph. 650-340-9960 Tax ID #: 94-2411929

RECEIVED

March 23, 2015

MAR 25 2015

RE: Relocation of Murphy home, Douglas Avenue

CITY OF BURLINGAME  
ODD-PLANNING DIV.

Dear Dreiling Terrones Architecture Inc. and Zers Development Inc:

On behalf of the board of the Burlingame Historical Society, I would like to express my full support for the Dreiling-Terrones proposal to relocate and rehabilitate the Jessie / James R. Murphy home by relocating it from Douglas Avenue to the large, lovely, tree-studded triangular lot on Oak Grove Avenue. This will be the second time the structure has been relocated in the past century-- the first time having been relocated in 1914 from the 1200 block of Burlingame Avenue, in order to make way for the growing business district.

The architectural drawings reflect many of the period details of the original home that were lost or obscured over time. We are extremely grateful to the owner and architects for the rare opportunity to see a significant piece of Burlingame's culture and history preserved and celebrated, rather than erased. We are also pleased to see that Jessie Murphy's redwood tree will continue to adorn the property and street where it was planted a century ago. Jessie was one of Burlingame's first Parks Commissioners and spent her life devoted to the planting of trees. Relatives recall that she regularly planted redwood saplings she'd collected on the coast all over Burlingame, in order to undo the damage done by her lumber baron father.

Burlingame's pioneer homes (and the stories associated with them) are vital to Burlingame's interest, historic fabric and sense of place. The people who built them established many of this city's core values, most of which continue to resound today. Many years from now, future residents will be able to point to this amazing undertaking as a rare example of how history can coexist with new development. The Murphy home will thus continue to be part of this city's story and remain relevant, well into the future.

Respectfully yours,

Jennifer Pfaff  
President  
Burlingame Historical Society

*The Burlingame Historical Society is a non-profit, tax-exempt public benefit organization under section 501(c)(3) of the Internal Revenue code. We have provided no substantial donor benefits, goods or services in consideration of your donation and your gift is tax deductible to the extent permitted by law. Please retain this letter for your tax records.*

**CD/PLG-Gardiner, Kevin**

---

**From:** Danelle Rienks <danellerienks@gmail.com>  
**Sent:** Monday, March 23, 2015 8:14 PM  
**To:** CD/PLG-Gardiner, Kevin  
**Subject:** 1128/1132 Douglas Avenue neighborhood concerns  
**Attachments:** Property changes.pages

**RECEIVED**

MAR 23 2015

CITY OF BURLINGAME  
CDD-PLANNING DIV.

Hello Kevin,

I was able to talk with many neighbors this week in the immediate surrounding area on Douglas Avenue and heres what we came up with in opposition to new building development.

Local Residents view on new construction plan 1128 and 1132 Douglas Avenue

Increase in High Traffic area/: 34 parking spaces, 29 units, 5 stories, approximately 58-65 more people living in a small concentrated area. Please note\*\*\* (?no affordable housing apartments included in these plans.?)

Increase in Highly populated (more people more everything, (including risk of opportunities for crime) lot of people moving in and out. Lots of cars, Lots of noise and exhaust pollution. More population, more parties, more noise, more trash

please note: The plan is this building is in location where folks may not drive as much but the targeted market for potential tenants of these new high priced rental units are driving to jobs not taking public transportation. The residents currently there depend on and need public transportation.

Increase rental rates to the extreme (effects increase in cost of home services and other services in our local area) Also may drive some to being homeless.

Moves and/or demolishes historical houses (possibility of 1124 to be historical?)

1128 is officially historical and planned for a move to Oak grove

Increases side effects in some healthy long standing trees (few trees will be saved)

Increases significant changes in Sewage, Water, Gas Lines unidentified time of Douglas avenue being closed due to underground work

Increases construction pollution and construction noise.

Long term construction same owners building apartments 1225 Floribunda directly behind the proposed Douglas Avenue Project) Been building since march/April 2014

Takes away multi cultural, neighborhood community charm of the neighborhood

There are too many apartment buildings in Burlingame. (perhaps 100 apartment buildings in a 4 block radius)

Displaces 10 current working families and individuals and possible more as higher rent increased in new building then the surrounding neighborhood rentals increases in higher rents.

Due to the extreme rent increases in the area, some of the residents do not have cars and depend solely on public transportation, many of the possibly displaced families are extremely hard working members of this community, we attend schools, we live, we work and we shop and we eat in our direct 4 block radius, to demolish our buildings would be to take away our lively hood in all aspects of education, career, live, family

Many of the current renters in the immediate surroundings have families that are born , raised, work, pay taxes, have children attend schools, shop, eat, and is a participating member of the neighborhood. Please save our community.

Please place value on community. keep our neighbors and community together. Don't push long time residents out.

512 Primrose HOA –  
Questions and Concerns on the Douglas Apartment Building Project

1. Easement behind Primrose Wall- only 11-13 feet from Wall and Underground garage
2. Outdoor Parking and Lighting- architect claims there will be NO LIGHT POLES and lighting will be attached to building with downward lighting.
3. Stairwell will be on back corner of our patio wall where big tree is. Will tree be left standing???
4. Height of building- the surrounding area only has a maximum of 4 story buildings, including ours. The density of this project seems overwhelming for the buildings around it and the parcel of land.
5. Effect on our Foundation- We would want to know how the digging and underground garage will effect our foundation, since the building will be so close. We are concerned about underground water and the stress that the digging will cause on our Building FOUNDATION and Underground garage.
6. Will there be insurance for any damage to our building during construction?

RECEIVED

MAR 23 2015

CITY OF BURLINGAME  
ODD-PLANNING DIV.

RECEIVED

MAY 11 2015

CITY OF BURLINGAME  
CDD-PLANNING DIV.

From: Susan Maltz <sjmaltz@aol.com>  
Subject: HOA 512 PRIMROSE- SAVE TREE- DOUGLAS PROJECT  
Date: May 11, 2015 3:37:29 PM PDT  
To: Susan Maltz <sjmaltz@aol.com>

PLEASE SAVE THIS TREE BEHIND US.

We are asking the builder and architect to PLEASE not cut down the tree at the back of the property. IT is right on the property line as you can see from the photos. It is a beautiful tree and it is the ONE green spot in the midst of all of the new building. We take pride in our trees and greenery in Burlingame. This is an opportunity to leave a beautiful tree at the back of your building. THANK - YOU!!!!

Susan Maltz  
HOA President



Burlingame, May 8, 2015

Mr. William Meeker, Director

It is our serious concern that the new construction will impact our residence and our lives in a very negative manner.

We moved to this location 9 years ago, but, we resided in Burlingame for the last 50 years. We love our city and we need to keep this community green, spacious, uncrowded, and clean.

The new construction at 1128-1132 Douglas is a bad decision. The five-story building is unprecedented in Burlingame. No such buildings were built since the last 40 years. The height will impact many property owners. The five-story and 29 units will add a minimum of 50 to 60 more cars in our area. This increase will impact the traffic and most of all the scarce parking available in our streets especially the narrow and short Douglas Ave.

Further, the back of our building is practically touching the planned new building. We need to be sure that the construction is far enough from our already planted trees. These trees will be suffering from lack of space to develop their roots and the lack of sun. We'll also suffer from the sun and air deprivation after the construction of this huge cement wall is completed.

What would I see from my balcony? Perhaps windows facing my bedroom and we will miss the best morning sun.

We understand that Burlingame needs space to grow but not in such high cost for the already residents which we are used to the beauty of our city.

Please, consider your decision thinking in the entire residents of Burlingame not only on the 29 plus new comers to be incorporated to an already crowded neighborhood.

Sincerely,

Elsa and Luis Torres

512 Primrose Rd # 201

Burlingame, CA 94010

650 342-5805



RECEIVED

MAY 29 2015

CITY OF BURLINGAME  
CITY PLANNING DIV

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4  
 P.O. BOX 23660, MS-10D  
 OAKLAND, CA 94623-0660  
 PHONE (510) 286-5528  
 FAX (510) 286-5559  
 TTY 711  
<http://www.dot.ca.gov/dist4/>

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 Help save water!*

Governor's Office of Planning &amp; Research

September 20, 2016

SEP 21 2016

STATE CLEARINGHOUSE

04-SM-2016-00036  
 SM082295  
 SM/82/PM 13.7  
 SCH# 2015062033

Mr. Ruben Hurin  
 Community Development Department  
 City of Burlingame  
 501 Primrose Road  
 Burlingame, CA 94010

**RECEIVED**

OCT 26 2016

CITY OF BURLINGAME  
 CDD-PLANNING DIV.

Dear Mr. Hurin:

**Douglas Avenue Multi-Family Residential Development Project – Draft Environmental Impact Report**

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's State Transportation Network (STN). The following comments are based on the Draft Environmental Impact Report. We provide these comments to promote the State's smart mobility goals that support a vibrant economy and build active communities rather than sprawl.

***Project Understanding***

The proposed project would take place on three residential parcels in the City of Burlingame; 524 Oak Grove Avenue, 1128 Douglas Avenue, and 1132 Douglas Avenue. It would include demolition, relocation, and new construction activities. An existing house and shed at 524 Oak Grove Avenue is to be demolished. A portion of an existing house at 1128 Douglas Avenue will be relocated to the 524 Oak Grove Avenue property. All other existing structures are to be demolished. A new five-story building with 29 dwelling units will be constructed at the 1128-1132 Douglas Avenue property. The proposed project would provide 34 standard size off-street parking spaces and one electric vehicle charging station. The project will provide, at a minimum, one bicycle parking space for every 20 vehicle parking spaces.

***Parking***

Caltrans notes that the proposed project will provide fewer vehicle parking spaces than would typically be required for a project of this scope and scale, due to the City of Burlingame's Downtown Specific Plan. Caltrans supports these reductions in parking supply in order to

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

Mr. Ruben Hurin/City of Burlingame  
September 20, 2016  
Page 2

encourage active transportation and transit, thereby reducing vehicle miles travelled and impacts to the STN. Caltrans recommends unbundled parking given the proximity of the project site to Caltrain. Unbundling allows households to forgo the cost of a parking space if they do not need it.

Please feel free to call or email Catharine Crayne at (510) 286-6973 or [catharine.crayne@dot.ca.gov](mailto:catharine.crayne@dot.ca.gov) with any questions regarding this letter.

Sincerely,



PATRICIA MAURICE  
District Branch Chief  
Local Development – Intergovernmental Review

**From:** Clarke So  
**To:** CD/PLG-Ruben Hurin  
**Subject:** Project proposal on 1128 - 1132 Douglas Ave.  
**Date:** Friday, October 14, 2016 1:40:36 PM

---

Dear Mr. Hurin,

I am writing to submit my deep concern of the above project which is now under your committee's review. I am a resident and property owner across the street (1133 Douglas Ave) of the proposed site and here below are my points.

1. The building proposed is too high which stand out and spoil the harmony of the other buildings on the street. The height of the building must be capped.
2. The building proposed is facing West at a 90 degree to the rest of all other buildings on the street ie. with its side facing the street. This will leave a Blank Wall effect like the concern we all have with the Apple building on Burlingame Ave. It just look bad and down graded the street look altogether. It should be redesigned to face the street.
3. The traffic and parking are sure a serious concern with the dramatic increase of the residents on one of the shortest street in Burlingame. The units in the project must be reconsidered and reduced.

I seek your consideration and accommodation of our concern and keep Burlingame and our street beautiful and functional.

Respectfully,

Clarke So

10/18/2016

**Public Comment re: 1128 Douglas Avenue Project Draft EIR**

Dear Mr. Hurin & Fellow Commissioners:

First of all, I wanted to say “thank you” for your service to the great city of Burlingame – I am always impressed by the City’s thoroughness and transparency when it comes to Planning Commission matters. Nice job!

Below are my comments and thoughts regarding the Draft EIR for the proposed 1128-1132 multi-family development. As an anonymous (but concerned) party, I have read the Draft EIR very closely, and have intentionally kept my comments on topic. Please use & share this document at will, and let the record reflect that I have submitted it in good faith, as a 15-year resident of Burlingame:

**Overview**

I have lived in Burlingame since 2001, and currently reside in the *immediate* area that will be directly impacted by the proposed 1128-1132 development.

My current place of residence is located *on* Douglas Avenue, and I have lived in this location for the last 7 years. Due to a potential conflict of interest with regards to my current housing situation, I would like to submit my comments below as “anonymous.”

For the record, I wholeheartedly oppose the 1128-1132 Proposed Development, and I would kindly request that the Planning Commission ask *both* the project developers and Panorama Environmental, Inc. for better (and more accurate!) information than is currently included in the Draft EIR. The current Draft EIR is completely and wholly inadequate, in my view, for reasons which I will elaborate upon, below.

**My specific comments below regarding the Draft EIR are focused upon the content outlined in Section 3.3 of the comprehensive Panorama study, entitled: “Biological Resources.”**

As a lifelong outdoorsman and wildlife enthusiast, my primary concern with the Draft EIR is that the data cited in Section 3.3 of the study is not only outdated (i.e. 2014 or older), but that certain information presented in the detailed Panorama study is: ***incorrect, contradictory, and misleading***. Moreover, the biological analysis in the report lacks breadth and depth, and is not nearly as robust or rigorous as should be required by the City of Burlingame, and its residents.

**RECEIVED**

OCT 18 2016

CITY OF BURLINGAME  
CDD-PLANNING DIV.

## Specific Comments for the Record:

- A.) The Mayne Tree Expert Company, Inc. tree survey data (dated: July, 2014) per page 3.3-1 of the Draft EIR, is simply outdated. Moreover, it is not accurate (details to follow). I agree with Commissioner Jeff DeMartini's recent public comments, that the public deserves data sources that are more recent and updated than those provided in the Draft, currently.
- B.) I would kindly ask that the 1128-1132 developers hire Mayne Tree Expert Company - and perhaps a secondary party - to perform an **updated** (i.e. current) tree survey at both the Oak Grove and Douglas Avenue properties.
- C.) Table 3.3-1 "Trees in the Immediate Vicinity of the Project Sites" claims that 7 of the 12 trees at 1128 Douglas are in "Poor" condition. I would ask Mayne Tree Company to provide their definition of "Poor," because I obtained permission from the current residents at 1128 Douglas to take a look (and to measure) the trees on the property. I disagree with the Mayne analysis that the 7 trees listed as "Poor" condition, are indeed "Poor."
- D.) The beautiful Redwood Tree in that yard, purportedly planted by Mrs. Murphy, and deemed not only "protected," but also "historically significant" (Chapter 11.06.020) by the City of Burlingame, should absolutely not be touched. **My fear is that no level of mitigation measures (particularly those proposed by the Draft EIR) will keep this tree safe.** Let's be honest, if the developers are excavating and putting in a parking lot and driveway, in addition to pipelines, sewage, electrical, etc. this tree doesn't stand a chance. Let's use common sense here.
- E.) The Redwood tree at 1128 is not only a beautiful & historic specimen in and of itself (*how cool is the old black and white photo showing it a mere 10' tall?*) but it also plays host to the American Peregrine Falcon, or APF, which I have personally spotted on multiple occasions (perched on the large perpendicular branch, at the top/right of the tree mast). I do not have a photo of this **Fully Protected** bird species in the Redwood tree, but I am keeping my eye out, and will take one if/when I can, and will provide that to the Planning Commission.
- F.) As stated in the report, the American Peregrine Falcon uses the broader area for nesting and travel. **My specific comment is this:** page 3.3-6 states that the American Peregrine Falcon (APF) "*could potentially use the trees located at the project site for nesting.*" Having witnessed this species in this tree (firsthand), I would ask the EIR reflect that these birds DO indeed use this specific tree for nesting, not that they "could potentially" use it.
- G.) I believe that the public deserves a more detailed & current biological analysis as to how the American Peregrine Falcon population could be affected not if, but when, this tree is negatively impacted (or more likely cut down/killed) by the proposed project.

H.) I would like to highlight that BOTH the Federal Endangered Species Act (FESA), as well as California Fish and Game Code extend protection to “all migratory birds, parts, **nests**, and eggs.” Here, I would like to highlight that “nests” are both Federally and State protected – considered extensions of the birds themselves. I reiterated that the Redwood tree at 1128 is indeed a nesting site for the American Peregrine Falcon. ***The burden is on the developers and/or Panorama to disprove this factual assertion (based upon my own physical observations, to be documented, if and when possible, by me)***

I.) I would like to know what sources the Panorama study is using regarding the American Peregrine Falcon population. Page 3.3-23 cites “2010 EPA Endangered Species Facts” for the Garter Snake, but I do not see a citation for the Peregrine Falcon. Can the Panorama folks please provide this information for the public? Also, the public would ask that the EIR include the expert testimony & opinion of third-party, unbiased experts, such as the Audubon Society of San Francisco. The research methodology used in the Biological portion of this EIR is wholly inadequate and flawed – as the report itself, admits!

J.) Chapter 11.06.060, the Downtown Specific Plan, and the City of Burlingame Urban Forest Management Plan (2007) all require that the developer apply for a permit “for the removal of work significant affecting protected trees and Chapter 11.06.090 Tree requirements and reforestation” **Has the developer applied for this permit? If so, when?** (I assume that this is a public document?)

K.) The Draft EIR mentions that the City Arborist shall determine tree health and help determine appropriate “replacement trees.” ***Who is the City Arborist; and, where can the public access his/her comments, work, and other information regarding this Draft EIR?*** The Draft specifically mentions (Page 3.3-20) that the City Arborist has “approved” Mitigation Measure BIO-2.

L.) 3.3.4 “Approach to Analysis” (Page 3.3-12) cites some very questionable/vague resources and methods used in the Draft EIR (i.e. the internet, site visits, “websites,” & Google Earth are all mentioned as root information sources). To be frank, it basically sounds to me like an intern was using Google searches to produce the biological portion of this study. ***The public would like to request some REAL sources and methods, specifically when it comes to the biological impacts of this proposed project. I would suggest that the developers and/or Panorama hire a real, unbiased, and independent biological expert, or panel, and suggest that they not use the “internet” as their primary citation in such important matters. (Again, I agree with Commission DeMartini’s argument regarding: inadequate & outdated sources and citations in the Draft EIR)***

M.) 3.3.4 “Approach to Analysis” (Page 3.3-12) says, and I quote: “a biological survey was not conducted because of the built-up nature of the project site and surroundings.” **Is this really**

how this works? Because the area is developed, there is no need to actually analyze the predictable biological impact? That's like saying: "there are people on the street, so we don't need any cops." The public would like to see more rigor and analysis, not a one-liner as to why there isn't any real & substantive work behind Section 3.3 of the Draft EIR. My guess is that this type of work is both expensive and time-consuming. Perhaps the developers can pay for this, and provide this information to the public of Burlingame - people who pay U.S. taxes, and who deserve to know how non-U.S. taxpaying interests & parties will be negatively impacting the local Burlingame economy, visual sightlines, and environment....

**N.)** *The same logic applies to the statement on Page 3.3-13: "the proposed project is located in an urban/suburban environment that has been previously disturbed by human development," and cites "no impact" to wildlife via Table 3.3-2 (which, ironically, outlines 'moderate' risk to certain species, notably the Peregrine Falcon). I would ask Panorama to clean up their citations and clarify this misleading content. Section 3.3 of the Draft EIR contradicts itself multiple times (i.e. roughly 10 or more times, in total)*

**O.)** *Table 3.3-4 in the Draft EIR is simply misleading. This table completely contradicts the data provided earlier in the report (specifically, the table on Page 3.3-6, which suggests there is a "Moderate Potential" that the American Peregrine Falcon could be impacted. Table 3.3-4, on Page 3.3-14, states that there would be "No Impact" on "Biology-2," due to construction. The same logic applies for "Impact Biology-4" and "Impact Biology-6," respectively. The study is saying there will be "No Impact," which directly contradicts early portions of Section 3.3. This is yet another example of the inadequacies inherent in the Draft EIR, as currently written.*

**P.)** *Impact Biology-4 on page 3.3-16 states that "there are no wildlife movement corridors within or near the proposed project sites. The proposed project would not have an impact on wildlife corridors or the movement of any resident wildlife species." Yet, the CNDDDB Map provided on page 3.3-4 (Figure 3.3-1 ) outlines these very corridors.....*

## **In Conclusion**

- The people of Burlingame deserve better data, better sources, and a more rigorous approach than is currently provided in the Draft EIR
- The Draft EIR, as written, is inadequate when it comes to outlining specific environmental impacts that this project will inevitably have upon local trees and wildlife - specifically the California Redwood Tree & the American Peregrine Falcon
- The public would like to see more out of Panorama, and place a higher burden on the developers to show the ultimate impact to the environment, and to be completely transparent and unbiased

- The public would like to see the Draft EIR revised to include expert witness testimony from independent biologists, tree experts, and the Audubon Society
- **The public continues to have major issues with this Proposed Project, and specifically, with the rigor and content of the project's Draft EIR**
- The public would expect that the Burlingame Planning Commission will ask the developer's and Panorama for *more accurate, thorough, and detailed biological analyses*, as the Planning Commission continues to represent the public in these important matters

Thank you for your time, and for your consideration of my remarks - please include them in any final public documentation regarding this project.

Keep up the good work,

- a (concerned) Burlingame citizen

**10.11.16 PC Meeting**  
**Item # 6a**  
**1128-1132 Douglas Ave. & 524 Oak Grove Ave.**  
**Page 1 of 3**

*COMMUNICATION RECEIVED  
AFTER PREPARATION  
OF STAFF REPORT*

**From:** DR R [mailto:dr@burlingamecity.com]  
**Sent:** Monday, October 10, 2016 11:08 PM  
**To:** CD/PLG-Ruben Hurin  
**Subject:** 1128-1132 Douglas Ave Burlingame

**RECEIVED**  
OCT 11 2016  
CITY OF BURLINGAME  
CDD – PLANNING DIV.

Dear Ruben,

I have lived at 1126 Douglas Avenue since June of 1999. 17 years of history on Douglas Avenue. I am planning on attending the Public Hearing meeting tomorrow night at Burlingame City Hall regarding the planned development of a 5 story rental unit building that the a developer wants to build in my driveway! ( unfortunately my landlord sold out a portion of this land and the property line falls approximately 70% of our driveway and 6 inches from my living space wall.)this is not about just my living space... this new building will effect everyone in this community. Also the driveway now is 8 feet and with just a few people sharing it now we have many issues already and Douglas Avenue has many parking and traffic issues now.

Don't quote me on the following this as I have not reviewed the current plans and documents yet:  
The basic plan as I understand it:

\*Demolition of old 5 apartments and 2 houses 1128-1132 Douglas ( imagine the noise and air and water pollution during deconstruction and demolition)DRILLING and Digging with heavy loud machinery! for a 2 year build

\*Build 5 stories/29 units equals at least 60 people. (the units will be high priced and most renters will be living with 2-5 people per Studio to 3 bedroom apartments in order to afford it. I know many folks living in current Burlingame very small units with 5 or 6 people per unit (imagine 60 people sharing a street driveway that currently has 8 people sharing it)

\* remove several trees, ( they are suppose to save the huge redwood but it looks like they will run into construction problems will get approval later to chop it down once the build starts)

\*build underground parking for 34 spaces ( imagine 34+ more cars approx.8 times a day coming and going) can you imagine digging, drilling and building for 2 years? Monday- Friday 7am to 5 PM ( this law needs to be adjusted as the demolition will be on my daughter bedroom wall!) And I do not want them to start construction at 7 am

\*remove and move historical house 1128 Douglas to 524 Oak grove address. ( the house has many construction issues, they will most likely only be able to move 15 feet of it) or I think once they start moving that house it will fall apart. I have seen dry rot and termite and water damage and other problems with that house.

\*demolition and rebuild of 524 Oakgrove. neighbors nearby will experience 1 to 2 years of construction

\*demolition and rebuild with 4 units apartment building at 1132 Douglas

\* building a 3 or 5 story building here will turn my home in to a black hole. I will no longer have sunlight. I am not sure if I have a right to light =-but I would think so after being here for 17 years.

We have a wonderful community here, I do not believe a 5 story or 3 story building is needed here on our tiny little tree lined street.

5 stories is not a good idea! it will be the first 5 story building in about 50 years, the traffic will be horrible

the average person comes and goes 8 times a day, they say 29 units but it will most likely be 60 people living there that is an assumed 480 more car trips on Douglas avenue. Can you imagine the traffic, the noise pollution and what about the water and PGE

I do not understand why he has to build here, IT does not fit the neighborhood. we need our 2 quaint houses to stay. talk him into buying the park road POST office and develop that I think that is more appropriate place for a apartment building of this nature. He can maybe rebuild the 5 apartments in the back of 1128 Douglas into 10 studios. he should not remove 1128 or 1132 Douglas they are beautiful house and they make the street beautiful. ( also the folks who live there are a big part of our community.

Also. How is it they can plan for water and energy to go to 60 more people?? we already have problems with electric fades in and fades out since the Burlingame Ave construction. I am assuming they will have to change and add underground piping

How can we have 60 more people driving in and out of the drive way? OUR driveway??? The developer must know that 24 people will not be living there it will be 60 +\_ or more people

I want to request another traffic report as i Have watched it go from pretty normal to heavily populated outrageous speeders and more and more people driving thru Douglas Ave and a thruway. I would also like to request another pollution report to see how the water, noise, light is affected. In addition, I do not believe they will save the trees as i have seen builders after saying they would save the trees, they end up taking them down because the builders always run into problems or they end up killing the trees because they dig at the roots. Also the dust, lead, asbestos, how are we supposed to live breathing that in our own space for 2 years. when the same developer built the unit behind my house next to 1221 floribunda, I was deathly sick with a lung infection for a whole year and half (18 months of coughing and my house has 1 inch layer of construction dust inside the house, on our groceries, dishes, clothes and books everywhere. I mean there must be something we can fight on that.

I briefly checked out the shadow study. It will be a black hole back here at 1126 except from noon to 230 pm when we are usually not home. that is not fair especially since for 17 years we enjoy our morning peace and quiet and our afternoon sun. I love our house and I dont want it to change I think he can go develop elsewhere where it is more needed!

[00]

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

[00] Date: September 6, 2016

To: Office of Planning and Research, Responsible Agencies, Trustee Agencies, Organizations, and Interested Parties

From: City of Burlingame, Community Development Department

Subject: Notice of Availability of a Draft Environmental Impact Report for the Douglas Avenue Multi-Family Residential Development Project

**RECEIVED**

OCT 11 2016

CITY OF BURLINGAME  
CDD – PLANNING DIV.

**Project Description:** The City of Burlingame has completed a Draft Environmental Impact Report (EIR) for the proposed Douglas Avenue Multi-Family Residential Development Project (proposed project) in the City of Burlingame (City). The proposed project includes replacing a single-family house at 1132 Douglas Avenue, and a single-family house and a 4-unit apartment building at 1128 Douglas Avenue with a new 29-unit apartment building. The existing house at 1128 Douglas Avenue has local historic significance and a portion of the house which retains most of the original structure would be relocated to 524 Oak Grove Avenue. The other existing structures at 1128 and 132 Douglas Avenue, and the existing house at 524 Oak Grove Avenue would be demolished. The new building would have a mix of studio, 1-, 2-, and 3- bedroom apartments. The project site would be landscaped with drought- tolerant plants, and 34 full-size parking spaces would be provided. A large redwood tree and a large oak tree would be preserved. 10 new trees would be planted on the site.

**Project Location:** The proposed project would take place on three residential parcels within the City of Burlingame, in San Mateo County. The two parcels on Douglas Avenue, Assessor's Parcel Nos. (APNs) 028-132-180 and 029-132-190, are immediately adjacent to each other. These two parcels are located less than a block south of California Drive and the Caltrain tracks and two blocks west of downtown Burlingame. The third parcel, APN No. 029-083-010, is located at 524 Oak Grove Avenue. This parcel is a block south of Rollins Road and US 101.

**Public Review Period:** The Draft EIR is available for a 45-day public review and comment period beginning on Tuesday, September 6, 2016 and ending on Thursday, October 20, 2016. A Notice of Completion of the Draft EIR has been submitted to the State Clearinghouse. The Draft EIR is available for review at the City's website ([www.burlingame.org/douglas](http://www.burlingame.org/douglas)), the Burlingame Public Library at 480 Primrose Road, Burlingame, CA 94010, and at the Burlingame Community Development Department, Planning Division at the address below.

Page 1 of 2

**Public Hearing:**

Readers are invited to submit written comments on the adequacy of the document (i.e., does the Draft EIR identify and analyze the possible environmental impacts and recommend appropriate mitigation measures? Does it consider and evaluate a reasonable range of alternatives?). Comments are most helpful when they suggest specific alternatives or measures that would better mitigate the significant environmental effects.

Please include your name and contact information, and direct your response to this Notice of Availability to:

Ruben Hurin, Senior Planner

City of Burlingame, Community Development Department 501 Primrose Road  
Burlingame, CA 94010

Phone: (650) 558-7250

Email: [rhurin@burlingame.org](mailto:rhurin@burlingame.org)

The Planning Commission will hold a public hearing to obtain additional comments from the community. The Planning Commission hearing will be held on Tuesday, October 11, 2016 at 7:00 PM in the Council Chambers, Burlingame City Hall, 501 Primrose Road, Burlingame, CA 94010.

Page 2 of 2

AND PLEASE can everyone stop driving so fast on douglas avenue!!! They said did a traffic report 2 years ago and stated that 80 percent of drivers stayed under 30 mph. I witness daily more and more drivers speeding down douglas avenue. if you want to drive fast take a different route to the freeway!!!

--

*Danelle R. Rienks*

**RECEIVED**  
OCT 11 2016  
CITY OF BURLINGAME  
CDD - PLANNING DIV.

From: DR R [REDACTED]  
Sent: Wednesday, October 12, 2016 12:54 AM  
To: PLG Comm-Jeff DeMartini  
Subject: Re: 1128-1132 Douglas Avenue

Dear Commissioner Jeff,

Thank you so much for expressing all of your City of San Francisco comparison concerns on 2009-2015 dated material for this Douglas Project. You hit all of my "more than 3 minute items" right on! I really wanted to talk about the outdated reports.

I worked 12 hours today, then ran to the meeting so I felt a little dis-shoveled and nervous trying to cram in my concerns in 3 minutes! Here are a few more items that I am requesting be posted on record under public concerns

Light/shadow impact: a 3 story building will be super bad but a 4 or 5 story building will turn my house into a black hole. Please consider we already have a 2 story building next to us on the east side at 1120 Douglas and 5 more 2 story buildings directly behind me.

Traffic/Parking Impact: ( Over a period of 17 years, I have continually watched Douglas Avenue become busier and busier (lots of folks speeding around the rotary and shooting down Douglas Avenue to get to California Drive) traffic impact from 8 residence to approximately 67... thats a big impact

Noise/sound and dust, dirt, lead, asbestos pollution: this a huge impact on everyone nearby during deconstruction, demolition and reconstruction( assuming the build will take 2 years) what about the consequences of poor lung health during that time and afterwards? ( the property line is up against our living space) and the property line shares our garage wall... I have attached pics of this.

Noise and Sound pollution of 67 people living on site (right now I have 8 neighbors who share the property lots)

Water usage and pipe line issues ( how does this effect the street? Do they need to dig up Douglas and install / repair pipes?

Waste and sewage issue for 67 more people, I believe this will be a huge impact on our current system. Do they need to deal with underground street digging for proper waste and sewer lines as well? We have had several sewage overflow in our shared driveway from 1128 apartments.. The sewage line backs up and flows all over the driveway about 10 times a year! Yuck

PGE: how does the proposed development effect gas and electricity usage? And do other main lines need to be repaired on street and on property?

Another main concern is what happens to my driveway? I understand that this will become a one way drive and I will drive under their building to get out?

How deep do they need to drill/dig excavate dirt and rock to dig for an underground parking garage?

Trees: I am so afraid they will die and have to go once they start building. As far as I understand, the builder may reapply to get an emergency tree removal permit as they will not survive during construction.

Our neighbors have a sited a Peregrine Falcon nesting in that redwood tree on 1128 Douglas so perhaps during construction the Falcon will have to re home, I do not know much about the bird except I remember several years ago there were a few nesting at SFO and tons of fans were watching them bring food to their baby falcons on the falcon webcam!

The move of 1128 Douglas.. I think they will only be able to move about 15 feet of the front of that house. It has a lot of dry rot and structural issues , I don't understand how it can be still historical if its moved away from the heritage trees? And they already moved it from Burlingame Avenue... hmmm can they still move it again? And how can it be historical if they only move 15 feet of it? If James Murphy had a voice, he would not want the house moved so far away from the train and he wouldn't want it so far away from City hall as he was one of the first city clerks and the famous train station master. Oh and moving the house at night time. no! that will take all night. Is the developer or the city going to move us to another location during this time?

I truly believe the developers can come up with a better building solution that works for everyone.

If he has to build... give him 2 stories max or I wish he could rebuild whats already here..) it is so beautiful here now.

I am currently working at a private estate as a personal assistant on 3 year construction project. I am telling you it is crazy loud with all of the heavy machinery running daily and it is very dusty and dirty. I do plan on staying in my home during construction process here, however, I think it will be unbearable and we all need our peace and rest so we can go make more money so we can keep the economy rollin!

thank you for your listening ear!!  
Danelle

these two images show my bedroom wall and below garage is attached to a apartment on the property line [https://ssl.gstatic.com/docs/doclist/images/icon\_11\_image\_list.png]  
File\_004.jpeg<[https://drive.google.com/file/d/0B3gne28I-D0QLVJRai1Mc1YzVms/view?usp=drive\\_web](https://drive.google.com/file/d/0B3gne28I-D0QLVJRai1Mc1YzVms/view?usp=drive_web)>

[https://ssl.gstatic.com/docs/doclist/images/icon\_11\_image\_list.png]  
File\_004.jpeg<[https://drive.google.com/file/d/0B3gne28I-D0QLVJRai1Mc1YzVms/view?usp=drive\\_web](https://drive.google.com/file/d/0B3gne28I-D0QLVJRai1Mc1YzVms/view?usp=drive_web)>

the next images are what I currently see when I walk out my front door  
[https://ssl.gstatic.com/docs/doclist/images/icon\_11\_image\_list.png]  
File\_002.jpeg<[https://drive.google.com/file/d/0B3gne28I-D0QellIQzNFQ3g2OEE/view?usp=drive\\_web](https://drive.google.com/file/d/0B3gne28I-D0QellIQzNFQ3g2OEE/view?usp=drive_web)>

[https://ssl.gstatic.com/docs/doclist/images/icon\_11\_image\_list.png]  
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File\_006.jpeg<[https://drive.google.com/file/d/0B3gne28I-D0QRHVZOEIsdEtNS0U/view?usp=drive\\_web](https://drive.google.com/file/d/0B3gne28I-D0QRHVZOEIsdEtNS0U/view?usp=drive_web)>

**10.11.16 PC Meeting**  
**Item # 6a**  
**1128-1132 Douglas Ave & 524 Oak Grove Ave**  
**Page 1 of 2**

*COMMUNICATION RECEIVED  
AFTER PREPARATION  
OF STAFF REPORT*

**From:** [REDACTED]  
**Sent:** Wednesday, September 07, 2016 8:54 PM  
**To:** CD/PLG-Ruben Hurin  
**Subject:** Re: Notice of Availability of a Draft Environmental Impact Report for the Douglas Avenue Multi-Family Residential Development Project

**RECEIVED**  
OCT 11 2016  
CITY OF BURLINGAME  
CDD – PLANNING DIV.

Hi Ruben

I read the parking section of the EIR

I think that guest parking is woefully short

I recognize that space to park in the bldg is restricted.

The street however is full and over parked

Perhaps a provision to park in the parking adjacent to the tracks could be developed

A permit similar to the limited Douglas street parking for residents may be the way to alleviate the situation

Maybe a prepayment to the Caltrans authority for a period of time by the city to be repaid by allocated permits to the new residents for their guest parking

Fees could be collected from the residents by the landlord then paid to the city

Dion Heffran

**From:** CD/PLG-Ruben Hurin  
**Sent:** Wednesday, September 07, 2016 5:15 PM  
**To:** CD/PLG-Ruben Hurin  
**Subject:** Notice of Availability of a Draft Environmental Impact Report for the Douglas Avenue Multi-Family Residential Development Project

Dear Interested Persons,

The City of Burlingame has completed a Draft Environmental Impact Report (EIR) for the proposed Douglas Avenue Multi-Family Residential Development Project in the City of Burlingame. The proposed project includes construction of a new 29-unit apartment building at 1128-1132 Douglas Avenue. The existing house at 1128 Douglas Avenue would be relocated to 524 Oak Grove Avenue.

The Draft EIR is available for a 45-day public review and comment period beginning on **Tuesday, September 6, 2016** and ending on **Thursday, October 20, 2016**. The Draft EIR is available for review at the City's website ([www.burlingame.org/douglas](http://www.burlingame.org/douglas)), the Burlingame Public Library at 480 Primrose Road, Burlingame, CA 94010, and at the Burlingame Community Development Department, Planning Division at the address below.

Readers are invited to submit written comments on the adequacy of the document (i.e., does the Draft EIR identify and analyze the possible environmental impacts and recommend appropriate mitigation measures? Does it consider and evaluate a reasonable range of alternatives?). Comments are most helpful when they suggest specific alternatives or measures that would better mitigate the significant environmental effects. **Comments must be submitted no later than Thursday, October 20, 2016.**

Please include your name and contact information, and direct your response to this Notice of Availability to:

Ruben Hurin, Senior Planner  
City of Burlingame, Community Development Department  
501 Primrose Road  
Burlingame, CA 94010  
Phone: (650) 558-7250  
Email: [rhurin@burlingame.org](mailto:rhurin@burlingame.org)

The Planning Commission will hold a public hearing to obtain additional comments from the community. The Planning Commission hearing will be held on **Tuesday, October 11, 2016 at 7:00 PM** in the Council Chambers, Burlingame City Hall, 501 Primrose Road, Burlingame, CA 94010.

Regards,

Ruben Hurin

**Ruben Hurin - Senior Planner** | Community Development Department - Planning Division | City of Burlingame | ph 650.558.7256 | [rhurin@burlingame.org](mailto:rhurin@burlingame.org)

**From:** [Gerald Weisl](#)  
**To:** [CD/PLG-Ruben Hurin](#)  
**Subject:** Douglas Avenue Construction  
**Date:** Friday, October 14, 2016 7:46:57 AM

---

Dear Mr. Hurin,

Regarding the proposed 29 unit building on Douglas Avenue...

The Planning Commission should consider the number of bedrooms for this proposal, not merely the number of front doors.

I live in 1133 Douglas Avenue, a building with 9 front doors and 18 underground parking spaces, plus room for one or two vehicles off the street in front of our building.

The proposed edifice does not provide sufficient parking as part of its current plans.

Parking is already often at or beyond its limits on Douglas Avenue.

Further, we see a modest amount of sunlight in the afternoon hours. I believe this 5 story edifice will block the sun.

Perhaps they can scale this down to a size more in keeping with the rest of our neighborhood and build something no more than 3 stories and include sufficient parking for the number of actual residents in the building.

Thanks for your time and attention.

GERALD WEISL  
1133 Douglas Ave  
#203  
Burlingame

**10.11.16 pc meeting  
Agenda Item 6a  
1128-1132 Douglas Ave. &  
524 Oak Grove Ave.**

October 11, 2016



Public Hearing Site: 1128-1132 Douglas Avenue

**RECEIVED**

Response to Public Hearing Notice:

OCT 11 2016

Chateau Primevere, 512 Primrose Road, Burlingame, CA 94010

CITY OF BURLINGAME  
CDD-PLANNING DIV.

In response to the Environmental Report our HOA is still not in favor of a 5-story building, as it does not fit into the neighborhood, towering over the homes next to it. The plan also calls for a minimal easement behind our building, which concerns us.

We also do not want to see the large tree on the current property at the back property line removed. We do not understand why this tree needs to be removed as it sits on the back property line that will not interfere with the building. The plan shows potted plants along the back parking lot that provides no aesthetic enhancement for any of the buildings surrounding the project. We submitted a picture of the tree at the last meeting.

We respectfully submit this document because our HOA President cannot attend the meeting, as it is a Jewish Holiday.

Thank you.

The HOA Board

RECEIVED

OCT 14 2016

CITY OF BURLINGAME  
CDD-PLANNING DIV.

John Root Comments for October 11, 2016  
Planning Commission Meeting on Draft EIR for  
Proposed Project at 1128-1132 Douglas Avenue

We live at 1133 Douglas Avenue, directly across the street from the proposed project. My wife Carolyn and I have lived there for four years and we have lived in Burlingame for thirty nine (39) and I think we have a good, long term perspective, Over those years we have stayed pretty tuned in to things going on in town. I am aware of the Downtown Specific Plan and was involved in some of the early citizen discussions as a member of the CAC. I don't believe the project, as proposed, is in the spirit of the Downtown Specific Plan that was approved by the Planning Commission and the City Council.

A few specific concerns with the Draft EIR

**1.Five stories is just too tall.**

Buildings are a variety of heights on Douglas Avenue, our building is three floors, the tallest on Douglas Avenue. And the condominium at the corner of Bellevue, Douglas and Primrose is four stories with the top floor set back I guess there are a few residential buildings that are five stories but they are few and far between. We favor **Alternative Three** which will soften the impact on the area as opposed to the proposed project.

**2.Street Parking**

The notion there will only be a slight increase in street parking just isn't correct. The Draft EIR notes there could be a spillover of 5-6 guest vehicles that could likely be accommodated within the overall neighborhood if not on Douglas Avenue. That just doesn't sound good to me. Surrounding streets tend to be just as crowded as Douglas if not more so. This is a neighborhood that's very close to downtown with the charm of a residential neighborhood. It's a special feeling. We expect to have more congestion than an area with just single family homes but parking cheek by jowl shouldn't happen just to accommodate this sort of development.

### **3. Guest Parking,**

The project doesn't consider guest parking except to retreat to street parking. Our condominium has a circular driveway that will accommodate two cars. I just can't emphasize enough how convenient that is for guests, deliveries, tradesmen, gardeners and the post office. Under most circumstances our guests don't have to wonder where they can park; they know space will almost always be there for them. Landscaping softens the driveway area and the front of our building is quite attractive.

Double parking isn't completely eliminated because of larger vehicles like UPS and FEDEX but it is certainly markedly reduced. It is a great convenience and I believe really helps with traffic and double parking.

### **4. White Zone – Delivery Vehicles**

The Draft EIR recites ITE (Institute of Traffic Engineers) standards and guidelines that bolster the idea that delivery vehicles to the proposed 29 unit project will have minimal effect on traffic. I think the ITE standards and guidelines are outdated. Even now, the line up of vehicles delivering packages from online orders is staggering at times, particularly during holidays. The fact that Douglas Avenue seems to be the unofficial truck route to and from downtown and Mollie Stones adds to the congestion. The addition of 29 units, 67 residents, all ordering online, will certainly have a significant impact.

A white zone might be good but takes parking away so it does have drawbacks. There must be other solutions. The important thing is for there to be an acknowledgement that delivery vehicles will indeed have a significant impact and I'm not sure the Draft EIR paints the proper picture.

### **5. Shadow Study**

The shadow study does not measure shadows past 3pm. Later than 3pm is when the 1133 Douglas building could be impacted and I think the shadow study should include a later time of day.

## **6. Headlight Glare**

Headlight glare from vehicles exiting the project could have an impact on the lower level of the 1133 Douglas building. The Draft EIR doesn't address this and I think it should.

## **7. Worker Parking**

What are the plans for worker parking over the 15-17 months of construction?

### **In Conclusion**

In total I would say we're lukewarm about the project. Given the options presented, Option Three is our choice. We're very disappointed to see two, one hundred year old homes disappear which add so much to this neighborhood.

A few other items of note:

- **Tree Protection**

The tree protection measures called out for certainly seems extensive and complete. The question really is how well the protection measures will be observed and enforced. Loss of any of the protected trees would significantly detract from the overall project.

- **The 29 unit project** will have a population capacity of 67 residents with 34 parking spaces.

- **500 dump trucks loads @32 tons per load** is a lot of heavy traffic. Douglas Avenue was repaved 3 years ago. Will there be any extraordinary paving damage or deterioration?

- **If there is overlap in the planned construction of the single family residence** on this block and the proposed project there could be additional impacts that should be addressed.

- **Contact with Developer**

We have had little contact with the developer; one time about 18 months ago. Keeping us apprised of progress and developments is important and I think will help the process along.

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4  
P.O. BOX 23660, MS-10D  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5528  
FAX (510) 286-5559  
TTY 711  
<http://www.dot.ca.gov/dist4/>

**RECEIVED**

JUL - 8 2015

CITY OF BURLINGAME  
CDD-PLANNING DIV.*Serious Drought.  
Help save water!*

July 2, 2015

SM082295  
SM-82-13.7

Mr. Ruben Hurin  
Community Development Department  
City of Burlingame  
501 Primrose Road  
Burlingame, CA 94010

Dear Mr. Hurin:

**1128-1132 Douglas Avenue and 524 Oak Grove Avenue – Notice of Preparation**

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. The following comments are based on the Notice of Preparation. We provide these comments to promote the State's smart mobility goals that support a vibrant economy and build active communities rather than sprawl.

***Project Understanding***

The proposed project would take place on three residential parcels in the City of Burlingame; 524 Oak Grove Avenue, 1128 Douglas Avenue, and 1132 Douglas Avenue. It would include demolition, relocation, and new construction activities. An existing house and shed at 524 Oak Grove Avenue is to be demolished. A portion of an existing house at 1128 Douglas Avenue will be relocated to the 524 Oak Grove Avenue property. All other existing structures are to be demolished. A new five-story building with 29 dwelling units will be constructed at the 1128-1132 Douglas Avenue property.

***Traffic Impact Study***

The environmental document should include an analysis of the travel demand expected from the proposed project. Early collaboration leads to better outcomes for all stakeholders. We are in the process of updating our Traffic Impact Study Guide for consistency with SB 743, but meanwhile we recommend using the Caltrans' Guide for the Preparation of Traffic Impact Studies (TIS Guide) for determining which scenarios and methodologies to use in the analysis. It is available at [http://www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf). Please ensure that a Traffic Impact Study is prepared providing the information detailed below:

Mr. Ruben Hurin/City of Burlingame  
July 2, 2015  
Page 2

1. Vicinity map, regional location map, and a site plan that clearly shows project access in relation to nearby state roadways. Clearly identify the state right-of-way (ROW). Project driveways, local roads and intersections, car and bicycle parking and transit facilities should be mapped.
2. Project-related trip generation, distribution, and assignment including per capita use of transit, rideshare or active transportation modes and vehicle miles travelled (VMT) reduction factors. The assumptions and methodologies used to develop this information should be detailed in the study, should utilize the latest place based research, and should be supported with appropriate documentation.
3. Schematic illustration of walking, biking, and auto traffic conditions at the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e. lane configurations, for AM and PM peak periods.
4. Mitigation for any roadway sections or intersection with increasing VMT should be identified. Mitigation may include contributions to a regional or local fee program as applicable and should support the use of transit and active transportation modes.
5. Impacts on pedestrians and bicyclists resulting from projected VMT increases should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips.

We also encourage you to develop Travel Demand Management (TDM) policies to encourage usage of nearby public transit lines and reduce vehicle trips on the state highways. These policies could include lower parking ratios, car-sharing programs, bicycle parking, and providing transit passes to residents. For information about parking ratios, see the Metropolitan Transportation Commission (MTC) report *Reforming Parking Policies to Support Smart Growth* or visit the MTC parking webpage: [http://www.mtc.ca.gov/planning/smart\\_growth/parking/](http://www.mtc.ca.gov/planning/smart_growth/parking/).

#### ***Traffic Impact Fees***

Please identify any Traffic Impact Fees associated with this project. The scheduling and costs associated with planned improvements on the Caltrans ROW should be listed, in addition to identifying viable funding sources.

Mr. Ruben Hurin/City of Burlingame  
July 2, 2015  
Page 3

***Active Transportation***

Please consider pedestrian, bicycling, and transit performance or quality of service measures and modeling as a means of estimating the project impacts to these modes and evaluating mitigation measures and tradeoffs.

***Transportation Permit***

Project work that requires movement of oversized or excessive load vehicles on state roadways, such as US 101 and State Route 82, requires a transportation permit that is issued by Caltrans. To apply, a completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to the following address: Transportation Permits Office, 1823 – 14<sup>th</sup> Street, Sacramento, CA 95811-7119. See the following website link for more information: <http://www/hq/traffops/permits/>.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or [sandra.finegan@dot.ca.gov](mailto:sandra.finegan@dot.ca.gov) with any questions regarding this letter.

Sincerely,



PATRICIA MAURICE  
District Branch Chief  
Local Development – Intergovernmental Review

**From:** Cal Fugitt  
**To:** CD/PLG-Hurin, Ruben  
**Cc:** [REDACTED]  
**Subject:** 1128-1132 Apartment Project  
**Date:** Friday, June 26, 2015 11:27:25 AM

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Dear Mr. Hurin,

My wife and I live across the street from the proposed project. The five stories is a problem for us. The light and views that will be blocked is just not right.

The number of units and people will adversely impact traffic and parking on our street which is often pretty full now during work and shopping hours during the day.

To plan only one parking space per unit is ridiculous. Our units across the street have two spaces per unit and that's often not enough for third cars and guests.

The reason the developer is seeking five stories is economic. I believe there is a tax benefit (credit) for the extra story and that is the economic reason for such a large (high) structure. We shouldn't let their economics guide our quality of life.

I'm not against development but this project doesn't fit in the neighborhood. Have you looked seriously at all of the traffic, water & sewer issues, impact on the neighborhood, etc.?

I'm certainly overall against the project as it now stands.

Cal Fugitt

1133 Douglas Ave., #102  
Burlingame, Ca 94010

RECEIVED

JUL 14 2015

CITY OF BURLINGAME  
CDD-PLANNING DIV.

July 14, 2015

Dear Mr. Hurin

I am concerned that the proposed five story , 29 unit apartment building at 1128 and 1132 Douglas Avenue is **out of scale** with our neighborhood and will set the tone for future buildings on this block. .It is extremely likely that if this building is accepted, property owners will want to continue to maximize their investments by building more massive structures which will bring more traffic, parking woes and increased pedestrian hazards.

I don't think this is the Burlingame that attracted so many of us to move here. It was more about character and quality of life, not quantity. It feels like we are warehousing people.

I've noted a few examples of larger building in the area that have been made to successfully blend in with the existing neighborhood. The size, scale and design of the proposed building will not fit in like the buildings listed below which have successfully integrated into the community

**1244 Bellevue (fronts on Douglas)** Sits on a corner flanked by three streets: Douglas, Primrose and Bellevue, four stories. The mass is well distributed on the three streets

**512 Primrose (four stories across from City Hall)** Fits in well with the neighborhood and doesn't overpower. Nicely landscaped with a dedicated passenger drop off/delivery area.

**1401 Primrose (Arlington)** Four stories, large structure that sits on A spacious corner lot.

**1422 Bellevue ((Chateau)** Six stories on a diagonal, spacious and well landscaped lot, 28 units

The proposed 29 unit apartment building would perhaps blend in better with **a maximum of 4 stories**, and a **drop off area for guests and deliveries**. As

mentioned during a Planning Commission meeting, **the increase in online ordering has really changed the volume of deliveries and resulting traffic congestion**

It would be good to strike a balance between condominiums, apartments and town homes on the streets in the downtown area. 'There is a need for more housing in the downtown core and the Downtown Specific Plan recognizes that fact but not at the expense of the ease of living and special character that has always marked Burlingame.

Sincerely,

Carolyn L Root  
1133 Douglas Avenue #303  
Burlingame, CA 94010

**From:** [DRR](#)  
**To:** [CD/PLG-Hurin, Ruben](#)  
**Subject:** Re: Notice of Preparation of a Draft Environmental Impact Report for Proposed Douglas Avenue Multi-Family Residential Project  
**Date:** Friday, July 17, 2015 10:20:04 AM

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Dear Ruben, I wanted to let you know there are at least 10 residents who have not responded to this notice. I would like to pass them out today. As I know for sure folks on the street do not want a 5 story building built. My opinion is NO don't build it at all. is that the same developer just built a very tall building behind my house and I have a tall one next door to me and now if you approved of this one then I lose my light all the way the around and there is no way another 50 people minimum can move into Douglas Avenue Also we will not tolerate the noise pollution of a 2 year building project. The same developer built that building behind me on Floribunda in one year 9 months and I had to deal with massive construction from that, Also this builder although is up to code does not care about the people. And at least 10 families will lose there housing, There are no BMR apartments that he will build and this project is pushing folks to be homeless.. I have lived and worked on Burlingame Avenue and in the neighborhood for 16 years and I am telling you this project is not helpful to the environment and not helpful to us socially or culturally. And As far as the diverse housing stock in Burlingame this project would not add to the neighborhood it would only take away for the neighborhood

I also believe although he trees are protected there on the property that they will automatically seek approval to clear cut the trees because they will have much difficulty working around the trees. And before we can fight for the trees they will be gone. And we don't want that/.

Please save Douglas Avenue from this oversized inconsiderate project!

On Thu, Jun 18, 2015 at 6:09 PM, CD/PLG-Hurin, Ruben <[RHurin@burlingame.org](mailto:RHurin@burlingame.org)> wrote:

Dear Interested Persons,

As lead Agency, the City of Burlingame will prepare a Draft Environmental Impact Report for the proposed 29-unit apartment building at 1128-1132 Douglas Avenue and house relocation at 524 Oak Grove Avenue. Attached you will find the Notice of Preparation of a Draft Environmental Impact Report. Project details are provided at [www.burlingame.org/planning](http://www.burlingame.org/planning).

An environmental scoping meeting was held on May 11, 2015, and you may have already provided comments at that time. However, the City welcomes any additional input regarding the scope and content of the environmental information that is relevant to your area of interest. Due to the time limit mandated by State law, your response must be sent at the earliest possible date but **no later than 30 days** after receipt of this notice. Please include your name and contact information, and direct your response to:

Ruben Hurin

Senior Planner

City of Burlingame, Community Development Dept.

501 Primrose Road

Burlingame, CA 94010

Regards,

Ruben

*Ruben Hurin - Senior Planner* | Community Development Department - Planning Division | City of Burlingame | ph 650.558.7256 | fax 650.696.3790 | [rhurin@burlingame.org](mailto:rhurin@burlingame.org)

**PLEASE NOTE – CHANGE TO PLANNING DIVISION HOURS**

Effective June 1, 2015 - The Planning Division will be closed every Wednesday afternoon from 12pm -5pm.

--

*Danelle R. Rienks*

**From:** DRR  
**To:** CD/PLG-Hurin, Ruben  
**Subject:** Notice of Preparation of a Draft Environmental Impact Report for Proposed Douglas Avenue Multi-Family Residential Project  
**Date:** Saturday, July 04, 2015 6:34:28 AM  
**Attachments:** Proposed Burlingame Construction final .docx

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It seems to me this raises all the key issues that may matter to decision makers: existing city planning requirements, impact on utilities, impact on quality of life and potential popular anger over additional construction. I tried to keep all the points you made. You're of course free to use all or none of my edits.

- daylight planes, setbacks, and limits on percentage of lot usage to accommodate neighbors
- changes to neighborhood character both in terms of building design and economic class
- builder breaking up its work into smaller projects to avoid low cost housing requirements
- adequacy of off-street parking
- fairness and legality of any zoning accommodations that may have been given

The relocation of the historic home would require a permit from the City's Building

Department. Relocation activities may include excavation, road closures and detours, power

interruptions, tree trimming, use of hydraulic jacking systems, large cranes, and semi-trailer

trucks. These activities would be coordinated with utility companies and the City.

MY Comment: I am very concerned about the construction and development in Burlingame at these addresses and nearby ( for example the massive structure the same developer just built on the 1200 block of Floribunda directly behind my house on douglas avenue. I am mostly concerned because water conservation consciousness and green building is highly needed at this time. The fact that the new developer is saving the trees and planting drought resistant plants is just the surface bandaid. This is a massive structure they want to build and it effects many families (more then you know) and pushes current long term community members from their current housing situations. And back to the environment issue . In the last four years our electricity has been interrupted on a daily basis as we have sustained light dimming on and off on a regular basis since Burlingame Avenue was reconstructed. Pg and E has not been able to figures this out and 1124, 1122 1126 as well as other nearby properties are completely affected by the loss of natural light, the enormous amount of noise and air pollution due to developing these properties at 1132 and 1128. Currently this is our drive way where we already have a difficult time

pulling in and out. We have 4 garages there on our side of the property behind 1124. If you put a one way driveway???? What happens to the tenants on this side ? How do we pull in and out of a one way drive? Impossible???? I have been there for 16 years I have built my entire world in this area of burlingame I would invite you to come and visit my home and view the property proposed development from my families and neighbors point of view

We have already accepted the same new developers building that massive unit behind our house on Floribunda Since April 2014. They have created massive amount of noise and pollution for over a year now And we have had to deal with it. ANd when folks move into that building I am sure We will have to deal with more noise and more pollution and more lighting issues!

Burlingame Apartments, Condos and Housing development is already over developed. There are too many multi family dwellings in downtown burlingame! Stop the developing . Keep the community members that make up a significant part of our community., This is vital to a town that prides itself in community.

He wants to build a 29 unit structure in our DRIVEWAY!!!! Seriously come and re look at this project again.

Also in the last ten years we have noticed the traffic growth has doubled on Douglas Avenue as folks do come speeding through and use douglas ave as a though street. There was a traffic report made that showed less then 20 percent of the drivers are speeding. In my opinion its very different then that. Also there was a comment made during one of the studies that said that lease people drive in from this location because of the location of downtown and CAI train etc. That in my opinion is incorrect because everyone drives in Burlingame Because those who can afford \$4K rent are working in other cities and driving their fancy cars to work! Also this 29 unit does not equal 29 people it equals at least 50 new residents and and most folks are two car families

On Thu, Jun 18, 2015 at 6:09 PM, CD/PLG-Hurin, Ruben <[RHurin@burlingame.org](mailto:RHurin@burlingame.org)> wrote:

Dear Interested Persons,

As lead Agency, the City of Burlingame will prepare a Draft Environmental Impact Report for the proposed 29-unit apartment building at 1128-1132 Douglas Avenue and house relocation at 524 Oak Grove Avenue. Attached you will find the Notice of Preparation of a Draft Environmental Impact Report. Project details are provided at [www.burlingame.org/planning](http://www.burlingame.org/planning).

An environmental scoping meeting was held on May 11, 2015, and you may have already provided comments at that time. However, the City welcomes any additional input regarding the scope and content of the environmental information that is relevant to your area of interest. Due to the time limit mandated by State law, your

response must be sent at the earliest possible date but **no later than 30 days** after receipt of this notice. Please include your name and contact information, and direct your response to:

Ruben Hurin

Senior Planner

City of Burlingame, Community Development Dept.

501 Primrose Road

Burlingame, CA 94010

Regards,

Ruben

*Ruben Hurin - Senior Planner* | Community Development Department - Planning Division | City of Burlingame | ph [650.558.7256](tel:650.558.7256) | fax [650.696.3790](tel:650.696.3790) | [rhurin@burlingame.org](mailto:rhurin@burlingame.org)

**PLEASE NOTE – CHANGE TO PLANNING DIVISION HOURS**

Effective June 1, 2015 - The Planning Division will be closed every Wednesday afternoon from 12pm -5pm.

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*Danelle R. Rienks*

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*Danelle R. Rienks*

Subject: Comments to Proposed Project t 1128 – 1132 Douglas Avenue, Burlingame

I am a sixteen year Burlingame resident very concerned about the construction and development in Burlingame at these addresses and nearby ( for example the massive structure the same developer just built on the 1200 block of Floribunda directly behind my house on Douglas Avenue.

My concerns include:

- Excessive development of multi-unit housing in and around downtown Burlingame
- Failure to adequately address the need for low cost housing
- The sheer size of the proposed structure, especially taking together with a recent massive project by the same contractor
- Loss of homes by current long term community members
- Insufficient attention to preservation of existing, established trees, demands on water and sewage services, and to green building processes
- Loss of daylight to adjoining properties, probably in violation of planning requirements for daylight planes
- Probable additional degradation of existing electrical service already subject to periodic losses and reduction of power that PG&E has investigated but has not been able to correct
- Additional parking and traffic volume problems on roads already subject to excessive traffic at high use periods, particularly difficulties entering the roadway
- The project understates the number of likely inhabitants in the 29 units to be constructed. If, as seems likely, there will be far more than the estimated number of inhabitants, all the problems cited above will be even worse.

Beyond the fundamental problems summarized above with the continuing impact of the proposed, neighbors are also concerned with the noise and air pollution we would experience during the extended construction work, disruptions to our lives we have already experienced for more than a year with the earlier Floribunda project. This will be even more severe with the proposed movement of the historical structure.

Most fundamentally, we feel that too much of downtown Burlingame is being devoted to multi-unit housing projects and not enough attention is being paid in those projects to low cost housing. By dividing the new construction into smaller projects, developers are circumventing city requirements to include low cost housing.

Not only is this changing the character of our community and driving out long time residents, it is aggravating traffic and utility problems that are lowering the quality of life for those residents who remain. Existing studies, it seems to me, understate the danger and congestion from traffic. By addressing average numbers, these studies ignore the problems at peak periods. They also make unwarranted assumptions about the use of mass transit in this increasingly driving-oriented city.

I look forward to providing more detailed input to the Environmental Impact Study, and I invite you to visit my home on Douglas Avenue to see first hand the impact of current construction and the disruption additional construction is likely to cause.

On Thu, Jun 18, 2015 at 6:09 PM, CD/PLG-Hurin,  
Ruben <[RHurin@burlingame.org](mailto:RHurin@burlingame.org)> wrote:

Dear Interested Persons,

As lead Agency, the City of Burlingame will prepare a Draft Environmental Impact Report for the proposed 29-unit apartment building at 1128-1132 Douglas Avenue and house relocation at 524 Oak Grove Avenue. Attached you will find the Notice of Preparation of a Draft Environmental Impact Report. Project details are provided at [www.burlingame.org/planning](http://www.burlingame.org/planning).

An environmental scoping meeting was held on May 11, 2015, and you may have already provided comments at that time. However, the City welcomes any additional input regarding the scope and content of the environmental information that is relevant to your area of interest. Due to the time limit mandated by State law, your response must be sent at the earliest possible date but **no later than 30 days** after receipt of this notice. Please include your name and contact information, and direct your response to:

Ruben Hurin  
Senior Planner  
City of Burlingame, Community Development Dept.  
501 Primrose Road  
Burlingame, CA 94010

Regards,

Ruben

**From:** [DRR](#)  
**To:** [CD/PLG-Hurin, Ruben](#)  
**Subject:** Re: Out of Office AutoReply: Notice of Preparation of a Draft Environmental Impact Report for Proposed Douglas Avenue Multi-Family Residential Project  
**Date:** Saturday, July 04, 2015 6:48:16 AM

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I accidentally sent you my unfinished draft regarding environmental report ....I take it since you're out of the 17th I'm hoping you won't see it and it looks like somebody else needs to receive it anyway because the 17th is past the due date of the response time for the environmental report. I will call your office on Monday regarding the environmental report responses .The proposed project is unacceptable to many of us neighbors who live on Douglas Avenue and it affects us in many ways environmentally, socially, economically and mentally, physically and culturally and we do not want this building built we understand that the building is to be built but no way on the five stories make it to stories and call it a dayPlus one of the issues that came up is that there are to be 29 units which statistically equals 50 people not 30 people especially these units will have at least two people living in thembecause of the high rate of rent increases in the area and many single people cannot afford to live in a \$2000 unit or even a \$4000 unit so we will leave.we believe that burlingame would not be able to withstand the environmental impact of such a large building it also puts such a toll on our water resources and electrical resourcesit causes a lot of pollution and the construction would be overwhelming to that neighborhood and the surrounding neighborhoods,

On Saturday, July 4, 2015, CD/PLG-Hurin, Ruben <[RHurin@burlingame.org](mailto:RHurin@burlingame.org)> wrote:

Thank you for your email. Please note that I will be out of the office July 3 - July 17. If you need immediate assistance, please call the Planning Division at (650) 558-7250.

Kind regards,

Ruben Hurin  
Senior Planner  
City of Burlingame - Planning Division

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*Danelle R. Rienks*

**From:** [REDACTED]  
**To:** [CD/PLG-Hurin, Ruben](#)  
**Subject:** 1128-1132 Douglas  
**Date:** Friday, July 17, 2015 12:46:13 PM

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Hi Ruben

I'm for this project as long as you provide ample parking for the site

Street parking is tough here.

I was calling police for parkers in my driveway 3-4 times a month

It's less now, but elimination of the buildings without enough parking will make it better

I hope the developers make it.

The architects did a nice job

Dion Heffran  
1134 Douglas Ave

**From:** [dorothy kearney](#)  
**To:** [CD/PLG-Hurin, Ruben](#)  
**Subject:** 1128-1132 Douglas Project  
**Date:** Friday, July 03, 2015 2:06:40 PM

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As a neighbor at 1133 Douglas Ave., I would like to comment on the proposed project which includes 34 parking spaces for 29 apartments. I don't believe this can be achieved by simply counting bedrooms in this day and age of 2 cars per family. Parking on Douglas Ave. is already a problem and this high density unit will exacerbate the problem. With a five story building with occupants and visitors, it is easy to imagine adding 50 or more cars needing to park on Douglas Ave. I don't believe this neighborhood can support a residential building that big without causing hardship on the people living on this street.

Thank you for reading my comments on this proposed project.

Dorothy L. Kearney  
1133 Douglas Ave. Apt. 103

**From:** [Eric Clausen](#)  
**To:** [CD/PLG-Hurin, Ruben](#)  
**Subject:** 1128 Douglas Ave proposal  
**Date:** Friday, July 17, 2015 4:13:37 PM

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Same developer just built another high rise and changed the natural lighting and parking congestion is a nightmare already. We've also had plumbing and strains on sewer system with sewage back up in the parking lot.

Let alone the legacy trees in the area, this proposal is utterly ridiculous!

There is more, please feel free to contact me.

Eric Clausen

**From:** [Gerald at Weimax](#)  
**To:** [CD/PLG-Hurin, Ruben](#)  
**Subject:** 1128-1132 Douglas Avenue  
**Date:** Friday, July 17, 2015 11:07:58 PM

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Dear Mr. Hurin,

I reside at 1133 Douglas Avenue.

I'm a long time Burlingame resident and I have some concerns about the proposed building at 1128-1132 Douglas.

Aside from immediate concerns about water allotments during a drought, the proposed building would have 29 units, some as large as three bedrooms. Yet, as I understand it, there are only 34 parking spaces for such a building?

At 1133 Douglas, we have 9 units and 18 parking spaces plus room for one or two additional vehicles on a little driveway in front.

The on-street parking is often already fully utilized and it seems to me if they intend to have something like, what?, 50 bedrooms, they ought to have a similar number of parking spaces.

Burlingame has been a nice little town with numerous single family homes and a modest number of apartment buildings.

Please help retain the character of Burlingame by not allowing it to become a densely-populated urban area. We have a century of history as "small town America."

Thanks for your time and attention.

GERALD WEISL  
1133 Douglas Avenue  
#203  
Burlingame CA 94010

**Helen F. and John M. Cannon, Unit 4  
Jeffrey and June Kaufman, Unit 5  
1244 Bellevue Ave.  
Burlingame, CA 94404**

July 17, 2015

RECEIVED

JUL 17 2015

City of Burlingame  
Community Development Department  
City of Burlingame - 501 Primrose Road  
Burlingame, CA 94010-3997

CITY OF BURLINGAME  
ODD-PLANNING DIV.

RE: Notice of Preparation of a Draft Environmental Impact Report for Proposed Project at 1128-1132 Douglas Avenue and 524 Oak Grove, Burlingame

Please carefully take under consideration the following when preparing the draft referenced above:

1. Parking on Douglas Avenue is challenging. Providing 34 full size parking spaces for a building that could conceivably accommodate 60 plus adults is simply not adequate. We suggest that most adults own a car making parking provisions simply inadequate as street parking on Douglas is now at a premium.
2. It is common knowledge that we are suffering through a drought. The usage of water by tenants necessary for a development this size could have a dramatic negative effect on the Burlingame Water District.
3. It is common knowledge that there is a stream running underneath Douglas Ave. Please carefully consider the environmental impact excavation may or may not have on the stability of the soil surrounding the stream. Will excavation destabilize the earth through which the stream flows?
4. A five story building certainly would affect the aesthetics of the street. It simply would be too tall.

Thank you for your consideration of the above.

Sincerely,



Helen & John Cannon  
Jeffrey & June Kaufman

**From:** Irina  
**To:** CD/PLG-Hurin, Ruben  
**Subject:** 1128-1132 douglas  
**Date:** Monday, June 22, 2015 12:06:22 PM

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Parking on Douglas is already a Big problem. With these new units, it will be a bigger problem, cars, ups, etc. Sewer capacity, if it ever rains, flooding. The total impact of moving that house to Oak Grove, which does not fit the neighborhood at all. If they do demolish 524, are they using our Drinking water for dust control? This project is too big for Douglas, and not conforming to the area on Oak Grove. Thanks Bruce Taverna

Irina Zjuzina

**From:** [REDACTED]  
**To:** [CD/PLG-Hurin, Ruben](#)  
**Subject:** PP at 1128-1132  
**Date:** Friday, July 17, 2015 2:35:59 PM

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Hello Ruben,

My name is Julia Sergunova and I am living on 1121 Douglas ave. for the last 20years. I am very concerned about constricting 29 units apartment bld on very small and urban Douglas ave. I believe that such a construction would have negative environmental impact for the avenue and its surroundings.

This would include enormous traffic delays for the area. Despite that Douglas Avenue is very short and small but at this moment it's one of the main street to get to the city hall, main library and downtown. The construction will create traffic conjunctions, delays and potentially create stressful and danger environment.

The dirt and dust from the construction would affect the air quality. For example, I have chronicle bronchitis with asthmatic component and I have concern that this constriction can provoke my illness.

These are not the only factors how this construction can affect the community: the noise and vibration, water issues, unnecessary gas emissions, destroying green flora also can have bad impact for people living on the street and local Burlingame community.

Sincerely,

Julia V. Sergunova

**From:** [REDACTED]  
**To:** [CD/PLG-Hurin, Ruben](#)  
**Subject:** Neighbor EIR comment - 1128-1132 Douglas Avenue  
**Date:** Saturday, June 27, 2015 11:40:29 AM

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Dear Mr. Ruben Hurin,

As a neighbor I would like to comment on the scope and content of the environmental impact report for the Proposed Douglas Avenue Multi-Family Residential Development.

My concern is the timing of the EIR. If traffic counts are conducted only in July and August I question the validity of the study. The schools are out, people are taking vacations, and contractors work less and there are fewer delivery trucks. Historically Douglas Avenue is never as busy during July and August as the rest of the year. My request is to conduct traffic and parking studies after July and August.

Thank you,

Linda Taylor  
1133 Douglas Avenue # 201  
Burlingame, CA 94010

**From:** Peggy  
**To:** [CD/PLG-Hurin, Ruben](#)  
**Subject:** 1128-1132 Douglas Ave.  
**Date:** Monday, July 13, 2015 6:05:46 PM

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Dear Mr. Hurin

My name is Margaret (Peggy) Kennedy Roby and I live at 1133 Douglas Ave. Apt. 101 with my husband Robert D. Roby

We are very concerned about a 5 story apartment building being constructed across the street from us. Especially one with 29 apartments and only 34 parking spaces. Our building has nine apartments and 18 parking places. I'm sure that you have noticed that rarely can you find a parking place during the day as our street seems to be the parking lot for our Library, City Hall, banks, real estate offices and our beautiful downtown Avenue.

We have lovely sunshine in the afternoon. A four or five story structure would certainly cut that out. The other buildings on our street are not that high. Please let's keep our lovely City beautiful and not so dense that people will want to move out to the suburbs.

The traffic also concerns us. People think that driving around the circle and down our street to California Drive entitles them to drive at record speeds. Many times coming out of our drive way we can't see left or right because of cars parked so close to our drive way. I feel like we should have a sign saying "This not the Indianapolis Speedway". Can you imagine what that will be like when we add more cars to our street? Especially 29 units and I'm sure most families will have more than one car. The two hour parking does not seem to work. People can go to the police station and get a permit and if enough people do this there would be no parking for anyone except permit holders.

Thank you for your attention

Sincerely,

Robert and Peggy Roby

**Planning Commission Resolutions (Proposed)**

- ● -

**1128-1132 Douglas Avenue & 524 Oak Grove Avenue**

## RESOLUTION NO.

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME  
CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (FEIR) AND ADOPTING  
MITIGATION MEASURES AND A MITIGATION MONITORING PLAN PREPARED FOR A  
MULTI-FAMILY RESIDENTIAL PROJECT CONSISTING OF 27 RESIDENTIAL  
APARTMENTS ON PROPERTY LOCATED AT 1128-1132 DOUGLAS AVENUE (ASSESSOR  
PARCEL NOS: 029-132-180 and 029-132-190) AND RELOCATION OF A PORTION OF THE  
EXISTING HOUSE AT 1128 DOUGLAS AVENUE TO PROPERTY LOCATED AT 524 OAK  
GROVE AVENUE (ASSESSORS PARCEL NO: 029-083-010)**

WHEREAS, an Environmental Impact Report has been prepared and application has been made for Design Review, Conditional Use Permit to allow a building height of 56'-10", Front Setback Landscape Variance, Parking Variance for driveway width, and Tentative Parcel Map to merge the existing two parcels for construction of a new five-story, 27-unit multi-family residential apartment building at **1128-1132 Douglas Avenue, zoned R-4**; and Design Review and Front Setback Variance to relocate the existing house at 1128 Douglas Avenue to 524 Oak Grove Avenue, which includes a first and second story addition to the relocated house and a new detached garage at **524 Oak Grove, zoned R-1**, property owner Jianguang Zhang (Assessor Parcel Nos: 029-132-180 and 029-132-190 (1128-1132 Douglas Avenue) and 029-083-010 (524 Oak Grove Avenue)); and

WHEREAS, on June 15, 2015, a Notice of Preparation of an Environmental Impact Report (EIR) was submitted to the California Office of Planning and Research (OPR), and OPR notified State agencies of the preparation of the preparation of the EIR and directed that they make comments on the proposed project; and

WHEREAS, this Planning Commission held a duly noticed public hearing to conduct a scoping session on May 11, 2015, to receive any oral or written comments that the public might wish to offer in defining the scope of the environmental review; and

WHEREAS, the City retained Panorama Environmental, Inc. to prepare an project EIR; and

WHEREAS, on September 6, 2016, the City posted a Notice of Completion of the Draft EIR (DEIR) and duly noticed its availability for public review and comment for a 45-day period ranging from September 6, 2016 through October 20, 2016; and

WHEREAS, during the public comment period, the Planning Commission held a public hearing on October 11, 2016, to receive any oral or written comments that the public might wish to offer on the DEIR; and

WHEREAS, in response to the comments received during the comment period, the City's independent consultant prepared responses to each of the comments made in the form of a Response to Comments document which will append the DEIR; and

## RESOLUTION NO.

WHEREAS, on February 3, 2017, the Response to Comments Document was made available to the public; and

WHEREAS, the Final EIR (FEIR), consisting of the Draft EIR (DEIR), Responses to Comments and Revisions to the DEIR, clearly presents the issues involved in the development of these properties and identifies appropriate alternatives as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines (Title 14, Chapter 13 of the California Code of Regulations); and

WHEREAS, the FEIR concludes that all of the potential significant impacts identified can be reduced to less than significant levels through implementation of the mitigation measures identified DEIR, as outlined in Exhibit A to this Resolution; and

WHEREAS, the FEIR provides the Planning Commission, the City and the public with sufficient and thorough information regarding the potential significant environmental impacts of the project; and

WHEREAS, on February 13, 2017, the Planning Commission conducted a duly noticed public hearing on the FEIR and on the project, at which time it reviewed and considered the staff report and all other written materials and oral testimony presented at said hearing, and continued action on the FEIR and on the project until additional information was provided by the applicant and staff; and

WHEREAS, on April 24, 2017, the Planning Commission conducted a duly noticed public hearing on the FEIR and on the project, at which time it reviewed and considered the staff report and all other written materials and oral testimony presented at said hearing; and

WHEREAS, the FEIR outlines the proposed project, presents the issues involved in the development of these properties, analyzes all potentially significant environmental impacts, and identifies appropriate mitigation measures (incorporated into the conditions of approval for the project – attached as Exhibit B) and alternatives as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines (Title 14, Chapter 13 of the California Code of Regulations).

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Burlingame that:

1. The FEIR has been prepared and considered in conformance with CEQA and the CEQA Guidelines, with independent preparation by a City-retained consultant and application of the independent comment and judgment of both City staff and this Commission.
2. The FEIR provides sufficient disclosure of the issues involved as required by CEQA, including an assessment of impacts upon: (1) Aesthetics, (2) Air Quality, (3) Biological Resources, (4) Cultural Resources, (5) Geology and Soils, (6) Hazards and Hazardous Materials, (7) Hydrology and Water Quality, (8) Land Use and Planning, (9) Noise, (10) Transportation and Traffic, and (11) Utilities and Service Systems, a summary of the

**RESOLUTION NO.**

potential environmental impacts and mitigation measures is outlined in Exhibit A to this resolution.

3. The extensive public participation in the development of this Final EIR has provided valuable information and analysis, as well as important changes and alterations to the original project.
4. The mitigation measures required by the FEIR as described in the attached Exhibit A have been incorporated into the conditions of approval for the project as outlined in the separate resolution approving all project entitlements.
5. On the basis of the FEIR documents and comments received and addressed by this Commission, it is hereby found that the Final Environmental Impact Report is complete pursuant to CEQA Guidelines section 15090 and the Planning Commission hereby certifies the FEIR.

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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 24<sup>th</sup> day of April, 2017 by the following vote:

AYES:

NAYES:

ABSTAIN:

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Secretary

**EXHIBIT “A”  
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION  
1128-1132 DOUGLAS AVENUE & 524 OAK GROVE AVENUE RESIDENTIAL PROJECT**

Impact	Mitigation Measures
<b>Aesthetics</b>	
<p><b>Impact Aesthetics-1:</b> Would the proposed project have a substantial adverse effect on a scenic vista?</p> <p><b>Impact Aesthetics-3:</b> Would the proposed project substantially degrade the existing visual character or quality of the site and its surroundings?</p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM AES-1:</b> The applicant shall submit revised plans for the proposed building at 1128-1132 Douglas Avenue to the City of Burlingame for design review. The Planning Commission as the responsible body for design review shall review the proposed project for compatibility with the City’s guidelines for a residential apartment building in the Downtown Specific Plan R-4 Base District.</p>
<p><b>Impact Aesthetics-4:</b> Would the proposed project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?</p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM AES-2:</b> Prior to issuance of a building permit, a detailed Exterior Lighting Plan shall be provided to the City of Burlingame for design review. The lighting plan shall utilize the following standards:</p> <ul style="list-style-type: none"> <li>a) Control stray light through use of low-brightness fixtures with optical controls.</li> <li>b) Fully block all exterior light sources from off-site views.</li> <li>c) Do not permit any uplighting from any outdoor light fixture.</li> <li>d) Employ on-demand exterior lighting systems where feasible. Area lighting and security lighting shall be controlled by the use of timed switches and/or motion detectors.</li> <li>e) Use tinted windows in all buildings to reduce glare from interior lights.</li> </ul> <p><b>MM AES-3:</b> Flat, non-reflective paint or integrated coloring shall be used in all exterior building materials throughout the project.</p>
<b>Air Quality</b>	
<p><b>Impact Air-3:</b> Expose sensitive receptors to substantial pollutant concentrations— <i>Construction</i></p> <p><b>Impact Air-4:</b> Conflict with or obstruct implementation of the applicable air quality plan—<i>Construction</i></p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM AIR-1: Construction Equipment Emissions Reduction</b></p> <p>The construction contractor shall implement the BAAQMD <i>Enhanced Exhaust Emissions Reduction Measures for Project Construction Equipment</i> measure that requires project off-road equipment greater than 25 horsepower (hp) that operates for more than 20 total hours over the entire duration of construction activities to meet the following requirements:</p>

Impact	Mitigation Measures
	<ul style="list-style-type: none"> <li>▪ All backhoes engines shall meet CARB Tier 4 off-road emission standards.</li> <li>▪ All other equipment engines shall meet or exceed CARB Tier 3 off-road emission standards or be retrofitted with a CARB Level 2 diesel particulate filter (DPF).</li> </ul>
<p><b>Impact Air-3:</b> Expose sensitive receptors to substantial pollutant concentrations—<i>Operation</i></p> <p><b>Impact Air-4:</b> Conflict with or obstruct implementation of the applicable air quality plan—<i>Operation</i></p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM AIR-2: Air Filtration</b></p> <p>A standard house heating, ventilation, and air conditioning (HVAC) system with a permanent filter of a minimum efficiency reporting value (MERV) of 13 or greater shall be installed at the relocated residence at 524 Oak Grove Avenue. The MERV13 filter shall provide one air exchange per hour if the air source is outside/unfiltered air or four air exchanges per hour if the air source is inside/recirculated air to provide an 80 percent or greater reduction of outdoor fine particulate matter (including DPM).</p>
<p><b>Biological Resources</b></p>	
<p><b>Impact Biology-1:</b> Would the proposed project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM BIO-1: Pre-construction Bat Surveys</b></p> <p>The applicant shall implement the following measures during demolition of structures and tree removal or tree pruning.</p> <p><b>Structures.</b> Before demolition of existing structures, a qualified bat specialist shall conduct a day time search for potential roosting habitat and evening emergence surveys to determine if the structure is being used as a roost. Biologists conducting surveys for roost sites shall use naked eye, binoculars, and a high power spotlight to inspect buildings features that could house bats. The surfaces of the structure and the ground around the structure shall be surveyed for bat signs, such as guano, staining, and prey remains. Evening (i.e., dusk) emergence surveys shall consist of at least one bat specialist positioned at different vantage points from the structure, watching for emerging bats from a half hour before sunset to 1 to 2 hours after sunset for a minimum of 2 nights within the season that construction will be taking place. Night vision goggles or full spectrum acoustic detectors should be used during emergence surveys to assist in species identification. All emergence surveys shall be conducted during favorable weather conditions (i.e., calm nights with temperatures conducive to bat activity [55° F and above] and no precipitation</p>

Impact	Mitigation Measures
	<p>predicted). If roosting, special-status bats are present, measures developed by the bat specialist shall be implemented, as needed. Measures to protect the bats may include postponing demolition until after the May 1st through October 1st roosting period. Measures may include monitoring roosting to determine if the roost site is a maternal roost by either a visual inspection of the roost bat pups, or monitoring the roost after the adults leave for the night and listening for bat pups. Eviction of a maternal roost cannot occur because bat pups are not mature enough to leave the roost. If a roost is determined not to be a maternal roost, eviction of bats shall be conducted using bat exclusion techniques developed by Bat Conservation International and in consultation with CDFW that allow the bats to exit the roosting site, but prevent re-entry to the site. This work shall be completed by a BCI-recommended exclusion professional. The exclusion of bats shall be timed and carried out concurrently with any scheduled bird exclusion activities. Each roost lost (if any) shall be replaced in consultation with the CDFW and may include construction and installation of BCI-approved bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement shall be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the structures may be removed or sealed.</p> <p><b>Tree Removal.</b> A qualified bat specialist shall examine trees to be removed or trimmed for suitable bat roosting habitat. High quality habitat features (large tree cavities, basal hollows, loose or peeling bark, larger snags, etc.) shall be identified and the area around these features searched for bats and bat sign (guano, culled insect parts, staining, etc.). The qualified bat specialist shall conduct evening visual emergence surveys of the source habitat feature, from a half hour before sunset to 1 to 2 hours after sunset for a minimum of two nights within the season that construction will be taking place. If it is found that roosting, special-status bats are present, measures developed by the bat specialist shall be implemented, as needed.</p>

<p><b>Impact Biology-5:</b> Would the proposed project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM BIO-2: Tree Protection Measures</b></p> <p>Tree protection specifications were developed by Mayne Tree Expert Company Inc. for the protected trees surveyed at the Douglas Avenue and Oak Grove Avenue project sites. The applicant shall implement the following tree protection measures developed by Mayne Tree Expert Company Inc. and approved by the Arborist for protected trees. The Mayne Tree Expert Company Inc. reports shall be included on the demolition and construction plans of the project.</p> <p><b>Mulching.</b> A 6-inch layer of coarse mulch woodchips shall be placed beneath the dripline of protected trees. Mulch is to be kept 12 inches from the trunk.</p> <p><b>Protective Barrier.</b> A protective barrier or 6-foot chain link fence shall be installed around the dripline of protected trees. The fencing can be moved within the dripline if authorized by the Project Arborist or the City Arborist, but no closer than 2 feet from the trunk of any tree. Fence posts shall be 1.5 inches in diameter and are to be driven 2 feet into the ground. The distance between posts shall not be more than 10 feet. This enclosed area is the Tree Protection Zone (TPZ). Moveable barriers or chain link fencing secured to cement blocks can be substituted for “fixed” fencing if the Project Arborist and City Arborist agree that the fencing would have to be moved to accommodate certain phases of construction. The applicant may not move the fence without authorization from the Project Arborist or City Arborist.</p> <p><b>Construction Restrictions.</b> During construction, the following restrictions shall be implemented:</p> <ul style="list-style-type: none"> <li>▪ Runoff or spillage of damaging materials to the area below any tree canopy shall not be allowed</li> <li>▪ Storing materials, stockpiling soils, or parking/driving vehicles within the TPZ is not allowed</li> <li>▪ Cutting, breaking, skinning, or bruising roots, branches, or trunks of protected trees is prohibited without first obtaining authorization from the City Arborist</li> <li>▪ Fires shall not be allowed under and adjacent to trees</li> <li>▪ Discharging exhaust into foliage shall be prohibited</li> <li>▪ Securing cables, chains, or ropes to trees or shrubs is prohibited</li> </ul>
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	<ul style="list-style-type: none"> <li>▪ Trenching, digging, or excavating within the dripline of the TPZ of trees is prohibited without first obtaining authorization from the City Arborist</li> <li>▪ Applying soils sterilants under pavement near existing trees is prohibited</li> <li>▪ Machine trenching is prohibited within the driplines of trees, only excavation by hand or compressed air is allowed</li> </ul> <p><b>Avoiding injury to roots.</b> When a ditching machine, which is being used outside of the dripline of trees, encounters roots smaller than 2 inches, the wall of the trench adjacent to the street shall be hand trimmed, making clear, clean cuts through the roots. All damaged, torn, and cut roots shall be given a clean cut to remove ragged edges, which promote decay. Trenches shall be filled within 24 hours, but, where, this is not possible, the side of the trench adjacent to the trees shall be shaded with four layers of dampened, untreated burlap, wetted as frequently as necessary to keep the burlap wet. Roots 2 inches or larger, when encountered, shall be reported immediately to the Project Arborist, who will decide whether the applicant may cut the roots as mentioned above or shall excavate by hand or with compressed air under the root. The root is to be protected with dampened burlap. In addition, the top 2 feet of the foundation closest to trees shall be air spaded or hand dug under supervision of a licensed arborist to locate and evaluate any significant roots prior to mechanical excavation. The licensed arborist shall be required to submit a report to the City regarding the findings of the excavation and recommend any additional actions needed to protect the roots to preserve the health and structure of both the redwood and oak trees.</p> <p><b>Routing pipes.</b> To avoid conflict with routes, pipes shall be routed outside of an area, ten times the diameter of a protected tree. In addition, where it is not possible to reroute pipes or trenches, the applicant shall bore beneath the dripline of the tree. The boring shall take place not less than 3 feet below the surface of the soil in order to avoid encountering feeder roots.</p> <p><b>Reporting.</b> Any damage due to construction activities shall be reported to the Project Arborist or City Arborist within 6 hours. If a protected tree is damaged, the applicant shall follow any remedial actions deemed necessary by the City Arborist, such as planting additional trees, consistent with Chapter 11.06.090.</p>
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<b>Cultural Resources</b>	
<p><b>Impact Cultural-1:</b> Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?</p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM CUL-1: Compatible Cladding for Historic House</b>                      New construction on the relocated historic house shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, to protect the integrity of the property and its environment consistent with the Secretary of Interior’s standards for rehabilitation. The choice of materials shall be submitted to the City for approval as part of the design review process.</p>
<b>Geology and Soils</b>	
<p><b>Impact Geology-3:</b> Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p> <p><b>Impact Geology-4:</b> Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM GEO-1: Implementation of Geotechnical Recommendations</b>                      The Applicant and their contractors shall implement the measures outlined and recommended in the Geotechnical Investigation Report Chapters 5 through 10 for the proposed construction at 1128-1132 Douglas Avenue.</p>
<b>Hazards and Hazardous Materials</b>	
<p><b>Impact Hazards-1:</b> Would the proposed project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM HAZ-1: Preparation of a Site-specific Spill Prevention, Control and Countermeasure Plan</b>                      The applicant shall prepare a site-specific Spill Prevention, Control, and Countermeasure (SPCC) Plan that will identify spill prevention and response measures and Best Management Practices (BMPs). The plan will emphasize site specific physical conditions to improve hazard prevention (e.g., identification of flow paths to nearest drains) and reduce effects of accidental spills if they occur. The Applicant shall designate a representative to ensure that all hazardous materials and safety plans are followed throughout the construction period. BMPs identified in SPCC Plan shall be implemented during project construction to minimize the risk of an accidental release and to provide the necessary information for emergency response. A copy of the project SPCC shall be submitted to the City for approval at least 30 days prior to construction. All construction personnel shall be required to attend SPCC training prior to conducting any work on the project site.</p>

<p><b>Impact Hazards-2:</b> Would the proposed project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM HAZ-1: Preparation of a Site-specific Spill Prevention, Control and Countermeasure Plan</b></p> <p><b>MM HAZ-2: Soils Test</b>                  Prior to construction, the applicant shall evaluate shallow soils at the structure locations for the possible presence of lead and pesticides. If lead or pesticides are found within the tested soils, the applicant shall dispose of the soils, consistent with federal, state and local laws regarding disposal of hazardous materials.</p>
<p><b>Impact Hazards-3:</b> Would the proposed project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM HAZ-1: Prepare and Implement a Site-specific Spill Prevention, Control and Countermeasure Plan</b></p> <p><b>MM AIR-1: Construction Equipment</b></p>
<p><b>Impact Hazards-7:</b> Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM HAZ-3: Project-specific Emergency Access Plan</b></p> <p>The Applicant shall develop and implement a Project specific Emergency Access Plan. The applicant shall submit the plan to the City and all emergency services within the city, including the fire department and police department, at least 30 days prior to construction. The Emergency Access Plan shall require provisions for the:</p> <ol style="list-style-type: none"> <li>a. Implementation of standard safety practices, including installation of appropriate barriers between work zones and transportation facilities, placement of appropriate signage, and use of traffic control devices.</li> <li>b. Use of flaggers and/or signage to guide vehicles through or around construction zones using proper techniques for construction activities, including staging yard entrance and exit.</li> <li>c. Traffic detours for any road or lane closures with appropriate signage marking the detours.</li> <li>d. Timing of worker commutes and material deliveries to avoid peak commuting hours.</li> <li>e. Timing of lane and road closures.</li> <li>f. Plans for construction worker parking and transportation to work sites.</li> </ol>

	<ul style="list-style-type: none"> <li>g. Methods for keeping roadways clean.</li> <li>h. Storage of all equipment and materials in designated work areas in a manner that minimizes traffic obstructions and maximizes traffic sign visibility.</li> <li>i. Limiting vehicles to safe speed levels according to posted speed limits, road conditions, and weather conditions.</li> <li>j. Coordination with public transit providers.</li> <li>k. Repair of asphalt and other road damage (e.g., curb and gutter damage, rutting in unpaved roads) caused by construction vehicles.</li> <li>l. Detours for cyclists and pedestrians when bike lanes or sidewalks must be closed.</li> </ul> <p>The Emergency Access Plan must at a minimum comply with the requirements of the City and must be submitted to the City for approval prior to commencing construction activities.</p>
<b>Hydrology and Water Quality</b>	
<p><b>Impact Hydrology-1:</b> Would the proposed project violate any water quality standards or waste discharge requirements?</p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM HYDRO-1: Stormwater Pollution Prevention Best Management Practices</b></p> <p>The applicant will implement the following best management practices during construction of the proposed project:</p> <ul style="list-style-type: none"> <li>▪ Preserve existing vegetation where feasible</li> <li>▪ Limit disturbance to the work site</li> <li>▪ Install silt fences around the perimeter of the project site</li> </ul> <p><b>MM HAZ-1: Prepare and Implement a Site-specific Spill Prevention, Control and Countermeasure Plan</b></p>
<p><b>Impact Hydrology-6:</b> Would the proposed project otherwise substantially degrade water quality?</p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM HAZ-1: Preparation of a Site-specific Spill Prevention, Control and Countermeasure Plan</b></p>

<b>Land Use and Planning</b>	
<p><b>Impact Land Use-2:</b> Would the proposed project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM TRAFFIC-2: Driveway Safety Enhancements</b> (see Impact Transportation 4, below)</p>
<b>Noise</b>	
<p><b>Impact Noise-1:</b> Would the proposed project expose persons to, or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM NOISE-1: Prepare a Relocation Plan and Obtain Approval from the City for Historic House Relocation Outside of Permitted Construction Hours</b></p> <p>The Applicant shall prepare a Relocation Plan and obtain approval from the City under Municipal Code Section 18.07.110 for historic house relocation. The Relocation Plan shall include:</p> <ol style="list-style-type: none"> <li>1. Exact procedure for cutting and dismantling the historic house, and loading on trucks</li> <li>2. Specific routes for movement of the historic house from its existing location to 524 Oak Grove Avenue</li> <li>3. Exact procedure for setting the house in its new location</li> <li>4. Estimated duration for the various activities involved in the cutting, dismantling, loading, and setting of the house</li> <li>5. Coordination procedures with utilities, Caltrain, and appropriate City Departments</li> <li>6. Advance Notice to residents at each project site and along the route regarding the start and duration of power interruption</li> <li>7. Measures to reduce impacts of power outage on residents such as:             <ol style="list-style-type: none"> <li>a. Power interruption phasing to reduce amount of time houses are affected</li> <li>b. Offering affected parties dry ice for freezers and refrigerators</li> </ol> </li> </ol>

	<ul style="list-style-type: none"> <li>c. Offering generators for life support equipment</li> <li>d. Security lighting</li> </ul> <p>Approval from the City for relocating the historic house outside of permitted construction hours would be contingent on abiding by all the best management practices required under Condition of Approval 19, and the measures included in the Noise Management Plan for the project.</p> <p><b>MM NOISE-2: Compliance with Title 24</b>                  Prior to issuance of a building permit, a qualified acoustical consultant shall review the final building plans to calculate expected interior noise levels. The building permit shall not be issued until the qualified acoustical consultant has reviewed the acoustical test report of all sound rated windows and doors and confirmed that the proposed building treatments will adequately reduce interior noise levels to 45 dBA or below.</p>
<p><b>Impact Noise-4:</b> Would the proposed project result in substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM NOISE-1: Prepare a Relocation Plan and Obtain Approval from the City for Historic House Relocation Outside of Permitted Construction Hours</b></p> <p><b>MM NOISE-3: Noise Management Plan</b>                  The applicant shall prepare a noise management plan that includes:</p> <ul style="list-style-type: none"> <li>a. Identified routes for movement of construction-related vehicles and equipment developed in conjunction with the Burlingame Community Development Department so that noise-sensitive areas, including residences and schools, are avoided as much as possible.</li> <li>b. A designated “Community Liaison” for construction activities. The Community Liaison would be responsible for responding to any local complaints regarding construction noise and vibration. The Community Liaison would determine the cause of the noise or vibration complaint and would implement reasonable measures to correct the problem.</li> <li>c. Sending advance notice to neighborhood residents within 50 feet of the project site regarding the construction schedule and including the phone number for the disturbance coordinator. A notice with the name and phone number of the Community Liaison shall be posted at the project site.</li> </ul>

	<p>In the event that construction noise complaints are not resolved by scheduling, the applicant shall install temporary sound absorption barriers, such as noise control blankets, in addition to the standard noise barriers around the construction site required under Condition of Approval 19, best management practices. These additional barriers would be specifically designed for exterior use and would reduce the noise level beyond the fence line by at least 3 dBA.</p> <p>If noise complaints continue, the applicant shall install a temporary sound absorption barrier that would reduce the noise level beyond the fence line an additional 2 dBA, for a total noise reduction of 5 dBA beyond the fence line.</p>
<p><b>Transportation and Traffic</b></p>	
<p><b>Impact Transportation-1:</b> Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM TRAFFIC-1: Construction Management Plan</b></p> <p>The project applicant and its construction contractor(s) shall develop a construction management plan for review and approval by the City of Burlingame. The plan must include at least the following items and requirements to reduce, to the maximum extent feasible, traffic and parking congestion during construction:</p> <ol style="list-style-type: none"> <li>a. A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes;</li> <li>b. Identification of haul routes for movement of construction vehicles that would minimize impacts on motor vehicular, bicycle and pedestrian traffic, circulation and safety, and specifically to minimize impacts to the greatest extent possible on streets in the project area;</li> <li>c. Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures would occur;</li> <li>d. Provisions for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project applicant.;</li> </ol>

	<ul style="list-style-type: none"> <li>e. A construction parking plan to provide worker parking off site and generally off neighborhood streets, with shuttles or other transportation as needed to transport workers to the site; and</li> <li>f. Designation of a readily available contact person for construction activities who would be responsible for responding to any local complaints regarding traffic or parking. This coordinator would determine the cause of the complaint and, where necessary, would implement reasonable measures to correct the problem.</li> </ul>
<p><b>Impact Transportation-4: Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</b></p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM TRAFFIC-2: Driveway Safety Enhancements</b></p> <p><b>The project applicant and its construction contractor(s) shall implement the following safety enhancements:</b></p> <ul style="list-style-type: none"> <li>a. Flashing light sensors shall be placed within the project parking garage and rear surface parking areas to alert motorists outbound from the project parking areas that vehicles are inbound from Douglas Avenue (these could be video or loop detected);</li> <li>b. Signs shall be placed at the proposed project’s Douglas Avenue entrances that indicate: “Caution—Watch For Outbound Vehicles”; a</li> <li>c. The project design shall be modified to allow for 12-foot access on the eastern-most driveway, except as necessary to avoid impact to the two significant trees. Toward the rear of the lot, that would require either loss of landscaping, further setback for the building (at least on the first floor), and/or loss of a parking space.</li> </ul>
<p><b>Impact Transportation-5: Would the project result in inadequate emergency access?</b></p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM HAZ-3: Project-specific Emergency Access Plan</b></p>
<p><b>Transportation and Traffic</b></p>	
<p><b>Impact Utilities-8: Would the proposed project impact residents through shutoff of electrical utilities?</b></p> <p><b>Less Than Significant Impact with Mitigation Incorporated</b></p>	<p><b>MM NOISE-1: Prepare a Relocation Plan and Obtain Approval from the City for Historic House Relocation Outside of Permitted Construction Hours</b></p>

**EXHIBIT "B"**  
**CONDITIONS OF APPROVAL**  
**1128-1132 DOUGLAS AVENUE & 524 OAK GROVE AVENUE RESIDENTIAL PROJECT**

Conditions of approval for Design Review, Conditional Use Permit, Front Setback Landscape Variance, Parking Variance, and Tentative Parcel Map to merge the existing two parcels at **1128-1132 Douglas Avenue**; and conditions of approval for Design Review and Front Setback Variance at **524 Oak Grove**.

**CONDITIONS:**

**Conditions of Approval for 1128-1132 Douglas Avenue:**

1. that the project shall be built as shown on the plans submitted to the Planning Division date stamped April 14, 2017, sheets A0.0 through A5.1, C1, AR1.0, L1.1, L1.2, and GP-1;
2. that prior to issuance of a building permit for construction of the project, the project construction plans shall be modified to include a cover sheet listing all conditions of approval adopted by the Planning Commission, or City Council on appeal; which shall remain a part of all sets of approved plans throughout the construction process. Compliance with all conditions of approval is required; the conditions of approval shall not be modified or changed without the approval of the Planning Commission, or City Council on appeal;
3. that the maximum elevation to the top of the parapet and roof shall not exceed elevation 80.96' and 77.71', respectively, as measured from the average elevation at the top of the curb along Douglas Avenue (24.20') for a maximum height of 56'-10" to the top of the parapet; the garage floor finished floor elevation shall be elevation 13.30'; and that the top of each floor and final roof ridge shall be surveyed and approved by the City Engineer as the framing proceeds and prior to final framing and roofing inspections. 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;
4. 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 (FYI or amendment to be determined by Planning staff);
5. 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 \$58,138.50, made payable to the City of Burlingame and submitted to the Planning Division;
6. that prior to scheduling the final framing inspection, the applicant shall pay the second half of the public facilities impact fee in the amount of \$58,138.50, made payable to the City of Burlingame and submitted to the Planning Division;

7. that the guest/delivery parking stall shall be marked and designated on the plans, this stall shall not be assigned to any unit and shall always be accessible for parking and not be used for resident storage;
8. that if a security gate system across the driveway is installed in the future, the gate shall be installed a minimum 20'-0" back from the front property line; the security gate system shall include an intercom system connected to each dwelling which allows residents to communicate with guests and to provide guest access to the parking area by pushing a button inside their units;
9. 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;
10. 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;
11. that all construction shall abide by the construction hours established in the municipal code;
12. 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;
13. that storage of construction materials and equipment on the street or in the public right-of-way shall be prohibited;
14. 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;
15. that if construction is done during the wet season (October 1 through April 30), that prior to October 1 the developer shall implement a winterization program to minimize the potential for erosion and polluted runoff by inspecting, maintaining and cleaning all soil erosion and sediment control prior to, during, and immediately after each storm 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;
16. that this project shall comply with the state-mandated water conservation program, and a complete Irrigation Water Management and Conservation Plan together with complete landscape and irrigation plans shall be provided at the time of building permit application;
17. 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;

18. 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 and the street trees will be protected during construction as required by the City Arborist;
19. that project approvals shall be conditioned upon installation of an emergency generator to power the sump pump system; and the sump pump shall be redundant in all mechanical and electrical aspects (i.e., dual pumps, controls, level sensors, etc.). Emergency generators shall be housed so that they meet the City's noise requirement;
20. that the project shall comply with the Construction and Demolition Debris Recycling Ordinance which requires affected demolition, new construction and alteration projects to submit a Waste Reduction plan and meet recycling requirements; any partial or full demolition of a structure, interior or exterior, shall require a demolition permit;
21. that demolition or removal of the existing structures and any grading or earth moving on the site shall not occur until a building permit has been issued and such site work shall be required to comply with all the regulations of the Bay Area Air Quality Management District;
22. that the applicant shall comply with Ordinance 1503, the City of Burlingame Storm Water Management and Discharge Control Ordinance;
23. that the project shall meet all the requirements of the California Building and Uniform Fire Codes, 2016 Edition, as amended by the City of Burlingame;
24. that this project shall comply with Ordinance No. 1477, Exterior Illumination Ordinance:

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

25. that prior to scheduling the foundation inspection a licensed surveyor shall locate the property corners, set the building envelope;
26. that prior to scheduling the framing inspection, the project architect, engineer or other licensed professional shall provide architectural certification that the architectural details such as window locations and bays are built as shown on the approved plans; if there is no licensed professional involved in the project, the property owner or contractor shall provide the certification under penalty of perjury. Certifications shall be submitted to the Building Division;
27. that prior to scheduling the roof deck inspection, a licensed surveyor shall shoot the height of the roof ridge and provide certification of that height to the Building Division;
28. that prior to final inspection, Planning Division staff will inspect and note compliance of the architectural details (trim materials, window type, etc.) to verify that the project has been built according to the approved Planning and Building plans;

**Mitigation Measures from Environmental Impact Report:****Aesthetics**

29. **MM AES-1: Design Review of the Proposed Project:** The applicant shall submit revised plans for the proposed building at 1128-1132 Douglas Avenue to the City of Burlingame for design review. The Planning Commission as the responsible body for design review shall review the proposed project for compatibility with the City's guidelines for a residential apartment building in the Downtown Specific Plan R-4 Base District.
30. **MM AES-2: Exterior Lighting Plan:** Prior to issuance of a building permit, a detailed Exterior Lighting Plan shall be provided. The lighting plan shall utilize the following standards:
- a) Control stray light through use of low-brightness fixtures with optical controls.
  - b) Fully block all exterior light sources from off-site views.
  - c) Do not permit any uplighting from any outdoor light fixture.
  - d) Employ on-demand exterior lighting systems where feasible. Area lighting and security lighting shall be controlled by the use of timed switches and/or motion detectors.
  - e) Use tinted windows in all buildings to reduce glare from interior lights.
31. **MM AES-3: Use of Non-reflective Exterior Paint:** Flat, non-reflective paint or integrated coloring shall be used in all exterior building materials throughout the project.

**Air Quality**

32. **MM AIR-1: Construction Equipment Emissions Reduction:** The construction contractor shall implement the BAAQMD Enhanced Exhaust Emissions Reduction Measures for Project Construction Equipment measure that requires project off-road equipment greater than 25 horsepower (hp) that operates for more than 20 total hours over the entire duration of construction activities to meet the following requirements:
- a) All backhoes engines shall meet CARB Tier 4 off-road emission standards.
  - b) All other equipment engines shall meet or exceed CARB Tier 3 off-road emission standards or be retrofitted with a CARB Level 2 diesel particulate filter (DPF).
33. **MM AIR-2: Air Filtration:** A standard house heating, ventilation, and air conditioning (HVAC) system with a permanent filter of a minimum efficiency reporting value (MERV) of 13 or greater shall be installed at the relocated residence at 524 Oak Grove Avenue. The MERV13 filter shall provide one air exchange per hour if the air source is outside/unfiltered air or four air exchanges per hour if the air source is inside/recirculated air to provide an 80 percent or greater reduction of outdoor fine particulate matter (including DPM).

## Biological Resources

34. **MM BIO-1: Pre-construction Bat Surveys** The applicant shall implement the following measures during demolition of structures and tree removal or tree pruning.

**Structures.** Before demolition of existing structures, a qualified bat specialist shall conduct a day time search for potential roosting habitat and evening emergence surveys to determine if the structure is being used as a roost. Biologists conducting surveys for roost sites shall use naked eye, binoculars, and a high power spotlight to inspect buildings features that could house bats. The surfaces of the structure and the ground around the structure shall be surveyed for bat signs, such as guano, staining, and prey remains. Evening (i.e., dusk) emergence surveys shall consist of at least one bat specialist positioned at different vantage points from the structure, watching for emerging bats from a half hour before sunset to 1 to 2 hours after sunset for a minimum of 2 nights within the season that construction will be taking place. Night vision goggles or full spectrum acoustic detectors should be used during emergence surveys to assist in species identification. All emergence surveys shall be conducted during favorable weather conditions (i.e., calm nights with temperatures conducive to bat activity [55° F and above] and no precipitation predicted). If roosting, special-status bats are present, measures developed by the bat specialist shall be implemented, as needed. Measures to protect the bats may include postponing demolition until after the May 1st through October 1st roosting period. Measures may include monitoring roosting to determine if the roost site is a maternal roost by either a visual inspection of the roost bat pups, or monitoring the roost after the adults leave for the night and listening for bat pups. Eviction of a maternal roost cannot occur because bat pups are not mature enough to leave the roost. If a roost is determined not to be a maternal roost, eviction of bats shall be conducted using bat exclusion techniques developed by Bat Conservation International and in consultation with CDFW that allow the bats to exit the roosting site, but prevent re-entry to the site. This work shall be completed by a BCI-recommended exclusion professional. The exclusion of bats shall be timed and carried out concurrently with any scheduled bird exclusion activities. Each roost lost (if any) shall be replaced in consultation with the CDFW and may include construction and installation of BCI-approved bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement shall be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the structures may be removed or sealed.

**Tree Removal.** A qualified bat specialist shall examine trees to be removed or trimmed for suitable bat roosting habitat. High quality habitat features (large tree cavities, basal hollows, loose or peeling bark, larger snags, etc.) shall be identified and the area around these features searched for bats and bat sign (guano, culled insect parts, staining, etc.). The qualified bat specialist shall conduct evening visual emergence surveys of the source habitat feature, from a half hour before sunset to 1 to 2 hours after sunset for a minimum of two nights within the season that construction will be taking place. If it is

found that roosting, special-status bats are present, measures developed by the bat specialist shall be implemented, as needed.

35. **MM BIO-2: Tree Protection Measures:** Tree protection specifications were developed by Mayne Tree Expert Company Inc. for the protected trees surveyed at the Douglas Avenue and Oak Grove Avenue project sites. The applicant shall implement the following tree protection measures developed by Mayne Tree Expert Company Inc. and approved by the Arborist for protected trees. The Mayne Tree Expert Company Inc. reports shall be included on the demolition and construction plans of the project.

**Mulching.** A 6-inch layer of coarse mulch woodchips shall be placed beneath the dripline of protected trees. Mulch is to be kept 12 inches from the trunk.

**Protective Barrier.** A protective barrier or 6-foot chain link fence shall be installed around the dripline of protected trees. The fencing can be moved within the dripline if authorized by the Project Arborist or the City Arborist, but no closer than 2 feet from the trunk of any tree. Fence posts shall be 1.5 inches in diameter and are to be driven 2 feet into the ground. The distance between posts shall not be more than 10 feet. This enclosed area is the Tree Protection Zone (TPZ). Moveable barriers or chain link fencing secured to cement blocks can be substituted for “fixed” fencing if the Project Arborist and City Arborist agree that the fencing would have to be moved to accommodate certain phases of construction. The applicant may not move the fence without authorization from the Project Arborist or City Arborist.

**Construction Restrictions.** During construction, the following restrictions shall be implemented:

- a) Runoff or spillage of damaging materials to the area below any tree canopy shall not be allowed.
- b) Storing materials, stockpiling soils, or parking/driving vehicles within the TPZ is not allowed.
- c) Cutting, breaking, skinning, or bruising roots, branches, or trunks of protected trees is prohibited without first obtaining authorization from the City Arborist.
- d) Fires shall not be allowed under and adjacent to trees.
- e) Discharging exhaust into foliage shall be prohibited.
- f) Securing cables, chains, or ropes to trees or shrubs is prohibited.
- g) Trenching, digging, or excavating within the dripline of the TPZ of trees is prohibited without first obtaining authorization from the City Arborist.
- h) Applying soils sterilants under pavement near existing trees is prohibited.
- i) Machine trenching is prohibited within the driplines of trees, only excavation by hand or compressed air is allowed.

**Avoiding injury to roots.** When a ditching machine, which is being used outside of the dripline of trees, encounters roots smaller than 2 inches, the wall of the trench adjacent to the street shall be hand trimmed, making clear, clean cuts through the roots. All damaged, torn, and cut roots shall be given a clean cut to remove ragged edges, which promote decay. Trenches shall be filled within 24 hours, but, where, this is not possible, the side of the trench adjacent to the trees shall be shaded with four layers of dampened, untreated burlap, wetted as frequently as necessary to keep the burlap wet. Roots 2 inches or larger, when encountered, shall be reported immediately to the Project Arborist, who will decide whether the applicant may cut the roots as mentioned above or shall excavate by hand or with compressed air under the root. The root is to be protected with dampened burlap. In addition, the top 2 feet of the foundation closest to trees shall be air spaded or hand dug under supervision of a licensed arborist to locate and evaluate any significant roots prior to mechanical excavation. The licensed arborist shall be required to submit a report to the City regarding the findings of the excavation and recommend any additional actions needed to protect the roots to preserve the health and structure of both the redwood and oak trees.

**Routing pipes.** To avoid conflict with routes, pipes shall be routed outside of an area, ten times the diameter of a protected tree. In addition, where it is not possible to reroute pipes or trenches, the applicant shall bore beneath the dripline of the tree. The boring shall take place not less than 3 feet below the surface of the soil in order to avoid encountering feeder roots.

**Reporting.** Any damage due to construction activities shall be reported to the Project Arborist or City Arborist within 6 hours. If a protected tree is damaged, the applicant shall follow any remedial actions deemed necessary by the City Arborist, such as planting additional trees, consistent with Chapter 11.06.090.

### **Cultural Resources**

36. **MM CUL-1: Compatible Cladding for Historic House:** New construction on the relocated historic house shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, to protect the integrity of the property and its environment consistent with the Secretary of Interior's standards for rehabilitation. The choice of materials shall be submitted to the City for approval as part of the design review process.

### **Geology and Soils**

37. **MM GEO-1: Implementation of Geotechnical Recommendations:** The Applicant and their contractors shall implement the measures outlined and recommended in the Geotechnical Investigation Report Chapters 5 through 10 for the proposed construction at 1128-1132 Douglas Avenue.

### **Hazards and Hazardous Materials**

38. **MM HAZ-1: Preparation of a Site-specific Spill Prevention, Control and Countermeasure Plan:** The applicant shall prepare a site-specific Spill Prevention, Control, and Countermeasure (SPCC) Plan that will identify spill prevention and

response measures and Best Management Practices (BMPs). The plan will emphasize site specific physical conditions to improve hazard prevention (e.g., identification of flow paths to nearest drains) and reduce effects of accidental spills if they occur. The Applicant shall designate a representative to ensure that all hazardous materials and safety plans are followed throughout the construction period. BMPs identified in SPCC Plan shall be implemented during project construction to minimize the risk of an accidental release and to provide the necessary information for emergency response. A copy of the project SPCC shall be submitted to the City for approval at least 30 days prior to construction. All construction personnel shall be required to attend SPCC training prior to conducting any work on the project site.

39. **MM HAZ-2: Soils Test:** Prior to construction, the applicant shall evaluate shallow soils at the structure locations for the possible presence of lead and pesticides. If lead or pesticides are found within the tested soils, the applicant shall dispose of the soils, consistent with federal, state and local laws regarding disposal of hazardous materials.

### Hydrology and Water Quality

40. **MM HAZ-3: Project-specific Emergency Access Plan:** The Applicant shall develop and implement a Project specific Emergency Access Plan. The applicant shall submit the plan to the City and all emergency services within the city, including the fire department and police department, at least 30 days prior to construction. The Emergency Access Plan shall require provisions for the:
- a) Implementation of standard safety practices, including installation of appropriate barriers between work zones and transportation facilities, placement of appropriate signage, and use of traffic control devices.
  - b) Use of flaggers and/or signage to guide vehicles through or around construction zones using proper techniques for construction activities, including staging yard entrance and exit.
  - c) Traffic detours for any road or lane closures with appropriate signage marking the detours.
  - d) Timing of worker commutes and material deliveries to avoid peak commuting hours.
  - e) Timing of lane and road closures.
  - f) Plans for construction worker parking and transportation to work sites.
  - g) Methods for keeping roadways clean.
  - h) Storage of all equipment and materials in designated work areas in a manner that minimizes traffic obstructions and maximizes traffic sign visibility.
  - i) Limiting vehicles to safe speed levels according to posted speed limits, road conditions, and weather conditions.
  - j) Coordination with public transit providers.

- k) Repair of asphalt and other road damage (e.g., curb and gutter damage, rutting in unpaved roads) caused by construction vehicles.
- l) Detours for cyclists and pedestrians when bike lanes or sidewalks must be closed.

The Emergency Access Plan must at a minimum comply with the requirements of the City and must be submitted to the City for approval prior to commencing construction activities.

### Hydrology and Water Quality

- 41. **MM HYDRO-1: Stormwater Pollution Prevention Best Management Practices:** The applicant will implement the following best management practices during construction of the proposed project:
  - a) Preserve existing vegetation where feasible.
  - b) Limit disturbance to the work site.
  - c) Install silt fences around the perimeter of the project site.

### Noise

- 42. **MM NOISE-1: Prepare a Relocation Plan and Obtain Approval from the City for Historic House Relocation Outside of Permitted Construction Hours:** The Applicant shall prepare a Relocation Plan and obtain approval from the City under Municipal Code Section 18.07.110 for historic house relocation. The Relocation Plan shall include:
  - 1. Exact procedure for cutting and dismantling the historic house, and loading on trucks.
  - 2. Specific routes for movement of the historic house from its existing location to 524 Oak Grove Avenue.
  - 3. Exact procedure for setting the house in its new location.
  - 4. Estimated duration for the various activities involved in the cutting, dismantling, loading, and setting of the House.
  - 5. Coordination procedures with utilities, Caltrain, and appropriate City Departments.
  - 6. Advance Notice to residents at each project site and along the route regarding the start and duration of power interruption.
  - 7. Measures to reduce impacts of power outage on residents such as:
    - a) Power interruption phasing to reduce amount of time houses are affected.
    - b) Offering affected parties dry ice for freezers and refrigerators.
    - c) Offering generators for life support equipment.
    - d) Security lighting.

Approval from the City for relocating the historic house outside of permitted construction hours would be contingent on abiding by all the best management practices required under Condition of Approval 19, and the measures included in the Noise Management Plan for the project.

43. **MM NOISE-2: Compliance with Title 24:** Prior to issuance of a building permit, a qualified acoustical consultant shall review the final building plans to calculate expected interior noise levels. The building permit shall not be issued until the qualified acoustical consultant has reviewed the acoustical test report of all sound rated windows and doors and confirmed that the proposed building treatments will adequately reduce interior noise levels to 45 dBA or below.
44. **MM NOISE-3: Noise Management Plan:** The applicant shall prepare a noise management plan that includes:
  - a. Identified routes for movement of construction-related vehicles and equipment developed in conjunction with the Burlingame Community Development Department so that noise-sensitive areas, including residences and schools, are avoided as much as possible.
  - b. A designated “Community Liaison” for construction activities. The Community Liaison would be responsible for responding to any local complaints regarding construction noise and vibration. The Community Liaison would determine the cause of the noise or vibration complaint and would implement reasonable measures to correct the problem.
  - c. Sending advance notice to neighborhood residents within 50 feet of the project site regarding the construction schedule and including the phone number for the disturbance coordinator. A notice with the name and phone number of the Community Liaison shall be posted at the project site.

In the event that construction noise complaints are not resolved by scheduling, the applicant shall install temporary sound absorption barriers, such as noise control blankets, in addition to the standard noise barriers around the construction site required under Condition of Approval 19, best management practices. These additional barriers would be specifically designed for exterior use and would reduce the noise level beyond the fence line by at least 3 dBA.

If noise complaints continue, the applicant shall install a temporary sound absorption barrier that would reduce the noise level beyond the fence line an additional 2 dBA, for a total noise reduction of 5 dBA beyond the fence line.

### **Transportation and Traffic**

45. **MM TRAFFIC-1: Construction Management Plan:** The project applicant and its construction contractor(s) shall develop a construction management plan for review and approval by the City of Burlingame. The plan must include at least the following items and requirements to reduce, to the maximum extent feasible, traffic and parking congestion during construction:

- a. A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes;
  - b. Identification of haul routes for movement of construction vehicles that would minimize impacts on motor vehicular, bicycle and pedestrian traffic, circulation and safety, and specifically to minimize impacts to the greatest extent possible on streets in the project area;
  - c. Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures would occur;
  - d. Provisions for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project applicant.;
  - e. A construction parking plan to provide worker parking off site and generally off neighborhood streets, with shuttles or other transportation as needed to transport workers to the site; and
  - f. Designation of a readily available contact person for construction activities who would be responsible for responding to any local complaints regarding traffic or parking. This coordinator would determine the cause of the complaint and, where necessary, would implement reasonable measures to correct the problem.
46. **MM TRAFFIC-2: Driveway Safety Enhancements:** The project applicant and its construction contractor(s) shall implement the following safety enhancements:
- a. Flashing light sensors shall be placed within the project parking garage and rear surface parking areas to alert motorists outbound from the project parking areas that vehicles are inbound from Douglas Avenue (these could be video or loop detected);
  - b. Signs shall be placed at the proposed project's Douglas Avenue entrances that indicate: "Caution—Watch For Outbound Vehicles"; and
  - c. The project design shall be modified to allow for 12-foot access on the eastern-most driveway, except as necessary to avoid impact to the two significant trees. Toward the rear of the lot, that would require either loss of landscaping, further setback for the building (at least on the first floor), and/or loss of a parking space.

**Conditions of Approval for 524 Oak Grove Avenue:**

1. that the project shall be built as shown on the plans submitted to the Planning Division date stamped December 22, 2014, sheets A0.0 through A5.1, AR1.0, L1.1, L1.2, and GP1;
2. that any changes to building materials, exterior finishes, windows, architectural features, roof height or pitch, and amount or type of hardscape materials shall be subject to Planning Division or Planning Commission review (FYI or amendment to be determined by Planning staff);

3. that any changes to the size or envelope of the first or second floors, or garage, which would include adding or enlarging a dormer(s), shall require an amendment to this permit;
4. that any recycling containers, debris boxes or dumpsters for the construction project shall be placed upon the private property, if feasible, as determined by the Community Development Director;
5. that demolition or removal of the existing structures and any grading or earth moving on the site shall not occur until a building permit has been issued and such site work shall be required to comply with all the regulations of the Bay Area Air Quality Management District;
6. that prior to issuance of a building permit for construction of the project, the project construction plans shall be modified to include a cover sheet listing all conditions of approval adopted by the Planning Commission, or City Council on appeal; which shall remain a part of all sets of approved plans throughout the construction process. Compliance with all conditions of approval is required; the conditions of approval shall not be modified or changed without the approval of the Planning Commission, or City Council on appeal;
7. that all air ducts, plumbing vents, and flues shall be combined, where possible, to a single termination and installed on the portions of the roof not visible from the street; and that these venting details shall be included and approved in the construction plans before a Building permit is issued;
8. that the project shall comply with the Construction and Demolition Debris Recycling Ordinance which requires affected demolition, new construction and alteration projects to submit a Waste Reduction plan and meet recycling requirements; any partial or full demolition of a structure, interior or exterior, shall require a demolition permit;
9. that the project shall meet all the requirements of the California Building and Uniform Fire Codes, 2013 Edition, as amended by the City of Burlingame;

**THE FOLLOWING CONDITIONS SHALL BE MET DURING THE BUILDING INSPECTION PROCESS PRIOR TO THE INSPECTIONS NOTED IN EACH CONDITION:**

10. that prior to scheduling the framing inspection the applicant shall provide a certification by the project architect or residential designer, or another architect or residential design professional, that demonstrates that the project falls at or below the maximum approved floor area ratio for the property;
11. prior to scheduling the framing inspection the project architect or residential designer, or another architect or residential design professional, shall provide an architectural certification that the architectural details shown in the approved design which should be evident at framing, such as window locations and bays, are built as shown on the approved plans; architectural certification documenting framing compliance with approved design shall be submitted to the Building Division before the final framing inspection shall be scheduled;

12. that prior to scheduling the roof deck inspection, a licensed surveyor shall shoot the height of the roof ridge and provide certification of that height to the Building Division; and
13. that prior to final inspection, Planning Division staff will inspect and note compliance of the architectural details (trim materials, window type, etc.) to verify that the project has been built according to the approved Planning and Building plans.

### Mitigation Measures from Environmental Impact Report

#### Air Quality

14. **MM AIR-2: Air Filtration:** A standard house heating, ventilation, and air conditioning (HVAC) system with a permanent filter of a minimum efficiency reporting value (MERV) of 13 or greater shall be installed at the relocated residence at 524 Oak Grove Avenue. The MERV13 filter shall provide one air exchange per hour if the air source is outside/unfiltered air or four air exchanges per hour if the air source is inside/recirculated air to provide an 80 percent or greater reduction of outdoor fine particulate matter (including DPM).

#### Biological Resources

15. **MM BIO-2: Tree Protection Measures:** Tree protection specifications were developed by Mayne Tree Expert Company Inc. for the protected trees surveyed at the Douglas Avenue and Oak Grove Avenue project sites. The applicant shall implement the following tree protection measures developed by Mayne Tree Expert Company Inc. and approved by the Arborist for protected trees. The Mayne Tree Expert Company Inc. reports shall be included on the demolition and construction plans of the project.

**Mulching.** A 6-inch layer of coarse mulch woodchips shall be placed beneath the dripline of protected trees. Mulch is to be kept 12 inches from the trunk.

**Protective Barrier.** A protective barrier or 6-foot chain link fence shall be installed around the dripline of protected trees. The fencing can be moved within the dripline if authorized by the Project Arborist or the City Arborist, but no closer than 2 feet from the trunk of any tree. Fence posts shall be 1.5 inches in diameter and are to be driven 2 feet into the ground. The distance between posts shall not be more than 10 feet. This enclosed area is the Tree Protection Zone (TPZ). Moveable barriers or chain link fencing secured to cement blocks can be substituted for “fixed” fencing if the Project Arborist and City Arborist agree that the fencing would have to be moved to accommodate certain phases of construction. The applicant may not move the fence without authorization from the Project Arborist or City Arborist.

**Construction Restrictions.** During construction, the following restrictions shall be implemented:

- a) Runoff or spillage of damaging materials to the area below any tree canopy shall not be allowed.
- b) Storing materials, stockpiling soils, or parking/driving vehicles within the TPZ is not allowed.

- c) Cutting, breaking, skinning, or bruising roots, branches, or trunks of protected trees is prohibited without first obtaining authorization from the City Arborist.
- d) Fires shall not be allowed under and adjacent to trees.
- e) Discharging exhaust into foliage shall be prohibited.
- f) Securing cables, chains, or ropes to trees or shrubs is prohibited.
- g) Trenching, digging, or excavating within the dripline of the TPZ of trees is prohibited without first obtaining authorization from the City Arborist.
- h) Applying soils sterilants under pavement near existing trees is prohibited.
- i) Machine trenching is prohibited within the driplines of trees, only excavation by hand or compressed air is allowed.

**Avoiding injury to roots.** When a ditching machine, which is being used outside of the dripline of trees, encounters roots smaller than 2 inches, the wall of the trench adjacent to the street shall be hand trimmed, making clear, clean cuts through the roots. All damaged, torn, and cut roots shall be given a clean cut to remove ragged edges, which promote decay. Trenches shall be filled within 24 hours, but, where, this is not possible, the side of the trench adjacent to the trees shall be shaded with four layers of dampened, untreated burlap, wetted as frequently as necessary to keep the burlap wet. Roots 2 inches or larger, when encountered, shall be reported immediately to the Project Arborist, who will decide whether the applicant may cut the roots as mentioned above or shall excavate by hand or with compressed air under the root. The root is to be protected with dampened burlap. In addition, the top 2 feet of the foundation closest to trees shall be air spaded or hand dug under supervision of a licensed arborist to locate and evaluate any significant roots prior to mechanical excavation. The licensed arborist shall be required to submit a report to the City regarding the findings of the excavation and recommend any additional actions needed to protect the roots to preserve the health and structure of both the redwood and oak trees.

**Routing pipes.** To avoid conflict with routes, pipes shall be routed outside of an area, ten times the diameter of a protected tree. In addition, where it is not possible to reroute pipes or trenches, the applicant shall bore beneath the dripline of the tree. The boring shall take place not less than 3 feet below the surface of the soil in order to avoid encountering feeder roots.

**Reporting.** Any damage due to construction activities shall be reported to the Project Arborist or City Arborist within 6 hours. If a protected tree is damaged, the applicant shall follow any remedial actions deemed necessary by the City Arborist, such as planting additional trees, consistent with Chapter 11.06.090.

**Cultural Resources**

16. **MM CUL-1: Compatible Cladding for Historic House:** New construction on the relocated historic house shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, to protect the integrity of the property and its environment consistent with the Secretary of Interior's standards for rehabilitation. The choice of materials shall be submitted to the City for approval as part of the design review process.

**Noise**

17. **MM NOISE-1: Prepare a Relocation Plan and Obtain Approval from the City for Historic House Relocation Outside of Permitted Construction Hours:** The Applicant shall prepare a Relocation Plan and obtain approval from the City under Municipal Code Section 18.07.110 for historic house relocation. The Relocation Plan shall include:
1. Exact procedure for cutting and dismantling the historic house, and loading on trucks.
  2. Specific routes for movement of the historic house from its existing location to 524 Oak Grove Avenue.
  3. Exact procedure for setting the house in its new location.
  4. Estimated duration for the various activities involved in the cutting, dismantling, loading, and setting of the House.
  5. Coordination procedures with utilities, Caltrain, and appropriate City Departments.
  6. Advance Notice to residents at each project site and along the route regarding the start and duration of power interruption.
  7. Measures to reduce impacts of power outage on residents such as:
    - a) Power interruption phasing to reduce amount of time houses are affected.
    - b) Offering affected parties dry ice for freezers and refrigerators.
    - c) Offering generators for life support equipment.
    - d) Security lighting.

Approval from the City for relocating the historic house outside of permitted construction hours would be contingent on abiding by all the best management practices required under Condition of Approval 19, and the measures included in the Noise Management Plan for the project.

## RESOLUTION NO.

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME APPROVING APPLICATIONS FOR DESIGN REVIEW, CONDITIONAL USE PERMIT, FRONT SETBACK LANDSCAPE VARIANCE, PARKING VARIANCE, AND TENTATIVE PARCEL MAP FOR A MULTI-FAMILY DEVELOPMENT CONSISTING OF 27 RESIDENTIAL APARTMENTS ON PROPERTY LOCATED AT 1128-1132 DOUGLAS AVENUE (ASSESSOR PARCEL NOS: 029-132-180 and 029-132-190) AND APPLICATIONS FOR DESIGN REVIEW AND FRONT SETBACK VARIANCE FOR RELOCATION OF A PORTION OF THE EXISTING HOUSE AT 1128 DOUGLAS AVENUE TO PROPERTY LOCATED AT 524 OAK GROVE AVENUE (ASSESSORS PARCEL NO: 029-083-010)**

WHEREAS, on June 13, 2014, Jacob Furlong filed an application with the City of Burlingame Community Development Department – Planning Division requesting approval of the following requests:

1128-1132 Douglas Avenue:

- Design Review for construction of a new five-story, 27-unit apartment building with at-grade and below-grade parking (reduced from 29 units);
- Conditional Use Permit for building height (56'-10" proposed where a Conditional Use Permit is required if the building exceeds 35'-0" in height; 75'-0" is the maximum allowed);
- Front Setback Landscape Variance (40% front setback landscaping proposed where 60% is the minimum required);
- Parking Variance for driveway width (9'-0" width proposed for the driveway along the north property line where 12'-0" is the minimum required); and
- Tentative Parcel Map for Lot Combination to combine 52 feet of portion of Lot 3, Block 5 (1128 Douglas Avenue) and 50 feet of Lot 3, Block 5 (1132 Douglas Avenue), Burlingame Land Company Map No 2;

524 Oak Grove Avenue:

- Design Review to demolish the existing house at 524 Oak Grove Avenue and replace it with an existing house to be moved from 1128 Douglas Avenue; the project includes a first and second story addition to the house moved from Douglas Avenue and construction of a new detached garage;
- Front Setback Variance to the second floor of the house (18'-0" proposed where 20'-0" is the minimum required); and

## RESOLUTION NO.

WHEREAS, on March 23, 2015 the Planning Commission conducted a duly noticed public hearing (design review study session) to review and comment upon the project designs at 1128-1132 Douglas Avenue and 524 Oak Grove Avenue. At that time direction was provided to the applicant for revisions to the project designs; and

WHEREAS, on May 11, 2015 the Planning Commission conducted a duly noticed public hearing (environmental scoping session) to identify subjects to be analyzed in the project Environmental Impact Report (EIR). At that time comments were received from the Commission and public regarding issues to be addressed in the project EIR; and

WHEREAS, a draft EIR was prepared to analyze project impacts; said draft EIR was circulated for a 45-day public review and comment period commencing on September 6, 2016 and concluding on October 20, 2016. During the circulation period, the Planning Commission conducted a duly noticed public hearing on October 11, 2016 that provided the opportunity for the Commission and interest members of the public to provide commentary on the analysis contained within the project EIR; and

WHEREAS, a final EIR for the project was prepared following conclusion of the circulation period for the draft EIR on October 20, 2016; the final EIR containing responses to all comments received on the draft EIR was released for public review on February 3, 2017; and

WHEREAS, the Planning Commission conducted a duly noticed public hearing on February 13, 2017 at which time it considered certification of the final EIR and approval of all project entitlements, and continued action on the FEIR and on the project until additional information was provided by the applicant and staff; and

WHEREAS, the Planning Commission conducted a duly noticed public hearing on April 24, 2017 at which time it considered certification of the final EIR and approval of all project entitlements. Following consideration of all information contained in the April 24, 2017 staff report to the Planning Commission regarding the project, all written correspondence, and all public comments received at the public hearing, the Commission made the following findings regarding the project entitlements:

### **1128-1132 Douglas Avenue**

#### **Design Review Findings:**

- *Compatibility with the existing character of the neighborhood*, in that the project is consistent with existing buildings on the block characterized by simple massing, flat walls and roofs, and repetitive fenestration; the project mediates between existing two-, three- and four-story buildings in the area to create a continuous residential neighborhood, is well articulated and landscaped, and embraces the street and the pedestrian realm;

## RESOLUTION NO.

- *Respect the mass and fine scale of adjacent buildings even when using different architectural styles*, in that the design exhibits thoughtful massing, character and pedestrian scale, successfully creates a good transition between the existing two-, three- and four-story buildings in the neighborhood, and contains a four-story façade at the front of the building (fifth floor is setback 10 feet);
- *Maintain the tradition of architectural diversity, but with human scale regardless of the architectural style used*, in that the architectural style blends traditional and contemporary design elements to be compatible with adjacent neighborhoods and the City as a whole, and that human scale is provided at the street level consisting of a front entry element, a pedestrian walk and benches, and on the upper levels individual balconies provide residential scale and character; and
- *Incorporate quality materials and thoughtful design which will last into the future*, in that the exterior building materials include stucco, horizontal wood and concrete siding, balconies with wood railings and a wood base trim, aluminum windows and doors to be inset five inches, powder coated steel awnings above some of the windows throughout the building, and a decorative concrete shear wall is proposed to the left of the front entry.

### Conditional Use Permit Findings (Building Height):

- *The proposed use, at the proposed location, will not be detrimental or injurious to property or improvements in the vicinity, and will not be detrimental to the public health, safety, general welfare, or convenience*, in that the multiple-family residential use is consistent with the existing multiple-family residential uses in the neighborhood and that the massing satisfies the general plan objective to provide high-density residential development while being scaled to be compatible with existing adjacent development;
- *The proposed use will be located and conducted in a manner in accord with the Burlingame General Plan and the purposes of this title*, in that it provides a multiple-family residential use on a property determined to be suitable for such use in the Zoning Code and Burlingame General Plan; and
- *The proposed project will be compatible with the aesthetics, mass, bulk, and character of the existing and potential uses on adjoining properties in the general vicinity*, in that given the existing neighborhood is generally composed of two to four story structures below 50 feet in height, the project is generally compatible with the surrounding structures in mass and scale with a proposed building height of 53'-7" to top of roof and 56'-10" to top of parapet); and because the top (5<sup>th</sup>) floor is stepped back 10-feet from the face of the building, it will provide a sense of a four story building when viewed from nearby locations, will be a less prominent element of the front building façade, and given

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the proximity of the project site to other buildings that exceed 35-feet in the general vicinity and in the Downtown area it will be compatible with the mass and character of buildings in the area.

### Variance Findings (Front Setback Landscape):

- *There are exceptional or extraordinary circumstances or conditions applicable to the property involved that do not apply generally to property in the same district, in that there are two protected sized trees located at the north east corner of the site, consisting of a 39-inch diameter Redwood tree and a 27.6-inch diameter Coast Live Oak tree, and that that the applicant is proposing to retain as a part of the project;*
- *The granting of the application is necessary for the preservation and enjoyment of a substantial property right of the applicant, and to prevent unreasonable property loss or unnecessary hardship, in that the reduction of landscaping within the front setback enables a circular driveway to be added to help alleviate congestion on the street by allowing temporary parking for delivery vehicles, guests, and residents;*
- *The granting of the application will not be detrimental or injurious to property or improvements in the vicinity and will not be detrimental to the public health, safety, general welfare or convenience, in that the proposed front setback landscaping is consistent with the existing multiple-family residential uses in the neighborhood; and*
- *The use of the property will be compatible with the aesthetics, mass, bulk and character of existing and potential uses of properties in the general vicinity, in that given the proposed front setback landscaping and circular driveway is consistent with existing multiple-family residential uses in the general vicinity and in the Downtown area, it will be compatible with the mass and character of buildings in the area.*

### Variance Findings (Parking – Driveway Width):

- *There are exceptional or extraordinary circumstances or conditions applicable to the property involved that do not apply generally to property in the same district, in that there are two protected sized trees located at the north east corner of the site along the driveway, consisting of a 39-inch diameter Redwood tree and a 27.6-inch diameter Coast Live Oak tree, and that that the applicant is proposing to retain as a part of the project;*
- *The granting of the application is necessary for the preservation and enjoyment of a substantial property right of the applicant, and to prevent unreasonable property loss or unnecessary hardship, in that the reduction in the driveway width from 12 feet to 9 feet along portions of the driveway enables two existing protected sized trees to be retained;*

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- *The granting of the application will not be detrimental or injurious to property or improvements in the vicinity and will not be detrimental to the public health, safety, general welfare or convenience, in that the reduction in the driveway width from 12 feet to 9 feet along portions of the driveway represents a minor reduction and permits access to the at-grade parking area at the rear of lot; and*
- *The use of the property will be compatible with the aesthetics, mass, bulk and character of existing and potential uses of properties in the general vicinity, in that the driveway is provided by an existing ingress/egress easement located along the north side property line which is consistent with driveway designs in the area.*

### Tentative Parcel Map Findings:

*The proposed parcel map, together with the provisions for its design and improvement, is consistent with the Burlingame General Plan and consistent with the provisions of the Subdivision Map Act, and that the site is physically suited for the proposed type and density of development in that it provides a multiple-family residential use in an area identified as suitable for such use in the Zoning Code and Burlingame General Plan, provides vehicular and pedestrian circulation to serve the project, and is consistent with required development standards.*

### **524 Oak Grove Avenue**

#### Design Review Findings:

- *Compatibility of the architectural style with that of the existing character of the neighborhood, in that the architectural style, mass and bulk of the addition contains hip and gable roofs, composition shingle roofing, proportional plate heights, wood shingle siding, wood windows with wood trim, and covered porches throughout the house;*
- *Respect for the parking and garage patterns in the neighborhood, in that the new detached garage, located at the rear of the site, will not be the dominant feature at the front of the house and that the driveway leading to the garage will provide a separation between the subject house and the adjacent house;*
- *Architectural style and mass and bulk of structure, in that in that the architectural style, mass and bulk of the addition contains hip and gable roofs, proportional plate heights, and covered porches, fenestration and varied roof lines throughout the house to help break up the massing;*
- *Interface of the proposed structure with the structures on adjacent properties, in that the windows and architectural elements of the proposed structure are placed so that the structure respects the interface with the structure with the adjacent property to the north (two other sides of triangular lot are bounded by streets); and*

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- *Landscaping and its proportion to mass and bulk of structural components*, in that the three existing protected size trees and two large street trees to remain, and four new trees and shrubs to be planted throughout the site will compliment and be compatible with the proposed addition.

### Variance Findings (Front Setback):

- *There are exceptional or extraordinary circumstances or conditions applicable to the property involved that do not apply generally to property in the same district*, in that the triangular shape of the subject property is unusual where most of the lots in the neighborhood are rectangular and that the applicant is proposing to retain an existing 40.7-inch diameter protected size tree in the rear yard as part of the project;
- *The granting of the application is necessary for the preservation and enjoyment of a substantial property right of the applicant, and to prevent unreasonable property loss or unnecessary hardship* in that the encroachment into the front setback on the second floor (3 feet) enables an existing protected sized trees to be retained by allowing the building footprint to be stepped away the required distance from the tree;
- *The granting of the application will not be detrimental or injurious to property or improvements in the vicinity and will not be detrimental to the public health, safety, general welfare or convenience* in that the single-family residential use is consistent with the existing single-family residential uses in the neighborhood and that the proposed 3 foot encroachment into the required second floor setback represents a minor encroachment and that the impact of the second floor is mitigated by varied rooflines, a dormer and chimney; and
- *The use of the property will be compatible with the aesthetics, mass, bulk and character of existing and potential uses of properties in the general vicinity* in that the architectural style, mass and bulk of the addition contains hip and gable roofs, composition shingle roofing, proportional plate heights, wood shingle siding, wood windows with wood trim, and covered porches throughout the house, and therefore will be compatible with the mass and character of buildings in the area.

WHEREAS, following the April 24, 2017 public hearing, the Planning Commission moved to certify the final EIR for the project and adopted mitigation measures and a mitigation monitoring plan for the project as recorded in a separate resolution adopted by the Commission. All mitigation measures shall be incorporated into the conditions of project approval.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Burlingame, that the applications for Design Review, Conditional Use Permit for building height, Front Setback Landscape Variance, Parking Variance for driveway width, and Tentative Parcel Map at **1128-1132 Douglas Avenue, zoned R-4**; and Design Review and Front Setback Variance to

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relocate the existing house at 1128 Douglas Avenue to 524 Oak Grove Avenue, which includes a first and second story addition to the relocated house and a new detached garage at **524 Oak Grove, zoned R-1** are hereby granted, subject to the following conditions:

### **Conditions of Approval for 1128-1132 Douglas Avenue:**

1. that the project shall be built as shown on the plans submitted to the Planning Division date stamped April 14, 2017, sheets A0.0 through A5.1, C1, AR1.0, L1.1, L1.2, and GP-1;
2. that prior to issuance of a building permit for construction of the project, the project construction plans shall be modified to include a cover sheet listing all conditions of approval adopted by the Planning Commission, or City Council on appeal; which shall remain a part of all sets of approved plans throughout the construction process. Compliance with all conditions of approval is required; the conditions of approval shall not be modified or changed without the approval of the Planning Commission, or City Council on appeal;
3. that the maximum elevation to the top of the parapet and roof shall not exceed elevation 80.96' and 77.71', respectively, as measured from the average elevation at the top of the curb along Douglas Avenue (24.20') for a maximum height of 56'-10" to the top of the parapet; the garage floor finished floor elevation shall be elevation 13.30'; and that the top of each floor and final roof ridge shall be surveyed and approved by the City Engineer as the framing proceeds and prior to final framing and roofing inspections. 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;
4. 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 (FYI or amendment to be determined by Planning staff);
5. 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 \$58,138.50, made payable to the City of Burlingame and submitted to the Planning Division;
6. that prior to scheduling the final framing inspection, the applicant shall pay the second half of the public facilities impact fee in the amount of \$58,138.50, made payable to the City of Burlingame and submitted to the Planning Division;
7. that the guest/delivery parking stall shall be marked and designated on the plans, this stall shall not be assigned to any unit and shall always be accessible for parking and not be used for resident storage;
8. that if a security gate system across the driveway is installed in the future, the gate shall be installed a minimum 20'-0" back from the front property line; the security gate system shall include an intercom system connected to each dwelling which allows residents to communicate with guests and to provide guest access to the parking area by pushing a button inside their units;

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9. 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;
10. 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;
11. that all construction shall abide by the construction hours established in the municipal code;
12. 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;
13. that storage of construction materials and equipment on the street or in the public right-of-way shall be prohibited;
14. 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;
15. that if construction is done during the wet season (October 1 through April 30), that prior to October 1 the developer shall implement a winterization program to minimize the potential for erosion and polluted runoff by inspecting, maintaining and cleaning all soil erosion and sediment control prior to, during, and immediately after each storm 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;
16. that this project shall comply with the state-mandated water conservation program, and a complete Irrigation Water Management and Conservation Plan together with complete landscape and irrigation plans shall be provided at the time of building permit application;
17. 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;
18. 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 and the street trees will be protected during construction as required by the City Arborist;
19. that project approvals shall be conditioned upon installation of an emergency generator to power the sump pump system; and the sump pump shall be redundant in all mechanical and electrical aspects (i.e., dual pumps, controls, level sensors, etc.). Emergency generators shall be housed so that they meet the City's noise requirement;

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20. that the project shall comply with the Construction and Demolition Debris Recycling Ordinance which requires affected demolition, new construction and alteration projects to submit a Waste Reduction plan and meet recycling requirements; any partial or full demolition of a structure, interior or exterior, shall require a demolition permit;
21. that demolition or removal of the existing structures and any grading or earth moving on the site shall not occur until a building permit has been issued and such site work shall be required to comply with all the regulations of the Bay Area Air Quality Management District;
22. that the applicant shall comply with Ordinance 1503, the City of Burlingame Storm Water Management and Discharge Control Ordinance;
23. that the project shall meet all the requirements of the California Building and Uniform Fire Codes, 2016 Edition, as amended by the City of Burlingame;
24. that this project shall comply with Ordinance No. 1477, Exterior Illumination Ordinance:

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

25. that prior to scheduling the foundation inspection a licensed surveyor shall locate the property corners, set the building envelope;
26. that prior to scheduling the framing inspection, the project architect, engineer or other licensed professional shall provide architectural certification that the architectural details such as window locations and bays are built as shown on the approved plans; if there is no licensed professional involved in the project, the property owner or contractor shall provide the certification under penalty of perjury. Certifications shall be submitted to the Building Division;
27. that prior to scheduling the roof deck inspection, a licensed surveyor shall shoot the height of the roof ridge and provide certification of that height to the Building Division;
28. that prior to final inspection, Planning Division staff will inspect and note compliance of the architectural details (trim materials, window type, etc.) to verify that the project has been built according to the approved Planning and Building plans;

**Mitigation Measures from Environmental Impact Report:**

**Aesthetics**

29. **MM AES-1: Design Review of the Proposed Project:** The applicant shall submit revised plans for the proposed building at 1128-1132 Douglas Avenue to the City of Burlingame for design review. The Planning Commission as the responsible body for design review shall review the proposed project for compatibility with the City's guidelines for a residential apartment building in the Downtown Specific Plan R-4 Base District.

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30. **MM AES-2: Exterior Lighting Plan:** Prior to issuance of a building permit, a detailed Exterior Lighting Plan shall be provided. The lighting plan shall utilize the following standards:
- a) Control stray light through use of low-brightness fixtures with optical controls.
  - b) Fully block all exterior light sources from off-site views.
  - c) Do not permit any uplighting from any outdoor light fixture.
  - d) Employ on-demand exterior lighting systems where feasible. Area lighting and security lighting shall be controlled by the use of timed switches and/or motion detectors.
  - e) Use tinted windows in all buildings to reduce glare from interior lights.
31. **MM AES-3: Use of Non-reflective Exterior Paint:** Flat, non-reflective paint or integrated coloring shall be used in all exterior building materials throughout the project.

### Air Quality

32. **MM AIR-1: Construction Equipment Emissions Reduction:** The construction contractor shall implement the BAAQMD Enhanced Exhaust Emissions Reduction Measures for Project Construction Equipment measure that requires project off-road equipment greater than 25 horsepower (hp) that operates for more than 20 total hours over the entire duration of construction activities to meet the following requirements:
- a) All backhoes engines shall meet CARB Tier 4 off-road emission standards.
  - b) All other equipment engines shall meet or exceed CARB Tier 3 off-road emission standards or be retrofitted with a CARB Level 2 diesel particulate filter (DPF).
33. **MM AIR-2: Air Filtration:** A standard house heating, ventilation, and air conditioning (HVAC) system with a permanent filter of a minimum efficiency reporting value (MERV) of 13 or greater shall be installed at the relocated residence at 524 Oak Grove Avenue. The MERV13 filter shall provide one air exchange per hour if the air source is outside/unfiltered air or four air exchanges per hour if the air source is inside/recirculated air to provide an 80 percent or greater reduction of outdoor fine particulate matter (including DPM).

### Biological Resources

34. **MM BIO-1: Pre-construction Bat Surveys** The applicant shall implement the following measures during demolition of structures and tree removal or tree pruning.

**Structures.** Before demolition of existing structures, a qualified bat specialist shall conduct a day time search for potential roosting habitat and evening emergence surveys to determine if the structure is being used as a roost. Biologists conducting surveys for roost sites shall use naked eye, binoculars, and a high power spotlight to inspect buildings features that could house bats. The surfaces of the structure and the ground

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around the structure shall be surveyed for bat signs, such as guano, staining, and prey remains. Evening (i.e., dusk) emergence surveys shall consist of at least one bat specialist positioned at different vantage points from the structure, watching for emerging bats from a half hour before sunset to 1 to 2 hours after sunset for a minimum of 2 nights within the season that construction will be taking place. Night vision goggles or full spectrum acoustic detectors should be used during emergence surveys to assist in species identification. All emergence surveys shall be conducted during favorable weather conditions (i.e., calm nights with temperatures conducive to bat activity [55° F and above] and no precipitation predicted). If roosting, special-status bats are present, measures developed by the bat specialist shall be implemented, as needed. Measures to protect the bats may include postponing demolition until after the May 1st through October 1st roosting period. Measures may include monitoring roosting to determine if the roost site is a maternal roost by either a visual inspection of the roost bat pups, or monitoring the roost after the adults leave for the night and listening for bat pups. Eviction of a maternal roost cannot occur because bat pups are not mature enough to leave the roost. If a roost is determined not to be a maternal roost, eviction of bats shall be conducted using bat exclusion techniques developed by Bat Conservation International and in consultation with CDFW that allow the bats to exit the roosting site, but prevent re-entry to the site. This work shall be completed by a BCI-recommended exclusion professional. The exclusion of bats shall be timed and carried out concurrently with any scheduled bird exclusion activities. Each roost lost (if any) shall be replaced in consultation with the CDFW and may include construction and installation of BCI-approved bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement shall be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the structures may be removed or sealed.

**Tree Removal.** A qualified bat specialist shall examine trees to be removed or trimmed for suitable bat roosting habitat. High quality habitat features (large tree cavities, basal hollows, loose or peeling bark, larger snags, etc.) shall be identified and the area around these features searched for bats and bat sign (guano, culled insect parts, staining, etc.). The qualified bat specialist shall conduct evening visual emergence surveys of the source habitat feature, from a half hour before sunset to 1 to 2 hours after sunset for a minimum of two nights within the season that construction will be taking place. If it is found that roosting, special-status bats are present, measures developed by the bat specialist shall be implemented, as needed.

35. **MM BIO-2: Tree Protection Measures:** Tree protection specifications were developed by Mayne Tree Expert Company Inc. for the protected trees surveyed at the Douglas Avenue and Oak Grove Avenue project sites. The applicant shall implement the following tree protection measures developed by Mayne Tree Expert Company Inc. and approved by the Arborist for protected trees. The Mayne Tree Expert Company Inc. reports shall be included on the demolition and construction plans of the project.

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**Mulching.** A 6-inch layer of coarse mulch woodchips shall be placed beneath the dripline of protected trees. Mulch is to be kept 12 inches from the trunk.

**Protective Barrier.** A protective barrier or 6-foot chain link fence shall be installed around the dripline of protected trees. The fencing can be moved within the dripline if authorized by the Project Arborist or the City Arborist, but no closer than 2 feet from the trunk of any tree. Fence posts shall be 1.5 inches in diameter and are to be driven 2 feet into the ground. The distance between posts shall not be more than 10 feet. This enclosed area is the Tree Protection Zone (TPZ). Moveable barriers or chain link fencing secured to cement blocks can be substituted for "fixed" fencing if the Project Arborist and City Arborist agree that the fencing would have to be moved to accommodate certain phases of construction. The applicant may not move the fence without authorization from the Project Arborist or City Arborist.

**Construction Restrictions.** During construction, the following restrictions shall be implemented:

- a) Runoff or spillage of damaging materials to the area below any tree canopy shall not be allowed.
- b) Storing materials, stockpiling soils, or parking/driving vehicles within the TPZ is not allowed.
- c) Cutting, breaking, skinning, or bruising roots, branches, or trunks of protected trees is prohibited without first obtaining authorization from the City Arborist.
- d) Fires shall not be allowed under and adjacent to trees.
- e) Discharging exhaust into foliage shall be prohibited.
- f) Securing cables, chains, or ropes to trees or shrubs is prohibited.
- g) Trenching, digging, or excavating within the dripline of the TPZ of trees is prohibited without first obtaining authorization from the City Arborist.
- h) Applying soils sterilants under pavement near existing trees is prohibited.
- i) Machine trenching is prohibited within the driplines of trees, only excavation by hand or compressed air is allowed.

**Avoiding injury to roots.** When a ditching machine, which is being used outside of the dripline of trees, encounters roots smaller than 2 inches, the wall of the trench adjacent to the street shall be hand trimmed, making clear, clean cuts through the roots. All damaged, torn, and cut roots shall be given a clean cut to remove ragged edges, which promote decay. Trenches shall be filled within 24 hours, but, where, this is not possible, the side of the trench adjacent to the trees shall be shaded with four layers of dampened, untreated burlap, wetted as frequently as necessary to keep the burlap wet. Roots 2 inches or larger, when encountered, shall be reported immediately to the Project

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Arborist, who will decide whether the applicant may cut the roots as mentioned above or shall excavate by hand or with compressed air under the root. The root is to be protected with dampened burlap. In addition, the top 2 feet of the foundation closest to trees shall be air spaded or hand dug under supervision of a licensed arborist to locate and evaluate any significant roots prior to mechanical excavation. The licensed arborist shall be required to submit a report to the City regarding the findings of the excavation and recommend any additional actions needed to protect the roots to preserve the health and structure of both the redwood and oak trees.

**Routing pipes.** To avoid conflict with routes, pipes shall be routed outside of an area, ten times the diameter of a protected tree. In addition, where it is not possible to reroute pipes or trenches, the applicant shall bore beneath the dripline of the tree. The boring shall take place not less than 3 feet below the surface of the soil in order to avoid encountering feeder roots.

**Reporting.** Any damage due to construction activities shall be reported to the Project Arborist or City Arborist within 6 hours. If a protected tree is damaged, the applicant shall follow any remedial actions deemed necessary by the City Arborist, such as planting additional trees, consistent with Chapter 11.06.090.

### Cultural Resources

36. **MM CUL-1: Compatible Cladding for Historic House:** New construction on the relocated historic house shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, to protect the integrity of the property and its environment consistent with the Secretary of Interior's standards for rehabilitation. The choice of materials shall be submitted to the City for approval as part of the design review process.

### Geology and Soils

37. **MM GEO-1: Implementation of Geotechnical Recommendations:** The Applicant and their contractors shall implement the measures outlined and recommended in the Geotechnical Investigation Report Chapters 5 through 10 for the proposed construction at 1128-1132 Douglas Avenue.

### Hazards and Hazardous Materials

38. **MM HAZ-1: Preparation of a Site-specific Spill Prevention, Control and Countermeasure Plan:** The applicant shall prepare a site-specific Spill Prevention, Control, and Countermeasure (SPCC) Plan that will identify spill prevention and response measures and Best Management Practices (BMPs). The plan will emphasize site specific physical conditions to improve hazard prevention (e.g., identification of flow paths to nearest drains) and reduce effects of accidental spills if they occur. The Applicant shall designate a representative to ensure that all hazardous materials and safety plans are followed throughout the construction period. BMPs identified in SPCC Plan shall be implemented during project construction to minimize the risk of an accidental release and to provide the necessary information for emergency response. A copy of the project SPCC shall be submitted to the City for approval at least 30 days

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prior to construction. All construction personnel shall be required to attend SPCC training prior to conducting any work on the project site.

39. **MM HAZ-2: Soils Test:** Prior to construction, the applicant shall evaluate shallow soils at the structure locations for the possible presence of lead and pesticides. If lead or pesticides are found within the tested soils, the applicant shall dispose of the soils, consistent with federal, state and local laws regarding disposal of hazardous materials.

### Hydrology and Water Quality

40. **MM HAZ-3: Project-specific Emergency Access Plan:** The Applicant shall develop and implement a Project specific Emergency Access Plan. The applicant shall submit the plan to the City and all emergency services within the city, including the fire department and police department, at least 30 days prior to construction. The Emergency Access Plan shall require provisions for the:
- a) Implementation of standard safety practices, including installation of appropriate barriers between work zones and transportation facilities, placement of appropriate signage, and use of traffic control devices.
  - b) Use of flaggers and/or signage to guide vehicles through or around construction zones using proper techniques for construction activities, including staging yard entrance and exit.
  - c) Traffic detours for any road or lane closures with appropriate signage marking the detours.
  - d) Timing of worker commutes and material deliveries to avoid peak commuting hours.
  - e) Timing of lane and road closures.
  - f) Plans for construction worker parking and transportation to work sites.
  - g) Methods for keeping roadways clean.
  - h) Storage of all equipment and materials in designated work areas in a manner that minimizes traffic obstructions and maximizes traffic sign visibility.
  - i) Limiting vehicles to safe speed levels according to posted speed limits, road conditions, and weather conditions.
  - j) Coordination with public transit providers.
  - k) Repair of asphalt and other road damage (e.g., curb and gutter damage, rutting in unpaved roads) caused by construction vehicles.
  - l) Detours for cyclists and pedestrians when bike lanes or sidewalks must be closed.

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The Emergency Access Plan must at a minimum comply with the requirements of the City and must be submitted to the City for approval prior to commencing construction activities.

### Hydrology and Water Quality

41. **MM HYDRO-1: Stormwater Pollution Prevention Best Management Practices:** The applicant will implement the following best management practices during construction of the proposed project:
- a) Preserve existing vegetation where feasible.
  - b) Limit disturbance to the work site.
  - c) Install silt fences around the perimeter of the project site.

### Noise

42. **MM NOISE-1: Prepare a Relocation Plan and Obtain Approval from the City for Historic House Relocation Outside of Permitted Construction Hours:** The Applicant shall prepare a Relocation Plan and obtain approval from the City under Municipal Code Section 18.07.110 for historic house relocation. The Relocation Plan shall include:
1. Exact procedure for cutting and dismantling the historic house, and loading on trucks.
  2. Specific routes for movement of the historic house from its existing location to 524 Oak Grove Avenue.
  3. Exact procedure for setting the house in its new location.
  4. Estimated duration for the various activities involved in the cutting, dismantling, loading, and setting of the House.
  5. Coordination procedures with utilities, Caltrain, and appropriate City Departments.
  6. Advance Notice to residents at each project site and along the route regarding the start and duration of power interruption.
  7. Measures to reduce impacts of power outage on residents such as:
    - a) Power interruption phasing to reduce amount of time houses are affected.
    - b) Offering affected parties dry ice for freezers and refrigerators.
    - c) Offering generators for life support equipment.
    - d) Security lighting.

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Approval from the City for relocating the historic house outside of permitted construction hours would be contingent on abiding by all the best management practices required under Condition of Approval 19, and the measures included in the Noise Management Plan for the project.

43. **MM NOISE-2: Compliance with Title 24:** Prior to issuance of a building permit, a qualified acoustical consultant shall review the final building plans to calculate expected interior noise levels. The building permit shall not be issued until the qualified acoustical consultant has reviewed the acoustical test report of all sound rated windows and doors and confirmed that the proposed building treatments will adequately reduce interior noise levels to 45 dBA or below.
44. **MM NOISE-3: Noise Management Plan:** The applicant shall prepare a noise management plan that includes:
  - a. Identified routes for movement of construction-related vehicles and equipment developed in conjunction with the Burlingame Community Development Department so that noise-sensitive areas, including residences and schools, are avoided as much as possible.
  - b. A designated "Community Liaison" for construction activities. The Community Liaison would be responsible for responding to any local complaints regarding construction noise and vibration. The Community Liaison would determine the cause of the noise or vibration complaint and would implement reasonable measures to correct the problem.
  - c. Sending advance notice to neighborhood residents within 50 feet of the project site regarding the construction schedule and including the phone number for the disturbance coordinator. A notice with the name and phone number of the Community Liaison shall be posted at the project site.

In the event that construction noise complaints are not resolved by scheduling, the applicant shall install temporary sound absorption barriers, such as noise control blankets, in addition to the standard noise barriers around the construction site required under Condition of Approval 19, best management practices. These additional barriers would be specifically designed for exterior use and would reduce the noise level beyond the fence line by at least 3 dBA.

If noise complaints continue, the applicant shall install a temporary sound absorption barrier that would reduce the noise level beyond the fence line an additional 2 dBA, for a total noise reduction of 5 dBA beyond the fence line.

### Transportation and Traffic

45. **MM TRAFFIC-1: Construction Management Plan:** The project applicant and its construction contractor(s) shall develop a construction management plan for review and approval by the City of Burlingame. The plan must include at least the following items and requirements to reduce, to the maximum extent feasible, traffic and parking congestion during construction:

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- a. A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes;
  - b. Identification of haul routes for movement of construction vehicles that would minimize impacts on motor vehicular, bicycle and pedestrian traffic, circulation and safety, and specifically to minimize impacts to the greatest extent possible on streets in the project area;
  - c. Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures would occur;
  - d. Provisions for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project applicant.;
  - e. A construction parking plan to provide worker parking off site and generally off neighborhood streets, with shuttles or other transportation as needed to transport workers to the site; and
  - f. Designation of a readily available contact person for construction activities who would be responsible for responding to any local complaints regarding traffic or parking. This coordinator would determine the cause of the complaint and, where necessary, would implement reasonable measures to correct the problem.
46. **MM TRAFFIC-2: Driveway Safety Enhancements:** The project applicant and its construction contractor(s) shall implement the following safety enhancements:
- a. Flashing light sensors shall be placed within the project parking garage and rear surface parking areas to alert motorists outbound from the project parking areas that vehicles are inbound from Douglas Avenue (these could be video or loop detected);
  - b. Signs shall be placed at the proposed project's Douglas Avenue entrances that indicate: "Caution—Watch For Outbound Vehicles"; and
  - c. The project design shall be modified to allow for 12-foot access on the eastern-most driveway, except as necessary to avoid impact to the two significant trees. Toward the rear of the lot, that would require either loss of landscaping, further setback for the building (at least on the first floor), and/or loss of a parking space.

### **Conditions of Approval for 524 Oak Grove Avenue:**

1. that the project shall be built as shown on the plans submitted to the Planning Division date stamped December 22, 2014, sheets A0.0 through A5.1, AR1.0, L1.1, L1.2, and GP1;

## RESOLUTION NO.

2. that any changes to building materials, exterior finishes, windows, architectural features, roof height or pitch, and amount or type of hardscape materials shall be subject to Planning Division or Planning Commission review (FYI or amendment to be determined by Planning staff);
3. that any changes to the size or envelope of the first or second floors, or garage, which would include adding or enlarging a dormer(s), shall require an amendment to this permit;
4. that any recycling containers, debris boxes or dumpsters for the construction project shall be placed upon the private property, if feasible, as determined by the Community Development Director;
5. that demolition or removal of the existing structures and any grading or earth moving on the site shall not occur until a building permit has been issued and such site work shall be required to comply with all the regulations of the Bay Area Air Quality Management District;
6. that prior to issuance of a building permit for construction of the project, the project construction plans shall be modified to include a cover sheet listing all conditions of approval adopted by the Planning Commission, or City Council on appeal; which shall remain a part of all sets of approved plans throughout the construction process. Compliance with all conditions of approval is required; the conditions of approval shall not be modified or changed without the approval of the Planning Commission, or City Council on appeal;
7. that all air ducts, plumbing vents, and flues shall be combined, where possible, to a single termination and installed on the portions of the roof not visible from the street; and that these venting details shall be included and approved in the construction plans before a Building permit is issued;
8. that the project shall comply with the Construction and Demolition Debris Recycling Ordinance which requires affected demolition, new construction and alteration projects to submit a Waste Reduction plan and meet recycling requirements; any partial or full demolition of a structure, interior or exterior, shall require a demolition permit;
9. that the project shall meet all the requirements of the California Building and Uniform Fire Codes, 2013 Edition, as amended by the City of Burlingame;

### **THE FOLLOWING CONDITIONS SHALL BE MET DURING THE BUILDING INSPECTION PROCESS PRIOR TO THE INSPECTIONS NOTED IN EACH CONDITION:**

10. that prior to scheduling the framing inspection the applicant shall provide a certification by the project architect or residential designer, or another architect or residential design professional, that demonstrates that the project falls at or below the maximum approved floor area ratio for the property;
11. prior to scheduling the framing inspection the project architect or residential designer, or another architect or residential design professional, shall provide an architectural certification that the architectural details shown in the approved design which should be evident at framing, such as window locations and bays, are built as shown on the

## RESOLUTION NO.

approved plans; architectural certification documenting framing compliance with approved design shall be submitted to the Building Division before the final framing inspection shall be scheduled;

12. that prior to scheduling the roof deck inspection, a licensed surveyor shall shoot the height of the roof ridge and provide certification of that height to the Building Division; and
13. that prior to final inspection, Planning Division staff will inspect and note compliance of the architectural details (trim materials, window type, etc.) to verify that the project has been built according to the approved Planning and Building plans.

### Mitigation Measures from Environmental Impact Report

#### Air Quality

14. **MM AIR-2: Air Filtration:** A standard house heating, ventilation, and air conditioning (HVAC) system with a permanent filter of a minimum efficiency reporting value (MERV) of 13 or greater shall be installed at the relocated residence at 524 Oak Grove Avenue. The MERV13 filter shall provide one air exchange per hour if the air source is outside/unfiltered air or four air exchanges per hour if the air source is inside/recirculated air to provide an 80 percent or greater reduction of outdoor fine particulate matter (including DPM).

#### Biological Resources

15. **MM BIO-2: Tree Protection Measures:** Tree protection specifications were developed by Mayne Tree Expert Company Inc. for the protected trees surveyed at the Douglas Avenue and Oak Grove Avenue project sites. The applicant shall implement the following tree protection measures developed by Mayne Tree Expert Company Inc. and approved by the Arborist for protected trees. The Mayne Tree Expert Company Inc. reports shall be included on the demolition and construction plans of the project.

**Mulching.** A 6-inch layer of coarse mulch woodchips shall be placed beneath the dripline of protected trees. Mulch is to be kept 12 inches from the trunk.

**Protective Barrier.** A protective barrier or 6-foot chain link fence shall be installed around the dripline of protected trees. The fencing can be moved within the dripline if authorized by the Project Arborist or the City Arborist, but no closer than 2 feet from the trunk of any tree. Fence posts shall be 1.5 inches in diameter and are to be driven 2 feet into the ground. The distance between posts shall not be more than 10 feet. This enclosed area is the Tree Protection Zone (TPZ). Moveable barriers or chain link fencing secured to cement blocks can be substituted for "fixed" fencing if the Project Arborist and City Arborist agree that the fencing would have to be moved to accommodate certain phases of construction. The applicant may not move the fence without authorization from the Project Arborist or City Arborist.

## RESOLUTION NO.

**Construction Restrictions.** During construction, the following restrictions shall be implemented:

- a) Runoff or spillage of damaging materials to the area below any tree canopy shall not be allowed.
- b) Storing materials, stockpiling soils, or parking/driving vehicles within the TPZ is not allowed.
- c) Cutting, breaking, skinning, or bruising roots, branches, or trunks of protected trees is prohibited without first obtaining authorization from the City Arborist.
- d) Fires shall not be allowed under and adjacent to trees.
- e) Discharging exhaust into foliage shall be prohibited.
- f) Securing cables, chains, or ropes to trees or shrubs is prohibited.
- g) Trenching, digging, or excavating within the dripline of the TPZ of trees is prohibited without first obtaining authorization from the City Arborist.
- h) Applying soils sterilants under pavement near existing trees is prohibited.
- i) Machine trenching is prohibited within the driplines of trees, only excavation by hand or compressed air is allowed.

**Avoiding injury to roots.** When a ditching machine, which is being used outside of the dripline of trees, encounters roots smaller than 2 inches, the wall of the trench adjacent to the street shall be hand trimmed, making clear, clean cuts through the roots. All damaged, torn, and cut roots shall be given a clean cut to remove ragged edges, which promote decay. Trenches shall be filled within 24 hours, but, where, this is not possible, the side of the trench adjacent to the trees shall be shaded with four layers of dampened, untreated burlap, wetted as frequently as necessary to keep the burlap wet. Roots 2 inches or larger, when encountered, shall be reported immediately to the Project Arborist, who will decide whether the applicant may cut the roots as mentioned above or shall excavate by hand or with compressed air under the root. The root is to be protected with dampened burlap. In addition, the top 2 feet of the foundation closest to trees shall be air spaded or hand dug under supervision of a licensed arborist to locate and evaluate any significant roots prior to mechanical excavation. The licensed arborist shall be required to submit a report to the City regarding the findings of the excavation and recommend any additional actions needed to protect the roots to preserve the health and structure of both the redwood and oak trees.

**Routing pipes.** To avoid conflict with routes, pipes shall be routed outside of an area, ten times the diameter of a protected tree. In addition, where it is not possible to reroute pipes or trenches, the applicant shall bore beneath the dripline of the tree. The boring shall take place not less than 3 feet below the surface of the soil in order to avoid encountering feeder roots.

## RESOLUTION NO.

**Reporting.** Any damage due to construction activities shall be reported to the Project Arborist or City Arborist within 6 hours. If a protected tree is damaged, the applicant shall follow any remedial actions deemed necessary by the City Arborist, such as planting additional trees, consistent with Chapter 11.06.090.

### Cultural Resources

16. **MM CUL-1: Compatible Cladding for Historic House:** New construction on the relocated historic house shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, to protect the integrity of the property and its environment consistent with the Secretary of Interior's standards for rehabilitation. The choice of materials shall be submitted to the City for approval as part of the design review process.

### Noise

17. **MM NOISE-1: Prepare a Relocation Plan and Obtain Approval from the City for Historic House Relocation Outside of Permitted Construction Hours:** The Applicant shall prepare a Relocation Plan and obtain approval from the City under Municipal Code Section 18.07.110 for historic house relocation. The Relocation Plan shall include:
  1. Exact procedure for cutting and dismantling the historic house, and loading on trucks.
  2. Specific routes for movement of the historic house from its existing location to 524 Oak Grove Avenue.
  3. Exact procedure for setting the house in its new location.
  4. Estimated duration for the various activities involved in the cutting, dismantling, loading, and setting of the House.
  5. Coordination procedures with utilities, Caltrain, and appropriate City Departments.
  6. Advance Notice to residents at each project site and along the route regarding the start and duration of power interruption.
  7. Measures to reduce impacts of power outage on residents such as:
    - a) Power interruption phasing to reduce amount of time houses are affected.
    - b) Offering affected parties dry ice for freezers and refrigerators.
    - c) Offering generators for life support equipment.
    - d) Security lighting.

Approval from the City for relocating the historic house outside of permitted construction hours would be contingent on abiding by all the best management practices required under Condition of Approval 19, and the measures included in the Noise Management Plan for the project.

**RESOLUTION NO.**

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Chairman

I, \_\_\_\_\_, Secretary of the Burlingame Planning Commission, do hereby certify that the foregoing resolution was adopted at a regular meeting of the Planning Commission held on the 24<sup>th</sup> day of April, 2017 by the following vote:

AYES:

NOES:

ABSENT:

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Secretary

# 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

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**Date:** September 6, 2016

**To:** Office of Planning and Research, Responsible Agencies, Trustee Agencies, Organizations, and Interested Parties

**From:** City of Burlingame, Community Development Department

**Subject:** **Notice of Availability of a Draft Environmental Impact Report**  
for the Douglas Avenue Multi-Family Residential Development Project

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Project Description: The City of Burlingame has completed a Draft Environmental Impact Report (EIR) for the proposed Douglas Avenue Multi-Family Residential Development Project (proposed project) in the City of Burlingame (City). The proposed project includes replacing a single-family house at 1132 Douglas Avenue, and a single-family house and a 4-unit apartment building at 1128 Douglas Avenue with a new 29-unit apartment building. The existing house at 1128 Douglas Avenue has local historic significance and a portion of the house which retains most of the original structure would be relocated to 524 Oak Grove Avenue. The other existing structures at 1128 and 132 Douglas Avenue, and the existing house at 524 Oak Grove Avenue would be demolished. The new building would have a mix of studio, 1-, 2-, and 3-bedroom apartments. The project site would be landscaped with drought-tolerant plants, and 34 full-size parking spaces would be provided. A large redwood tree and a large oak tree would be preserved. 10 new trees would be planted on the site.

Project Location: The proposed project would take place on three residential parcels within the City of Burlingame, in San Mateo County. The two parcels on Douglas Avenue, Assessor's Parcel Nos. (APNs) 028-132-180 and 029-132-190, are immediately adjacent to each other. These two parcels are located less than a block south of California Drive and the Caltrain tracks and two blocks west of downtown Burlingame. The third parcel, APN No. 029-083-010, is located at 524 Oak Grove Avenue. This parcel is a block south of Rollins Road and US 101.

Public Review Period: The Draft EIR is available for a 45-day public review and comment period beginning on **Tuesday, September 6, 2016** and ending on **Thursday, October 20, 2016**. A Notice of Completion of the Draft EIR has been submitted to the State Clearinghouse. The Draft EIR is available for review at the City's website ([www.burlingame.org/douglas](http://www.burlingame.org/douglas)), the Burlingame Public Library at 480 Primrose Road, Burlingame, CA 94010, and at the Burlingame Community Development Department, Planning Division at the address below.

Readers are invited to submit written comments on the adequacy of the document (i.e., does the Draft EIR identify and analyze the possible environmental impacts and recommend appropriate mitigation measures? Does it consider and evaluate a reasonable range of alternatives?). Comments are most helpful when they suggest specific alternatives or measures that would better mitigate the significant environmental effects.

Please include your name and contact information, and direct your response to this Notice of Availability to:

Ruben Hurin, Senior Planner  
City of Burlingame, Community Development Department  
501 Primrose Road  
Burlingame, CA 94010  
Phone: (650) 558-7250  
Email: [rhurin@burlingame.org](mailto:rhurin@burlingame.org)

Public Hearing:

The Planning Commission will hold a public hearing to obtain additional comments from the community. The Planning Commission hearing will be held on **Tuesday, October 11, 2016 at 7:00 PM** in the Council Chambers, Burlingame City Hall, 501 Primrose Road, Burlingame, CA 94010.

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2015062033

Project Title: Douglas Avenue Multi-Family Residential Development Project

Lead Agency: City of Burlingame Contact Person: Ruben Hurin
Mailing Address: 501 Primrose Road Phone: 650-558-7256
City: Burlingame Zip: 94010-3997 County: San Mateo

Project Location: County: San Mateo City/Nearest Community: Burlingame
Cross Streets: See Attached Zip Code: 94010
Longitude/Latitude (degrees, minutes and seconds): Section: Twp.: Range: Base:
Assessor's Parcel No.: See Attached
Within 2 Miles: State Hwy #: US-101 Waterways: San Francisco Bay
Airports: San Francisco International Air Railways: Caltrain Schools: See Attached

Document Type:

CEQA: [ ] NOP [ ] Early Cons [ ] Neg Dec [ ] Mit Neg Dec
[ ] Draft EIR [ ] Supplement/Subsequent EIR (Prior SCH No.) Other:
NEPA: [ ] NOI [ ] EA [ ] Draft EIS [ ] FONSI
Other: [ ] Joint Document [ ] Final Document [ ] Other:

Local Action Type:

[ ] General Plan Update [ ] Specific Plan [ ] Rezone [ ] Annexation
[ ] General Plan Amendment [ ] Master Plan [ ] Prezone [ ] Redevelopment
[ ] General Plan Element [ ] Planned Unit Development [ ] Use Permit [ ] Coastal Permit
[ ] Community Plan [ ] Site Plan [ ] Land Division (Subdivision, etc.) [ ] Other: CUP & Variances

Development Type:

[x] Residential: Units 29 Acres 0.36
[ ] Office: Sq.ft. Acres Employees
[ ] Commercial: Sq.ft. Acres Employees
[ ] Industrial: Sq.ft. Acres Employees
[ ] Educational:
[ ] Recreational:
[ ] Water Facilities: Type MGD
[ ] Transportation: Type
[ ] Mining: Mineral
[ ] Power: Type MW
[ ] Waste Treatment: Type MGD
[ ] Hazardous Waste: Type
[ ] Other:

Project Issues Discussed in Document:

[x] Aesthetic/Visual [ ] Fiscal [x] Recreation/Parks [ ] Vegetation
[ ] Agricultural Land [ ] Flood Plain/Flooding [x] Schools/Universities [x] Water Quality
[x] Air Quality [ ] Forest Land/Fire Hazard [ ] Septic Systems [x] Water Supply/Groundwater
[x] Archeological/Historical [x] Geologic/Seismic [x] Sewer Capacity [ ] Wetland/Riparian
[x] Biological Resources [ ] Minerals [x] Soil Erosion/Compaction/Grading [x] Growth Inducement
[ ] Coastal Zone [x] Noise [x] Solid Waste [x] Land Use
[ ] Drainage/Absorption [x] Population/Housing Balance [x] Toxic/Hazardous [x] Cumulative Effects
[ ] Economic/Jobs [x] Public Services/Facilities [x] Traffic/Circulation [x] Other: GHG, Energy Use

Present Land Use/Zoning/General Plan Designation:

1128-1132 Douglas Ave: High-density Residential/R-4 District; 524 Oak Grove Ave: Single-family Residential/R-1 District

Project Description: (please use a separate page if necessary)

The proposed project includes replacing a single-family house at 1132 Douglas Ave, and a single-family house and 4-unit apartment building at 1128 Douglas Ave with a new 29-unit apartment building. The existing house at 1128 Douglas Ave has local historic significance and a portion of the house which retains most of the original structure would be relocated to 524 Oak Grove Ave. The other existing structures at 1128 and 1132 Douglas Ave, and the existing house at 524 Oak Grove Ave would be demolished. The new building would have a mix of studio, 1-, 2-, and 3-bedroom apartments. The project site would be landscaped with drought-tolerant plants, and 34 full-size parking spaces would be provided. A large redwood tree and a large oak tree both of local significance would be preserved. New trees would be planted to replace trees that would be removed.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

## Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".  
If you have already sent your document to the agency please denote that with an "S".

<input checked="" type="checkbox"/>	Air Resources Board	<input checked="" type="checkbox"/>	Office of Historic Preservation
<input type="checkbox"/>	Boating & Waterways, Department of	<input type="checkbox"/>	Office of Public School Construction
<input type="checkbox"/>	California Emergency Management Agency	<input checked="" type="checkbox"/>	Parks & Recreation, Department of
<input checked="" type="checkbox"/>	California Highway Patrol	<input type="checkbox"/>	Pesticide Regulation, Department of
<input checked="" type="checkbox"/>	Caltrans District #4	<input type="checkbox"/>	Public Utilities Commission
<input type="checkbox"/>	Caltrans Division of Aeronautics	<input checked="" type="checkbox"/>	Regional WQCB #2
<input type="checkbox"/>	Caltrans Planning	<input type="checkbox"/>	Resources Agency
<input type="checkbox"/>	Central Valley Flood Protection Board	<input type="checkbox"/>	Resources Recycling and Recovery, Department of
<input type="checkbox"/>	Coachella Valley Mtns. Conservancy	<input type="checkbox"/>	S.F. Bay Conservation & Development Comm.
<input type="checkbox"/>	Coastal Commission	<input type="checkbox"/>	San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/>	Colorado River Board	<input type="checkbox"/>	San Joaquin River Conservancy
<input type="checkbox"/>	Conservation, Department of	<input type="checkbox"/>	Santa Monica Mtns. Conservancy
<input type="checkbox"/>	Corrections, Department of	<input type="checkbox"/>	State Lands Commission
<input type="checkbox"/>	Delta Protection Commission	<input type="checkbox"/>	SWRCB: Clean Water Grants
<input type="checkbox"/>	Education, Department of	<input type="checkbox"/>	SWRCB: Water Quality
<input type="checkbox"/>	Energy Commission	<input type="checkbox"/>	SWRCB: Water Rights
<input checked="" type="checkbox"/>	Fish & Game Region #3	<input type="checkbox"/>	Tahoe Regional Planning Agency
<input type="checkbox"/>	Food & Agriculture, Department of	<input type="checkbox"/>	Toxic Substances Control, Department of
<input type="checkbox"/>	Forestry and Fire Protection, Department of	<input type="checkbox"/>	Water Resources, Department of
<input type="checkbox"/>	General Services, Department of		
<input type="checkbox"/>	Health Services, Department of	Other: _____	
<input type="checkbox"/>	Housing & Community Development	Other: _____	
<input checked="" type="checkbox"/>	Native American Heritage Commission		

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### Local Public Review Period (to be filled in by lead agency)

Starting Date September 6, 2016 Ending Date October 20, 2016

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### Lead Agency (Complete if applicable):

Consulting Firm: <u>Panorama Environmental</u>	Applicant: <u>Dreiling Terrones Architecture, Inc.</u>
Address: <u>One Embarcadero Center, Suite 740</u>	Address: <u>1103 Juanita Avenue</u>
City/State/Zip: <u>San Francisco, CA 94111</u>	City/State/Zip: <u>Burlingame, CA 94010</u>
Contact: <u>Reema Mahamood</u>	Phone: <u>650-696-1204</u>
Phone: <u>650-487-6548</u>	

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Signature of Lead Agency Representative: \_\_\_\_\_ Date: \_\_\_\_\_

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

SCH #2015062033

ATTACHMENT TO NOTICE OF COMPLETION

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**Project Locations:** County: San Mateo City/Nearest Community: Burlingame

**1128-1132 Douglas Avenue:**

Cross Streets: California Drive and Douglas Avenue Zip Code: 94010

Longitude/Latitude: 37° 34' 49" N 122° 20' 59" W San Mateo Land Grant Total Acres: 0.36

Assessor's Parcel Nos.: 029-132-180 and 029-132-190

Within 2 Miles: State Highway #: US-101 Waterways: San Francisco Bay

Airports: San Francisco International Airport Railways: Caltrain

Schools: McKinley Elementary School, Burlingame Intermediate School,  
Burlingame High School

**524 Oak Grove Avenue:**

Cross Streets: Marin Drive and Oak Grove Avenue Zip Code: 94010

Longitude/Latitude: 37° 35' 09" N 122° 20' 59" W San Mateo Land Grant Total Acres: 0.20

Assessor's Parcel No.: 029-083-010

Within 2 Miles: State Highway #: US-101 Waterways: San Francisco Bay

Airports: San Francisco International Airport Railways: Caltrain

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

**Site: 1128-1132 DOUGLAS AVE. & 524 OAK GROVE AVE.**

The City of Burlingame Planning Commission announces the following public hearing on **TUESDAY, OCTOBER 11, 2016 at 7:00 P.M.** in the City Hall Council Chambers, 501 Primrose Road, Burlingame, CA:

**Notice of Availability of Draft Environmental Impact Report (DEIR) & Notice of Public Comment Hearing** for an application for construction of a new five-story 29-unit apartment building at **1128-1132 DOUGLAS AVENUE**. The project includes moving the house at 1128 Douglas Avenue to the site at **524 OAK GROVE AVENUE** (existing house at 524 Oak Grove Avenue would be demolished). More information & copies of the Draft EIR can be found at [www.burlingame.org/douglas](http://www.burlingame.org/douglas) on the Community Development page, at the Burlingame Community Development Department, Planning Division at 501 Primrose Road, CA 94010, & at the Burlingame Public Library at 480 Primrose Road, Burlingame, CA 94010. APN 029-132-180, 029-132-190, & 029-083-010.

Mailed: September 6, 2016

*(Please refer to other side)*

## **PUBLIC HEARING NOTICE**

### **City of Burlingame**

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

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

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

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

William Meeker  
Community Development Director

## **PUBLIC HEARING NOTICE**

*(Please refer to other side)*



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

**Site: 1128-1132 DOUGLAS AVE & 524 OAK GROVE AVE**

The City of Burlingame Planning Commission announces the following public hearing on **MONDAY, APRIL 24, 2017 at 7:00 P.M.** in the City Hall Council Chambers, 501 Primrose Road, Burlingame, CA:

Certification of the Final Environmental Impact Report (FEIR) prepared for the proposed projects; Design Review, Conditional Use Permit for building height, Front Setback Landscape Variance, Parking Variance for driveway width, and Tentative Parcel Map for Lot Combination for a new five-story, 27-unit multi-family residential building at **1128-1132 Douglas Avenue, zoned R-4;** and Design Review and Front Setback Variance to relocate the existing house at 1128 Douglas Avenue to 524 Oak Grove Avenue, which includes a first and second story addition to the relocated house and a new detached garage at **524 Oak Grove, zoned R-1.**

Project information & copies of the FEIR can be found at [www.burlingame.org/douglas](http://www.burlingame.org/douglas) and at the Planning Division at 501 Primrose Road, Burlingame, CA. APN 029-132-180, 029-132-190, & 029-083-010.

Mailed: April 14, 2017

*(Please refer to other side)*

## **PUBLIC HEARING NOTICE**

### **City of Burlingame**

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

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

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

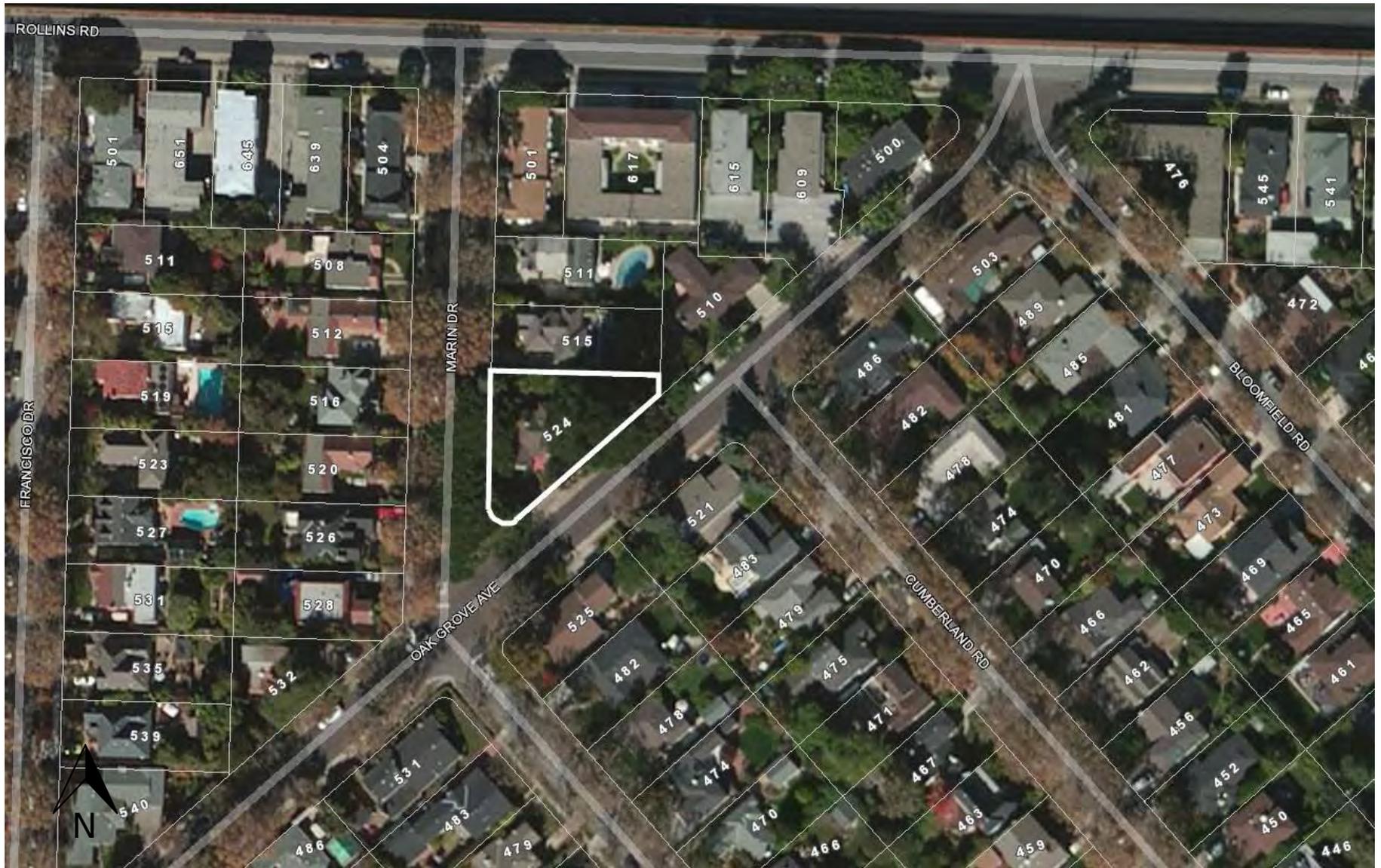
For additional information, please call (650) 558-7250. Thank you.

William Meeker  
Community Development Director

## **PUBLIC HEARING NOTICE**

*(Please refer to other side)*





**524 Oak Grove Avenue, R-1**