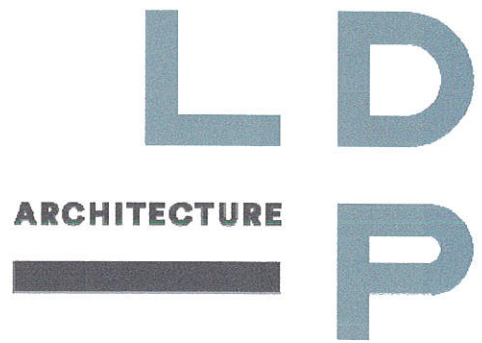


Catherine Keylon
Senior Planner
City of Burlingame
Community Development Department – Planning Division

September 20, 2021

Responses to planning commission hearing comments January 25, 2021.
1814-1820 Ogden Drive, Burlingame, CA

- Concern with impact on privacy and noise to adjacent senior housing
 - LDP Response: Overall design conceived with neighbors in mind; central courtyard is set back 40' from property line with units closest to senior housing having minimal windows facing the senior housing building. Minimum distance from proposed project windows to existing senior housing is 40'-0".
- Provide view from Sunrise Assisted living
 - LDP Response: View to be provided.
- Provide anticipated max occupancy of deck (I would recommend consulting with Fire) to look at maximum load)
 - LDP Response: Deck design is conceived with outdoor rooms with spaces sized to limit the number of people gathering. A sound wall is provided at deck level with glazed openings and planting to minimize impact of activity on deck to neighbors.
- Correct plans to show package room consistently on floor plans
 - LDP Response: Package room only occurs on ground floor, form continues up façade.
- Provide a shadow study or information on possible shadowing on the podium open space
 - LDP Response: To be provided.
- Provide rendering that shows south side and height comparison with Sunrise
 - LDP Response: Rendering to be provided, sketch attached.
- Look at traffic study to see if 1868-1870 Ogden Drive project was included
 - LDP Response: Traffic done prior to neighboring building 1868 Ogden being developed.
- Revisit landscaping in the plaza
 - LDP Response: Burlingame design controls require 60% of front 10 feet of property to be planted, therefore paving is set back beyond this planting. Driveway was placed next to existing driveway to increase pedestrian safety and maximize on street parking.
- Consider front Plaza programming



- LDP Response: Added tables and benches at plaza.
- Provide materials board
 - LDP Response: Material Board provided.
- Look at capacity under the Urban Water Management Plans (UWMP) for units/water capacity added
 - LDP Response: Planner indicated she would respond to this specific question and noted that we should be covered with the existing plan.
- Provide information on windows
 - LDP Response: See attached for sample details of recessed windows. Windows will have a minimum required STC rating. Windows were added at courtyard walls.
- Consider adding additional landscaping in the plaza (and maybe on south side – buffer with Sunrise).
 - LDP Response: Will change specimen to plant that will grow to a height of 15 feet.



① CEMENT PLASTER;
COLOR #1: KM44
PEARLY WHITE



② CEMENT PLASTER;
COLOR #2: KM4599
FOSSIL



③ CEMENT PLASTER;
COLOR #3: KM4622
BUTTERY LEATHER



④ COMPOSITE BOARD
(RAINSCREEN); COLOR #1
P 545 CEMBRIT PATINA
ORIGINAL



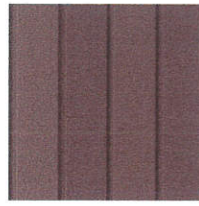
⑤ COMPOSITE BOARD
(RAINSCREEN); COLOR #2:
P 313 CEMBRIT PATINA
ORIGINAL



⑥ METAL PANEL;
COLOR: NATIVE COPPER
MICA



⑦ HORIZONTAL
COMPOSITE SIDING;
COLOR #1: KM5777
CANNERY PARK



⑧ HORIZONTAL
COMPOSITE SIDING;
COLOR #2: KMA66
SANTANA SOUL



⑨ EXPOSED CONCRETE
COLUMN



⑩ ARCHITECTURAL
PROJECTIONS, WINDOW
& STOREFRONT FRAMES;
COLOR: DARK BRONZE
ANODIZED ALUMINUM



LEVY DESIGN PARTNERS INC
90 SOUTH PARK / SAN FRANCISCO / CA 94107 / T/ 415.777.0561 F / 415.777.5117

1814-20 OGDEN DRIVE

NOTICE: These drawings and specifications are the property and copyright of Levy Design Partners Inc. and shall not be used except by written agreement with Levy Design Partners



Street View - Nov 2020

Proposed Courtyard
facing Senior housing
is over 45' deep.

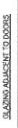
Adjacent Senior housing is over
30' from shared property line.





1 HEIGHT COMPARISON WITH SUNRISE OF BURLINGAME

1. FACTORY-SUPPLIED END-FLANGES OF STAINLESS STEEL ARE TO BE INSTALLED WITH MANUFACTURER'S RECOMMENDED SEALANT. END-FLANGES TAUGHTER (END-CLIMBERS) ARE ALLOWED.
2. SHOT DRUMMINGS TO BE PREPARED BY THE WINDOW MANUFACTURER.
3. AVOID EXCESSIVE STRESS ON THE WINDOW FRAME. THE WINDOW SHALL BE PERMITTED TO OPERATE FREELY WITHOUT EXCESSIVE STRESS ON THE WINDOW FRAME.
4. THE GLASS UNIT SHALL BE A SYSTEM AFFIXED TO OUR GLAZING SYSTEMS FOR IMPROVED WATERPROOFING.
5. FORMER DISCUSSION IS REQUIRED TO DISCUSS A HATCHWAY ATTACHMENT WHERE CONSTRUCTION IS UNUSUAL.
6. ALL ALUMINUM IN CONTACT WITH THE STAINLESS STEEL, OR FORMER ALUMINUM, PROTECTED WITH AN ANODIZED PAINT, SHALL AVOIDED BEHAVING NEARBY, OR THE FORMER REPAIRS.



1. THE FOLLOWING MATERIALS ARE CONSIDERED AS HAZARDOUS GLAZING MATERIALS:
 - a. GLAZING MATERIALS THAT REQUIRE SPECIAL HANDLING PROCEDURES
 - b. GLAZING MATERIALS THAT REQUIRE SPECIAL STORAGE PROCEDURES
 - c. GLAZING MATERIALS THAT REQUIRE SPECIAL TRANSPORTATION PROCEDURES
 - d. GLAZING MATERIALS THAT REQUIRE SPECIAL INSTALLATION PROCEDURES
 - e. GLAZING MATERIALS THAT REQUIRE SPECIAL REMOVAL PROCEDURES
 - f. GLAZING MATERIALS THAT REQUIRE SPECIAL DISPOSAL PROCEDURES
 - g. GLAZING MATERIALS THAT REQUIRE SPECIAL PROTECTION PROCEDURES
 - h. GLAZING MATERIALS THAT REQUIRE SPECIAL MAINTENANCE PROCEDURES
 - i. GLAZING MATERIALS THAT REQUIRE SPECIAL REPAIR PROCEDURES
 - j. GLAZING MATERIALS THAT REQUIRE SPECIAL REPLACEMENT PROCEDURES
 - k. GLAZING MATERIALS THAT REQUIRE SPECIAL INSPECTION PROCEDURES
 - l. GLAZING MATERIALS THAT REQUIRE SPECIAL TESTING PROCEDURES
 - m. GLAZING MATERIALS THAT REQUIRE SPECIAL CERTIFICATION PROCEDURES
 - n. GLAZING MATERIALS THAT REQUIRE SPECIAL LABELING PROCEDURES
 - o. GLAZING MATERIALS THAT REQUIRE SPECIAL MARKING PROCEDURES
 - p. GLAZING MATERIALS THAT REQUIRE SPECIAL IDENTIFICATION PROCEDURES
 - q. GLAZING MATERIALS THAT REQUIRE SPECIAL RECORDING PROCEDURES
 - r. GLAZING MATERIALS THAT REQUIRE SPECIAL REPORTING PROCEDURES
 - s. GLAZING MATERIALS THAT REQUIRE SPECIAL NOTIFICATION PROCEDURES
 - t. GLAZING MATERIALS THAT REQUIRE SPECIAL CONSULTATION PROCEDURES
 - u. GLAZING MATERIALS THAT REQUIRE SPECIAL COORDINATION PROCEDURES
 - v. GLAZING MATERIALS THAT REQUIRE SPECIAL COOPERATION PROCEDURES
 - w. GLAZING MATERIALS THAT REQUIRE SPECIAL COLLABORATION PROCEDURES
 - x. GLAZING MATERIALS THAT REQUIRE SPECIAL PARTNERSHIP PROCEDURES
 - y. GLAZING MATERIALS THAT REQUIRE SPECIAL ALLIANCE PROCEDURES
 - z. GLAZING MATERIALS THAT REQUIRE SPECIAL UNION PROCEDURES
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27. GLAZING MATERIALS THAT REQUIRE SPECIAL UNION PROCEDURES SHALL BE CONSIDERED AS HAZARDOUS GLAZING MATERIALS.

1. DECORATIVE GLAZING.

1. DEGRADATIVE GLAZING.
2. WHERE A HORIZONTAL RAIL IS INSTALLED ON THE ACCESSIBLE SIDING OF THE GLAZING 34 TO 36 INCHES ABOVE THE WALKING SURFACE, THE RAIL SHALL BE INSTALLED WITHSTANDING A HORIZONTAL LOAD OF 50 POUNDS PER LINEAR FOOT WITHOUT CONTACTING THE GLASS AND BE A MINIMUM OF 1/4 INCHES IN CROSS-SECTIONAL HEIGHT.
3. OUTDOOR WALKING IN INSULATING GLASS UNITS (IGUs) SHALL BE INSTALLED ON THE BOTTOM EXPOSED EDGE OF THE GLASS IS 25 FT OR MORE ABOVE ANY GRADE, ROOF OR WALKING SURFACE AND ANY HORIZONTAL SURFACE. THE WALKING SURFACE SHALL BE HORIZONTAL IT IS TO AND SURFACE ADJACENT TO THE GLASS EXTERIOR.
4. GLAZING IN GLAZING AND RAILGLASS GLAZING AND RAILING INSULATING GLASS UNITS (IGUs) SHALL BE INSTALLED ON THE BOTTOM EXPOSED EDGE OF THE GLASS IS 25 FT OR MORE ABOVE ANY GRADE, ROOF OR WALKING SURFACE AND ANY HORIZONTAL SURFACE. THE WALKING SURFACE SHALL BE HORIZONTAL IT IS TO AND SURFACE ADJACENT TO THE GLASS EXTERIOR.



City of Burlingame

BURLINGAME CITY HALL
501 PRIMROSE ROAD
BURLINGAME, CA 94010

Meeting Minutes Planning Commission

Monday, January 25, 2021

7:00 PM

Online

- c. 1814-1820 Ogden Drive, zoned NBMU - Application for Environmental Review, Lot Merger, Design Review, Conditional Use Permit for tandem parking and use of parking stackers, and Condominium Permit for a new 6-Story, 90-Unit condominium building. (DPT 1820 Ogden Drive LLC & 1814 Ogden LLC & Patel Family Trust, applicants and property owners; Levy Design Partners, architect) (233 noticed) Staff Contact: Catherine Keyton

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

Planning Manager Hurin provided an overview of the staff report.

Questions of staff:

> *There were no questions of staff.*

Chair Tse opened the public hearing.

Franco Zaragoza and Toby Levy, Levy Design Partners, represented the applicant.

Commission Questions/Comments:

> *How far is the adjacent Sunrise Senior Assisted living property from the face of your project? (Zaragoza: We have a ten-foot side setback. Their property is set back the width of their driveway, which looks like a two-way driveway, so that could be an additional 15-20 feet.) So that gives 40 feet total. (Zaragoza: Correct.)*

> *Trying to figure out what the people who live in this new project would see of the senior living facility and what the senior living facility folks would see of that raised courtyard. Have you got any sense of that? Can you talk through that? (Zaragoza: The basic essence is that our ground floor plan is about 13 feet from grade. The podium is going to be around that area. The site does taper back towards the back of our building, so it could be even taller. We have punched openings along the first level of that courtyard to add privacy, yet it has a view outside. It's creating an environment rather than an open courtyard looking into the building, so you're creating that sort of protected experience within the property and we have windows facing outward. The adjacent property is two-quarters lower than this property.)*

> *If there's a gathering of folks in the courtyard and they're standing up against the edge looking toward the senior living facility, are they looking down into people's rooms or is there any screening? What does that interaction look like between the senior living inhabitants and the people hanging out in that courtyard? (Levy: We have conceptually designed the courtyard as not being a party space. If you look at the landscape plan, it's more of a contemplative space. We have increased the private open space in the courtyard. It was not meant to be a party space. There is a gathering space, but you see all the green areas marked off, that's what it was conceived as. There is a community room downstairs, but we incorporated that wall specifically so it would be an environmental buffer to the courtyard space at this podium level.)*

> *Will you have a certain amount of people that are allowed on that balcony or deck to help eliminate the noise? It's not very big, but have you considered what the CC&R's might include for that decking up*

there? (Levy: Not yet.) Maybe that's one of those items that we can discuss as we go through it.

> Can you describe a little bit more the furniture or the activities you see happening at the plaza down at the front? (Zaragoza: The front plaza's use is currently open for activities to occur for small gatherings. There are some seated areas, some benches that are going to be aligned around the perimeters. What we could see here is a place for a small community to do a little art gathering, could be a poetry read, just small neighborhood gatherings. There are going to be informal picnic-like tables scattered around. But mostly just a small breakout space for the community.) Have you considered some more permanent kinds of landscape furniture pieces to go in here? Concerned about the tables and chairs because they're going to sit out and deteriorate. I'm trying to think more creatively from a landscape architect's point of view what you might integrate into that public space. The furniture does make the space usable and I applaud it, but I don't want it to be just a big empty open space because the furniture got destroyed. Could it be more substantially done given that it's a community benefit and you're not hiding it away? Where as the upper plaza is great with the proposed furniture, it's easier to get covered and kept nice. The front is more public so consider a more public, friendly, resistant hardscape design more than just landscaping to integrate into that. (Zaragoza: We can look at that. Part of the strategy also was to keep site lines visible. We didn't go down the path of integrating seat walls, but we can look at the integration of strategized seating to still allow that transparency.) Without any programming, it's going to be open space but with some programming, you could drive that use.

> The County set the affordable housing standards and I know that they set these limits for income. Do you have an idea of what the rents might be on some of those units that would be affordable? Maybe based on past experience, knowing you've done some of these projects before. (Levy: These are going to be at the very low-income of the median income of the area. I don't know what the rent is, but they'll be qualified. I think it's more like 80% of the median area income for the lowest tier. There is a commission that administers the affordable housing and they decide what the rent is based on what the area median income is at the time of the rental. That's totally outside of our hands.) Wondering if you knew what the rent was supposed to be? (Levy: These won't be rent because it's a for sale product. I suspect you could get a two-bedroom apartment for something like \$350,000 - \$400,000 only because our interest rates are so low. If the interest rates were higher, then the developer could charge less.)

> It's commendable that you have considered zero energy, I'm anxious to see if you can pull that off. Solar panels are easy, but how about the wind turbines? What do you envision there? You're not going to have any of those propellers like at Altamont Pass, right? (Zaragoza: No.) Not familiar with anything small or on a scale like this for wind energy. Do you have anything to share how the wind will generate? (Levy: Besides designing at a low energy use, it is also purchasing energy from a renewable source. So that's how you make up the difference without putting a wind turbine.) I thought there are small ones. (Levy: No, it's a combination of strategies that include purchasing the power from a renewable source.)

> On sheet A0.3 it shows a small area in the lobby, but it's not shown anywhere else on the other plans. What is the area intended for? (Zaragoza: The small space directly adjacent to the bike storage room is our parcel boxes. Those will be opening to the main lobby and we have a separate package room that's across from this bike storage room.) They're not reflected in the other plans and it's not an omission, so it's a drafting issue that we'll get updated and you still intend to have this parcel area going forward? (Zaragoza: Yes.)

> How is the rear yard accessed, through the rear stairs? (Zaragoza: Yes. There's a rear stair access for egress purposes as well. There will be side gates and fences for access around the whole perimeter of the building and we're providing this access for fire. It's going to be a walkable path around the entire perimeter of our property.) Will there be no furniture or gathering space planned in this area? (Zaragoza: No. As mentioned, we're using the far rear of our property mostly as our bio-retention area.) But you can still walk across it? (Zaragoza: It's not going to be programmed for any active uses.) (Levy: It is also required on our sanitary easement that we're not allowed to do anything here, we can't build across it and can't have bays across it. We really investigated this and they don't want people back there. We couldn't build anything to cross it because that would be in violation of the easement that exists on the property. It renders a good portion of our site not buildable.) And not enjoyable in that far corner there, as outdoor space? (Levy: We're willing to investigate it, but we've had a very difficult time getting any concessions on the easement from Public Works.)

> Having visited the site, I was pleasantly surprised to see how much space is between the Sunrise

Senior Living Facility and your public space on the second level podium. It felt very open. They didn't have any concerns about any privacy from the units across the way. But I was a little worried about the solar pattern there. Earlier in your presentation you showed the solar path. Because it's at the second floor on a six-story building, will a good amount be in shade by the afternoon? (Levy: Yes. We made the choice of locating it over here in deference to the fact that on the other side there weren't units that opened up there. We felt we could build closer, so we opted to put the courtyard and we see the courtyard as a private open space for our units. A lot of units have decks that open up to it or units that open up to it, so we were less concerned about the sun getting in there as opposed to the other things that contributed to having the courtyard there. So it's a balancing act.)

Public Comments:

- > There were no public comments.

Chair Tse closed the public hearing.

Commission Discussion/Direction:

- > This is a really nice project, it does some nice things for the site. It feels like it fits well in the neighborhood given the types of surrounding uses. It's well articulated and has some interesting materials.
- > One concern was the potential party deck. It sounds like it's not much of a party deck, we don't always have complete control over that. The fact that it is not rental apartments and it's owned condominium units makes a difference because owners who are looking onto that deck couldn't tolerate a whole lot of noise on a regular basis. The community sort of self regulates that adjacency and it wouldn't be a good thing if it becomes a party deck, but it seems a low probability.
- > I always have concerns about the puzzle stackers, but that's because they're so new. There are a lot of puzzle stackers here, but again, these are condominiums and the owners will not tolerate not being able to park there. So I suspect it's not like in an apartment building where you have to wait for someone to come in and you have to wait for someone to fix it, which they may or might not be able to fix it. But these people live there, they own the building, own the puzzle stackers and I suspect that's a low probability.
- > I feel pretty good about the project. I do believe we looked at it a year and a half ago or so. I would like to see it move forward. Obviously, we have to address environmental concerns and the obvious ones are parking and traffic. Those are issues that need to be studied and we need some comfort level that this doesn't overburden the neighborhood or significantly change the levels of service at the major intersections surrounding. It's a good project.
- > I was also going to bring up the traffic issue especially with the other project up the street that we're seeing moving forward. I want to make sure that traffic is looked at in the environmental study. Recalling from the project across the street, that there was supposed to be a Water Management Plan developed by the City in 2020 and we have not seen that. Would like to see that completed and brought forward in the environmental document. It's easy to say we're going to have enough water and there will be enough, but the more we're building, the less we are going to get because we don't just get as much water as we want. I wanted to make sure that's addressed.
- > It's a really nice project, they've done a great job. My concern is the amount of traffic on that deck; would like see some limiting factors in the CC&R's regarding how many people would be allowed on that deck. Perhaps that could be something that we request on the next go around.
- > I'd like to see landscaping for the front of the building. It's a great project and I look forward to it coming in front of us with the other information that we'll get.
- > It's a good project. Would like to see a materials board when the project returns. Would also like to see what the courtyard looks like from the senior housing location looking down in? The wall will do substantially what you intend it to do. If you have the opportunity with a 3D model to look in there, that would be a terrific add for us to understand that.
- > As noted earlier, should consider a little bit more on how to program the front plaza and integrate the landscaping with a bit more hardscape so it is useable and maintainable for everybody.

> I also echo a lot of my fellow commissioners' comments. I like the application of materials on the building, along with the articulation that's happening on the outside, how that helps to play down the height of the structure and a little bit more relatable to its neighbors, that's very well done. Would also like to see a materials board for the proposed finishes on the building, as well as an example of the windows that are planned for the structure. I spent a lot of time sitting in the middle of the street studying various angles of this proposed building and the neighboring buildings. I was surprised at how peaceful it was on the street, no cars were in front of me or behind me. I can't help but think about traffic concerns as this building is built-out along with the other proposed development down the street and how that can change that landscape from a driver's perspective. So the traffic study will be important to understand and especially inclusive of what may be happening as well with the other development. Would like to see some more programming developed along the front plaza and definitely some durable materials and furniture that look like they're intended to stay on the premises. I too would like to see this move forward.

Chair Tse made a motion, seconded by Commissioner Schmid, to place the item on the Regular Action Calendar when the application has been revised as directed. The motion carried by the following vote:

Aye: 5 - Comaroto, Tse, Gaul, Loftis, and Schmid

Absent: 2 - Sargent, and Terrones



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

PROJECT INFORMATION

1814-1820 Ogden Drive

025-121-110-10, 025-121-110-20

NBMU (TIER 3)

PROJECT ADDRESS

ASSESSOR'S PARCEL # (APN)

ZONING

PROJECT DESCRIPTION

New construction of a privately funded 6-story building under tier 3 development standards for the North Burlingame Mixed Use (NBMU) District: 90 residential units with ground & basement level parking. Three community benefits are being provided as such:

1. Affordable housing at five percent for low-income households.
2. Public plaza (2,000 sq. ft. min. required) providing 2,340 sq. ft.
3. Utilizing Renewable Energy Source

APPLICANT INFORMATION

DPT 1820 Ogden Drive, LLC, 1814 Ogden, LLC & Patel Family Trust

PROPERTY OWNER NAME ☒ APPLICANT?

PHONE

Levy Design Partners

ARCHITECT/DESIGNER ☐ APPLICANT?

415-777-0561

PHONE

28317

E-MAIL

90 South Park, San Francisco, CA 94107

ADDRESS

Toby@ldparchitecture.com

E-MAIL

BURLINGAME BUSINESS LICENSE #

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

AFFIDAVIT OF OWNERSHIP

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

DATE

THE ABOVE APPLICANT TO SUBMIT THIS APPLICATION TO THE

8/6/2020

DATE

AUTHORIZATION TO REPRODUCE PLANS

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

TSL

(INITIALS OF ARCHITECT/DESIGNER)

STAFF USE ONLY

APPLICATION TYPE

☐ ACCESSORY DWELLING UNIT (ADU)

☐ VARIANCE (VAR)

☒ CONDITIONAL USE PERMIT (CUP)

☐ WIRELESS

☒ DESIGN REVIEW (DSR)

☐ FENCE EXCEPTION

☐ HILLSIDE AREA CONSTRUCTION PERMIT

☒ OTHER: condo permit

☐ MINOR MODIFICATION

☐ SPECIAL PERMIT (SP)

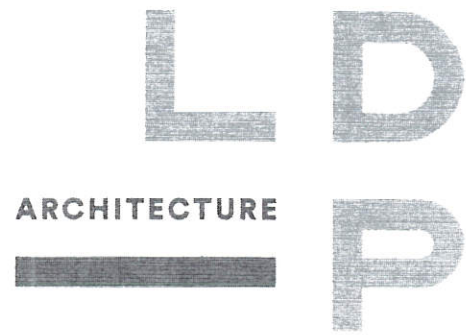
RECEIVED

AUG 25 2020

DATE RECEIVED:

CITY OF BURLINGAME
CDD PLANNING DIV

STAFF USE ONLY



PROJECT SUMMARY

ADDRESS: 1814 – 1820 Ogden Drive
Burlingame, CA 94010

DATE: 07 August 2020

APN 025-121-110-10, 025-212-110-20
Lot size: 33,456sf (.768 acres)

Tier 3 under NBMU Development Standards

Density 140units/acre

Allowed: 107 Units

Proposed: 90 units

Allowed height 75'-0" Per Tier 3

Proposed height 65'-0" to top of Roof; 72'-6" measured to height point top of parapet

Front Set back 10'-0"; plus 35% above 35'-0" an additional 5'; plus 80% above 55'-0" an additional 10'-0" (required and provided)

Side 10' required and provided

Rear 15' required and provided, plus the existing sewer easement

Lot Coverage: 80% allowed; 70.3% proposed (23,536sf)

Open Space: 100sf per unit; provided see sheet A0.4b

Community Benefits for Tier 3

- a. Affordable and work force housing; 5% at Low-Income
- b. Public Plaza of a minimum of 2,000sf
- c. Utilizing Renewable Energy Source

This project is a new construction of a privately funded 6-story condominium building utilizing the Tier 3 Developmental Standards for the North Burlingame Mixed Use District. We will be providing 90 residential units with a mix of studios, one-bedrooms, and two bedrooms; a ground floor resident amenity room, and a ground floor/basement parking garage. Under the Tier 3 Development Standards the project will be proving 3 community benefits as follows:



The 3,275sf open space in front of the building is designed as an inviting accessible public plaza of 2,340sf with seating, planting, with a layer of trees, behind the sidewalk. It will be a lovely addition to the street scape, with smaller seating areas and gathering spaces. Off this plaza is the residential entry, and an entrance to the residential amenity space.

The project will also be providing affordable units of 5%, equaling to 5 units, at a low-income level based on the medium income level established by the city's data. These units will be equally distributed within the building and a selection of all unit types matching the provided percentage.

The project is also utilizing the use of renewable energy, we will be working with the Peninsula Clean Energy and Silicon Valley Clean Energy Building Technical Assistance Program in providing clean energy to this project.



RRMU & NBMU PROJECT SUMMARY CHECKLIST

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

PROJECT INFORMATION

☐ RRMU ZONING DISTRICT ☒ NBMU ZONING DISTRICT

1814-1820 Ogden Drive

025-121-110-10, 025-121-110-20

PROJECT ADDRESS

ASSESSOR'S PARCEL # (APN)

☒ CONDOMINIUM ☐ APARTMENT

90

OF PROPOSED RESIDENTIAL UNITS

0

COMMERCIAL SQ. FT.

141,452

TOTAL PROPOSED SQ. FT.

NA

OTHER USE(S) SQ. FT.

Please refer to the respective zoning districts for Development Standards and requirements for Community Benefit Bonuses.

CHECK THE APPROPRIATE BOX THAT APPLIES TO PROPOSED PROJECT:

☐ TIER 1 (BASE STANDARD) ☐ TIER 2 (INCREASED INTENSITY) ☒ TIER 3 (MAXIMUM INTENSITY)

TIER 2 (INCREASED INTENSITY) AND TIER 3 (MAXIMUM INTENSITY) REQUIREMENTS

Must include at least two (2) community benefits for Tier 2 or at least three (3) community benefits for Tier 3 from subsection 4 (Community Benefits) of respective zoning district AND at least one (1) affordable and workforce housing objective from subsection 4 (a).

I. REQUIREMENT—AFFORDABLE HOUSING [SEE SUBSECTION 4 (a)]

Must include at least one of the following:

- ☒ Affordable housing at rate of 5% for low-income households; OR
- ☐ 10% for moderate-income households, as a percentage of total # of housing units built

I. REQUIREMENT—COMMUNITY BENEFITS

Must include at least two (2) of the following for Tier 2 and at least three (3) for Tier 3:

- ☐ Pedestrian Amenities
- ☒ Public Plazas Beyond Minimum
- ☐ Off-Site Streetscape Improvements
- ☐ Cultural Arts Space
- ☐ Pedestrian and Similar Paths and Connections between Adjacent Properties
- ☐ Historic Preservation (Off-Site)
- ☐ Mode Split
- ☒ Zero Net Energy
- ☐ Publicly Accessible Park Space
- ☐ Public Parking Facilities
- ☐ Flexible (Miscellaneous) Benefit

COMMUNITY BENEFITS BONUSES



CITY OF BURLINGAME CONDITIONAL USE PERMIT APPLICATION

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

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

The proposed project is in conformance with the allowable use and codes; we are only seeking this condition use permit for the use of tandem parking and the use of mechanical puzzle stacker parking spaces within our building garage parking. The proposed project will not affect the public's health, safety, or general welfare.

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

The proposed project is in conformance with the allowable use and codes; we are only seeking this condition use permit for the use of tandem parking and the use of mechanical puzzle stacker parking spaces within our building garage parking. The proposed project will conform to required amount parking spaces with the use of tandem and mechanical puzzle stacker parking spaces aligning with the zoning and planning ordinances.

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

The proposed project is in conformance with the allowable use and codes; we are only seeking this condition use permit for the use of tandem and mechanical puzzle stacker parking spaces within our building garage parking. The proposed project does conform with aesthetics, mass, bulk, and character of the existing and potential uses on adjoining properties in the general vicinity. In no way does this application or the use of tandem and mechanical puzzle stacker parking spaces affect the exterior of the building.

FIGURE 5

NORTH BURLINGAME MIXED USE DISTRICT

COMPREHENSIVE AIRPORT LAND USE PLAN SAFETY COMPATIBILITY ZONES

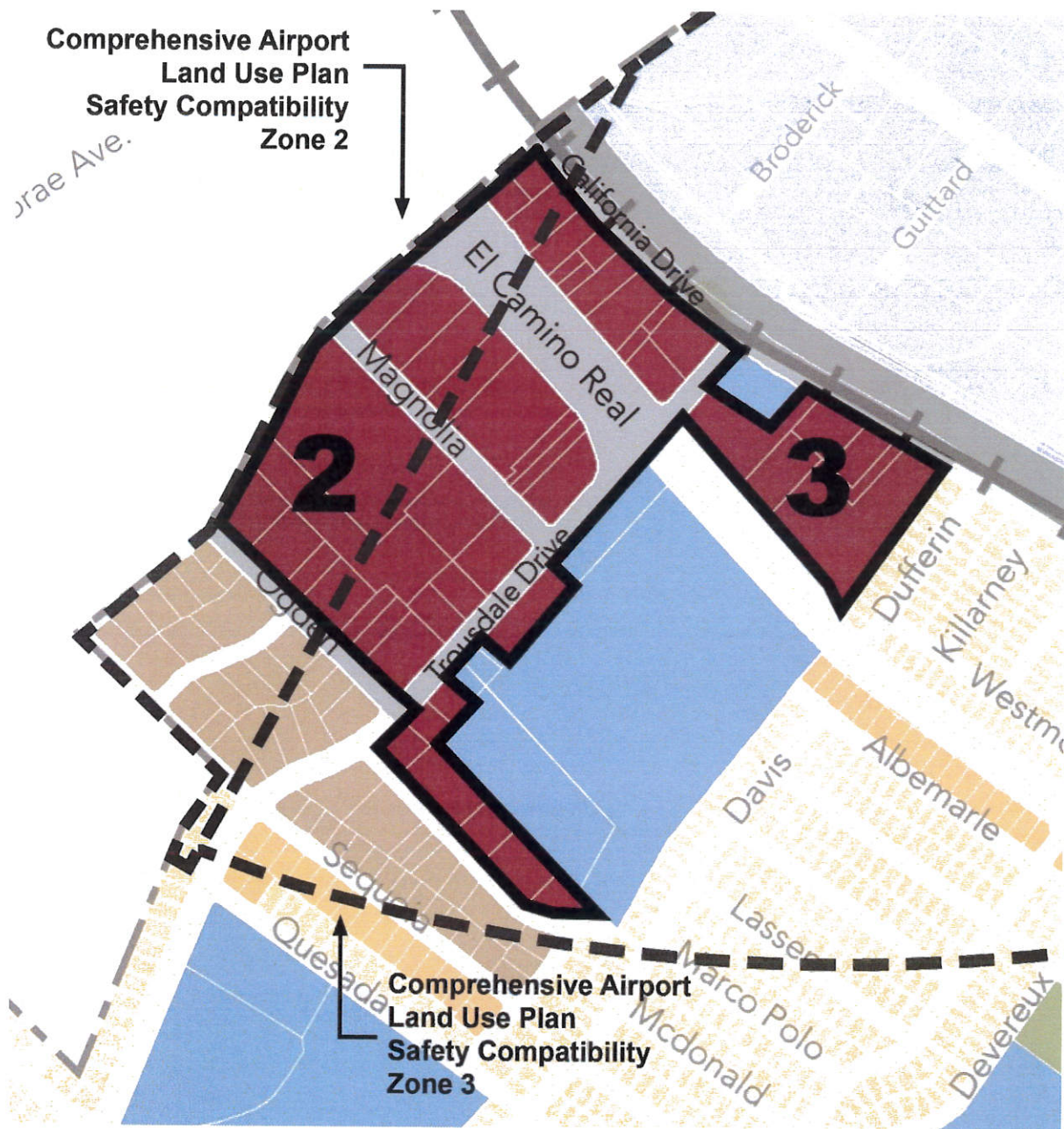


TABLE E-3
COMPARISON OF CALTRANS HANDBOOK SAFETY
GUIDANCE AND SFO ALUCP SAFETY COMPATIBILITY CRITERIA

<u>Safety Zone, Criteria</u>	<u>Handbook Guidance¹</u>	<u>Proposed ALUCP</u>
Safety Zone 1		
Uses to Prohibit	- All structures	- All new structures - Places of assembly not in structures - Hazardous uses - Critical public utilities
Uses to Avoid ²	- Nonresidential uses except very low intensity - Parking lots, streets, roads;	- Nonresidential uses except very low intensity uses in the "controlled activity area."
Maximum Residential Density ³	0	0
Maximum Nonresidential Intensity ⁴	0	0
Safety Zone 2		
Uses to Prohibit	- Theaters, meeting halls and other assembly uses - Office buildings greater than 3 stories - Labor-intensive industrial uses - Children's schools, large daycare centers, hospitals, nursing homes - Stadiums, group recreational uses - Hazardous uses (e.g. aboveground bulk fuel storage)	- Theaters, meeting halls, places of assembly seating more than 300 people - Children's schools; large child day care centers and noncommercial employer-sponsored centers ancillary to a place of business; hospitals, nursing homes - Stadiums, arenas - Hazardous uses - Critical public utilities

TABLE E-3 (concluded)

COMPARISON OF CALTRANS HANDBOOK SAFETY
GUIDANCE AND SFO ALUCP SAFETY COMPATIBILITY CRITERIA

Uses to Avoid ²	<ul style="list-style-type: none"> - All residential uses except as infill in developed areas - Multi-story uses; uses with high density or intensity - Shopping centers, most eating establishments 	None listed
Maximum Residential Density ³	0	Allow infill up to maximum height allowed by airspace policies
Maximum Nonresidential Intensity ⁴	Allow infill up to average of surrounding area.	Allow infill up to maximum height allowed by airspace policies
Safety Zone 3		
Uses to Prohibit	<ul style="list-style-type: none"> - Major shopping centers, theaters, meeting halls and other assembly facilities - Children's schools, large daycare centers, hospitals, nursing homes - Stadiums, group recreational uses 	<ul style="list-style-type: none"> - Children's schools; large child day care centers; hospitals, nursing homes - Stadiums, arenas - Biosafety Level 3 and 4 facilities
Uses to Avoid ²	<ul style="list-style-type: none"> - Commercial and other nonresidential uses having higher usage intensities - Building with more than 3 aboveground habitable floors - Hazardous uses (e.g., aboveground bulk fuel storage) 	<ul style="list-style-type: none"> - Hazardous uses other than Biosafety Level 3 and 4 facilities - Critical public utilities
Maximum Residential Density ³	Allow infill up to average of surrounding area.	Allow infill up to maximum height allowed by airspace policies
Maximum Nonresidential Intensity ⁴	Allow infill up to average of surrounding area.	Allow infill up to maximum height allowed by airspace policies

TABLE E-3 (concluded)

COMPARISON OF CALTRANS HANDBOOK SAFETY
GUIDANCE AND SFO ALUCP SAFETY COMPATIBILITY CRITERIA

Safety Zone 4

Uses to Prohibit	<ul style="list-style-type: none"> - Stadiums, group recreational uses - Children's schools, large daycare centers, hospitals, nursing homes 	<ul style="list-style-type: none"> - Stadiums, arenas - Children's schools; large child day care centers; hospitals, nursing homes - Biosafety Level 3 and 4 facilities
Uses to Avoid ²	<ul style="list-style-type: none"> - High-intensity retail or office buildings 	<ul style="list-style-type: none"> Hazardous uses other than Biosafety Level 3 and 4 facilities Critical public utilities
Maximum Residential Density ³	Allow infill up to average of surrounding area.	Allow infill up to maximum height allowed by airspace policies
Maximum Nonresidential Intensity ⁴	Allow infill up to average of surrounding area.	Allow infill up to maximum height allowed by airspace policies

TABLE E-3 (concluded)

COMPARISON OF CALTRANS HANDBOOK SAFETY
GUIDANCE AND SFO ALUCP SAFETY COMPATIBILITY CRITERIA

Safety Zone 5

Uses to Prohibit	<ul style="list-style-type: none"> - Stadiums, group recreational uses - Children's schools, large daycare centers, hospitals, nursing homes 	<ul style="list-style-type: none"> - Stadiums, arenas - Children's schools; large child day care facilities and noncommercial employer-sponsored centers ancillary to a place of business; hospitals, nursing homes - Hazardous uses - Critical public utilities
Uses to Avoid ²	<ul style="list-style-type: none"> - Residential uses unless airport related (noise usually also a factor) - High-intensity nonresidential uses 	None listed
Maximum Residential Density ³	Allow infill up to average of surrounding area.	Allow infill up to maximum height allowed by airspace policies
Maximum Nonresidential Intensity ⁴	Allow infill up to average of surrounding area.	Allow infill up to maximum height allowed by airspace policies

1/ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Handbook*, October 2011, Figures 4B through 4F.

2/ "Uses to Avoid" are those that should be allowed only if no feasible alternative locations are available.

3/ Residential density is measured in dwelling units per acre.

4/ Nonresidential intensity is measured in people (occupants) per acre.

- Safety Zone 1 – The ALUCP criteria are virtually identical to the Handbook guidance, differing only in levels of specificity.
- Safety Zone 2 – The uses that would be incompatible under the ALUCP policies are similar to those listed in the *Handbook* guidance. The *Handbook* advises prohibiting office buildings and labor-intensive industrial uses, but

they would not be restricted under the ALUCP. On the other hand, the ALUCP would consider critical public utilities as incompatible, while the *Handbook* does not mention those uses. While the *Handbook* advises prohibiting housing in Safety Zone 2, allowing only infill in developed areas, the ALUCP imposes no direct limits on housing. The maximum height limits of the airspace protection policies, however, indirectly impose limits on the maximum number of housing units that can be developed in the safety zones.

- 
- Safety Zone 3 – The proposed ALUCP considers children’s schools, day care centers, hospitals, stadium, and arenas as incompatible uses, as does the *Handbook*. The ALUCP policies differ from the *Handbook* guidelines in allowing shopping centers, theaters, and meeting halls and prohibiting Biosafety Level 3 and 4 facilities. The proposed ALUCP and the *Handbook* guidelines are the same in listing hazardous uses as those to be avoided in Zone 3. The *Handbook* advises avoiding buildings with more than three stories and other uses with higher intensities in Zone 3, but these are not specifically mentioned in the ALUCP. On the other hand, the ALUCP lists critical public utilities as uses to be avoided, while the *Handbook* does not mention them.
 - Safety Zone 4 -- The *Handbook* guidelines are very similar to the ALUCP criteria for Zone 4. The ALUCP is somewhat more restrictive in listing Biosafety Level 3 and 4 facilities as incompatible and advising the avoidance of other hazardous uses and critical public utilities. On the other hand, the *Handbook* advises the avoidance of high intensity retail and office buildings, which are not directly restricted under the ALUCP. The *Handbook* also advises limiting infill residential development to the average density of the surrounding area, while the ALUCP has no such requirement. As in Zones 2 and 3, the maximum height limits of the airspace protection policies, however, indirectly impose limits on the maximum number of housing units and the intensity of nonresidential uses that can be developed in the safety zones.
 - Safety Zone 5 – The ALUCP policies are similar to the *Handbook* guidance, although the ALUCP policies consider additional land uses (hazardous uses and critical public utilities) as incompatible. In contrast to the *Handbook* guidance, the ALUCP policies do not address residential land uses. The ALUCP policies are essentially moot, however, since all of Safety Zone 5 is on airport property. As such, the use of the property is governed by FAA airport design standards and enforced through the FAA’s grant assurances. The FAA design guidance effectively imposes stricter land use controls than either the ALUCP or the *Handbook* guidance

E.10.1 Effect in Burlingame

Figure E-3 depicts planned land uses and the proposed safety zones. Burlingame would be affected primarily by Zone 3, the inner turning zone. Most of the area

inside Zone 3 is developed for retail or other commercial or industrial uses. At the outer east edge of Zone 3 between the railroad tracks and Quesada Way are single-family and multi-family residential neighborhoods. A small strip on the east side of Murchison Drive, south of El Camino Real (State Highway 82) is in Zone 2. This area includes commercial and multi-family residential development, with a small part of a single-family residential neighborhood to the south. There is an additional single-family residential neighborhood south of Sashton Avenue towards Trousdale Drive in the southeast portion of Zone 4. Although the parts of Burlingame within the safety zones are almost fully developed, it is possible that redevelopment projects could be proposed in these areas.

E.10.1.1 Relationship of Safety Standards to Local Plans

All of Burlingame within the proposed safety zones is subject to specific plans. The area between US 101 and the Bay, referred to as the Inner Bayshore Area, is covered by the Burlingame Bayfront Specific Plan. That plan calls for office, warehouse, and light manufacturing uses through most of the area within Zone 3. The design guidelines promote low-rise development, similar to the current character of the area.

The portion of the Inner Bayshore Area with frontage on Bayshore Highway and facing the Bay is designated for restaurants, hotels, and retail. This frontage would be unaffected by the proposed safety standards as it is outside Zone 3.

The North Burlingame-Rollins Road Specific Plan covers nearly all of the rest of Burlingame within Zones 2 and 3. The area northeast of the railroad tracks is designated for industrial, office, and auto dealerships. This is generally consistent with the proposed safety standards.

Southwest of the railroad tracks, the Specific Plan calls for a mix of office, retail, multi-family residential and medical uses related to Mills Peninsula Hospital in Zones 2 and 3. The Specific Plan promotes high density residential as part of a mixed use development concept. The proposed safety compatibility criteria would not restrict this mixed use development concept, unless it included theaters, meeting halls, or places of assembly seating more than 300 people.

West of Trousdale Drive in Zone 4 are single-family residential neighborhoods and one place of worship. The proposed safety compatibility criteria would not affect these uses.

E.10.1.2 Potential Nonconforming Uses

A comprehensive land use inventory within the proposed safety zones has not been undertaken, so complete information about the number and extent of nonconforming uses is unknown. Mills Peninsula Hospital is the only nonconforming use specifically known to be in Zone 3.

2021 San Mateo County Income Limits

as determined by HUD - effective June 28, 2021

revised 04/30/2021

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 4/30/2021 - Area median income \$149,600 (based on household of 4)

Income Category	Income Limits by Family Size (\$)							
	1	2	3	4	5	6	7	8
Extremely Low (30% AMI) *	\$ 38,400	\$ 43,850	\$ 49,350	\$ 54,800	\$ 59,200	\$ 63,600	\$ 68,000	\$ 72,350
Very Low (50% AMI) *	\$ 63,950	\$ 73,100	\$ 82,250	\$ 91,350	\$ 98,700	\$ 106,000	\$ 113,300	\$ 120,600
Low (80% AMI) *	\$ 102,450	\$ 117,100	\$ 131,750	\$ 146,350	\$ 158,100	\$ 169,800	\$ 181,500	\$ 193,200
Median (100% AMI)	\$ 104,700	\$ 119,700	\$ 134,650	\$ 149,600	\$ 161,550	\$ 173,550	\$ 185,500	\$ 197,450
Moderate (120% AMI)	\$ 125,650	\$ 143,600	\$ 161,550	\$ 179,500	\$ 193,850	\$ 208,200	\$ 222,600	\$ 236,950

NOTES

* 2021 State Income limits provided by State of California Department of Housing and Community Development



Request for Alternate Means of Protection or Methods of Construction

Date Submitted: 01.11.2021

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: 1814 - 1820 Ogden Drive

Project Address: 1814 - 1820 Ogden Drive, Burlingame , CA 94010

Subject of Alternative (separate forms must be completed for each different item):

Fire apparatus access to properly serve the building, providing alternative means of protection.

Code Requirement Requesting Mitigation (specify code edition and section):

CFC 503: Fire apparatus access roads shall be provided and maintained in accordance with Sections 503.1.1 through 503.1.3.

Justification (attach copies of pertinent information):

Please see the attached memo, for a detailed description.

Alternate Requested By: _____
Print Name Signature

Requestor Address: _____

Requestor Phone: _____

For Staff Use Only

Date Reviewed: _____

Findings: _____

Approved []

Denied []

Fire Marshal: _____

ADDITIONAL PROJECT INFORMATION:

ADDRESS: 1814 – 1820 Ogden Drive
Burlingame, CA 94010

DATE: 11 January 2021

APN 025-121-110-10, 025-212-110-20
Lot size: 33,336sf (.76 acres)

Density 140units/acre
Proposed: 90 units

Allowed height 7 stories, 75'-0" Per Tier 3
Proposed height 6 stories, 65'-0" to top of Roof; 72'-1" measured to top of parapet

Front Set back 10'-0"; plus 35% above 35'-0" an additional 5'; plus 80% above 55'-0"
an additional 10'-0" (required and provided)

Side 10' required and provided

Rear 15' required and provided, plus the existing sewer easement

Lot Coverage: 80% allowed; 70.7% proposed (23,583sf)

Type of Construction: 5 stories of Type IIIA over Type 1A basement and ground floor.

Building to be fully sprinklered in accordance with NFPA 13. The building will also contain horizontal exits at the Type IIIA construction with Two-Way communication.

Code Requirement Requesting Mitigation: CFC 503: Fire apparatus access roads shall be provided and maintained in accordance with Sections 503.1.1 through 503.1.3.

Summary: The provided fire apparatus access road is Ogden Drive. The depth of our lot exceeds the dimension that will allow access to all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building, within 150'-0". The installation of a fire apparatus access road to appropriately provide the distance of 150'-0" to all portions of the exterior walls, within the project site would create an impacted site and development. Adding an access road would result with a smaller building footprint, a fire truck turn-around, and impact the feasibility of the project.



Our proposed mitigation measure would be to preserve the allotted building setbacks and increase pathways around the building to 6' wide for perimeter fire access. These walkways will be a suitable concrete paver surface. Along the perimeter walkways, we are proposing to add (3) "Wet standpipe" connections, one at the east elevation (side yard), one at the west elevation (side yard), and one at the rear of the building.

Another measure that may improve for fire fighters servicing the building, we are adding an additional stair access point to the roof of our building. Specifically, we will carry Stair #2 to the roof, allowing this stair to be accessed from the exterior all the way up to the roof. The roof access will also carry up fire hose connection points for both stair towers.

With these added mitigation measures we want to offer the Fire Department real and useable alternatives that will assist in protecting themselves and the occupants of the building. We hope that these added measures meet the intent of an acceptable alternative means of protection for the fire apparatus access road.

Thank you,
Franco Zaragoza



Franco Zaragoza, LEED AP
Principal

Levy Design Partners
90 South Park San Francisco CA 94107
415.777.0561 ldparchitecture.com

From: Gloria Velez
To: CD/PLG-Catherine Keylon
Subject: Housing projects in N. Burlingame
Date: Monday, January 4, 2021 5:57:24 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello, Ms. Keylon. Toward the beginning last year I had read an article from the Daily Journal regarding a housing project to be built on Ogden Drive in Burlingame. I became quite concerned as it is going to affect my neighborhood. I was able to have a conversation with you about my concerns and even sent you a letter outlining those concerns to be presented to the planning commission. My name is Gloria Thompson de Velez.

You can probably imagine that if I had concerns then, they have doubled with the news in the Daily Journal article of mid December 2020. Two additional properties will be purchased. That will be a total of 120 condominiums at the 1868 Ogden location and 210 units (apartments or condominiums???) between the 1820 and 1814 Ogden properties. The total is 330 units.

As you well know, the area directly across the street on Ogden and Sequoia which runs parallel to Ogden is a quiet residential area with apartments, condominiums and single family dwellings. When the proposed structures are built, the dynamic of the area will change dramatically for the worse for the current residents. Currently, there is little to no parking at night and only a few spaces open during the day. Some of those spaces are used by employees of the two assisted living facilities in the area (on-site parking is not allowed) as well as residents of the 1848 condominiums. The parking available at the 1848 address does not seem to be enough.

Plans are in progress for a community center at the 1868 location. Where will visitors park for the events? Residents might not be in agreement with the fact that there will be strangers milling about.

Even though parking will be built into the structures, it will not be enough. If both parents plus an adult senior or student have cars, the spaces will dwindle.


If residents plan on using Caltrains or BART, they will, no doubt, walk to those means of transportation leaving their cars behind possibly in the street.

While the city of Burlingame seems to be pleased with the proposed plans to offer more housing in the area, I would like to know what the specific benefits would be to current residents? Currently, none come to mind.

I have lived in this area for close to 20 years and do not welcome the abovementioned changes.

I would appreciate a response to my question regarding what the specific benefits would be to current residents.

Thank you for your attention to this matter.


Gloria J. Thompson de Velez


From: Gloria Velez
To: CD/PLG-Catherine Keylon
Subject: Request
Date: Monday, January 4, 2021 10:15:15 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Miss Keylon, I forgot to mention in my earlier email about an idea of issuing street parking placards to those who actually live in the neighborhood. Anyone else like assisted living facilities employees and construction workers would have to find parking elsewhere.

Thank you.

Gloria J Thompson de Vélez


Sent from my iPhone

From: CD/PLG-Ruben Hurin
To: CD/PLG-Catherine Keylon
Subject: FW: 1814-1820 Ogden Drive
Date: Tuesday, April 27, 2021 8:33:09 AM

-----Original Message-----

From: michael yep [REDACTED]
Sent: Tuesday, April 13, 2021 4:32 PM
To: Public Comment <publiccomment@burlingame.org>
Subject: 1814-1820 Ogden Drive

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello, I want to express my negative reaction to proposed condo construction at 1814-1820 Ogden Drive Burlingame. The proposed structure sets a bad precedent for future development in my neighborhood. I live at 1 Ogden Drive which is the highest structure on Ogden Drive with four floors and 45 units. The proposed project at 6 stories and 90 units would dwarf all the other structures on Ogden. The Bay Area needs more housing. But what I think makes sense is most people want quality housing. The strain on water, sewer, parking and traffic congestion would negatively effect our neighborhood. What I'm afraid of is a condo-ville neighborhood. With high rise condos and a middle class housing project. Example would be Skyline Terrace Apartments at the top of Trousdale which I think technically is in Millbrae. Which I think is a abomination. I don't want mega structures. I really feel that 1838 Ogden is a fine example of quality housing and a low profile.

Thank You, Michael Yep [REDACTED]
[REDACTED]



Project Comments – Planning Application

Project Address: 1814-1820 Ogden Drive, zoned NBMU, APN: 025-121-120 & 025-121-110

Description: Request for Design Review, Conditional Use Permit, & Condominium Permit for 90 new residential condominium units.

From: Rick Caro III
Building Division

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

No comment at this time.

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

~~“Construction Hours”~~

~~Weekdays: 8:00 a.m. — 7:00 p.m.~~

~~Saturdays: 9:00 a.m. — 6:00 p.m.~~

~~Sundays and Holidays: No Work Allowed~~

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

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

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

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

- 2) ~~On the first page of the plans clearly state whether ANY public money, of any kind, **will or will not** be used to construct this project.~~
- 3) ~~On the first page of the plans clearly state if an application for ANY tax credits have or will be submitted for tax rebates. NOTE: See the 2015 California Code of Regulations, Title IV, §10325 (f)7 (K). In part: “All tax credit recipient projects shall adhere to the provisions of California Building Code 11(B) regarding accessibility to privately owned housing made available for public use.”~~

NOTE: A written response to the items noted here and plans that specifically address items 1, 2 and 3 must be re-submitted before this project can move forward for Planning Commission action. The written response must include clear direction regarding where the requested information can be found on the plans.

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

- 4) Prior to applying for a Building Permit the applicant must either confirm that the address is _____ or obtain a change of address from the Engineering Department. Note: The correct address must be referenced on all pages of the plans.
- 5) Please Note: Architects are advised to specify construction dimensions for accessible features that are below the maximum and above the minimum dimension required as construction tolerances generally do not apply to accessible features. See the *California Access Compliance Manual – Interpretive Regulation 11B-8*.
- 6) All NEW non-residential buildings must comply with the requirements of AB-2176 Sec. 42911 (c) [2003 – 2004 Montanez] as follows:
 - a. Space for recycling must be a part of the project design in new buildings.
 - b. A building permit will not be issued unless details are shown on the project plans incorporating adequate storage for collecting and loading recycled materials.
- 7) Include with your Building Division plan check submittal a complete underground fire sprinkler plan. Contact the Burlingame Water Division at 650-558-7660 for details regarding the water system or Central County Fire for sprinkler details.
- 8) Sewer connection fees must be paid prior to issuing the building permit.
- 9) A pre-construction meeting must be conducted prior to issuing the permit. After you are notified by the Building Division that your plans have been approved call 650-558-7270 to schedule the pre-construction meeting.

Reviewed By: Rick Caro III
650 558-7270

Date: December 17, 2020



Project Comments – Planning Application

Project Address: 1814-1820 Ogden Drive, zoned NBMU, APN: 025-121-120 & 025-121-110

Description: Request for Design Review, Conditional Use Permit, & Condominium Permit for 90 new residential condominium units.

From: Jennifer Lee
Stormwater

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

No comments at this time.

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

- This project is required to comply with the Provision C.3 and C.6 of the San Francisco Bay Municipal Regional Stormwater NPDES Permit (MRP) since it will create and/or replace 10,000 square feet or more of impervious surface. For these projects where 50 percent or more of site impervious surface will be created/replaced, stormwater source control and treatment requirements apply to the entire project site. Please complete, sign and return the "C.3/C.6 Development Review Checklist", available at www.burlingame.org/stormwaterdevelopment. For additional guidance, please consult the **C.3 Regulated Projects Guide** (updated February 2020) at www.flowstobay.org/newdevelopment
- Required Best Management Practices (BMPs) apply to all construction projects utilizing architectural copper. **Please read the "Requirements for Architectural Copper" fact sheet available at www.burlingame.org/stormwaterdevelopment**
- Starting June 5, 2019 all projects that involve demolition of a building will need to ensure that polychlorinated biphenyls do not enter the storm drains per Municipal Code 15.15 Managing PCBs during Building Demolition Ordinance. **Project applicants must complete, sign, and return the PCBs Screening Assessment Form before issuance of the building permit as part of the plan review process**, the form is available at www.burlingame.org/stormwaterdevelopment. For assistance with completing the form, please review the PCBs in Priority Building Materials Applicant Package, which is also available at the website referenced above.
- Any construction project in the City, regardless of size, shall comply with the city's stormwater NPDES permit to prevent stormwater pollution from construction-related activities. Project proponents shall ensure that all contractors implement appropriate and effective Best Management Practices (BMPs) during all phases of construction, including demolition. **When submitting plans for a building permit**, please include the **Construction BMP plan sheet**. An electronic file is available at: www.burlingame.org/stormwaterdevelopment.

- Post-construction treatment measures must be designed, installed, and hydraulically-sized to treat a specified amount of runoff. The project plan submittals shall identify the owner and maintenance party responsible for the ongoing inspection and maintenance of the post-construction stormwater treatment measures in perpetuity. **A completed, notarized Stormwater Treatment Measure Maintenance Agreement must be submitted to the City prior to the issuance of a final construction inspection.**

Reviewed By: Jennifer Lee
650-558-7381

Date: 9/9/2020



Project Comments – Planning Application

Project Address: 1814-1820 Ogden Drive, zoned NBMU, APN: 025-121-120 & 025-121-110

Description: Request for Design Review, Conditional Use Permit, & Condominium Permit for 90 new residential condominium units.

From: Bob Disco
Parks Division

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

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

1. Owner will submit the Water Conservation in Landscape Regulations (WELO) for review and the Irrigation Plan before for Building permit submittal.
No further comments at this time

Reviewed By: BD
650.558.7334

Date: 12.23.20



Project Comments – Planning Application

Project Address: 1814-1820 Ogden Drive, zoned NBMU, APN: 025-121-120 & 025-121-110

Description: Request for Design Review, Conditional Use Permit, & Condominium Permit for 90 new residential condominium units.

From: Christine Reed
Fire Dept.

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

1. Sheet A0.2a: All areas of the building shall have fire department vehicular access within 150' from street or a designated fire lane. (CFC 503.1) Fire lanes shall support a weight of minimum 65,000lbs.
12-19-20 – Applicant must submit an Alternate Means of Protection application directly to the Fire Dept. for review and approval (not received within this resubmittal package). For information, the use of additional exterior standpipe outlets is not an acceptable option that mitigates the lack of fire apparatus access.
2. Sheet A0.3: Occupied courtyard on 2nd floor – occupant load exceeds 50, two exits are required.
3. Sheet A0.3: Proposed egress through occupant evacuation elevators? Not stairwells?
4. Fire flow shall meet requirements of California Fire Code Appendix B. Contact Burlingame Engineering Department for current fire flow information and confirm this meets minimum fire flow demand requirements.
12-19-20 – Not received within this resubmittal package.
5. Sheet L2.1: Side walkways are required by the Fire Dept. Accept interlocking pavers.
6. Sheet A2.3: Show roof access location(s).

**** Items 2, 3, 5 and 6 are unable to be confirmed by reviewing the half-size plan set. Please submit a full-size plan set for Fire Dept. review.**

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

1. The building shall be equipped with an approved NFPA 13 sprinkler system throughout. Sprinkler drawings shall be submitted and approved by the Central County Fire Department prior to installation. The system shall be electronically monitored by an approved central receiving station, under a separate fire alarm permit. Garage sprinklers at car stackers shall be Extra Hazard with Ordinary 2 sidewall heads in between car levels.
2. Fire department connection shall be located within 5 feet of the sidewalk, not within city right-of-way and not be located within landscaping.
3. The applicant shall ensure proper drainage in accordance with the City of Burlingame Engineering Standards is available for the fire sprinkler main drain and inspector test on the building plumbing drawings. These items may drain directly to landscape or in the sewer with an air gap.

4. The fire protection underground shall be submitted and approved by the Burlingame Building Department prior to installation. The fire sprinkler system and fire standpipe system will not be approved by the Central County Fire Department until the fire protection underground has been submitted and approved by the Burlingame Building Department.
5. The building shall be equipped with an approved Class III standpipe system. The standpipe system shall be submitted and approved by the Central County Fire Department prior to installation. Hose outlets must be located on each intermediate stair landing.
6. A manual and automatic fire alarm system shall be installed throughout the building.
7. Phase I & II elevator recall for firefighter emergency operation required.
8. Elevator shunt trip (causing loss of power) is not allowed. Sprinkler head at top of elevator shaft and in machine room not allowed. Elevator machine room must be constructed of the same rating as the elevator shaft.
9. Two-way communication system shall be detailed on the electrical plan sheets, indicating the locations of each floor call box and the control call box located in the lobby.
10. Approved emergency radio communication capability is required throughout the building. If building construction/layout cannot accommodate required radio communication strength, an Emergency Responder Radio System is required throughout. This includes a 2-hour rated vertical riser enclosure for system wiring. Infrastructure should be designed with this rated enclosure, no alternate material will be accepted later in lieu of rated construction. Deferred permit required to be obtained through the Central County Fire Dept. prior to installation.
11. Elevator car shall be sized to accommodate an ambulance stretcher of 24" x 84".
12. Evacuation plans on each floor shall comply with CCR Title 19, §3.09 requirements.

Reviewed By: Christine Reed
650-558-7617

Date: 12-19-20

ADDITIONAL PROJECT INFORMATION:

ADDRESS: 1814 – 1820 Ogden Drive
Burlingame, CA 94010

DATE: 11 January 2021

APN 025-121-110-10, 025-212-110-20
Lot size: 33,336sf (.76 acres)

Density 140units/acre
Proposed: 90 units

Allowed height 7 stories, 75'-0" Per Tier 3
Proposed height 6 stories, 65'-0" to top of Roof; 72'-1" measured to top of parapet

Front Set back 10'-0"; plus 35% above 35'-0" an additional 5'; plus 80% above 55'-0"
an additional 10'-0" (required and provided)

Side 10' required and provided

Rear 15' required and provided, plus the existing sewer easement

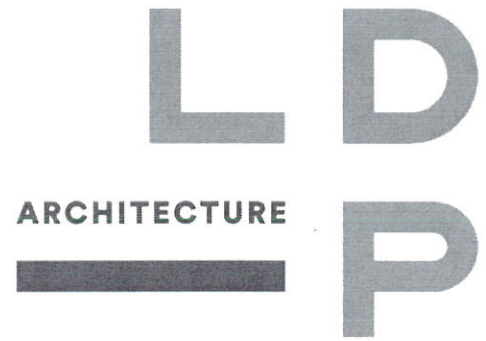
Lot Coverage: 80% allowed; 70.7% proposed (23,583sf)

Type of Construction: 5 stories of Type IIIA over Type 1A basement and ground floor.

Building to be fully sprinklered in accordance with NFPA 13. The building will also contain horizontal exits at the Type IIIA construction with Two-Way communication.

Code Requirement Requesting Mitigation: CFC 503: Fire apparatus access roads shall be provided and maintained in accordance with Sections 503.1.1 through 503.1.3.

Summary: The provided fire apparatus access road is Ogden Drive. The depth of our lot exceeds the dimension that will allow access to all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building, within 150'-0". The installation of a fire apparatus access road to appropriately provide the distance of 150'-0" to all portions of the exterior walls, within the project site would create an impacted site and development. Adding an access road would result with a smaller building footprint, a fire truck turn-around, and impact the feasibility of the project.



Our proposed mitigation measure would be to preserve the allotted building setbacks and increase pathways around the building to 6' wide for perimeter fire access. These walkways will be a suitable concrete paver surface. Along the perimeter walkways, we are proposing to add (3) "Wet standpipe" connections, one at the east elevation (side yard), one at the west elevation (side yard), and one at the rear of the building.

Another measure that may improve for fire fighters servicing the building, we are adding an additional stair access point to the roof of our building. Specifically, we will carry Stair #2 to the roof, allowing this stair to be accessed from the exterior all the way up to the roof. The roof access will also carry up fire hose connection points for both stair towers.

With these added mitigation measures we want to offer the Fire Department real and useable alternatives that will assist in protecting themselves and the occupants of the building. We hope that these added measures meet the intent of an acceptable alternative means of protection for the fire apparatus access road.

Thank you,
Franco Zaragoza



Franco Zaragoza, LEED AP
Principal

Levy Design Partners
90 South Park San Francisco CA 94107
415.777.0561 ldparchitecture.com



Request for Alternate Means of Protection or Methods of Construction

Date Submitted: 01.11.2021

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: 1814 - 1820 Ogden Drive

Project Address: 1814 - 1820 Ogden Drive, Burlingame , CA 94010

Subject of Alternative (separate forms must be completed for each different item):

Fire apparatus access to properly serve the building, providing alternative means of protection.

Code Requirement Requesting Mitigation (specify code edition and section):

CFC 503: Fire apparatus access roads shall be provided and maintained in accordance with Sections 503.1.1 through 503.1.3.

Justification (attach copies of pertinent information):

Please see the attached memo, for a detailed description.

Alternate Requested By: _____
Print Name Signature

Requestor Address: _____

Requestor Phone: _____

For Staff Use Only

Date Reviewed: _____

Findings: _____

Approved [☐]

Denied [☐]

Fire Marshal: _____



Project Comments – Planning Application

Project Address: 1814-1820 Ogden Drive, zoned NBMU, APN: 025-121-120 & 025-121-110

Description: Request for Design Review, Conditional Use Permit, & Condominium Permit for 90 new residential condominium units.

From: Martin Quan
Public Works Engineering

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

- ~~1. Please show proposed street lighting to meeting residential usage. Minimum of 0.4 to 0.6 average footcandles. Deferred to building permit stage.~~
- ~~2. Please provide cross section views of the sidewalk fronting the project site with dimensions.~~
- ~~3. How will the trash be retrieved from the trash rooms and picked up by Recology. On-site pickup is required. A staging area is recommended. Staging of trash bins in the public right-of-way or curb is not permitted. Trash bins must be retrieved on private property and accommodate Recology's requirements as well. Recology must be able to drive up to trash on-site trash room to service bins. Be aware of vehicle weight limit with basement level below. Please reach out to Alex Rinear at ARinear@recology.com for review and approval of service. A service agreement must be approved during the entitlement phase.~~
- ~~4. Please provide a preliminary title report for review.~~
- ~~5. Please provide garage ramp profiles. Focus will be at the intersection of level 1 entry and ramp to the below grade parking.~~
- ~~6. Please provide lighting details for the proposed open space and pathways.~~
- ~~7. Please show the proposed work in the sanitary sewer easement at the rear of the property.~~

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

1. Based on the scope of work, this is a "Type IV" project that requires a Stormwater Construction Pollution Prevention Permit. This permit is required prior to issuance of a Building Permit. An initial field inspection is required prior to the start of any construction (on private property or in the public right-of-way).
2. A stormwater maintenance agreement shall be recorded with the County for all c3 treatment measures. This agreement must be recorded prior to building permit signoff.
3. Please provide a letter from Recology indicating that the proposed trash room sizes are sufficient to service the development.
4. Sewer upgrades to the existing mains will be required. Scope of work will be defined as part of the conditions of approval.
5. The back of the driveway/sidewalk approach shall be at least 12" above the flow line of the frontage curb in the street to prevent overflow of stormwater from the street into private property.
6. Please submit an erosion control plan. This plan shall include, but not limited to, delineation of area of work, show primary and secondary erosion control measures, protection of creek or storm drain inlets, perimeter controls, protections for construction access points, and sediment control measures.
7. A subdivision map is required to merge the properties and for condominium purposes.

8. A traffic, sewer, water, and storm drain study will be required for this project. Any impacts generated as the result of the project will be required to upsize or contribute its pro-rata share of the impact to upgrade the existing infrastructure.

Reviewed By: Martin Quan
650-558-7245

Date: 12/18/2020

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME
APPROVING AN APPLICATION FOR DESIGN REVIEW, CONDITIONAL USE PERMIT,
COMMUNITY BENEFITS, CONDOMINIUM PERMIT AND RECOMMENDING APPROVAL OF
A LOT MERGER AND TENTATIVE CONDOMINIUM MAP FOR CONSTRUCTION OF A NEW
90-UNIT RESIDENTIAL CONDOMINIUM BUILDING AT 1814-1820 OGDEN DRIVE**

WHEREAS, on August 25, 2020, DPT 1820 Ogden Drive LLC and 1814 Ogden Drive LLC and Patel Family Trust filed an application with the City of Burlingame Community Development Department – Planning Division requesting approval of the following requests:

- Environmental Review in accordance with CEQA (15183 checklist);
- Design Review for construction of a new 6-story, 90-unit residential condominium development (C.S. 25.40.020);
- Conditional Use Permit for tandem parking and use of mechanical puzzle stackers (C.S. 25.40.050)(D);
- Approval of Community Benefits Bonuses for a Tier 3 project; the Planning Commission may approve Tier 3 projects if it determines that a project includes at least three community benefits. (C.S. 25.40.030(B)(3);
- Condominium Permit for 90-unit residential condominium development (C.S. 26.30.020): and
- Recommendation of Lot Merger to combine Lots 11 & 12 (1814 and 1820 Ogden Drive), Block 7, Mills Estate No. 3.

WHEREAS, on January 25, 2021 the Planning Commission conducted a duly noticed public hearing (design review study) to review a 90-unit residential condominium development project. At that time the project was well received with direction provided to the applicant to make adjustments to the project to address privacy and noise concerns for the adjacent senior assisted living facility; and

Following consideration of all information contained in the September 27, 2021 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 90-unit residential condominium building 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 to express a modern style that serves as part of the transition area between the southern edge of the City of Millbrae and the City of Burlingame's northern border. The proposed massing and articulation at the front façade includes three vertical elements that each have different materials which provide visual interest and breaks up the overall frontage. The exterior finishes include a mix of differing panel materials including cement plaster in various colors, composite board, metal panels, horizontal composite siding, and exposed concrete columns to provide texture and articulation;

- That the design respects and promotes pedestrian activity by providing a public plaza to enliven Ogden Drive. The plaza is sized relative to the building and provides an opportunity for outside passive recreation, with pervious pavers, wood benches, table and chairs, new street trees, planters, and bike racks;
- That while the subject property is not specifically a visually prominent, gateway site the building has 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 materials of existing developments and that the proposed building materials also include finishes that introduce a modern element to compliment some of the new development in the area; that the mass, bulk and scale have been carefully designed to respect the privacy and interface with the adjacent senior housing by window placement, wall at the second floor podium, landscape screening and setbacks; and
- That site features such as fencing, landscaping, and pedestrian circulation to be provided in a public plaza that will enrich the existing opportunities of the neighborhood.

Conditional Use Permit Findings:

- That the proposed project will not be detrimental or injurious to property or improvements in the vicinity, and will not be detrimental to the public health, safety, general welfare, or convenience, in that the 90 new residential condominiums proposed are consistent with the intent and allowable uses in the NBMU District;
- That the proposed residential use will be located and conducted in a manner in accord with the Burlingame General Plan and the purposes of this title, in that it provides a needed housing opportunity on a site that has been determined to be suitable for such use in the Zoning Code and Burlingame General Plan;
- That the site is close to transit options and centrally located to shops and services that will not require typical vehicular travel or will result in reduced vehicle travel; that the project includes a TDM plan to reduce trips; and that while 75% (110) of the 145 parking spaces will be in the form of tandem parking and mechanical parking stackers, that the on-site parking spaces exceed the code required amount (with the 20% TDM reduction) by 50 spaces. For the reasons, the project may be found to be compatible with the requirements of the City's three Conditional Use Permit criteria for the utilization of a tandem parking configuration.

Condominium Permit Findings:

- *Sound community planning; the economic, ecological, social and aesthetic qualities of the community; and on public health, safety and general welfare* in that the 90-unit residential condominium project is scaled to be compatible with existing multifamily buildings along Ogden Drive and features ample landscaping with usable common open space in addition to a public plaza at the street level;
- *The overall impact on schools, parks, utilities, neighborhoods, streets, traffic, parking and other community facilities and resources* in that with the mitigations designed into the project in the CEQA 15183 document have found there will be no significant impacts; and

- *Conformity with the general plan and density permitted by zoning regulations*, in that the project provides 90 additional residential units (for home ownership) consistent with the applicable general plan and zoning designations.

WHEREAS, said matters were heard by the Planning Commission of the City of Burlingame on September 27, 2021, at which time it reviewed and considered the staff report and all other written materials and testimony presented at said hearing;

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

Section 1. 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, per CEQA Section 15183, Consistency with the General Plan, is hereby approved.

Section 2. Said Design Review, Conditional Use Permit, Community Benefits Bonuses, Condominium Permit, and Recommendation of Lot Merger and Tentative Condominium Map are approved subject to the conditions set forth in Exhibit "A" attached hereto. Findings for such Design Review, Conditional Use permit, Community Benefits, Condominium Permit and Recommendation of Lot Merger and Tentative Condominium Map are set forth in the staff report, minutes, and recording of said meeting.

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

Chairman

I, _____, Secretary of the Planning Commission of the City of Burlingame, do hereby certify that the foregoing resolution was introduced and adopted at a regular meeting of the Planning Commission held on the 27th day of September, 2021, by the following vote:

Secretary

EXHIBIT "A"

Conditions of Approval for Design Review, Lot Merger, Conditional Use Permit, Community Benefits, Condominium Permit and Tentative Condominium Map.

1814-1820 Ogden Drive

Effective October 7, 2021

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1. that the project shall be built as shown on the plans submitted to the Planning Division date stamped August 27, 2021, sheets A0.0 through A5.6, sheets T-1 through T-3, sheets L1.1 through L3.3 and sheets A1.0 through A5.6;
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 City Council; which shall remain a part of all sets of approved plans throughout the construction process. Compliance with all conditions of approval is required; the conditions of approval shall not be modified or changed without the approval of the Planning Commission, or City Council on appeal;
3. that 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. that prior to issuance of a building permit, the project sponsor shall obtain and provide proof of approval of an Alternate Means of Protection or Methods of Construction from Central County Fire Department and 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
5. that the applicant shall apply for a lot merger, tentative and final condominium map with the Public Works, Engineering Division for processing in conformance with the Subdivision Map Act;
6. that the building permit set of plans shall include red curbs next to the project driveway to avoid issues associated with on-street parking obstructing the vision of exiting drivers, as recommended in the transportation impact analysis;
7. that the project shall include five (5) affordable units to households of "Low Income" category, as defined as earning a maximum of 80% of the San Mateo County Area Median Income; the City Manager shall be authorized to execute an agreement with the applicant and the applicant shall enter into an agreement for the administration of the sale, rent or lease of the affordable units at least 120 days before the final inspection;
8. that the required affordable dwelling units shall be constructed concurrently with market-rate units;
9. that the five (5) low income restricted affordable units shall remain restricted and affordable to the designated income group for a minimum period of fifty-five (55) years (or a longer period of time if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program);

EXHIBIT "A"

Conditions of Approval for Design Review, Lot Merger, Conditional Use Permit, Community Benefits, Condominium Permit and Tentative Condominium Map.

1814-1820 Ogden Drive

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10. that the five (5) 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;
11. 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;
12. that the above noted regulatory agreement regarding the five (5) restricted affordable units shall be binding on all future owners and successors in interest; the agreement required by this Zoning Code Section 25.63.080 is hereby a condition of all development approvals and shall be fully executed and recorded prior to the issuance of any building or construction permit for the proposed project;
13. 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 \$20,776.82, made payable to the City of Burlingame and submitted to the Planning Division;
14. 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 \$20,776.82, made payable to the City of Burlingame and submitted to the Planning Division;
15. 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 \$351,450.30 in full, payable to the City of Burlingame and submitted to the Planning Division;

EXHIBIT "A"

Conditions of Approval for Design Review, Lot Merger, Conditional Use Permit, Community Benefits, Condominium Permit and Tentative Condominium Map.

1814-1820 Ogden Drive

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16. that the project shall include the Transportation Demand Management Measures as proposed in the Transportation Demand Management (TDM) Plan, prepared by Hexagon Transportation Consultant, Inc., dated November 9, 2020;
17. 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;
18. 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;
19. that the City may consider whether the employer/tenant 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;
20. 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
21. that the public plaza shall be owned, operated, and maintained by the developer or property manager in accordance with an approved maintenance plan to be reviewed and approved by the Community Development Director;
22. that the public plaza shall be open to the public, without charge, each day of the year, except for temporary closures for necessary maintenance or public safety;
23. that the conditions of the Building Division's December 17, 2020 memo, the Stormwater Division's September 9, 2020 memo, the Park's Division's December 23, 2020 memo, Fire Division's December 19, 2020 memo and the Public-Works Engineering Division's December 18, 2020 memo related to the building permit submittal shall be met;
24. that if the City determines that the structure interferes with City communications in the City, the property owner shall permit public safety communications equipment and a wireless access point for City communications to be located on the structure in a location to be agreed upon by the City and the property owner. The applicant shall provide an electrical supply source for use by the equipment. The applicant shall permit authorized

EXHIBIT "A"

Conditions of Approval for Design Review, Lot Merger, Conditional Use Permit, Community Benefits, Condominium Permit and Tentative Condominium Map.

1814-1820 Ogden Drive

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representatives of the City to gain access to the equipment location for purposes of 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 in terms that convey the intent and meaning of this condition, prior to installation of any public safety communications equipment, if it is deemed necessary;

25. that prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA, and provide to the City of Burlingame an approval of the FAA determination of no hazard to air navigation;
26. that the project applicant shall be required to evaluate potential airport noise impacts if the project is located within the 65 CNEEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport). All projects shall be required to mitigate impacts to comply with the interior and exterior noise standards established by the Airport Land Use Compatibility Plan;
27. that that the project shall comply with the SFO Comprehensive Airport Land Use Compatibility Plan (ALUCP), specifically in accordance with Safety Compatibility Policy SP-2 pertaining to land uses; and that any future tenants of the commercial and office space comply with the Safety Compatibility Criteria for Safety Zone 3 as contained in Table IV-2 of the SFO ALUCP; this table defines uses to avoid and uses that are incompatible, summarized as follows:

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

- a. **Children's schools** - Public and private schools serving preschool through grade 12, excluding commercial services
- b. **Large child day care centers and noncommercial employer-sponsored centers ancillary to a place of business** - Commercial facilities defined in accordance with Health and Safety Code, Section 1596.70, et seq., and licensed to serve 15 or more children.
- c. **Hospitals, nursing homes**
- d. **Hazardous uses** – Uses involving the manufacture, storage, or processing of flammable, explosive, or toxic materials that would substantially aggravate the consequences of an aircraft accident. See Policy SP-3 of the SFO ALUCP for additional detail.
- e. **Critical public utilities** - Facilities that, if disabled by an aircraft accident, could lead to public safety or health emergencies. They include the following: electrical power generation plants, electrical substations, wastewater treatment plants, and public water treatment facilities;

EXHIBIT "A"

Conditions of Approval for Design Review, Lot Merger, Conditional Use Permit, Community Benefits, Condominium Permit and Tentative Condominium Map.

1814-1820 Ogden Drive

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28. 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."

29. 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;
30. that storage of construction materials and equipment on the street or in the public right-of-way shall be prohibited;
31. 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;
32. 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;

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- 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;
- 33. 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;
- 34. 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;
- 35. 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;
- 36. 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;
- 37. 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;
- 38. 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;
- 39. 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;

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40. 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;
41. 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;
42. 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;
43. that the applicant shall comply with Ordinance 1503, the City of Burlingame Storm Water Management and Discharge Control Ordinance;
44. that the project shall meet all the requirements of the California Building and Uniform Fire Codes, as amended by the City of Burlingame;
45. that this project shall comply with Ordinance No. 1477, Exterior Illumination Ordinance;
46. 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:

47. that prior to scheduling the foundation inspection a licensed surveyor shall locate the property corners, set the building envelope;
48. 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;
49. 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;

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

The following conditions of approval are from the CEQA 15183 checklist prepared for the project:

51. **Mitigation Measure AQ-1: Implement BAAQMD Basic Construction Mitigation Measures.** The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by BAAQMD. The emissions reduction measures shall include, at a minimum, the following:
- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
 - All haul trucks transporting soil, sand, or other loose material off site shall be covered.
 - All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
 - All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
 - All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
 - Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
 - All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
 - A publicly visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations;
52. **Mitigation Measure AQ-2: BAAQMD Enhanced Exhaust Emissions Reduction Measures.** The applicant shall implement the following measures during construction to further reduce construction-related exhaust emissions:
1. All diesel-powered off-road equipment larger than 50 horsepower and operating at the site for more than two days continuously shall meet USEPA particulate matter emissions standards for Tier 3 engines or equivalent;

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2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited; and
 3. All off-road equipment shall have engines that meet or exceed either USEPA or CARB Tier 3 (or better) off-road emission standards and Level 3 Diesel Particulate Filters (DPF). Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant;
53. **Mitigation Measure BIO-1: Pre-construction Nesting Bird Surveys and Protection Measures:** The applicant shall implement the measures that follow prior to structure demolition and tree removal or trimming. Construction shall avoid the avian nesting period (March 15 through August 31) to the extent feasible. If it is not feasible to avoid the nesting period, a survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than 7 days prior to construction. The area surveyed shall include all clearing/construction areas as well as areas within 250 feet of the boundaries of these areas or as otherwise determined by the biologist. In the event that an active nest is discovered, clearing/construction shall be postponed within 50 feet of a passerine nest and 250 feet of a raptor nest until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.
If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the project may be removed prior to the start of the nesting season (e.g., prior to March 15). This will preclude the initiation of nests in this vegetation, and prevent the potential delay of the project due to the presence of active nests in these substrates;
54. **Mitigation Measure BIO-2: Implement Bird-safe Design Standards into Project Building and the Lighting Design.** The applicant, or contractor, shall implement the following measures to minimize hazards for birds:
 - Reduce large areas of transparent or reflective glass.
 - Locate water features, trees, and bird habitat away from building exteriors to reduce reflection.
 - Reduce or eliminate the visibility of landscaped areas behind glass.
 - Turn non-emergency lighting off at night, especially during bird migration season (February–May and August–November).
 - Include window coverings that adequately block light transmission from rooms where interior lighting is used at night and install motion sensors or controls to extinguish lights in unoccupied spaces.
 - Design and/or install lighting fixtures that minimize light pollution, including light trespass, over-illumination, glare, light clutter, and skyglow, and use bird-friendly colors for lighting when possible. The City of San Francisco's *Standards for Bird-*

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safe Buildings provides an overview of building design and lighting guidelines to minimize bird/building collisions that could be used to guide the applicant;

55. **Mitigation Measure CULT-1: Pre-construction Archaeological Sensitivity Training:** A qualified archaeologist shall conduct a pre-construction archaeological sensitivity training session for the excavation crew. This training shall include an overview of what cultural resources are and provide information regarding why such resources are important, archaeological terms (such as site, feature, deposit), Project site history, the types of cultural resources that are likely to be uncovered during excavation, the laws that protect cultural resources, and the protocol for unanticipated discoveries (see Mitigation Measure CULT-2). All crew members conducting ground disturbance shall attend archaeological sensitivity training. A sign-in sheet shall be provided to track who has attended the training. An "Alert Sheet" shall also be posted in conspicuous locations on the Project site to alert personnel to the procedures and protocols to follow any discovery of potentially significant prehistoric archaeological resources;
56. **Mitigation Measure CULT-2: Develop and Implement a Tribal Cultural and Archaeological Monitoring Plan:** Given the reasonable potential for tribal cultural and archaeological resources to be present within the proposed work area, the following measures shall be undertaken to avoid any significant impacts on these potential resources. A Tribal Cultural and Archaeological Monitoring Plan shall be developed by a qualified archaeologist prior to any Project-related ground disturbance to determine specific areas of archaeological sensitivity within proposed work areas. The Tribal Cultural and Archaeological Monitoring Plan will determine whether an onsite Native American and qualified archaeological monitor are required during Project-related ground disturbance. The plan shall include protocol that outlines tribal cultural and archaeological monitoring best practices, anticipated resource types, and an Unanticipated Discovery Protocol. The Unanticipated Discovery Protocol shall describe steps to follow if unanticipated archaeological discoveries are made during project work and a chain of contact;
57. **Mitigation Measure CULT-3: Unanticipated Discovery Protocol:** Should an archaeological resource be encountered during Project construction activities, the construction contractor shall halt construction within 100 feet of the find and immediately notify the City of Burlingame. Construction activities shall be redirected, and a qualified archaeologist shall 1) evaluate the archaeological resource to determine if it meets the CEQA definition of a historical or unique archaeological resource and 2) make recommendations about the treatment of the resource, as warranted. If the resource does meet the CEQA definition of a historical or unique archaeological resource, then it shall be avoided to the extent feasible by Project construction activities. If avoidance is not feasible, then adverse effects to the deposit shall be mitigated through an archaeological

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treatment plan. This mitigation may include, but is not limited to, a thorough recording of the resource on Department of Parks and Recreation Form 523 records, archaeological data recovery excavation, curation of artifacts found, the preparation of an archaeological monitoring report, and public interpretation;

58. **Mitigation Measure CULT-4: Handling of Human Remains:** If any human remains are discovered during ground-disturbing activities, an evaluation shall be performed to assess likely age and provenance in a manner that is respectful of the disturbed remains. If determined to be, or likely to be, Native American, the District shall comply with state laws regarding the disposition of Native American burials, which fall **within the jurisdiction** of NAHC (PRC Section 5097). If human remains are discovered or recognized in any location other than a dedicated cemetery, there shall be no further excavation or disturbance within 50 feet of the until:

1. The county coroner has been informed by the District and has determined whether investigation of the cause of death is required
2. If the remains are of Native American origin:
 - a. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98; or
 - b. NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.
 - c. NAHC recommends a Most Likely Descendant to make a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.

According to California Health and Safety Code, disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped in the vicinity of the discovered human remains until the coroner can determine whether the remains are those of a Native American;

59. **General Plan Mitigation Measure 12-1. Paleontological Assessment:** In areas containing middle to late Pleistocene-era sediments where it is unknown if paleontological resources exist, prior to grading an assessment shall be made by a qualified paleontological professional to establish the need for paleontological monitoring. Should paleontological monitoring be required after recommendation by the professional paleontologist and approval by the Community Development Director, paleontological monitoring shall be implemented.

- *Paleontological Monitoring.* A project that requires grading plans and is located in an area of known fossil occurrence or that has been demonstrated to have fossils

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present in a paleontological field survey or other appropriate assessment shall have all grading monitored by trained paleontological crews working under the direction of a qualified professional, so that fossils exposed during grading can be recovered and preserved. Should any potentially unique fossils be encountered during development activities, work shall be halted immediately within 50 feet of the discovery, the City of Burlingame Planning Department shall be immediately notified, and a qualified paleontologist shall be retained to determine the significance of the discovery.

- *Paleontological Recovery, Identification, and Curation.* The City and a project applicant shall consider the mitigation recommendations of the qualified paleontologist for any unanticipated discoveries. The City and the project applicant shall consult and agree upon implementation of measures that the City and project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project applicant shall be required to implement any mitigation necessary for the protection of paleontological resources.
- *Paleontological Findings.* Qualified paleontological personnel shall prepare a report of findings (with an itemized appendix of specimens) subsequent to implementation of paleontological recovery, identification, and curation. A preliminary report shall be submitted, subject to approval by the Community Development Director before granting of building permits, and a final report shall be submitted, subject to approval by the Community Development Director before granting of occupancy permits;

60. **Mitigation Measure NOI-1: Construction Noise Control Plan:** The applicant shall develop a set of site-specific noise attenuation measures. Prior to commencement of construction activities, the applicant shall submit the construction noise control plan to the City for review and approval. Noise attenuation measures shall be identified in the plan and implemented to reduce noise levels to the greatest extent feasible. Noise measures may include, but are not limited to, the following:

- All construction equipment shall be properly maintained and in good working order.
- Prior to construction activities, designate a "Construction Noise Coordinator" who would be responsible for responding to any local complaints about construction noise. The Construction Noise Coordinator shall determine the cause of the complaint and shall require that reasonable measures warranted to correct the problem be implemented. The telephone number for the Construction Noise Coordinator shall be conspicuously posted at the construction site.
- Prior to construction activities, notify adjacent residents of the construction schedule in writing and provide them with the contact information of the Construction Noise Coordinator.

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- Using smaller equipment with lower horsepower or reducing the hourly utilization rate of equipment 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).
- Constructing a solid plywood barrier around the construction site and adjacent to operational businesses, residences, or other noise-sensitive land uses.
- Using temporary noise control blanket barriers.
- Monitoring the effectiveness of noise attenuation measures by taking noise measurements.
- Using "quiet" gasoline-powered compressors or electrically powered compressors and electric rather than gasoline- or diesel-powered forklifts for small lifting;

61. **Mitigation Measure NOI-2: Employ Vibration-Reducing Practices and Complaint Reporting during Construction:** As construction conditions permit, heavy vibration-producing equipment such as vibratory rollers, large bulldozers, auger drill rigs, loaded trucks, and rock breakers will be located at least 25 feet away from adjacent buildings. During construction, if this type of equipment is required inside 25 feet, alternative techniques that rely on smaller equipment types shall be used. If the use of heavy equipment is required within 25 feet of buildings and no equipment alternatives are feasible, a designated coordinator shall be responsible for handling and responding to any complaints received during such periods of construction. A reporting program shall be required that documents complaints received, actions taken, and the effectiveness of these actions in resolving disputes. The designated coordinator shall also address and resolve complaints from vibration-related impacts, even if the heavy-vibration equipment is greater than 25 feet from adjacent buildings;

62. **Mitigation Measure TRA-1: Traffic Control Plan:** Prior to issuance of grading and building permits, the applicant shall submit a Traffic Control Plan to the City. The requirements of the Traffic Control Plan include, but are not limited to, the following: Truck drivers shall be notified of and required to use the most direct route between the site and U.S. 101, as determined by the City Engineering Department; all site ingress and egress shall occur only at the main driveways to the Project site; specifically designated travel routes for large vehicles shall be monitored and controlled by flaggers; warning signs,

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indicating frequent truck entry and exit points, shall be posted on adjacent roadways, if requested; and any debris or mud on nearby streets caused by trucks shall be monitored daily, which may require instituting a street cleaning program; and

63. **Mitigation Measure TCR-1: Stop Work if Precontact or Historic-period Tribal Cultural Materials are Encountered During Ground-disturbing Activities:** If precontact or historic-period cultural materials are unearthed during ground-disturbing activities, all work within 50 feet of the find will halt until a qualified archaeologist and Native American representative can assess the significance of the find. If the find is determined to be a potentially significant TCR, the Project contractor will cause the archaeologist, in consultation with the Native American representative, to develop a treatment plan, which could include site avoidance, capping, or data recovery. The Project contractor or the appropriate agency will be responsible for ensuring that recommendations regarding treatment and reporting are implemented.



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

Project Site: 1814-1820 Ogden Drive, zoned NBMU

The City of Burlingame Planning Commission announces the following virtual public hearing via Zoom **on Monday, September 27, 2021 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: 881 6003 1272	Passcode: 953154
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Description: Application for Environmental Review, Lot Merger, Design Review, Conditional Use Permit for tandem parking and use of parking stackers, and Condominium Permit and Tentative Condominium Map for a new 6-Story, 90-Unit condominium building.

Members of the public may provide written comments by email to: publiccomment@burlingame.org.

Mailed: September 17, 2021

(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)

1814-1820 Ogden Drive
500' noticing
APN #s: 025-121-110 & 025-121-120

