

City of Burlingame

BURLINGAME CITY HALL 501 PRIMROSE ROAD BURLINGAME, CA 94010

Meeting Minutes Planning Commission

Monday, March 28, 2022

7:00 PM

Online

c. 1766 El Camino Real, zoned NBMU - Application for Environmental Review, Design Review, State Density Bonus and Tier 3/Community Benefits for a new 8-story, 311-unit residential apartment development. (Carmel Partners, applicant; Certosa Inc., property owner; TCA Architects) (75 noticed) Staff Contact: Catherine Keylon

All Commissioners have visited the project site. Senior Planner Keylon provided an overview of the staff report.

Chair Schmid opened the public hearing.

Greg Pasquali, Teresa Ruiz and Tan Katsuura, represented the applicant and answered questions about the application.

Public Comments:

- > Public comment sent via email: Hello, I am a neighbor invited to the meeting. Here are some questions: 1. Parking is already inadequate or restricted limited in the surrounding area. What do you plan to do to address this? 2. Privacy: What are you planning for the tower window placement to minimize intrusion to nearby homes? 3. Shadows: Have you considered to minimize casting darkness over nearby homes? 4. Traffic: The intersection of Trousdale Drive and California Drive is already hazardous for pedestrians and vehicles, are there plans for more structured traffic control? Also, the intersection of El Camino Real and Trousdale Drive is a well-traveled route already, the frontage slip road and the front of the building adds an additional danger at the interface with this intersection and is inadequately controlled. What are the plans to address this in anticipation of higher volume?
- > Public comment sent via email by Manito: As you know there's a crosswalk there crossing Trousdale that is awfully long and dangerous to cross. That crosswalk is not controlled by the signals there so people crossing are at the mercy of drivers who meet them at the crosswalk. And they could be coming from any of Trousdale's four lanes, or really turning from 8 different directions. You have to have your head on a swivel to cross there. And even then you will still get hit. At the very least the developer should be compelled to bulb out their corner, to shorten the crossing, make peds more prominent and more visible and to slow turns. That simple act of widening the sidewalk at that corner, also improves pedestrian and driver mutual visibility. This is important for pedestrian safety for future users and indeed even for current Burlingame folks. The curb radius they show right now is actually negative ped space and encourages high speed turns. Thank you for any help you can provide.

Chair Schmid closed the public hearing.

Commission Discussion/Direction:

- > Thank you for the nice presentation. Please take into consideration the email we received regarding the bulb outs suggesting a change at the corner of Trousdale Drive and El Camino Real for easier pedestrian crossing because it is kind of dangerous in that area. It is a very valid suggestion.
- > Based on the renderings, it is a very handsome building with a residential feel and got good use of materials. But I am missing the ground floor experience; sort of an 8' or 9' doors, awnings or horizontal elements that are at 10' to 11' height and then continuing up with some clerestory above that element

before you work your way up the rest of the facade. The thought is, at ground level, it doesn't matter what happens above you because you have a good experience down at that ground level. Suggests to revisit the design for the ground level and the randomness of where the stone pillars come down relative to the strong horizontal element at the third floor to give the building some grounding and to bolster that experience down at the pedestrian level. It is one thing to have a monumental experience as a pedestrian, but the experience is better when it is down at a pedestrian scale.

- > For the environmental study, there is nothing special about this relative to other projects we've seen. We have to keep doing what we have been doing to date regarding those.
- When I looked at this project, I became disoriented and confused until I saw the conceptual model shown earlier in the presentation and found it very compelling. One of the key requirements of large architecture like this, especially on an urban environment, is legibility. I find this project, as presented to us with elevations and rendering, to be highly illegible but suddenly became very legible with that conceptual model. The problem that I am having with this project is that it is trying so hard to do all the things that a large residential multi-family project tries to do that it has gone overboard. I find this project frenetic. It has way too much stuff going on. It feels like there is a lot of willful design maneuvers that are without substance and all with a view towards breaking down the mass of the building and to not be boring because it is a large building. It is more graphic than architectural as it stands right now. You have to find the line where it articulates what needs to be represented in a piece of urban architecture and still holds together as a whole. This building is not holding together as a whole. Conceptually it makes perfect sense. The general articulation of the massing and the holding of the corners and street facade are all good, it doesn't need to be fine-tuned in pedestrian scale. But it really needs to be ratcheted back with regards to its graphicness. It needs to be a piece of urban architecture as opposed to a three dimensional graphic. This is more important because of its location as it is a major gateway into our city. To have a frenetic piece of architecture as our gateway is a mistake. The designers need to take a step back and really think about how far they need to push this thing to keep it from being boring without going too far and breaking it down that it is an illegible building.
- > When I first looked at this project, I asked staff to look at other projects going around our city to see how projects fit within each other, it was because I got confused. It became very clear tonight. There is too much going on with this particular building. I'm not against the structure itself but I would love to see the façade of this building be a little more simple and elegant. Maybe it is the variation of materials used, the colors are all over the place. I feel like it is trying too hard. I am not opposed to the project. I'm glad we discussed the safety and traffic. I am concerned for the neighbors living in the town homes, not sure if there was a shadow study done or at least look at how it will impact them. Other than that, I look forward to seeing this in the next round.
- The difficulties I was seeing vertically between the third floor and the second/first floor that were pointed out very well and are happening horizontally across the facade. Because you can create a good pedestrian experience at the ground floor, you can then create a larger building that can work well if the architecture holds together nicely. We as a commission, generally have gotten past being afraid of large buildings and we as a community have to not be afraid of large buildings. We can have a façade that can be this large. It has good scale already because it has things that tell us that it is a residential building. I agree one hundred percent with what my fellow commissioner has said. I'm glad he pointed that out for us, it will help with the economics of the project, quite frankly. If the applicant can revisit the ground level experience, simplify the façade and can hang together as all one project just by looking at it. In terms of the environmental, I agree that it is a standard fair of issues that need to be examined. I hope that the communications issues with the police department get sorted out and doesn't become an insurmountable hurdle. In regards to the entitlement and the projects, I can support the density bonuses the way they have been crafted and the development standard waivers. I really appreciate, commend and thank the developer committing to a greater level of affordability than it was required. I hope that can remain part of the project as it moves forward. Staff has done a good job of reviewing the community benefits and they are supportable. It is a good project. I'd like it revisited in terms of design review before it comes back to regular action.
- > I agree with a lot of what has been said this evening. I see a lot of really big windows that are floor to ceiling and you only have the structural band in between them. I am a little concerned with that. Even more so on the ground level in the amenity space. As somebody who does retail projects all the time, I am

aware that you will need room for utilities. You can't just have a foot and a half from the bottom of one floor to the top of the other. That means, it then has to be shown in the elevation too because you want to cover them. There is not much hierarchy of levels that help translate upward. It is just very strong thin horizontals which can be done in an Eichler house because it is only spanning twenty feet. Structurally, it needs more especially at the bottom level. I also agree that there are a few too many materials and too much switching, but yet not enough depth. I find the elevations flat. That is a large area of wood and it is not doing anything on the corner. The materials chosen and lack of detail is not helping. Some texture might be useful to this project. I am not afraid of the mass, the courtyards are in the right spots in order to make the mass and layout work. I also appreciate the efforts that the developer is putting into the affordability. There is some work to be done and hopefully they got a lot of feedback from us that will help with the design.

The application is required to return on the Regular Action Calendar because it includes environmental review. No vote was taken.



JUN - 2 2022





May 31, 2022

Catherine Keylon Senior Planner Community Development Department City of Burlingame 501 Primrose Rd. Burlingame, California 94010

Re: <u>1766 El Camino Real: Summary of Changes Since March 28 Planning Commission</u> Study Session, Community Outreach, and Community Benefits

Dear Ms. Keylon:

On February 2, 2022, Carmel Partners re-submitted an application for a residential project (the "Project") at 1766 El Camino Real, Burlingame, CA 94010 (the "Site"). The Site falls within the North Burlingame Mixed Use ("NBMU") district. The City provided Plan Review Comments on March 14, 2022, and the Burlingame Planning Commission held a Design Review Study Session on March 28 to provide comments. Carmel Partners provided responses to staff comments on April 11th, which have been reviewed and deemed responsive and complete by the City. This letter summarizes Carmel Partners' changes to the Project since the Planning Commission hearing including:

- Community outreach efforts over the course of the Project to date.
- Community benefits of the Project.
- Responses to comments from Planning Commissioners and public comment at the March 28th study session.

Community Outreach

In addition to receiving and responding to public comments delivered at the March 28 Planning Commission Design Review Study Session, Carmel Partners and its team worked to engage public input through direct outreach to neighbors, a publicly available website at www.1766ecr.com, and meetings with regional advocacy groups. The goal of this outreach was to inform the public, solicit input, and open lines of communication to make it easy for the public to be informed about the Project on an on-going basis and reach the Project team with questions, comments and concerns.

- Elected Officials: Zoom video conference meetings with City Council members to learn about their City and plan area priorities, introduce the applicant and Project, and provide an opportunity for input.
- Townhome Neighbors: Direct mailing to all property owners and residents of each of the individual townhomes providing project overview, direction to the 1766ecr.com website for more information, and invitation to a Zoom meeting. Zoom video conference meeting with townhome neighbor representatives and follow up emails to respond to their input. Frequent follow up emails offering additional meetings with HOA, owners,

and residents. Their concerns centered on offsite parking impacts, and property line matters, which are addressed in the revised application and the section below.

- Medical Office Building Neighbors: Phone calls and emails with owners and managers of nearest two medical office buildings 1750 and 1720 El Camino Real.
- Burlingame Police Department: Zoom video conference meetings and email follow up with representatives of BPD and their consultants to introduce the Project, discuss property line and construction-related matters, and follow up Zoom meetings and email coordination.
- Mills Peninsula Medical Center: Zoom video conference meeting with Peninsula Health Care District leadership to introduce the Project, discuss potential concerns, and open line of communication for future follow-up.

In addition to direct outreach to property line neighbors, Carmel Partners set up a general information website at 1766ecr.com that provided information about the proposed Project, opportunities to provide comment, and Project updates that were both posted on the website and sent to "followers" who signed up for updates. As of May 31, the website received 694 unique visitors, 31 followers who subscribed for updates, and 102 total comments. Comments were 33% positive, 55% neutral, and 12% negative. Carmel Partners responded to most comments within 48 hours. A detailed summary of this outreach is attached to this letter.

Audience Reached

694 Website Visitors

31 Followers

102 Total Comments

Community Sentiment

coUrbanize's system analyzes key words and phrases in each comment to determine its overall sentiment







Carmel Partners met with housing, environmental, and business advocacy groups active in Bay Area regional land use matters and secured strong endorsements from all of them, including:

Housing: Housing Action Coalition

Environmental: Greenbelt Alliance

- Business: Bay Area Council

Their endorsement letters were previously sent to you and planning commissioners.

Catherine Keylon May 31, 2022 Page 3

Community Benefits

In addition to the Project's community benefits identified pursuant to zoning and density requirements, Carmel Partners hired a third party municipal economics consulting firm to analyze the economic impact of the Project and highlight the benefits in terms of housing, jobs, one-time fees, and on-going revenue to the City and County. The results of the report prepared by Economic & Planning Systems is provided below

ALL FIGURES ARE ESTIMATES BASED ON PROJECT CHARACTERISTICS AND LOCAL ECONOMIC AND TAX DATA.

•311 total units Housing •22 affordable units •\$13.1 million of resident spending each year •\$6.0 million of municipal fees, including: \$2.9 million in impact fees One-Time Benefits •\$26.2 million of construction-related tax revenue (incl. state/federal) •\$367K in property transfer tax revenue •409 construction jobs per year over 2.5+ years of construction •18 jobs per year in fields of architecture, engineering, building Jobs materials suppliers, and trucking/transportation 7 permanent onsite property management jobs •\$3.5 million in annual property tax revenue after completion, Ongoing Benefits compared to \$18K before construction \$1.0 million of sales tax revenue from resident spending each year

Comments and Changes Following March 28 Planning Commission Hearing

Since the Project was presented to the Planning Commission Study Session on March 28, there have been no changes to the Project's overall unit count, footprint, massing or height, and no significant changes to building areas. Other than changes in response to Planning Commissioner comments, no substantive changes were made except to add bicycle parking to meet Transportation Demand Management Plan requirements. In the prior set, bicycle parking was not shown; it is now shown on plans in secure rooms in basement parking levels.

Comments received from Planning Commissioners and public comment during the March 28 Design Review Study Session and responses to each indicating if and how they are reflected in Project plans are below.

Parking

Comment: Public comment submitted by email stated that they believe the proposed parking is inadequate and could result in overflow to neighboring streets.

Response: Proposed parking is consistent with the Project's Transportation Demand Management Plan and is supported by a waiver under State Density Bonus Law. No change has been made.

Shadows

Comment: Public comment submitted by email and reiterated by one Planning Commissioner raised concern that shadows cast from the proposed Project may impact adjacent townhomes.

Response: The Project will not cast shadows on neighboring townhomes because the townhomes of concern are to the south of the Project and shadows in the Northern Hemisphere cast northward. Sheet A0.8 included in the plan set shows how shadows will not impact neighboring townhomes at any time of day or year. No change has been made.

Privacy

Comment: Public comment submitted by email raised a concern about visual privacy between the Project and neighboring townhomes.

Response: A detailed section of the property line condition with neighboring townhomes has been added to the design package as Sheet L-9 to show how property grade differences and landscaping will be used to mitigate visual intrusion and enhance privacy. Increased landscaping on both sides of the property line has been added.

Trousdale Intersection Crossing Safety Improvements

Comment: Public comment submitted by emails suggested that crossing Trousdale is unsafe for pedestrians due to the length of the crossing and high speed and unpredictable vehicular traffic.

Response: Pedestrian safety for our residents and the neighboring community is important to Carmel Partners and this Project. In response to this comment, the Project team worked with experienced civil and traffic engineers, as well as City public works and traffic engineering staff

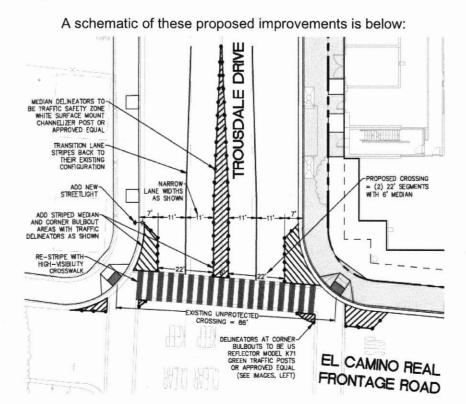
to develop a proposed set of improvements to address this concern, described below and shown on sheet C6.0.

Today, the east leg of the El Camino Real Frontage Road at the intersection of Trousdale Drive has a north/south pedestrian crosswalk that is approximately 86 feet long as measured from the center of the opposing curb ramps. This crosswalk is not signal controlled. Vehicular traffic frequently travels at high speeds on Trousdale Drive, which, combined with multiple turn movements from El Camino Real and its frontage road, creates a challenging pedestrian crossing.

The Project proposes to functionally reduce the north/south crossing length and slow vehicular traffic on this segment of Trousdale Drive by adding high-visibility crosswalk striping, introducing striped bulb-outs at the northeast and southeast corners in conjunction with green plastic traffic posts (US Reflector Model K71 or equal) and introducing a 6'-wide striped median with raised plastic delineators.

<u>For vehicular traffic</u>, these improvements will both improve visibility of the crossing and narrow the vehicular lanes of the roadway, causing motorists to slow down and be more conscious of pedestrians crossing.

<u>For pedestrians</u>, these improvements will shorten the crossing from one 86-foot long unprotected crossing into two segments of 22' lanes and one 6' striped median for pedestrian refuge.



Catherine Keylon May 31, 2022 Page 6

Neighbor Outreach

Comment: A Planning Commissioner asked whether Carmel Partners has met with neighbors, specifically referring to townhome neighbors.

Response: Yes, Carmel Partners made repeated and regular efforts to meet with neighbors, especially the townhome owners and residents. We sent direct mail to both owners and residents, held a Zoom meeting, sent follow up emails, and made multiple offers of further meetings in person and by Zoom. Please see the prior section of this letter summarizing community outreach efforts.

TDM and On-site Amenities

Comment: A Planning Commissioner asked whether the Project's on-site amenities were part of the Transportation Demand Management plan.

Response: Yes, the amenities include a large and well-appointed fitness center, co-working spaces for work-from-home, social spaces, pet washing and care, and other things that will be used regularly by residents. By having these amenities on-site, residents can reduce or eliminate reliance on local trips that would otherwise be by private vehicle. No change has been made.

Consider Relocating the Emergency Vehicle Access Lane

Comment: A Planning Commissioner suggested Carmel Partners should consider relocating the Emergency Vehicle Access (EVA) lane, which is a portion of the lot that does not have building footprint on it, to be adjacent to the neighboring townhomes to eliminate building massing next to this neighbor.

Response: The EVA area on Trousdale is required by Burlingame Fire Department and Fire Code to be located at the proposed location to meet life safety access requirements. Moving the EVA to the suggested location is infeasible because it would impact fire department access and code compliance. Shortening the section of the building that extends to California Drive is infeasible as it would result in reduction of housing units and building residential square footage and impact the viability of the project. No change has been made.

Design: Ground Floor Experience

Comment: A Planning Commissioner suggested that Carmel Partners revisit the ground floor experience to introduce more randomness, vary heights more to make it more pedestrianscaled (in particular by lowering the height of the entry awning), and to give the building more grounding.

Response: These were constructive comments and the design has been revised. Updated plans, elevations and renderings are provided. The lobby canopy was obscured by trees in the Project renderings, but, on further study, it also was too high as noted by the Planning Commissioner. The pedestrian experience at the entry has been cleaned up, the canopy height has been reduced, and ample landscaping has been added to make the pedestrian experience more lush, more attractive, and more grounded. Improved plans and other images are provided to better show the design, landscaping, and other elements that address design review comments.

Design: Coordination and Consistency of Façade Materials

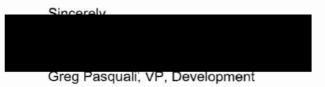
Comment: A Planning Commissioner noted that the scale and footprint of the building were appropriate and that the overall massing approach, or white diagram, made sense, but that the building design was illegible, frenetic, too graphic, and overcomplicated. The Planning Commissioner recommended simplifying the façade treatments and making them more consistent around the building to make the building more elegant.

Response: Carmel Partners and the design team appreciate the perspective and direction from the Planning Commissioners. A new white diagram, shown on page A0.12 was created to drive create order to the language, and the façade design was revised to simplify the color and material language and make it more consistent around the building. The revised elevations and renderings shown in the Project plans use the following tools to simplify the overall composition:

- Horizontal articulation, with a strong and consistent base, middle, and top.
- Highlighting the key corners with enhanced materials.
- Breaking apart and stepping down massing and articulation at appropriate locations.
- Simplifying the geometry of the applications of colors and materials and using the same colors and materials in similar ways on all facades.
- Accentuating the visual texture of the building with large breaks in the façade, stronger pronouncement of horizontal banding, more consistent balcony recesses, clean reveal at the transitions between corners, and addition of bay windows on the leg to California Drive.

We believe that the combination of these enhancements results in a building that is more consistent, simplified, calm and elegant. We thank the Planning Commissioners for the clear direction that has resulted in a better-looking Project.

Thank you for your time and attention to this exciting Project. Please feel free to reach out if you have any questions.



CC:

Kevin Gardiner, Community Development Director

1766 El Camino Real

Final Outreach Report



May 31, 2022

Carmel Partners Inc.

Presented by: col Irbanize



Outreach Report | Generated on 5/25/22 by coUrbanize

1766 El Camino Real | 1766ecr.com

Audience Reached

694 Website Visitors

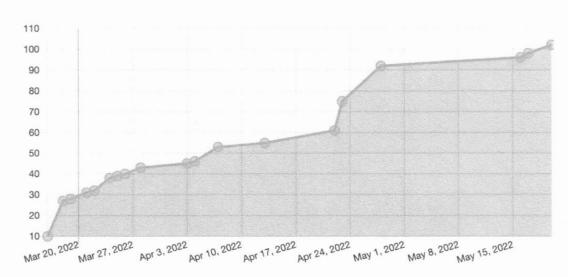
31 Followers

102 Total Comments

Engagement Over Time

The cumulative number of comments and replies on coUrbanize over the project's online engagement period

102



Community Sentiment

coUrbanize's system analyzes key words and phrases in each comment to determine its overall sentiment





1766 El Camino Real

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FEEDBACK

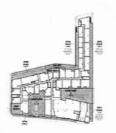




PHASE COMMUNITY OUTREACH



LOCATION BURLINGAME, CA



What's in the Works?

Carmel Partners is transforming the vacant commercial building and over an acre of surface parking at 1766 El Camino Real into a vibrant new residential community. 1766 El Camino Real will create 311 homes, including on-site affordable housing, and



Public Benefits



AFFORDABLE HOUSING

The project will predominantly be market-rate housing but will include on-site, high-quality housing for low-income families.



PEDESTRIAN STREETSCAPE

1766ECR will include streetscape improvements along El Camino Real and Trousdale Drive to enhance pedestrian and bicycle safety.



TRANSPORTAION

1766ECR is designed to encourage walking and biking to CalTrain and Burlingame destinations and will include a Transportation Demand Management Plan to reduce residents' auto use.

VIEW ALL BENEFITS

What's There Now and What's Happening Next?

The site is currently a vacant commercial building and parking lot and contributes no housing or economic activity to the City of

Description:

It could be so much more.

English



check the Timeline for upcoming events. We invite you to Subscribe for email updates and add your feedback or ask questions in our Feedback section.

Sign up for updates

SUBSCRIBE

Tell us what you think

GIVE FEEDBACK

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1766 El Camino Real

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OVERVIEW

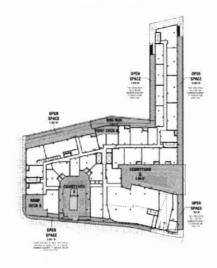
INFO

UPDATES 3

TIMELINE

FEEDBACK 102





Carmel Partners is transforming the vacant building at 1766 El Camino Real into a vibrant new residential community.



PHASE COMMUNITY REVIEW



AFFORDABLE HOUSING



RESIDENTIAL 287,776 SQFT

What's in the Works

Carmel Partners is transforming the vacant commercial building and over an acre of surface parking at 1766 El Camino Real into a vibrant new residential community. 1766 El Camino Real will create 311 homes, including on-site affordable housing, and provide streetscape improvements along El Camino Real and Trousdale Drive.

What's There Now

The site is currently a vacant commercial building and parking lot and contributes no housing or economic activity to the City of Burlingame. It could be so much more.

What's Happening Next

Carmel Partners has submitted a project application with the City of Burlingame and the project is currently under review. Please check the Timeline for upcoming events. We invite you to Subscribe for email updates and add your feedback or ask questions in our Feedback section.

English

Public Benefits



Affordable Housing

The project will predominantly be market-rate housing but will include on-site, high-quality housing for low-income families.



Economic & Tax Benefits

1766ECR will provide additional tax revenue to the City of Burlingame and provide both construction jobs during construction and service jobs to the local economy.



Job Creation

Construction is anticipated to create 200 jobs annually, in addition to a number of professional service and permanent jobs in the Burlingame economy.



Open Space

As part of the proposed project, 1766ECR will widen sidewalks, add street trees, and create a more attractive and safe public realm on El Camino Real and Trousdale Drive.



Pedestrian Streetscape

1766ECR will include streetscape improvements along El Camino Real and Trousdale Drive to enhance pedestrian and bicycle safety.



Sustainability

1766ECR will meet Reach Energy certification based on benefits of infill development near transit and services, energy efficiency and other strategies to reduce the project's environmental footprint.



Transportation

1766ECR is designed to encourage walking and biking to CalTrain and Burlingame destinations and will include a Transportation Demand Management Plan to reduce residents' auto use.

English



OVERVIEW

INFO

UPDATES 4

TIMELINE

FEEDBACK 102

UPDATE #4

1766ECR Planning Commission Hearing Date

1766ECR will be going to the Burlingame Planning Commission on Monday, 6/13, at 7pm. We will share updated designs and renderings as well as responses to comments. Please continue to leave your thoughts and feedback here!

Posted on May 31, 2022

Subscribe to get updates

UPDATE #3

1766ECR Design Review Session with City

The City will hold a preliminary study session on the design concept and scoping session on the environmental review on Monday 3/28 at 7pm; note that the project will be reviewed late in the meeting agenda, so could start much later. If you are interested to attend and provide comment, please let us know in advance so that we can make time to review your comments with you one on one.

Posted on Mar 16, 2022

Subscribe to get updates

UPDATE #2

English

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1766 El Camino Real



OVERVIEW INFO UPDATES 4 TIMELINE FEEDBACK 102

Posted on Feb 22, 2022

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UPDATE #1

Welcome to the 1766ECR outreach site!

Thanks for visiting our new website. We're using this interface to help you follow and participate in the community outreach process for 1766ECR.

Click the Follow button to receive news via email, and visit the Comments tab to share questions and thoughts with us. We'll respond as soon as we can.

Posted on Nov 29, 2021

Subscribe to get updates

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Comment Report

What do you love most about Burlingame?



C Punter

Mar 18, 2022

quiet, safe, suburban town, great for raising a family. good schools ② 2 Supporters



Carmel Partners

Apr 7, 2022

We agree, Burlingame has a great quality of life!



Chris R

Mar 16, 2022

Great town with good transit options and quality of life.

 ⚠ 1 Supporter



Carmel Partners

Mar 16, 2022

We agree. We can't wait for new neighbors in this building to share in the great access to transit and quality of life of living here. Thanks for posting!



Sally Morgan

Mar 18, 2022

Walkable, trees

1 Supporter



Dee closterman

Mar 18, 2022

Clean streets with few homeless people. Please help them get the help they need.



Carmel Partners

Apr 7, 2022

We hope you'll enjoy our streetscape improvements with new trees along our two frontages, El Camino Real and Trousdale Drive!



Gail S

Apr 3, 2022

I love the small town feel. It's quickly going away, though. People are buying charming houses, never living in them, tearing them down to the ground and rebuilding with architecture that's too big for the lot and too modern for what attracted them to the Burlingame vibe in the first place. Inevitably, these structures stick out like a sore thumb. I hope that's not your goal!

 ⚠ 1 Supporter



Carmel Partners

Apr 7, 2022

We appreciate your insight and want to assure you that is not our goal. We spoke with planners and elected city officials to ensure our project fulfills the city's vision of the North Burlingame area. Our goal is to provide homes near transit, employment, and shopping options and we believe our location and project fulfills this goal while maintaining the charm of local single-family neighborhoods.



Phil Daley

Apr 23, 2022

But, you will still have a building that uses thousands time more water and sewer, but as usual, why think about that now. We can handle that problem later. Handle that problem now, BEFORE YOU BUILD THIS LOVELY BUILDING.



Carmel Partners

Apr 28, 2022

1766ECR will be built with sustainability in mind and built to the California Green Building code and Burlingame Reach code, which will focus on providing water-efficient plumbing and water-conserving landscaping. Additionally, as part of our municipal impact fee schedule, we will be providing financial compensation to the City of Burlingame so it can expand water and sewer infrastructure when needed.

© coUrbanize



No more building in Burlingame, California. Until a source of water and other resources are found, stop building in our suburban city.

 ⚠ 1 Supporter



Carmel Partners

Apr 28, 2022

We agree that sustainability is a critical issue. The City of Burlingame has required all new residential projects to be built to the Reach code which requires residential projects to be all-electric and provide water-efficient plumbing and water-conserving landscaping.



Steve Brezovec

Mar 16, 2022

It is one of my favorite stops when bicycling through the Peninsula.



Carmel Partners

Mar 16, 2022

From this site, residents will be able to bike into the amazing riding in the hills, bike to transit and work, or bike to downtown Burlingame on flat and safe routes to visit the amazing range of services, retail and restaurants. This is a great location for transit, walking and biking.



C Punter

Mar 19, 2022

biking to work in the rain is not realistic. showing up to work sweaty and needing a shower and change of clothes also is not realistic. How are the routes safe? Burlingame does not have bike paths separate from roadways.



When I first found out about this project, I was very dismayed. This will be yet another new building in the area not far from where I live. The buildings are becoming taller and bigger which means less and less sunlight for those who live in 2 or 3 story buildings, more residents, less on-street parking spaces and noise during the construction not to mention street parking that will be taken by construction workers. I have already lived through this twice and will have to live through it two more times soon. In addition, many apartment buildings and condominiums are being built or have been built in the neighboring area. How much more housing does Burlingame need? Also I do not understand the argument that because someone lives near public transportation, that person will necessarily take it. I like my community the way it was without such an influx of housing. I would also like to challenge the term 'affordable housing'. It is actually not for those earning a low income. I doubt that many retirees would qualify for the affordable housing category. In summary, I do not support this project.

∆ 1 Supporter



Carmel Partners

Apr 7, 2022

The proposed project aligns with and implements years of work by Burlingame staff to plan for the future of this area. The building that is there today is vacant and outdated; a new building that houses families, young workforce, and others will offer a lot more to Burlingame than what is there today. Despite our project being taller than the neighboring three-story residential project, our building will not cast shadows on the project due to the orientation of the building and our planned setbacks from the property line. In hopes that many of our future residents will use transit, as part of our entitlement and permitting process, we are providing a Transportation Demand Management program to mitigate parking and traffic impacts our projects may cause and will inform and subsidize public transit for our residents. Additionally, we are providing an automobile and bicycle parking stall for every unit in our building. Finally, we are providing 22 deedrestricted, affordable homes which will be limited to households making 50% of San Mateo County's area median income, which are indeed for those earning a low income, as well as providing 289 market-rate homes. Note that compared to the median home value of over \$2.4Million in Burlingame today, even the marketrate housing will be much more affordable than buying a home in Burlingame today would be.

Occurbanize



Phil Daley Apr 23, 2022

Well said, Gloria. If you want to keep building more apartments, The Beautiful Burlingame will no longer be the BEAUTIFUL BURLINGAME.



Phil Daley Apr 23, 2022

You are asking for comments and after you get all the comments together, you will build your apartment exactly as you have planned it and that will be that. San Mateo county voted against the expansion of the Airport and the extension of Bart to Millbrea and THEY DID BOTH ANYWAY.



Carmel Partners

Apr 28, 2022

We understand your concerns and want to let you that we are working with the city throughout our design process, including Design Review with the City of Burlingame, to ensure the project fulfills the vision the city had in mind when planning for future development.



Tick Falletti

Mar 18, 2022

I am in support of project if it has a 15+ affordable component, has 1.5+ parking spaces per unit. If retail or medical facilities are on the first floor significant in building parking should be available.



Carmel Partners

Mar 24, 2022

Thank you Tick for sharing. The project will have more than 15 affordable apartments (City requirement would be 12, we are providing 22). We won't have more than 1.5+ parking spaces per unit, but we are seeing in many of our other communities throughout the Bay Area that renters that live in our buildings often are big transit users, especially if we support them making the choice to use transit. We're planning to reduce the number of parking spaces in the project to about 1 parking space per home, provide transit information to residents at move-in and real-time through a resident app or information screen, have an onsite ride share and transit coordinator on our community management staff, and provide transit subsidies to residents who use transit. We hope that this toolkit will make it easier for residents to chose transit for many of their trips. Finally, to your last point, we will not have retail or medical on the first floor of this project.

O coUrbanize



Phil Daley Apr 23, 2022

Where might all the other cars park? Oh, on the street, like San Francisco. Go downtown SF and find a parking space. That will be the problem of each of the owners and all the others in Burlingame to find a place to park on the street. Well Planned. You, the developer, after it is built, will not have this problem, you probably have several parking spaces at your home. Don't you worry about all the 310 owners.



Carmel Partners

Apr 28, 2022

Our project will provide parking for each residential unit and provide transit subsidies for residents and provide bicycle parking for residents. Additionally, our Transportation Demand Management plan has studied and ensured that any traffic impacts our project may cause are mitigated.



Steve Lamont

Mar 21, 2022

Live, work, and play in one community, while being connected to 8M people in the Bay Area, International Airport.



Carmel Partners

Mar 24, 2022

Yes, seems like Burlingame has a lot of the right mix of jobs, housing, services, outdoor recreation, and more that makes for a really healthy and strong community, but also it has a great location that is well served by transit (and an airport!) to give people easy access to the rest of the Bay Area and beyond.



Eugene S

Apr 4, 2022

It seems like in addition to 1766, you are showing a new residential building at 1750. Is this the plan?

© coUrbanize

Carmel Partners

Apr 7, 2022

We are only developing 1766 El Camino Real, the building at 1750 El Camino Real in our images is the building that exists today.



Terry Nagel

Apr 22, 2022

The sense of community, the city's thoughtful urban and financial planning, and the people.



Carmel Partners

Apr 28, 2022

The City of Burlingame has done an excellent job in planning for its residents.



Phil Daley

Apr 23, 2022

Millbrea and Burlingame are exceptionally nice areas and the cities and counties are slowly developing the whole area into an apartment Or condo area. Most disappointing. But, since the cities need more money, let's just keep building more condos. Stop giving everyone money for what ever they need. People should and can work for themselves. The government knows that we have a water and sewer shortage and they keep building huge Apartment buildings that use many times the water and sewer needs of homes. Stop building these monstrosities until we or you find more water and sewer.



Carmel Partners

Apr 28, 2022

The city has recently adopted the comprehensive Reach code which requires new single-family and multifamily residential projects to build more sustainable projects with all-electric energy and provide water-efficient plumbing and waterconserving landscaping to mitigate environmental impacts. 1766ECR is being built to these high standards which are significantly more stringent than the older residential requirements most projects in Burlingame have been built to.

O coUrbanize



Suneil Koliwad

Apr 23, 2022

It's not overgrown like other Peninsula cities. It retains a charm that is being lost as large apartment complexes full in at every opportunity. Good K-12 schools, and solid family feel.



Carmel Partners

Apr 28, 2022

The city has done an excellent job in planning for sustainable and responsible growth, including the North Burlingame Mixed-Use plan area which 1766ECR is located in.



Martin Tom

May 16, 2022

Nothing! No low income/seniors housing in area !!



Carmel Partners

May 16, 2022

We will be providing 22 affordable units within our project which will be open to people those making less than half of San Mateo County's area median income and will be open to seniors if they qualify based on income.



Caroline Serrato

May 17, 2022

Walkable, safe and clean



Carmel Partners

May 20, 2022

We also love Burlingame for these reasons!

What else do you, as a valuable community member, want us to know? It could be anything related to the project or questions you have for us.



Chris R Mar 16, 2022

This is an excellent project, and exactly the kind of well-designed, transit-oriented, high density development we desperately need to meet our collective climate and equity goals. We would love to see less or no parking, but otherwise think that this project should be approved immediately.

∆ 1 Supporter



Carmel Partners

Mar 16, 2022

Thank you for the comment. We think the City Council, Planning Commission and staff deserve a lot of credit for their leadership on establishing specific plans, zoning, and other policies that set clear expectations for housing around the rich transit infrastructure in North Burlingame. This project is in many ways implementing what was laid out by their work. Parking is a challenge as we need to balance the desire to encourage transit ridership (which we are doing with location, transit subsidies, carpool coordination and other programs) with the desire to not impact our neighbors by under-parking the project. We are providing about 70 fewer spaces than the City's baseline requirement.



Dee closterman

Mar 18, 2022

That empty anthropology space is sadly not filled because of greedy landlord.



Phil Daley

Apr 23, 2022

The cities requirements for parking should be at least 2 cars per unit. At least 2 cars per unit.

© coUrbanize



Sally Morgan

Mar 18, 2022

Please include meaningful outdoor area (more than a token number of sq ft)/ community garden in your project,. There is a big fenced vacant lot nearby, but the residents of the adjacent rehab facility are sitting in their wheelchairs on the sidewalk because they have no other outside area. Include safe pedestrian connections to adjecent sidewalks.

∆ 1 Supporter



Dee closterman

Mar 18, 2022

Really have some meaningful process to curtail crime. I've noticed it's going up.

2 Supporters



Dee closterman

Mar 18, 2022

How does this really effect traffic congestion? Have you made projected traffic flow research public?

1 Supporter



Carmel Partners

Mar 25, 2022

Thank you for these comments and suggestions. Sally - regarding open space, in addition to balconies and other private open space for residents, there will be 4 common open spaces for the community including two rooftop decks and two ground level courtyards. On Trousdale, the project fire lane that is like a plaza with greenery around it where people can walk or sit and enjoy fresh air and sunshine off the street. Also, we'll add street trees both fronting the project AND in front of that fenced vacant lot you mention next to the rehab facility. And yes, safe pedestrian access to adjacent sidewalks is part of the plan. Dee - Regarding curtailing crime, this project will help in four ways. 1) first, an occupied building with people coming and going is a greater deterrent to crime than a vacant building, which is what's there now. 2) one of the most significant deterrents to crime is "eyes on the street." The project has been designed with a lot of active amenity spaces on the ground floor, which are spaces that have people in them through much of the day. 2) Our projects have a full time staff who get engaged in the community, from security guard services we hire to our property management staff who frequently get involved with local businesses and community groups and are a partner in helping to address community issues.Regarding traffic, there is a detailed traffic analysis that will be public soon.

® coUrbanize



Steve Brezovec

Mar 16, 2022

I am excited to see a project that brings much-needed housing to Burlingame at a time where so many workers having to move far away. 311 units will be a tremendous contribution to our insufficient housing stock.



Dee closterman

Mar 18, 2022

If you treat this area like it has infinite availability of parking, schools, water, hospitals, and other resources and ONLY build housing, you will ruin it. Think long term



Carmel Partners

Apr 7, 2022

Thank you for your comment. As part of our entitlement and permitting process with the city of Burlingame, we are paying impact fees which will fund schools, water (infrastructure), and other Burlingame resources, providing streetscape and infrastructure improvements along El Camino Real and Trousdale Drive, and providing a Transportation Demand Management plan to mitigate traffic and parking impacts our project may cause.



Phil Daley

Apr 23, 2022

What is the difference in the traffic from the 80's to the Present? The traffic is bad now, You will put another 600 cars on the roads and the traffic will get much worse. And then there is 1750 El Camino.



Carmel Partners

Apr 28, 2022

As part of our planning for 1766ECR, we commissioned a Transportation Demand Management plan, which includes providing streetscape and pedestrian improvements along our frontages and providing subsidized transit options for our future residents to ensure our project's impact on local traffic is mitigated. 1750 El Camino Real is not part of our proposed project.



Steve Lamont

Mar 21, 2022

Be sure to factor in public transit as part of the overall solution. Biking and walking too. Break away from dependence on automobiles.



Carmel Partners

Mar 24, 2022

Thank you Steve, we're working on finding the right package of strategies to do that with our Transportation Demand Management Plan. Right now, we're planning to reduce the number of parking spaces in the project to about 1 parking space per home, provide transit information to residents at move-in and real-time through a resident app or information screen, have an on-site ride share and transit coordinator on our community management staff, and provide transit subsidies to residents who use transit. We hope that this toolkit will make it easier for residents to chose transit for many of their trips.



B Williams

Mar 22, 2022

When will this great project be ready to move into? This is a great example of urban, livable housing near the transit corridors that gives options for those who can't currently afford a single family home in Burlingame.



Carmel Partners

Mar 24, 2022

Thank you for the comment and the question about project schedule. We hope to be approved this summer, start construction around June of 2023, and have the first apartments ready for move-ins starting in spring/summer 2025.



Phil Daley

Apr 23, 2022

There are other cities in California that are affordable. When might everyone want to tear down the nice houses and build more apartment buildings?



Carmel Partners

Apr 28, 2022

1766ECR is not tearing down any residential homes or residential buildings. We are replacing a vacant commercial building and vacant surface parking lot.

O coUrbanize



Stewart Perry

Mar 26, 2022

Love the project. I would love to see 8-12 floors instead of the 5-8 which are so popular. The only thing I feel is missing from what I've read is ground floor retail. It would be great if there was something on this site for people other than residents. A deli. Small convenience store. Something. It would add a lot of vitality.



Carmel Partners

Mar 28, 2022

Thank you for the comment. We studied going taller, and developed a 10-11 story variation on the project. Unfortunately the building height is limited by FAA safety restrictions which only would have allowed a couple more stories than the proposed project. Because of the high cost of going to concrete construction, which is required for buildings over 8 stories, the 10-11 story version financially didn't work. We also worried that some neighbors would have been unhappy with the impact, and it was too out of scale with neighboring buildings. Regarding retail, we build a lot of Bay Area retail and considered it here, but the challenge in a location like this is that when you are surrounded by retail with easy surface parking, retail tenants don't want to be in buildings like ours where signage and visibility are limited and parking requires venturing into a structure. No retail in our project would ever be able to complete with Burlingame Plaza and other smaller centers nearby, and so any retail space we did build was likely to be eternally empty.



Terry Nagel

Apr 22, 2022

I strongly believe we need more affordable housing, and I hope new projects will include housing for low income and very low income levels. I admire the city's care in assuring that developments are softened with trees and landscaping, and hope more public spaces and mini-parks will be created.



Carmel Partners

Apr 28, 2022

1766ECR is exceeding the City of Burlingame's affordability requirements by providing an additional 10 units over the required 12 units. Additionally, we are providing the total 22 units at more affordable levels to future residents than the City of Burlingame requires. And we hope that you enjoy our streetscape improvements once the project is completed!

O coUrbanize



Suneil Koliwad

Apr 23, 2022

Don't build it.



Carmel Partners

Apr 28, 2022

We appreciate your concern and are happy to discuss feedback on the project if you wish.



S DIP

May 20, 2022

311 UNITS. HOW MANY OFF STREET PARKING SPOTS ARE YOU PROVIDING?



Carmel Partners

May 20, 2022

We are providing 319 off-street parking spots, more than 1 spot per unit.

What would encourage you to spend more time in the neighborhood?



Steve Brezovec

Mar 16, 2022

Continued vitality downtown!

 ⚠ 1 Supporter



Carmel Partners

Mar 28, 2022

We're seeing a lot of retail vitality sapped by online shopping, but walkable districts with a lot of density around them to support local businesses appear to be a key to preserving economic vitality. We are working on economic impact analysis that shows how the over 500 projected residents of the project will support local businesses with their patronage and spending.



Sally Morgan

Mar 18, 2022

More parks



Dee closterman

Mar 18, 2022

More parking options other then crowding the residential streets. I hate having to park by someone's house when I know it's their parking space.

2 Supporters



Carmel Partners

Mar 24, 2022

Thank you Dee, we hope to accommodate all of our resident's parking demand in the project's on-site parking garage. We're working with a traffic consultant with a long history of working in Burlingame and with the City, and we are not anticipating that overflow parking would impact nearby residential streets.

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How can you make that statement, when most families have 2 cars. You are planning on 1 car per unit. Simple math - that would leave at least 310 cars on the street. Oh, and anyone that visits these 310 apartments. So, lets say 400 cars on the streets. And then 1750 may shove some extra cars on to the streets. Good luck to anyone who wants to park in the area, after these buildings are finished.

C

Carmel Partners

Apr 28, 2022

Our project is located within walking distance to a lot of shopping and services at Burlingame Plaza and transit at the Millbrae Transit Center which will provide future residents convenient access to transit without having to rely on their cars for all trips. Additionally, our Transportation Demand Management plan has studied our project to ensure our impacts on local traffic are mitigated.



Terry Nagel

Apr 22, 2022

It is difficult to organize block parties because of the permit fee and the need to get signatures from residents of blocks that would be closed off. The city could make it easier by waiving the permit fee and offering incentives such as a visit by CCFD or a \$100 contribution toward food for the party.



Carmel Partners

Apr 28, 2022

We will bring your concerns up with the city's planning department.



Suneil Koliwad

Apr 23, 2022

I already spend plenty of time in my neighborhood. There is no reason to go to a livework building in a family-centered single-family home-based town like Burlingame.

© coUrbanize



Carmel Partners

Apr 28, 2022

Our goal, and the city's goal, is to provide more market-rate and affordable housing near transit and amenities for individuals and families to continue to live in and appreciate Burlingame. Replacing a vacant commercial building and parking lot ensures no one is displaced and ensures the single-family neighborhoods in Burlingame are not impacted.

What are you favorite local spots to eat, shop, or play?



Steve Brezovec

Mar 16, 2022

The Peet's Coffee and Philz, the Pizzaeria Deflina.



Dee closterman

Mar 18, 2022

I LOVE the bong shop on Broadway; They're open 'till midnight!!! yay!



Carmel Partners

Apr 13, 2022

Yes! We love having local Bay Area businesses in the area.



Sally Morgan

Mar 18, 2022

Walk Adeline Canyon



Dee closterman

Mar 18, 2022

Coyote Point



Carmel Partners

Mar 28, 2022

One of the reasons we believe in building density near transit, jobs and services, is so that our cities and towns don't have to sprawl into beautiful open spaces and places like these. Its what motivates us to build where we do. Our residents will hopefully enjoy these same outdoor places you do!



Steve Lamont

Mar 21, 2022

Burlingame Avenue and Broadway.

Carmel Partners

Apr 13, 2022

Both great options in Burlingame!



Terry Nagel

Apr 22, 2022

Broadway and Burlingame Avenue, the bayfront, Washington Park



Carmel Partners

Apr 28, 2022

All great options!



Suneil Koliwad

Apr 23, 2022

Bayside Park, Washington Park, Burlingame Avenue, burlingame Safeway, Burlingame library, tennis club, Burlingame High School, Ray Park, Village Parkw



Carmel Partners

Apr 28, 2022

These are some of our favorite amenities in Burlingame.



Martin Tom

May 16, 2022

Downtown Burlingame

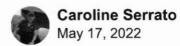


Carmel Partners

May 16, 2022

We agree, Downtown Burlingame has so much to offer!

© coUrbanize



Burlingame Ave and Washington Park



Just a couple of the many great amenities in Burlingame!

Would you recommend a friend or family member to move/work/ visit here? Why or why not?



Steve Brezovec

Mar 16, 2022

Burlingame is a beautiful community with great weather, easy access to transit, and amazing recreation opportunities. I'd recommend it.



Dee closterman

Mar 18, 2022

Thought this question was asked already.



Carmel Partners

Apr 7, 2022

Burlingame is an amazing community with incredible access to the greater Peninsula and Bay Area.



Sally Morgan

Mar 18, 2022

Maybe— downsides are airport noise, high housing costs, paucity of cultural venues.



Dee closterman

Mar 18, 2022

I love to visit family here and shop. This area should cap population growth, although. Indefinitely trying to cram bodies into one area lacks long term vision, logic, and reality.

∆ 1 Supporter



Carmel Partners

Mar 24, 2022

Thanks Sally and Dee. Sally - the high housing cost is really scary to me since my family has been in the Bay Area for nearly 100 years, and I now wonder whether my kids will be able to live here. Renting is much more affordable than ownership even in a nice building like ours, and we will have affordable units too, to try to help broaden the spectrum of housing opportunities in the market. Regarding airport noise, we're planning upgraded windows to help reduce sound. Dee - your point about long term vision, logic and reality is important. Burlingame city staff, planning commissioners and city council have been doing a lot of work to try to set that kind of vision through their specific plans, general plan, zoning, and housing element work. These trade-offs are really hard, and I think they should be commended for focusing on how to preserve quality of life and the character of downtown, balanced with reasonable growth to provide housing affordability and job opportunities by focusing growth in housing and job creation in the North Burlingame area, where services and infrastructure (especially transit) are robust.



Terry Nagel

Apr 22, 2022

Of course!



Suneil Koliwad

Apr 23, 2022

Only if it doesn't keep growing indiscriminately.



Carmel Partners

Apr 28, 2022

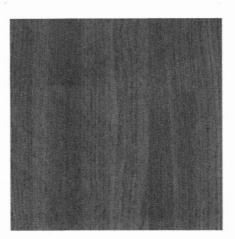
The City of Burlingame has done an incredible job planning for the future growth and its work has culminated in the North Burlingame Mixed-Use plan area. 1766ECR is located within this plan area and we have worked with planners and elected official to ensure our project fulfills the city's vision for the site.



coUrbanize is the only **online community engagement solution** *purpose-built* for real estate developers and municipal planners.

coUrbanize verifies all participants, supports two-way communication, and automatically generates comprehensive reports. With coUrbanize, companies are able to gain control of the engagement process and preventing the surprises and miscommunication that lead to project delays.

The goal of coUrbanize is to encourage inclusive and constructive conversations and information sharing between community members, real estate developers, and municipal planners. Our community guidelines are designed to ensure that conversations are constructive, even when commenters don't agree with each other.



COMPOSITE WOOD PANEL (CW1)



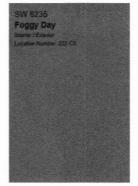


DARK THIN BRICK (B1)
BASE





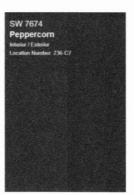
LIGHT THIN BRICK (B2)
UPPER LEVELS



STUCCO (S1)



STUCCO (S2)



STUCCO (S3)



STUCCO (S4)



DESIGN REVIEW (DSR)

■ MINOR MODIFICATION■ SPECIAL PERMIT (SP)

☐ HILLSIDE AREA CONSTRUCTION PERMIT ☑ OTHER:

PLANNING APPLICATION

COMMUNITY DEVELOPMENT DEPARTMENT—PLANNING DIVISION

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

TEL: 650.558.7250 | FAX: 650.696.3790 | E-MAIL: PLANNINGDEPT@BURLINGAME.ORG

_	1766 El Camino Real,	Burlingame CA	025-161-110	NBMU
PROJECT INFORMATION	PROJECT ADDRESS		ASSESSOR'S PARCEL # (APN)	ZONING
¥	PROJECT DESCRIPTION			
R	Demolish existing 1	story commercia	1 structure on a 1.7	04 acre site and
Z	construct an 8-story			
5	apartments at Tier	density of 140	du/acre plus a dens	ity bonus under
픵	State Density Bonus	Law.	uu, uulu plub u lond	
8				
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	Certosa Inc			
-	PROPERTY OWNER NAME APPLICA	NT?		
z		A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
잂	PHONE			
¥	TCA Architect	1111	Broadway, Ste 1320,	Oakland, CA 94607
8	ARCHITECT/DESIGNER APPLICANT	ADDRESS		
빌	510.545.4222		@tca-arch.com	
ANT INFORMATION	PHONE	E-MAIL		
3	951525		THE RESERVE AND THE	
Ŧ			DATE E APPLICANT TO SUE	BMIT THIS APPLICATION TO THE
			/0/29/2/ DATE	
1	AUTHORIZATION TO REPRODUCE			
- [HEREBY GRANT THE CITY OF BURLINGAME THE AUTHORITY TO REPRODUCE UPON REQUEST AND/OR POST PLANS SUBMITTED WITH THIS APPLICATION ON THE CITY'S WEBSITE AS PART OF THE PLANNING APPROVAL PROCESS AND WAIVE ANY CLAIMS AGAINST THE CITY ARISING			
1				LAIMS AGAINST THE CITT ARISIN
	OUT OF OR RELATED TO SUCH ACTION	(INITIALS OF	ARCHITECT/DESIGNER)	
_ _ [APPLICATION TYPE			DECEIVED
~ :	ACCESSORY DWELLING UNIT (ADU)	VARIANCE (VAR)		I have V house V house land
0	☐ CONDITIONAL USE PERMIT (CUP)	☐ WIRELESS		

FENCE EXCEPTION
OTHER:

DSR

STAFF USE ONLY





JUN - 2 2022
CITY OF BURLINGAME
CDD-PLANNING DIV.

May 31, 2022

Catherine Keylon Senior Planner Community Development Department City of Burlingame 501 Primrose Rd. Burlingame, California 94010

Re: 1766 El Camino Real: Revised Project Density Bonus & Community Benefits Summary

Dear Ms. Keylon:

As you are aware, on February 2, 2022, Carmel Partners re-submitted an application for a residential project (the "Project") at 1766 El Camino Real, Burlingame, CA 94010 (the "Site"). The Site falls within the North Burlingame Mixed Use ("NBMU") district. The City provided Plan Review Comments on February 7, 2022, and this revised summary is provided to address the State Density Bonus Law waivers being requested by the Project.

The Project will utilize the SDBL as well as the City of Burlingame's ("City") maximum intensity (Tier 3) development standards. This correspondence explains how the Project qualifies for and will utilize these interrelated sets of development rules.

1. The Project qualifies for and will utilize the "Maximum Intensity" (Tier 3) development standards under the NBMU district regulations.

The City's NBMU district regulations establish three tiers of permitted development intensities. (Mun. C. § 25.40.030(a).) Because the Project will utilize the maximum intensity (Tier 3) development standards, it is required to provide certain community benefits. (*Id.*) Specifically, the Planning Commission may approve Tier 3 projects if it determines that a project includes at least three community benefits listed in Section 25.40.030(b)(4); at least one such benefit must be from the "affordable and workforce housing" category. (§ 25.40.030(b)(3). In compliance with this requirement, the Project will provide the following community benefits:

a. Affordable & Workforce Housing

This criterion may be satisfied by *either*: (i) providing affordable housing at the rate of five (5) percent for low-income households, or ten (10) percent for moderate-income households, as a percentage of the total number of housing units built for a period of fifty-five (55) years or greater; *or* (ii) qualifying for and utilizing a density bonus in compliance with the City's affordable housing incentives. (Mun. C. § 25.40.030(b)(4).)

The Project satisfies the latter option by providing 9% Very Low income units, thereby qualifying for and utilizing a 30% density bonus under SDBL and the City's corresponding ordinance (Mun. C. § 26.63.020.) The Project's density bonus requests are described in greater detail in Section 2 herein.

b. Off-Site Streetscape Improvements

The Project will satisfy this second criterion by providing off-site streetscape improvements in the form of pedestrian crossing safety improvements across Trousdale Drive to the north of the project and enhanced pedestrian and bicycle streetscapes along the frontage of the vacant lot at 1810 El Camino Real, which is a critical pedestrian connection for people walking from the neighborhood, the hospital, and surrounding medical, commercial, and residential areas toward the nearby Millbrae Transit Center. This area is depicted in the following images:





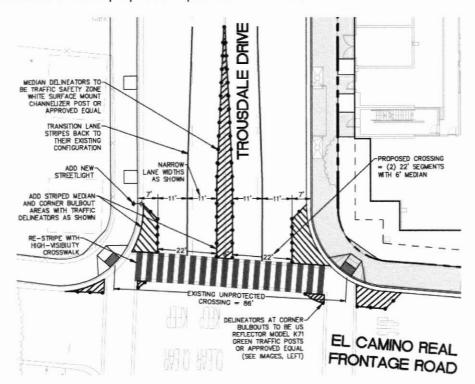
Specific streetscape enhancements will likely include repairing sidewalk and curb ramps, adding street trees, and adding bike racks.

The east leg of the El Camino Real Frontage Road at the intersection of Trousdale Drive has a north/south pedestrian crosswalk that is approximately 87 feet long as measured from the center of the opposing curb ramps. This crosswalk is not signal controlled. Vehicular traffic frequently travels at high speeds on Trousdale Drive, which, combined with multiple turn movements from El Camino Real and its frontage road, creates a challenging pedestrian crossing.

The project proposes to functionally reduce the north/south crossing length and slow vehicular traffic on this segment of Trousdale Drive by adding high-visibility crosswalk striping, introducing striped bulb-outs at the northeast and southeast corners in conjunction with green plastic traffic posts (US Reflector Model K71 or equal) and introducing a 6'-wide striped median with raised plastic delineators.

For vehicular traffic, these improvements will both improve visibility of the crossing and narrow the vehicular lanes of the roadway, causing motorists to slow down and be more conscious of pedestrians crossings. For pedestrians, these improvements will shorten the crossing from one 87-foot long unprotected crossing into two segments of 22' lanes and one 6' striped median for pedestrian refuge.

A schematic of these proposed improvements is below:



c. Mode Split

The Project will satisfy this third criterion by facilitating the permanent mode shift towards alternative transportation for building occupants through a Transportation Demand Management ("TDM") Program that achieves the objectives of General Plan Chapter VI: Mobility. As required by the Code, prior to issuance of building permits, a covenant agreement will be recorded that discloses the required TDM provisions. This agreement will be recorded in the office of the County Recorder to provide constructive notice to all future owners of the property of any ongoing programmatic requirements.

2. The Project qualifies for and will utilize a 30% density bonus because it provides 9% of on-site units affordable at the Very Low Income level.

Because it will provide 9% Very Low Income units, the Project qualifies for and will utilize a 30% density bonus under SDBL and the City's implementing regulations. For the City's convenience, the following describes the application of the SDBL to the Project.

The Site is 1.704 acres. Under the Tier 3 regulations the Project will utilize, the Site's maximum residential density is 140 dwelling units per acre. (Mun. C. § 25.40.030.) Multiplying the Site's acreage by this maximum residential density yields a **base density of 239 units.**¹

As indicated above, because 9% of these base units will be affordable at the Very Low Income Level (for a total of 22 affordable units), the project is entitled to a 30% density bonus. (Gov. C. § 65915; Mun. C. § 25.63.020.) This level of affordability also entitles the Project to one incentive/concession, which the Project does not plan to utilize at this time, but reserves the right to pursue as the process progresses. Incentives/concessions may include: (i) reductions in site development standards or modifications to zoning code requirements or architectural design requirements (e.g., setbacks, lot coverage requirements); (ii) approval of mixed-use zoning; or (iii) other regulatory incentives or concessions that result in identifiable and actual cost reductions to provide for affordable housing costs. (Govt. C. § 65915(d).)

The Project will request waivers, however, for seven development standards which, if applied to the Project, would physically prevent constructing the project at its permitted density. Waivers include waivers or reductions of development standards which would physically prevent construction of a project at the density permitted by the SDBL. (Govt. C. § 65915(e).)

The following chart illustrates each waiver request. Please note that in response to the City's comments, we are now seeking a waiver to permit compact parking spaces at the Project.

Waiver No.	Development Standard	Explanation
1	Side Yard Setback (§ 25.40-2)	Applying this development standard would physically preclude constructing the Project at the proposed density

¹ 1.704 x 140 = 238.56; rounded up to 239 pursuant to SDBL.

		because the Project's garage must be located in the particular setback area within the Site's dog-leg. The project requests the following waivers: • Trousdale Drive: 5' setback proposed. • California Drive: South Side Setback: 0' setback proposed. • California Drive: North Side: 0'
2	Parking (§ 25.40-4)	Applying this development standard would physically preclude constructing the Project at the proposed density because the required parking could not fit on the parcel. Rather than the required 388 spaces, the Project proposes 319 total spaces.
3	Compact Parking Spaces: not currently permitted at the Site.	Applying this development standard would physically preclude constructing the Project at the proposed density because the required parking space size will not fit on the parcel. The project proposes including some compact parking stalls in order to meet proposed parking count.
4	Open Space (§ 25.40-2)	Applying this development standard would physically preclude constructing the Project at the proposed density because the full open space requirement cannot fit onto the Site with the Project at its proposed density. The Project proposes 89 square feet of open space per unit as opposed to the required 100 square feet of open space per unit.
5	Lot Coverage (§ 25.40-2.)	Applying this development standard would physically preclude constructing the Project at the proposed density because in order to construct the density bonus units, the project must cover more

		of the lot. Specifically, the project will need to occupy 88% of the lot area as opposed to the 80% maximum.
6	Front Setbacks (§ 25.40-2)	Applying this development standard would physically preclude constructing the Project at the proposed density because the Project's upper floor units slightly encroach onto the setback located at the corner of El Camino Real & Trousdale. Specifically, the Project proposes 6' whereas 0' to 10' for the first 35' is required.
7	Parking Stall Size (Table 25.40-2)	Applying this development standard, requiring compact parking stall depth of 17 feet, to one row of stalls would physically preclude constructing the Project at the proposed density. The Project proposes reducing some parking stalls to 16 feet depth in order to comply with garage wall and drive aisle depth requirements.

Thank you for your time and attention to this exciting Project. Please feel free to reach out if you have any questions.

Sincerely.

Greg Pasquali, VP, Development

cc: Kevin Gardiner, Community Development Director



ENVIRONMENTAL INFORMATION FORM

(to be completed by applicant at the start of the project or the RFP process)

GENERAL INFORMATION

Project Address: 1766 El Camino Real	Assessor's Parcel Number: 025-161-110
Applicant Name: Carmel Partners	Property Owner Name: Certosa Inc. Add City. Phone:
condominium permit, building permit, etc.): De	pecial permit, variance, subdivision map, parcel map sign Review
Related permits, applications and approvals requi Agencies: SB330 application filed	red for this project by City, Regional, State and Federa July 26, 2021.
SITE INFORMATION	
Total Number of Existing Parking Spaces ¹ : 107	Square Feet Existing Zoning: NBMU ical and surface parking Number of Compact Spaces!: Sootage of Each: 1 structure, 32,625sf
Will any structures be demolished for this project. Size and use of structures to be demolished: 1 s	YXYesNo structure, 32,625sf, vacant commercial
Will any of the existing tress be removed? X	urvey and Civil sheets showing sizes _YesNo moved: See arborist report
Are there any natural or man-made water channels Yes X No If Yes, when	s which run through or adjacent to the site?
Describe in general the existing surrounding land	uses to the:

¹ City of Burlingame minimum standard parking space size is 9'x20'. The minimum size for compact parking spaces is 8'x17'. Refer to City of Burlingame Zoning Ordinance C.S. 25.70 for parking requirements for particular uses.

² Refer to the City of Burlingame's Urban Reforestation and Tree Protection Ordinance (C.S. 11.06) for tree removal permit and tree planting requirements.

North Trousdale Drive, vacant property, police station.				
South Medical office building, surface parking, townhomes.				
California Drive, police station, railroad tracks.				
West El Camino Real, structured parking for hospital.				
PROPOSED PROJECT				
Project Description: Demolish existing 32,625 sf commercial structure and				
construct 311 unit multifamily mixed income housing community in an				
8-story structure.				
Residential Projects:				
Number of Dwelling Units: 311				
Size of Unit(s): 35 studios, 139 1-bedrooms, 120 2-bedrooms, 17 3-bedrooms				
average 925 square feet.				
Household size (number of persons per unit) expected: 1.5				
Commercial/Industrial Projects:				
Type and square footage of each use: NA				
Estimated number of ampleyage per shift:				
Estimated number of employees per shift: Will the project involve the use, disposal or emission of potentially hazardous materials (including				
petroleum products)?Yes No				
If Yes, please describe:				
Institutional Projects (public facilities, hospitals, schools):				
Major function of facility:NA				
Major function of fuelinty.				
Estimated number of employees per shift:				
Estimated Occupancy:				
For all Projects:				
Flood Hazard: Is this site within a special flood hazard area?Yes XNo				
Land Use: If the project involves a conditional use permit, variance or rezoning application, please explain why the applications are required ³ : NA				
359,292 excluding garage				
Building gross square footage: Existing: 32,625 Proposed: 486,689 including garage				

City of Burlingame Planning Department 501 Primrose Road P(650) 558-7250 F(650) 696-3790 www.burlingame.org

³ Please fill out and submit the appropriate application form 9variance special permit, etc.)

City of Burlingame Planning Department 501 Primrose Road P(650) 558-7250 F(650) 696-3790 www.burlingame.org
Number of floors of construction: Existing: 2 Proposed: 8 (+2 basement)
Traffic/Circulation: Standard and compact off-street parking spaces provided:
Existing: Standard
Grading: Amount of dirt/fill material being moved (check one):
0-500 cubic yards5,000-20,000 cubic yards5000-5,000 cubic yards Over 20,000 cubic yards(indicate amount) +/-50,000bc Note: If fill is being placed over existing bay fill, provide engineering reports which show the effect of the new fill on the underlying bay mud.
Storm water runoff: Indicate area of site to be covered with impervious surfaces (parking lot paving, etc.):100% Is the area with impervious surfaces less than 200 feet away from a wetland, stream, lagoon or bay? YesXNo
Noise: Describe noise sources and timing of activity generated by your project during construction: Construction hours and noise will be limited to allowable hours under city ordinances. Noise sources generated during operation of facility: The operating project will have no
notable on-going noise sources.
Vibration: Will the proposal cause vibration that may affect adjacent properties? Describe any potential sources of vibration: No vibration is anticipated.
Exterior Lighting: Please describe any proposed exterior lighting of the facility ⁴ : Exterior lighting will be limited to landscape, safety and circulation lighting that will be installed in accordance with applicable City ordinances. Water: Expected amount of water usage: Domestic
As per the C.3 regulations set forth by the California Regional Water Quality Control Board, please respond to the following questions: 1. Would the proposed project result in an increase in pollutant discharges to receiving waters? No
2. Would the proposed project result in significant alteration of receiving water quality during or following construction? No.

⁴ Refer to City of Burlingame Exterior Illumination Ordinance (No. 1477) regarding requirements which limit exterior illumination in both residential and commercial zones.

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$runoff?_{\underline{\rm No}}$	build the proposed project result in increased impervious surfaces and associated increased o, the site is currently 100% impervious and water flows offsite. The proposed project would treat more water onsite, reducing runofts.	
	ould the proposed project create a significant adverse environmental impact to drainage patterns nges in runoff flow rates volumes? The project would reduce runoff flow.	
5. Wo	ould the proposed project result in increased erosion in its watershed? no.	
	the project tributary to an already impaired water body, as listed on the Clean Water Action (3(d) list? If so will it result in an increase in any pollutant for which the water body is already No.	
quality, to	ould the proposed project have a potential significant environmental impact on surface water marine, fresh, or wetland	
8. Wo	ould the proposed project have a potentially significant adverse impact on ground water quality?	
	all the proposed project cause or contribute to an exceedance of applicable surface or ter receiving water quality objectives or degradation of beneficial uses? No.	
10. Wi	ill the project impact aquatic, wetland, or riparian habitat?	
Source of	wastewater discharge on site (i.e. restrooms, restaurants, laboratory, material processing, etc.) ential domestic use from kitchens and bathrooms.	

0.00

Are the following items applicable to the project or its effects? Provide attachment to items checked 'yes'.	explain na Yes	ture of all
Change in existing features of any bays, tidelands, beaches, or hills, or substantial alteration of ground contours.		Х
Change in scenic views or vistas from existing residential areas or public lands or roads.		_X
Change in pattern, scale or character of general area of project.		_X
Significant amounts of solid waste or litter.		_X
Change in dust, ash, smoke fumes or odors in vicinity.		_X
Change in bay, lagoon, stream, channel or groundwater quality or quantity, or alteration of existing drainage patterns.		_X
Substantial change in existing noise or vibration levels in the vicinity (during construction and/or during operation).		_X
Site on filled land or on slope of 10 % or more.		_X
Use or disposal of potentially hazardous materials, such as toxic substances, flammable materials or explosives.		_X
Substantial change in demand for municipal services (police, fire water, sewage)		_X
Substantial increase in fossil fuel consumption (oil, natural gas, etc.).		X
Relationship to a larger project or series of projects.		
CERTIFICATION		
I hereby certify that the statements furnished above and in the attached exhibits		

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Date _	11/10/21	Signature _	
	*		



City of Burlingame Climate Action Plan Consistency Checklist for New Development

The purpose of this Checklist is to ensure that development projects comply with Burlingame's 2030 Climate Action Plan Update (CAP) and may be eligible for streamlining the greenhouse gas (GHG) analysis for California Environmental Quality Act (CEQA) review.

The Checklist applies to projects 10,000 sq. ft. and larger and/or six units or more. To be considered consistent with Burlingame's CAP, projects must comply with the land use designations in Burlingame's General Plan and implement at minimum the required CAP measures listed in the Checklist. Projects may then rely on the City's CAP and related environmental review for the impact analysis of GHG emissions, as allowable under CEQA.

The Checklist contains measures from the CAP that pertain to new development. Each measure is noted as either required or voluntary. Required measures are mandated by local or state ordinances. The voluntary measures represent goals of the City and projects are encouraged to address them.

Proposed project that require a General Plan amendment or rezoning and/or do not address the required measures may have to prepare a project-specific GHG analysis and identify appropriate mitigation measures.

Burlingame's Climate Action Plan: https://www.burlingame.org/departments/sustainability/

Burlingame's General Plan: https://www.burlingame.org/departments/planning/

Burlingame's Reach Codes: www.burlingame.org/reachcode

For questions regarding this Checklist or the CAP, please contact Sigalle Michael, Sustainability Coordinator at smichael@burlingame.org

Contact Information

Project Name: 1766 El Camino Real			
Property Address: 1766 El Camino Real			
f a consultant was used to complete this checklist, please provide their contact information:			
Consultant Name & Company:			
Consultant Phone & Email:			
Project Information			
Proposed land use (residential, commercial, industrial, mixed use, or other): residential			
Brief project description: 311 units of multifamily residential in an 8 story building			
Project size (sq. ft. and/or unit size): 311 units, average 925 sq ft, building size 359,292 sq ft residential gross			
Is the proposed project seeking a General Plan amendment or rezoning? ☐ Yes ☑ No			
If yes, briefly explain why:			

Project Compliance
MEASURES
Required Measure Does the project comply with the City's green building requirements in the reach codes? ☑ Yes ☐ No
Will the project request any exceptions? If so, briefly explain. None anticipated at this time, however applicant reserves right to request waivers and concessions under State Density Bonus Law if required.
Required Measure Does the project include a solar or electrically powered water heater as required in the reach code? ✓ Yes □ No
Required Measure Does the project include a photovoltaic system as required by CALGreen and/or the City's reach code? ☐ Yes ☐ No ☑ TBD — appears required for highrise only
Required Measure Does the project comply with the City's EV charging requirements in the reach code? ✓ Yes ☐ No List total number and type of EV chargers to be installed: 10% of dwelling units will have access to Level 2 EV Ready Spaces. Remaining units with parking spaces have one Level 1 EV Ready Space and conduit for future Level 2.
Required Measure Does the project include facilities for collecting recycling and composting? ✓ Yes □ No Describe any composting and recycling strategies used in the project: Dedicated chutes or deposit facility on each floor for composting and recycling.

Transportation Demand Management (TDM) (CAP Measure 2): The City shall require new multi-unit residential developments of 10 units or more and commercial developments of 10,000 sq. ft. or more to incorporate TDM strategies that reduce trip generation rates below the standard rate published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual (10 th edition), or other reputable source. TDM measures may include but are not limited to: shuttles, carpool, transit incentives, and car and/or bike share programs. Residential projects of 100 units or more and commercial projects of 100,000 sq. ft. or more shall have a designated TDM coordinator and provide a report to city staff annually on the effectiveness of the TDM plan. GreenTRIP: http://www.transformca.org/landing-page/greentrip City/County Association of Governments of San Mateo County, http://ccag.ca.gov/programs/transportation-programs/transportation-demand-management/ City of San Francisco TDM Tool, https://sfplanning.org/resource/transportation-demand-management-tdm-tool	 Will the project have a TDM program that meets the 20% reduction in trip generation rates when compared to standard ITE trip generation rates? X☑ Yes ☐ No Briefly describe the project's TDM Plan: A separate TDM Plan is being prepared and will be submitted.
Parking Pricing, Parking Requirements, and Creative	Required Measure
Parking Approaches (CAP Measure 7): Implement	Does the project meet the parking requirements in the
parking Approaches (CAP Measure 7): Implement parking reduction strategies including, but not limited to, parking lifts, shared parking, and unbundling of parking costs.	zoning code or TDM plan as applicable? ✓ Yes □ No □ NA
parking reduction strategies including, but not limited to, parking lifts, shared parking, and unbundling of parking	zoning code or TDM plan as applicable?
parking reduction strategies including, but not limited to, parking lifts, shared parking, and unbundling of parking	zoning code or TDM plan as applicable? ☑ Yes ☐ No ☐ NA Describe any parking reduction strategies used in the project: unbundled parking.
parking reduction strategies including, but not limited to, parking lifts, shared parking, and unbundling of parking costs. VOLUNTARY Peninsula Clean Energy ECO100 (CAP Measure 13): Increase enrollment in PCE's standard option, ECOplus, for 100% GHG free energy; or PCE's premium option,	zoning code or TDM plan as applicable? ☑ Yes ☐ No ☐ NA Describe any parking reduction strategies used in the project: unbundled parking.
parking reduction strategies including, but not limited to, parking lifts, shared parking, and unbundling of parking costs. VOLUNTARY Peninsula Clean Energy ECO100 (CAP Measure 13): Increase enrollment in PCE's standard option, ECOplus,	zoning code or TDM plan as applicable? ☑ Yes ☐ No ☐ NA Describe any parking reduction strategies used in the project: unbundled parking. MEASURES Voluntary Measure
Peninsula Clean Energy ECO100 (CAP Measure 13): Increase enrollment in PCE's standard option, ECOplus, for 100% GHG free energy; or PCE's premium option, ECO100 for 100% renewable energy. https://www.peninsulacleanenergy.com/opt-up/ Complete Streets (CAP Measure 3): Develop a network of	zoning code or TDM plan as applicable? Yes No NA Describe any parking reduction strategies used in the project: unbundled parking. MEASURES Voluntary Measure Will the project enroll in PCE? Yes No TBD Which PCE option, ECOplus or ECO100?
Peninsula Clean Energy ECO100 (CAP Measure 13): Increase enrollment in PCE's standard option, ECOplus, for 100% GHG free energy; or PCE's premium option, ECO100 for 100% renewable energy. https://www.peninsulacleanenergy.com/opt-up/	zoning code or TDM plan as applicable? Yes No NA Describe any parking reduction strategies used in the project: unbundled parking. MEASURES Voluntary Measure Will the project enroll in PCE? Yes No TBD Which PCE option, ECOplus or ECO100?

	What is the project's walkscore (<u>www.walkscore.com</u>)? 85.
	Describe any pedestrian/bicycle friendly measures used in the project:
	Dedicated, enclosed, secured bike room.
	Public bicycle parking in proximity to project entrances.
	Pedestrian and bike friendly on-site and off-site
	streetscape improvements.
Burlingame Shuttle Service (CAP Measure 8): Increase	Voluntary Measure
awareness and use of local shuttles.	Is the project located near a shuttle station?
Burlingame shuttle map: https://www.burlingame.org/departments/sustainability/	☑ Yes ☐ No
shuttles.php	How will shuttle information be distributed to occupants?
	Shuttle information will be provided to residents at move
	in.
Water Conservation for New Residential Developments	Voluntary Measure
(CAP Measure 17): Implement water conservation	Does the project use Energy Star® rated dishwashers and
elements beyond CALGreen requirements, such as	clothes washers or go beyond CALGreen?
efficient landscaping and Energy Star rated appliances.	5
	☑ Yes ☐ No ☐ NA
Water Conservation Resources,	Describe any water conservation elements in the project:
https://www.burlingame.org/departments/public works	WELO-compliant water efficient landscaping.
/water conservation/index.php	Energy Star rated dishwashers and clothes washers.
Construction Best Management Practices (CAP Measure	Voluntary Measure
10): Require projects to implement the Air District's Best	Will the project use any electric off-road construction
Practices for Construction; and use electrically-powered construction equipment as available and feasible.	equipment?
,	☐ Yes ☐ No ☑ TBD
	If yes, describe what electric construction equipment will
	be used:
Increase the Public Tree Population (CAP Measure 20):	Voluntary Measure
Increase the number of trees in Burlingame.	Will the project be adding new trees? ☑ Yes ☐ No ☐ NA
	How many trees will be planted in the public right-of-way
	(like sidewalks)? Anticipated 22. 10 in project frontage,
	12 in offsite community benefit.
	How many trees will be planted on private property? 28.

2022 San Mateo County Income Limits

as determined by HUD - effective April 18, 2022

revised 05/13/2022

For HUD-funded programs, use the Federal Income Schedule. For State or locally-funded programs, you may use the State Income Schedule. For programs funded with both federal and state funds, use the more stringent income levels.

Please verify the income and rent figures in use for specific programs.

San Mateo County Income Limits (based on Federal Income Limits for SMC) Effective 4/18/2022 - Area median Income \$166,000 (based on household of 4)

		Incon	ne Limits by	/ Fa	mily Size	(\$)			10.000	
Income Category	1	2	3		4	5	6	7		8
Extremely Low (30% AMI) *	\$ 39,150	\$ 44,750	\$ 50,350	\$	55,900	\$ 60,400	\$ 64,850	\$ 69,350	\$	73,800
Very Low (50% AMI) *	\$ 65,250	\$ 74,600	\$ 83,900	\$	93,200	\$100,700	\$108,150	\$ 115,600	\$	123,050
Low (80% AMI) *	\$104,400	\$119,300	\$134,200	\$	149,100	\$161,050	\$173,000	\$ 184,900	\$	196,850
Median (100% AMI)	\$116,200	\$132,800	\$149,400	\$	166,000	\$179,300	\$192,550	\$ 205,850	\$	219,100
Moderate (120% AMI)	\$139,450	\$159,350	\$179,300	\$	199,200	\$215,150	\$231,050	\$ 247,000	\$	262,950

NOTES

^{* 2022} State Income limits provided by State of California Department of Housing and Community Development



Central County Fire Department Serving the communities of Burlingame, Hillsborough and Millbrae

Request for Alternate Means of Protection or Methods of Construction

Date Submitted: Building Permit:
In accordance with section §2.02, Title 19 California Code of Regulations, the undersigned requests approval of alternate means of protection for:
Project Name: 1766 ECR
Project Address: 1766 El Camino Real, Burlingame, CA
Subject of Alternative (separate forms must be completed for each different item):
Due to site constraints, portions of the exterior walls of the first story are beyond 150 ft from a fire apparatus access road.
Code Requirement Requesting Mitigation (specify code edition and section):
2019 California Fire Code (CFC) Section 503.1.1
Project proposes to provide roof access from all four, 2-hour rated exit stairs. Two stairs will include full penthouses. Sprinkler system will provide increased design densities. The fire pump will be provided with a reliable on-site power source. Alternate Requested By: Krystyna Gavin, P.E. Print Name Print Name
Requestor Phone:
Date Reviewed: 3/30/22 For Staff Use Only Findings: See attached Texter and alternate package
Approved [[/]
Fire Marshal:



Central County Fire Department

Serving the communities of Burlingame, Hillsborough and Millbrae

March 30, 2022

Ms. Krystyna Gavin The Fire Consultants, Inc. 1777 N. California Blvd., Suite 200 Walnut Creek, CA 94596

Subject:

Alternate Means of Protection Request Approval – 1766 El Camino Real, Burlingame

Dear Ms. Gavin,

I have reviewed your Alternate Means of Protection request application submitted for the new multi-family housing project at the above address. With consideration of the project scope and evaluation of CCFD's operational capabilities for site and fire water supply access, your proposed mitigations are acceptable with one additional mitigation as required in lieu of meeting Fire Code fire apparatus access and water supply requirements:

 All residential units and their adjoining corridors shall be equipped with residential fast response sprinkler heads.

If you accept the above conditions, please sign the bottom of this letter. Once the signed letter is received, the AMP request application will be signed and sent to you. The approved AMP request packet shall be integrated into the plan set resubmitted to the City of Burlingame Planning and Building Departments. Approval of this Alternate Means of Protection is specific to this project and is not intended to set a precedent for other projects. An application review fee of \$263.00 has been received.

Sincerely
Christine Reed
Fire Marshal

/ / Krystyna Gavin

3/30/2022 Date



REQUEST FOR ALTERNATE MEANS OF PROTECTION – EXTERIOR HOSE PULL

1766 El Camino Real Burlingame, CA

Date:

March 10, 2021

Building Description:

The project consists of a new, 8-story residential building above two below-grade parking levels. The site is L-shaped, fronting on El Camino Real, Trousdale Drive, and California Drive, and slopes down away from El Camino Real, such that one of the parking levels is above-grade at the rear of the site on California Drive. The project will include three stories of Type I-A construction with four to five stories of III-A above to meet the provisions of CBC Section 510.2. The project is not anticipated to be designated as a high-rise building. The building will include Group R-2 residential units on Levels 1 and above, with amenity spaces and courtyards on Level 1 and small lounge spaces on Level 8. Levels B1 and B2 will consist of parking and building support spaces. The building will not include car stackers. The building will be sprinkler protected throughout per NFPA 13, Standard for the Installation of Sprinkler Systems.

Code Section:

2019 California Fire Code (CFC) Section 503.1.1

Code Requirement:

CFC Section 503.1.1 requires the fire apparatus access road to extend within 150 feet of all portions of the exterior walls of the first story of the building. Exception 1 to this section allows the fire code official to increase the dimension of 150 feet where the building is provided with an automatic sprinkler system throughout.

Code Intent:

The intent of CFC Section 503.1.1 is to allow the fire department to access the exterior of the building and the site to perform firefighting operations around the exterior of the building. The exception to the section recognizes the protection provided by an automatic sprinkler system throughout the building, and provides the fire code official the authority to increase this dimension if it is deemed that the fire department is provided with adequate access to the building and site.

REQUEST FOR ALTERNATE MEANS OF PROTECTION 1766 EL CAMINO REAL – BURLINGAME, CA EXTERIOR HOSE PULL

Request:

A portion of the exterior walls of the project will be beyond the 150foot hose pull as measured from a fire apparatus access road, due to
site constraints and proximity to the adjacent property lines. To
mitigate this, the design proposes to provide roof access from all four
exit stairs in the building, and increase the sprinkler design density
and coverage in the building beyond the NFPA 13 and CFC minimum
requirements as outlined below. Additionally, the fire pump will be
provided with a reliable on-site power source. The project will also
provide a walkable path around the entire building perimeter.

Justification:

The project is on an L-shaped lot which fronts on El Camino Real, Trousdale Drive, and California Drive. The site is on a slope, such that the ground floor facing El Camino Real (Level 1) is the second floor above grade on the side facing California Drive. Walkways will be provided around the building to connect El Camino Real and California Drive along the southeast side of the building, and also at the inset of the building to connect the on-site fire apparatus access road off Trousdale Drive to California Drive. Due to the slope, the southeast walkway will be accessed at grade from El Camino Real and the northeast walkway will be accessed at grade from the on-site Fire Access Road; Both walkways will be accessed via straight-run stairs from California Drive. The walkways will be at the ground floor level (Level 1) with respect to El Camino Real and the fire access road off Trousdale Drive, and will be located above the parking garage levels (above Level B1). With respect to California Drive, the walkways will be one level up. The walkways and fire apparatus access roads provide a continuous path around the perimeter of the building.

The two Type I-A below-grade parking garage levels will extend to the property line on the northeast and southeast sides of the building. Near California Drive, one level of parking (Level B1) will be above grade as shown in the attached sketches. The exterior walls of the parking garage facing the adjacent properties will be fire rated as required per CBC Chapter 6 (3 hours for exterior load bearing walls, or 1-hour for exterior non-load bearing walls) and will have no openings. This minimizes the need for Fire Department ground operations outside the parking garage level at the property lines where this is above-grade near California Drive. At Level 1 and above, the building will be set back at least 11 feet from the property line to the northeast and southeast. The northwest and southwest sides front on Trousdale Drive and El Camino Real.

REQUEST FOR ALTERNATE MEANS OF PROTECTION 1766 EL CAMINO REAL – BURLINGAME, CA EXTERIOR HOSE PULL

On the southeast side, about 165 feet of the building perimeter, and the majority of the exterior wall facing the interior courtyard, is beyond 150 feet from a fire apparatus access road. On the northeast side, about 20 to 30 feet of the building perimeter is beyond 150 feet from a fire apparatus access road.

To mitigate the lack of exterior fire apparatus access to portions of the building perimeter, the building will be provided with the following features:

- Each of the four, two-hour fire resistance rated exit stairwells will
 provide roof access. Two of these stairs, the northeast and
 southeast stairs, will be fully extended to serve the roof via a
 penthouse, and will be accessed directly from the building
 exterior. The other two stairs will be extended to the roof via a
 hatch and ships ladder.
- A walkable path will be provided around the entire building perimeter, to connect the fire apparatus roads on each side of the building.

The increased roof access will allow the responding Fire Department to readily access the roof with necessary equipment via the two full stairs that will be extended to the roof. These two stairs will provide access to the upper roof facing El Camino Real, and the lower roof facing California Drive via full stair enclosures. A fixed, ships ladder, with rails on one side only, will be provided between the upper and lower roof portions such that the Fire Department may have access to the entire roof from any point. Additionally, the lower roof will have direct access into the 8th floor corridor via a door. The other two stairs will be extended to the roof via a hatch and ships ladder, such that all four stairs may be used by the responding Fire Department to access or egress the roof. A Knox Box will be provided for the Fire Department at the building exterior facing both El Camino Real and California Drive.

To mitigate the potential delay in response time due to the lack of access, the sprinkler system within the building will be upgraded beyond NFPA 13 and CFC minimum requirements to provide increased water densities to a potential fire. This includes the following enhancements:

 In Light Hazard areas such as corridors and amenity spaces, the sprinkler design density will be increased from 0.10 gpm/square foot to 0.15 gpm/square foot, with a reduced sprinkler coverage area of 130 square feet in lieu of 225 square feet. Quickresponse sprinklers will be used. This represents a 50% increase in the sprinkler density.

- In Ordinary Hazard 1 areas such as the parking garage and loading dock, the sprinkler design density will be increased from 0.15 gpm/square foot to 0.20 gpm/square foot. Quick-response sprinklers will be used. This represents a 33% increase in sprinkler design density.
- The fire pump will be provided with a reliable on-site power source for a minimum duration of 8 hours with the fire pump operating at 100% capacity. The fire pump will either be a diesel powered fire pump, or an electric fire pump with on-site backup power.

The sprinkler design increases listed above will allow for more water to be delivered automatically to a fire within the building via the automatic sprinkler system. This provides more robust sprinkler water delivery and water density application in common areas than would be required by NFPA 13 and the CFC. The automatic fire sprinkler system will be served by an on-site fire pump and can also be supplied by the Fire Department pumping into the building's Fire Department Connection (FDC) to be located on El Camino Real. The fire pump will be provided with a reliable on-site power source for a minimum duration of 8 hours (will either a diesel powered fire pump, or electric fire pump with backup power). This should allow the automatic sprinkler system to better suppress and control a fire within the building, and provide greater reliability for the sprinkler system because a loss of normal power will not affect the sprinkler system.

Conclusion:

This alternate design request will provide increased roof access to the building, a walkable path around the building perimeter, and significant increases in sprinkler design densities and coverage within the building. We propose that these enhancements provide an equivalent approach to address the requirement for exterior walls of the first story to be within 150 feet of a Fire Department access road for a fully sprinkler protected building in accordance with CFC Section 503.1.1. We request approval of this alternate design in accordance with the allowances in CBC Section 104.11 and Exception 1 to CFC Section 503.1.1, based on the equivalent protection proposed.

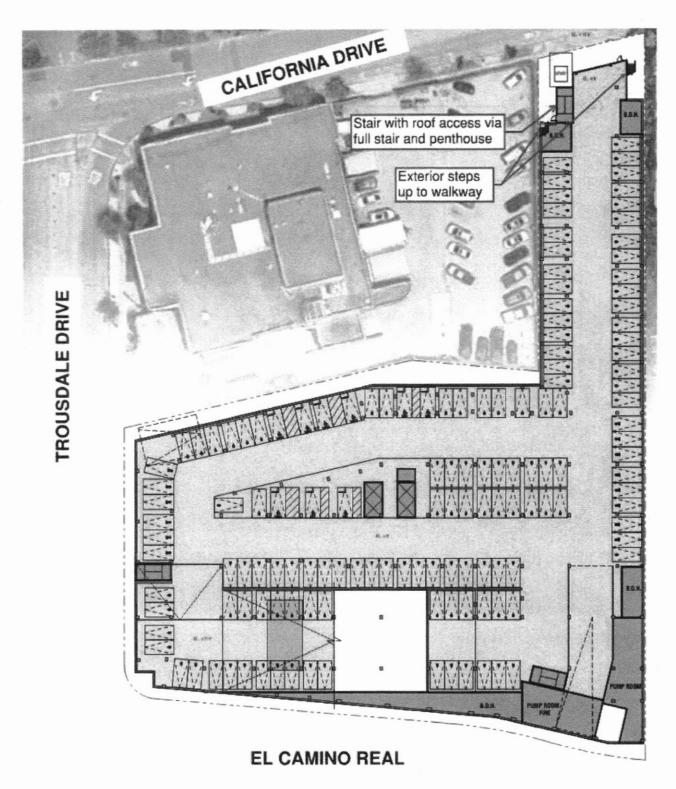
Prepared by:

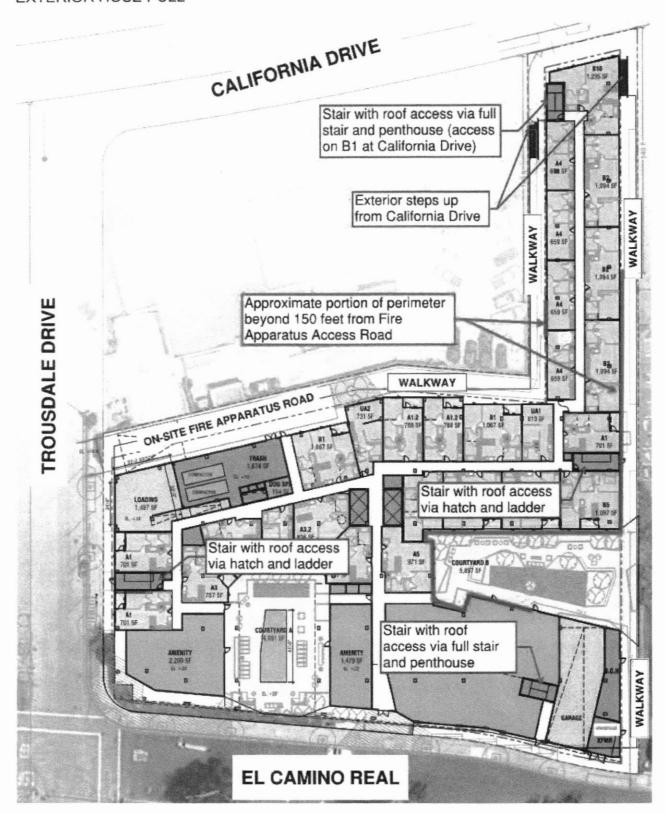
THE FIRE CONSULTANTS, INC.

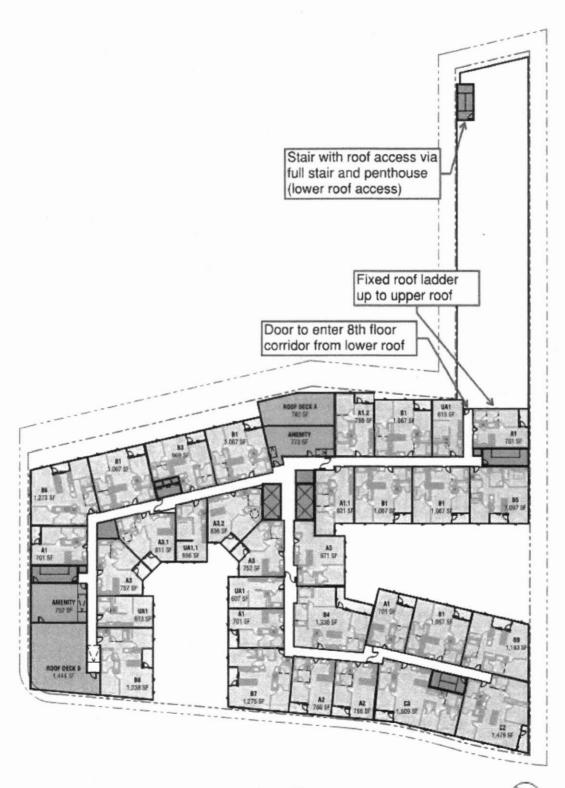
March 10, 2022

Krystýna E. Gavin, P.E.

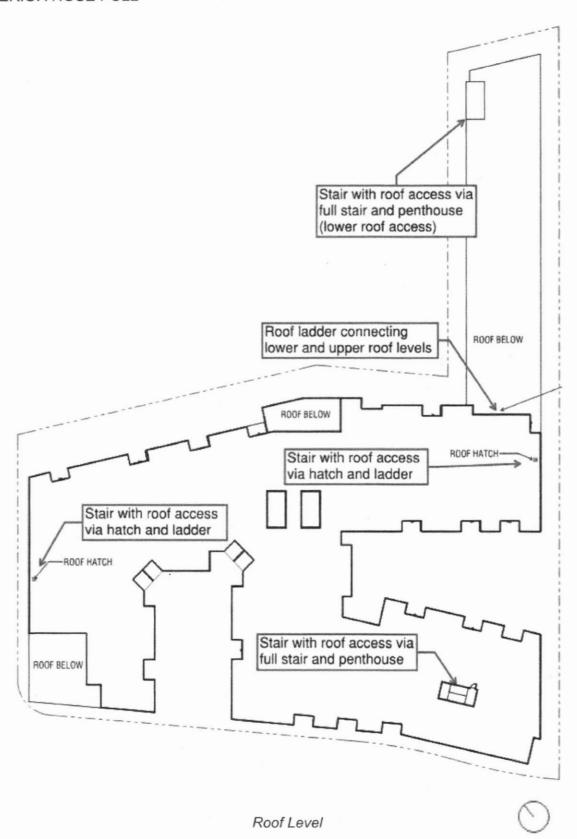
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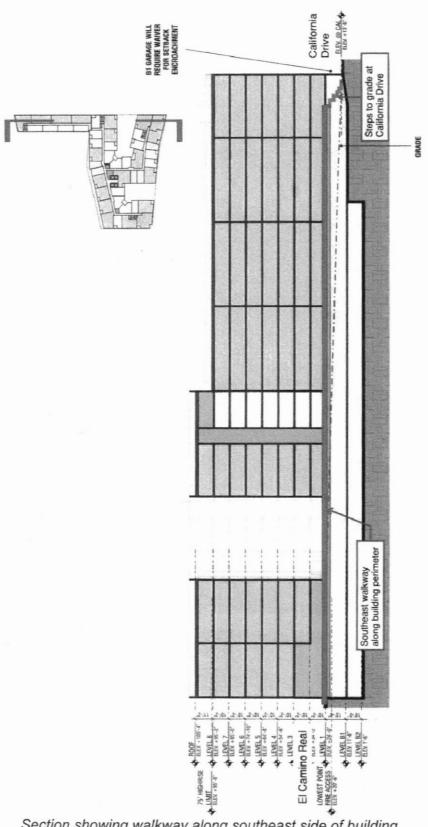




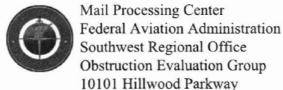


Level 8





Section showing walkway along southeast side of building



10101 Hillwood Parkway Fort Worth, TX 76177

Issued Date: 12/29/2021

MARIO MUZZI Certosa, Inc. Aeronautical Study No. 2020-AWP-7466-OE Prior Study No. 2020-AWP-7281-OE

** PROJECT STATUS REQUEST LETTER **

The Federal Aviation Administration issued a determination dated 07/28/2020 concerning:

Structure:

Building 1766 el Camino Real, Burlingame, CA

Location:

BURLINGAME, CA

Latitude:

37-35-42.15N NAD 83

Longitude:

122-22-56.96W

Heights:

23 feet site elevation (SE)

97 feet above ground level (AGL) 120 feet above mean sea level (AMSL)

Your FAA determination will expire on 01/28/2022. We must receive documentation that you have taken action to avoid expiration of the determination. Failure to respond to periodic FAA inquiries could invalidate the determination issued.

NOTE: AS A CONDITION OF YOUR DETERMINATION, YOU WERE REQUIRED TO FILE FAA FORM 7460-2, SUPPLEMENTAL NOTICE. TO DATE THIS NOTIFICATION HAS NOT BEEN RECEIVED. IF NO REPLY IS RECEIVED WITHIN 30 DAYS OF THE DATE OF THIS LETTER, IT WILL BE ASSUMED THAT ACTION WAS NOT TAKEN TO AVOID EXPIRATION AND THE DETERMINATION WILL NO LONGER BE VALID.

If we can be of further assistance, please contact our office at (424) 405-7641, or tameria.burch@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-7466-OE.

Signature Control No: 444607745-506050180

Tameria Burch Technician (PSR)

Please review the options and complete the required action via your registered e-filing account. If applicable, attach the necessary documentation.

THE STRUCTURE(S) INCLUDES TRANSMITTING FREQUENCIES AND/OR IS SUBJECT TO THE ISSUANCE OF A CONSTRUCTION PERMIT BY THE FEDERAL COMMUNICATIONS COMMISSION (FCC).

ACTION REQUIRED: Your response may be submitted via e-Mail to tameria.burch@faa.gov or by attaching your documents to your registered e-filing account at https://oeaaa.faa.gov. Failure to attach the necessary documentation, including a copy of your FCC construction permit or, if not yet issued, a copy of your application for a construction permit will result in your determination being considered expired.

THE PROPOSAL WAS RE-FILED AND ASSIGNED A NEW AERONAUTICAL STUDY NUMBER. THIS DETERMINATION SHOULD BE TERMINATED AND SUPERSEDED BY - - - - OE.

ACTION REQUIRED: Your response may be submitted via e-Mail to tameria.burch@faa.gov or by attaching this completed letter to your registered e-Filing Account at https://oeaaa.faa.gov.

THE PROJECT IS ABANDONED OR DISMANTLED.

ACTION REQUIRED: To submit Notice, login to your account or register as a new user at https://oeaaa.faa.gov. Search archives to locate the subject aeronautical study number (ASN) and submit the date of abandonment or dismantlement via 7460-2 electronically.

CONSTRUCTION HAS NOT STARTED. PLEASE CONSIDER AN EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION FOR AN ADDITIONAL 18 MONTHS.

ACTION REQUIRED: Request must be e-filed at least 15 days prior to the expiration date. Login to your account or register as a new user at https://oeaaa.faa.gov. Select the Extension Request link, enter your aeronautical study number (ASN) and submit your request.

CONSTRUCTION STARTED, BUT STRUCTURE IS NOT AT ITS GREATEST HEIGHT YET.

To submit notice of construction, login to your account or register as a new user at https://oeaaa.faa.gov. Search archives to locate the subject aeronautical study number (ASN) and submit 7460-2 Part 1 electronically. NOTE: If your construction information includes any changes to the originally submitted coordinates or an increased AGL height, you will be notified by the system that a new filing is required. A new study will be automatically generated by the system when you proceed so that a revised determination may be issued.

CONSTRUCTION REACHED ITS GREATEST HEIGHT.

To submit notice of construction, login to your account or register as a new user at https://oeaaa.faa.gov. Search archives to locate the subject aeronautical study number (ASN) and submit 7460-2 Part 2 electronically. NOTE: If your construction information includes any changes to the originally submitted coordinates or an increased AGL height, you will be notified by the system that a new filing is required. A new study will be automatically generated by the system when you proceed so that a revised determination may be issued.

2020-AWP-7466-OE



March 25, 2022

Burlingame Planning Commission 501 Primrose Road Burlingame, CA 94010

RE: Support for 1766 El Camino Real Development

Dear Members of the Burlingame Planning Commission,

The Bay Area Council is an employer sponsored public policy and advocacy organization dedicated to solving our region's most challenging issues and improving the quality of life for everyone who calls this region home. On behalf of our 350+ members, I write in support of the proposed Carmel Partners development at 1766 El Camino Real in Burlingame.

California is experiencing an unprecedented housing crisis that will worsen without significant intervention. The California Department of Housing and Community Development estimates that the state must plan for 2.5 million new units of housing by 2030 to address the state's housing affordability crisis — an estimated 312,500 units annually and over 200,000 more units than we are currently permitting. This shortage continues to disproportionately impact low-income communities and communities of color that are being priced out of Bay Area communities by the lack of housing options. To combat this, every county and city must do its part to produce more housing at all levels of affordability.

As you know well, Burlingame remains challenged by some of the highest housing costs in the country driven in large part by the shortage of new homes being built across our region. The proposed development at 1766 El Camino Real is a great opportunity to transform a vacant commercial building and parking lot to build 311 homes, including 22 below market rate units available to households making 50 percent AMI. Additionally, this project alone will account for nearly ten percent of Burlingame's total 2023-2031 Regional Housing Needs Allocation (RHNA) of 3,257 units.

Beyond the impact the development will offer through increasing Burlingame's housing stock, the project will provide \$3.5 million in annual property tax revenue to the city, on top of an estimated \$6 million in one-time municipal impact and permit fees. The site is also ideal due to its location one half mile from the Millbrae Transit Center which provides connections to Caltrain, BART, and SamTrans transit services and is also within walking distance of dining, commercial, and medical services. Additionally, the project leads in environmental design with the building being 100 percent electric, equipping every parking stall to be EV-ready, and using water-conserving landscaping and water-efficient plumbing. This is possible in large part due to the great work accomplished by Burlingame city officials and staff that have created policies to prioritize smart housing development in the city.

We are also impressed with Carmel Partners' involvement with the Burlingame community, receiving feedback early on to incorporate input from neighbors and community stakeholders

into their proposal, including making staff available on-site to discuss ideas from neighboring residents and commercial tenants.

This site and proposed project meet all accepted smart growth standards and is a clear example of sustainable and inclusive growth for future generations. We encourage you to support it.

Sincerely,

Matt Regan Senior Vice President, Bay Area Council





March 25, 2022

To Whom it May Concern,

The Housing Action Coalition (HAC) is pleased to endorse Carmel Partners' project at 1766 El Camino Real. HAC's Project Review Committee commends both Carmel Partners and the City of Burlingame for their partnership in envisioning a thoughtfully-designed development that will provide critically needed housing for current and future Burlingame residents.

This project will replace a vacant commercial building with 311 new homes, welcoming a diversity of family sizes and income levels to the neighborhood with units ranging from studios to 3-bedrooms. The new 1766 El Camino Real will also exceed local requirements for affordable housing, with 22 homes set aside for households making below 50% of the Area Median Income, offering new options for community members who have struggled to find affordable homes in Burlingame.

The Project Review Committee also gave high marks to this project for urban design that promotes walkability and sustainable transit options. These 311 new homes will be truly transit-oriented with easy walking access to everyday needs, including a grocery store, post office, pharmacy, and several cafes and restaurants. While the 1:1 parking ratio is higher than sustainability guidelines recommend, we understand that the restrictions of Burlingame's current land use requires car dependency while the city plans for greater walkability in the long term. Moreover, the new 1766 El Camino Real will have easy access to two SamTrans bus lines and the Millbrae BART and CalTrain station, and a monthly \$50 public transportation subsidy for residents will encourage sustainable transit use. Residents will also enjoy access to 16 bike spots and as a community benefit Carmel Partners has committed to streetscape improvements that prioritize pedestrians and cyclists. The Committee encourages the project team to increase the number of bike parking spaces available to both residents and the community to further bridge the housing-transit gap with sustainable transportation options.

Carmel Partners has been especially diligent in working with the City of Burlingame to design housing that aligns with the future envisioned in the North Burlingame Specific Plan. The city's efforts to rezone the area and welcome new neighbors with increased density is commendable, and this project is an exemplary model of well-designed housing that can grow the local economy with a revitalized neighborhood center. We urge you to support this project and the new homes it will provide for current and future generations of Burlingame residents.

Sincerely

Todd David, Executive Director Housing Action Coalition (HAC)



March 28th, 2022

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

RE: Endorsement of 1766 El Camino Real

Dear Burlingame Planning Commission,



For over 60 years, Greenbelt Alliance has helped create cities and neighborhoods that make the Bay Area a better place to live—healthy places where people can walk and bike; communities with parks, shops, transportation options; homes that are affordable and resilient to the impacts of climate change. Greenbelt Alliance's Climate SMART—Sustainable, Mixed, Affordable, Resilient, Transit-Oriented—Development Endorsement Program provides support for projects that advance the right kind of development in the right places.

After careful review, Greenbelt Alliance is pleased to endorse the proposed 1766 El Camino Real project.

We would like to commend city leaders and staff for their leadership on housing, and for creating a specific plan that creates a clear vision and policy basis for dense housing and inclusion of affordable housing in such a transit and service rich location. 1766 El Camino Real is a wonderful representation and embodiment of the objectives of the City's Specific Plan. This project lies at a prominent gateway corner only half a mile to Millbrae transit center and within walking distance of grocery stores, SamTrans bus stops, and the Burlingame Plaza Shopping Center. Additionally, the project is prioritizing walkability through building 320 parking stalls which is less than the city's minimum parking requirement. The project also proposes that 100% of the stalls be EV-ready with 10% of those stalls being Level-2 charger ready. Carmel Partners is also prioritizing density and affordability by utilizing state density bonus bringing the multifamily infill development to 311 units, 22 of which will be affordable.

The developers have done a wonderful job engaging the community and incorporating feedback into the current rendition of the site. The proposal reflects a comprehensive TDM which would result in a 25% reduction below baseline and major investments in a sustainable, energy and water-efficient design.

The proposed project's close proximity to jobs and transit and commitment to affordability and sustainability aligns with the City of Burlingame's General Plan. Greenbelt Alliance believes 1766 El Camino Real will play a pivotal role in reimagining a more climate resilient and inclusive Burlingame for all residents to enjoy and we are proud to give this project our endorsement. We hope our approval will help expedite the process to turn this vision into reality.

Sincerely, Zoe Siegel From: Manito Velasco

Sent: Thursday, March 31, 2022 9:57 AM

To: GRP-Planning Commissioners < Planning Commissioners@burlingame.org>

Cc: COUNCIL-Michael Brownrigg mbrownrigg@burlingame.org; COUNCIL-Ricardo Ortiz

<rortiz@burlingame.org>

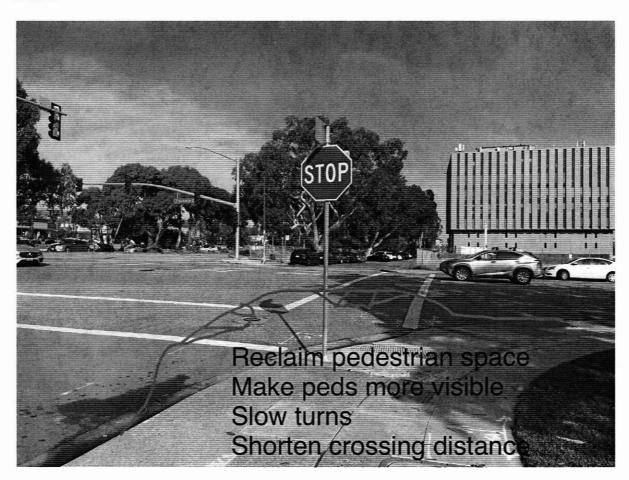
Subject: Re: Item 8d 1766 El Camino Real - Planning Commission 3/28/22

Dear Honorable Commissioners:

Thank you very much for considering this. It's very challenging to cross here, even today. And with more people moving in, this is the golden opportunity to make this improvement. At little to no cost to the city or to the Burlingame taxpayer. We can leverage the fact that the developer will be excavating the area anyway so the marginal cost is very small. But the benefits to all of us are significant.

Appreciate your careful thoughts and vision very much in reviewing these plans. I know it's not a trivial amount of time you dedicate as Burlingame residents yourself. Thank you for serving.

Manito



On Mon, Mar 28, 2022 at 6:34 PM Manito Velasco

wrote:

Fyi. With drawings.

Begin forwarded message:

From: Manito Velasco

Date: March 28, 2022 at 6:18:26 PM PDT

To: Public Comment <publiccomment@burlingame.org>

Subject: Item 8d 1766 El Camino Real - Planning Commission 3/28/22

Good evening Commissioners,

As you know there's a crosswalk there crossing Trousdale that is awfully long and dangerous to cross. That crosswalk is not controlled by the signals there so people crossing are at the mercy of drivers who meet them at the crosswalk. And they could be coming from any of Trousdale's four lanes, or really turning from 8 different directions. You have to have your head on a swivel to cross there. And even then you will still get hit.

At the very least the developer should be compelled to bulb out their corner, to shorten the crossing, make peds more prominent and more visible and to slow turns. That simple act of widening the sidewalk at that corner, also improves pedestrian and driver mutual visibility. This is important for pedestrian safety for future users and indeed even for current Burlingame folks. The curb radius they show right now is actually negative ped space and encourages high speed turns.

Thank you for any help you can provide.

Manito

CD/PLG-Catherine Keylon

Subject:

FW: 1766 El Camino

From: Sarah Cheyette [mailto

.com]

Sent: Tuesday, April 5, 2022 9:03 AM

To: GRP-Planning Commissioners < PlanningCommissioners@burlingame.org>

Subject: 1766 El Camino

319 parking spots for 311 units? Will the commissioners volunteer to valet park cars? This is very unrealistic.

Sarah Cheyette

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME APPROVING AN APPLICATION FOR CATEGORICAL EXEMPTION, DESIGN REVIEW, DENSITY BONUS, AND APPROVAL OF COMMUNITY BENEFITS DEVELOPMENT UNDER TIER 3 DEVELOPMENT STANDARDS FOR A NEW 8-STORY, 311-UNIT RESIDENTIAL APARTMENT DEVELOPMENT AT 1766 EL CAMINO REAL

WHEREAS, on November 17, 2021, Carmel Partners filed an application with the City of Burlingame Community Development Department – Planning Division requesting approval of the following requests:

- Design Review for construction of a new 8-story, 311-unit residential apartment development with below grade parking (C.S. 25.40.020);
- Density Bonus for 72 additional units over the density permitted for Tier 3 development (C.S. 25.63.020(a)(2);
- Density Bonus to allow an incentive/concession and waivers to development standards to facilitate the provision of affordable housing; request for waivers/modifications for lot coverage standard, open space standard, side and rear setback standards, and use of compact parking spaces and dimension; and
- Approval of Community Benefits Bonuses for a Tier 3 development (C.S. 25.40.030(B)(3).

WHEREAS, on March 28, 2022 the Planning Commission conducted a duly noticed public hearing (design review study) to review a new 8-story, 311-unit residential apartment development project. At that time the Planning Commission requested additional information and asked the applicant to consider making changes to the project to address their concerns; and

Following consideration of all information contained in the June 13, 2022 staff report to the Planning Commission regarding the project, all written correspondence, and all public comments received at the public hearing, the Planning Commission grants approval of the 311-unit residential apartment development based on the following findings regarding the project entitlements:

Design Review Findings:

- That the proposed project supports the pattern of diverse architectural styles that characterize the City's mixed-use area with the use of a variety of materials including composite wood panels, dark brick base materials, light brick on the upper levels, with stucco and metal and glass railings. This gateway property includes a corner feature piece that is enhanced with composite wood panels that sets apart this focal corner from the rest of the building. The building has massing that steps down with roof decks and is well articulated throughout. The façades are broken into various heights and steps to provide visual relief and interest.
- That the design respects and promotes pedestrian activity by providing a ground floor with pronounced canopy and lush landscaping. The parking is not dominant on the façades as it is located behind the elevations and below grade. New street trees, planters, and amenities create activity along the route to the nearby transit opportunities, with multiple enhancements being development both on and off-site to improve safety.

- That on this visually prominent, gateway site the building has been designed with roof decks at El Camino Real and California Drive with an urban design that compliments both the new and old architectural fabric in the surrounding area;
- That the building is compatible with the mass, bulk, scale, and existing materials of existing development in that the exterior building materials include canopies, aluminum storefront windows, wood composite panels, light and dark brick, and a variety of colored stucco finishes; and
- That site features such as fencing, landscaping, and pedestrian circulation as well as off-site improvements to enrich the existing opportunities of the neighborhood.

WHEREAS, said matters were heard by the Planning Commission of the City of Burlingame on <u>June 13, 2022</u>, at which time it reviewed and considered the staff report and all other written materials and testimony presented at said hearing;

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

<u>Section 1.</u> On the basis of the documents submitted and reviewed, and comments received and addressed by this Commission, it is hereby found that there is no substantial evidence that the project set forth above will have a significant effect on the environment, and categorical exemption, per CEQA Section 15332, In-Fill Development Projects, is hereby approved.

<u>Section 2</u>. Said Design Review, State Density Bonus, and Approval of Community Benefits for development under Tier 3 development standards are approved subject to the conditions set forth in Exhibit "A" attached hereto. Findings for such Design Review, State Density Bonus, and Approval of Community Benefits for development under Tier 3 development standards are set forth in the staff report, minutes, and recording of said meeting.

<u>Section 3</u>. It is further directed that a certified copy of this resolution be recorded in the official records of the County of San Mateo.

Chairperson
, Secretary of the Planning Commission of the City of y that the foregoing resolution was introduced and adopted at a regular mission held on the 13 th day of June, 2022, by the following vote:
Secretary

Conditions of Approval for Categorical Exemption, Design Review, State Density Bonus, and Approval of Community Benefits Under Tier 3 Development Standards

1766 El Camino Real

Effective June 23, 2022

Page 1

- 1. that the project shall be built as shown on the plans submitted to the Planning Division date stamped June 2, 2022, sheets A0.1 through A5.4, sheets L-1 through L-9, and C1.0 through C6.0;
- 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;
- 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);
- 4. the Project is located next to the Burlingame Police Department located at 1111 Trousdale Drive, and may potentially interfere with the Police Department's existing public safety communications equipment. If deemed necessary by the City and at the City's sole discretion, the City will design upgraded and/or new communications equipment to be located solely on Police Department property, on both Police Department property and the Proiect site, or solely at the Project Site. This equipment may include wireless access points. antennae, and any other equipment or structure required for continued Police Department communications, including upgrades to existing communications equipment or structures located Police Department property (collectively. the "Communications on Equipment"). Property owner shall permit any of the Communications Equipment to be placed on the roof of the new Project structure as may be required by the City's design and as shown on the Project roof plans, sheet A1.10. Property owner shall be responsible for all actual costs associated with the Communications Equipment, including the City's costs to design the Communications Equipment and any reasonable project management costs (collectively, the "Communications Equipment Costs"). Property owner is responsible for all actual Communications Equipment Costs, except that in no event shall the property owner's obligation to pay Communications Equipment Costs exceed \$450,000. The City shall be obligated to pay any Communications Equipment Costs exceeding \$450,000. Payment of the Communication Equipment Costs shall be made in full to the City prior to issuance of a building permit for the Project unless alternative timing for payment is permitted by the City in its sole discretion. If any Communications Equipment will be located on the Project site, the property owner shall provide the electrical supply source for use by any such Communications Equipment and shall enter into an access and location agreement with the City which, among other things, permits authorized representatives of the City to gain access to the Communications Equipment location for purposes of construction, installation, maintenance, adjustment, and repair upon reasonable notice to the property owner or owner's successor in interest. This access and location agreement shall be recorded prior to building permit issuance and shall include terms that convey the intent and meaning of this condition:

Conditions of Approval for Categorical Exemption, Design Review, State Density Bonus, and Approval of Community Benefits Under Tier 3 Development Standards

1766 El Camino Real Effective **June 23, 2022**

- 5. that prior to issuance of a building permit for the project, the project applicant shall pay the first half of the North Burlingame/Rollins Road Development Fee in the amount of \$147,939.40, made payable to the City of Burlingame and submitted to the Planning Division;
- 6. that prior to scheduling the final framing inspection, the project applicant shall pay the second half of the North Burlingame/Rollins Road Development Fee in the amount of \$147,939.40, made payable to the City of Burlingame and submitted to the Planning Division;
- 7. that prior to final inspection or the date the certificate of occupancy is issued, whichever occurs first, the project applicant shall pay the Public Impact Fees in the amount of \$1,027,948.00 in full, payable to the City of Burlingame and submitted to the Planning Division;
- 8. that the project shall be constructed in accordance with the "Request for Alternate Materials or Methods of Construction" agreement between the applicant (or any future owner) and Central County Fire Department dated March 30, 2022, which requires the following added condition: 1) that all residential unit and their adjoining corridors shall be equipped with residential fast response sprinkler heads;
- 9. that the project shall include twenty-two (22) affordable units to households of "Very Low Income" category, as defined as earning a maximum of 50% of the San Mateo County Area Median Income; the City Manager shall be authorized to execute an agreement with the applicant and the applicant shall enter into an agreement for the administration of the renting or leasing of the affordable units prior to issuance of a building or construction permit for the project;
- 10. that the required affordable dwelling units shall be constructed concurrently with market-rate units:
- 11. that the twenty-two (22) moderate income restricted affordable units shall remain restricted and affordable to the designated income group for a minimum period of fifty-five (55) years (or a longer period of time if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program);
- 12. that the twenty-two (22) restricted affordable units shall be built on-site and be dispersed within the development. The number of bedrooms of the restricted affordable units shall be equivalent to the bedroom mix and average sizes of the non-restricted units in the development; except that the applicant may include a higher proportion of restricted affordable units with more bedrooms. The design and construction of the affordable dwelling units shall be consistent with the design, unit layout, and construction of the total project development in terms of appearance, exterior construction materials, and unit layout;

Conditions of Approval for Categorical Exemption, Design Review, State Density Bonus, and Approval of Community Benefits Under Tier 3 Development Standards

1766 El Camino Real Effective **June 23, 2022**

- 13. that the applicant shall enter into a regulatory agreement with the City; the terms of this agreement shall be approved as to form by the City Attorney's Office, and reviewed and revised as appropriate by the reviewing City official; this agreement will be a form provided by the City, and will include the following terms:
 - (a) The affordability of very low, lower, and moderate income housing shall be assured in a manner consistent with Government Code Section 65915(c)(1);
 - (b) An equity sharing agreement pursuant to Government Code Section 65915(c)(2);
 - (c) The location, dwelling unit sizes, rental cost, and number of bedrooms of the affordable units:
 - (d) A description of any bonuses and incentives, if any, provided by the City; and
 - (e) Any other terms as required to ensure implementation and compliance with this section, and the applicable sections of the density bonus law;
- 14. that the above noted regulatory agreement regarding the twenty-two (22) restricted affordable units shall be binding on all future owners and successors in interest; the agreement is hereby a condition of all development approvals and shall be fully executed and recorded prior to the issuance of any building or construction permit for the project;
- 15. that the project shall include the Transportation Demand Management Measures as proposed in the Transportation Demand Management Plan, prepared by Hexagon Transportation Consultants, Inc., dated December 7, 2021;
- 16. that a TDM annual report shall be prepared by a qualified, independent consultant and paid for by the owner and submitted to the City of Burlingame annually; with the initial, or baseline, commute survey report to be conducted and submitted one (1) year after the granting of a certificate of occupancy for 75 percent or more of the project and annually after that;
- 17. that the TDM annual report shall provide information about the level of alternative mode-uses and in the event a 25 percent reduction in peak-hour vehicle trips and reduction in overall parking demand is not met, the report shall explain how and why the goal has not been reached; in such a circumstance the annual report shall identify a work plan, to be approved by the City of Burlingame, which describes additional or alternative measures for implementation that would be necessary to enhance the TDM program to attain the TDM goal of 25 percent mode split;
- 18. that the City may consider whether the owner has made a good faith effort to meet the TDM goals and may allow the owner a six-month "grace period" to implement additional TDM measures to achieve the 25 percent vehicle trip reduction;
- 19. that prior to the issuance of building permits, a covenant agreement shall be recorded office with the San Mateo County Assessor and Recorder's Office to provide constructive notice to all future owners of the property of any ongoing programmatic requirements that discloses the required Transportation Demand Management (TDM) provisions and any conditions of approval related herein to compliance and reporting for the TDM;

Conditions of Approval for Categorical Exemption, Design Review, State Density Bonus, and Approval of Community Benefits Under Tier 3 Development Standards

1766 El Camino Real

Effective June 23, 2022

- 20. that prior to issuance of a building permit, the applicant shall prepare and submit to the Department of Public Works Engineering Division a sanitary sewer analysis that assesses the impact of this project to determine if the additional sewage flows can be accommodated
 - by the existing sewer line. If the analysis results in a determination that the existing sewer line requires upgrading, the applicant shall perform the necessary upgrades as determined by the Engineering Division;
- 21. that in the event that groundwater, or other subsurface contaminants, are encountered during excavation, grading, or any other demolition/construction activities at the project site, the contractor shall stop work immediately and contact the San Mateo County Environmental Health's Groundwater Protection Program (GPP) for consultation and if deemed necessary by that agency, prepare a Construction Risk Management Plan for their approval prior to commencement of construction work on the project site;
- 22. prior to issuance of a building permit, the project sponsor shall verify that the December 29, 2021, FAA Determination of No Hazard to Air Navigation for the project is still current and has not expired and if expired a new FAA Determination of No Hazard to Air Navigation shall be submitted to the City of Burlingame prior to building permit issuance;
- 23. that all new development shall be required to comply with the real estate disclosure requirements of State law and General Plan as outlined in Policy IP-1 of the SFO ALUCP. The following statement must be included in the notice of intention to offer the property for sale or lease:

"Notice of Airport in Vicinity

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

- 24. that the applicant shall submit a Construction Noise Control Plan. This plan would include measures such as:
 - Using smaller equipment with lower horsepower or reducing the hourly utilization rate of equipment used on the site to reduce noise levels at 50 feet to the allowable level.
 - Locating construction equipment as far as feasible from noise-sensitive uses.
 - Requiring that all construction equipment powered by gasoline or diesel engines have sound control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation.
 - Prohibiting gasoline or diesel engines from having unmuffled exhaust systems.
 - Not idling inactive construction equipment for prolonged periods (i.e., more than 5 minutes).

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- Using "quiet" gasoline-powered compressors or electrically powered compressors and electric rather than gasoline- or diesel-powered forklifts for small lifting.
- 25. that all off-road diesel-powered equipment used during construction is equipped with U.S. Environmental Protection Agency (EPA) Tier 4 "final" engines;
- 26. that all construction shall abide by the construction hours in the City of Burlingame Municipal Code:
- 27. 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;
- 28. that storage of construction materials and equipment on the street or in the public right-ofway shall be prohibited;
- 29. that the applicant shall prepare a construction staging and traffic control plan for the duration of construction for review and acceptance by the City Engineer prior to the issuance of a building permit; the construction staging plan shall include construction equipment parking, construction employee parking, timing and duration of various phases of construction and construction operations hours; the staging plan shall address public safety and shall ensure that worker's vehicles and construction equipment shall not be parked in public parking areas with exceptions for construction parking along the street frontages of the project site;
- 30. that the project applicant and its construction contractor(s) shall develop a construction management plan for review and approval by the City of Burlingame. The plan must include at least the following items and requirements to reduce, to the maximum extent feasible, traffic and parking congestion during construction:
 - a. A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes;
 - b. Identification of haul routes for movement of construction vehicles that would minimize impacts on motor vehicular, bicycle and pedestrian traffic, circulation and safety, and specifically to minimize impacts to the greatest extent possible on streets in the project area;
 - c. Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures would occur;
 - d. Provisions for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project applicant; and
 - e. Designation of a readily available contact person for construction activities who would be responsible for responding to any local complaints regarding traffic or parking. This coordinator would determine the cause of the complaint and, where necessary, would implement reasonable measures to correct the problem.

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- 31. that the applicant shall submit an erosion and sedimentation control plan describing BMPs (Best Management Practices) to be used to prevent soil, dirt and debris from entering the storm drain system; the plan shall include a site plan showing the property lines, existing and proposed topography and slope; areas to be disturbed, locations of cut/fill and soil storage/disposal areas; areas with existing vegetation to be protected; existing and proposed drainage patterns and structures; watercourse or sensitive areas on-site or immediately downstream of a project; and designated construction access routes, staging areas and washout areas;
- 32. that if construction is done during the wet season (October 1 through April 30), that prior to October 1 the developer shall implement a winterization program to minimize the potential for erosion and polluted runoff by inspecting, maintaining and cleaning all soil erosion and sediment control prior to, during, and immediately after each storm even; stabilizing disturbed soils throughout temporary or permanent seeding, mulching matting, or tarping; rocking unpaved vehicle access to limit dispersion of mud onto public right-of-way; covering/tarping stored construction materials, fuels and other chemicals;
- 33. 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;
- 34. 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;
- 35. 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;
- 36. 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;
- 37. 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;
- 38. that a Protected Tree Removal Permit shall be required from the City of Burlingame Parks Division to remove any existing protected size trees on the subject property and that the project shall comply with the Tree Protection and Reforestation Ordinance adopted by the City of Burlingame and enforced by the Parks Department; complete landscape and irrigation plans shall be submitted at the time of building permit application and the street trees will be protected during construction as required by the City Arborist;

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- 39. 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:
- 40. 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;
- 41. that the applicant shall comply with Ordinance 1503, the City of Burlingame Storm Water Management and Discharge Control Ordinance;
- 42. that the project shall meet all the requirements of the California Building and Uniform Fire Codes, as amended by the City of Burlingame;
- 43. that this project shall comply with Ordinance No. 1477, Exterior Illumination Ordinance;
- 44. 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;

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

- 45. that prior to scheduling the foundation inspection a licensed surveyor shall locate the property corners, set the building envelope;
- 46. 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;
- 47. 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;
- 48. 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;



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

Project Site: 1766 El Camino Real, zoned NBMU

The City of Burlingame Planning Commission announces the following virtual public hearing via Zoom on Monday,

June 13, 2022 at 7:00 P.M. You may access the meeting online at www.zoom.us/join or by phone at (346) 248-7799:

Meeting ID: 853 3618 0082 Passcode: 664597

Description: Application for Environmental Review, Design Review, State Density Bonus and Tier 3/Community Benefits for a new 8-story, 311-unit residential apartment development. Members of the public may provide written comments by email to: publiccomment@burlingame.org.

Mailed: June 3, 2022

(Please refer to other side)

PUBLIC HEARING NOTICE

City of Burlingame - Public Hearing Notice

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

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

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

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

Kevin Gardiner, AICP Community Development Director

(Please refer to other side)

1766 El Camino Real 500' noticing APN #: 025-161-110

