



# City of Burlingame

BURLINGAME CITY HALL  
501 PRIMROSE ROAD  
BURLINGAME, CA 94010

## Meeting Minutes Planning Commission

---

Monday, November 9, 2020

7:00 PM

Online

---

- c. 619-625 California Drive, zoned C-2 (North California Drive Commercial District) - Application for Environmental Review and Amendment to Commercial Design Review, Conditional Use Permit for building height and Condominium Permit for construction of a new five-story, 44-Unit live/work development. (Ian Birchall, Ian Birchall and Associates, applicant and architect; Ed 1005 BM LLC, property owner) (229 noticed) Staff Contact: Ruben Hurin

*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:*

> Can you walk us through the consequences of calling this live/work? How is that different than calling it condominiums or apartments? (Hurin: Similar to the previously approved project at this site, as well as the recently approved project at the other end of this block, you can definitely see characteristics of a residential condominium. They do have an area designated within each of the units for work area. The city doesn't have specific requirements for live/work spaces. Given the circumstances with COVID-19 and persons working from home, they've designed a project here that lends itself more to residents that would be working from home or running a business from their own home as opposed to a more traditional live/work project. This is more geared to high-tech or professionals which will be living in these units.)

> Can you remind me about 601 California Drive? Does that project extend across all of the remaining properties in that block besides this one or will there be one building to remain in between? (Hurin: There will be one building remaining in between. You have the former gas station site and the existing building, which is not part of these two projects.)

> The changes to the already approved project, were they driven by changes in desires of the applicant or was there a change in the zoning code that allows them to do something now that they weren't able to do when they first applied? (Hurin: These changes would be based only upon the applicant's desire to make these changes. There were no changes to the zoning code in the meantime.)

*Chair Tse opened the public hearing.*

*Ian Birchall, represented the applicant.*

*Commission Questions/Comments:*

> You're changing from 26 units to 44 units. Can you tell me what the unit mix was before versus what it is now? (Birchall: I can't tell you exactly, I'll be direct about that. So I'm going to answer the implied question. We have reduced all units to one-bedroom units and increased the number of units to a more efficient planning and still provided generous living, dining and work areas.) So all 44 units are one-bedroom units? (Birchall: There are two on the top floor that have a den associated with the live/work area, so that can become a private office, it's not a bedroom. We haven't put a closet in it. It's a den, so there are larger units on the top floor.) So within a very similar volume, the changes mainly are because the number of bedrooms have been reduced, but you are increasing number of units.

- > In looking at the building section and the building height, did you change the floor-to-floor heights to make them rationale and reasonable and that's why you've been able to fit the additional floor in? The first floor was over 16 feet and now you have it down 13 feet because it's more communal spaces as opposed to hard retail, right? (Birchall: Yes. Also by reducing the size of the units, we feel it's possible to reduce the ceiling height down to nine feet. So everything is in a better scale proportion.) Looking at the upper floors, you had 11'-8" and 12' and now you have 9-foot ceilings. So it kept the volume at one foot taller than it was before overall, but increased the number of units by 18. (Birchall: That's correct.)
- > Since you're the same architect and it's the same owner, would it be possible when this comes back to action for you to do a montage to show that block now so we can see the two projects together? Understand there will be a gap in between, but could you do that for us so we can see that when it comes back? (Birchall: Absolutely. That's a very good suggestion. We'll be happy to do that.)
- > The first time around, we had a long discussion about the first floor and it seemed like everyone agreed we should have some retail to tie the downtown with the smaller shops further up on California Drive. Can you tell me why you're eliminating the retail? (Birchall: It's based on economics, we just don't want to have empty uses on the first floor. They're likely to stay there forever. My client has done pretty extensive research for his other project that we were the architect for and he hasn't received any interest at all from any possible tenant. At one point, we had the ground floor, north of that corridor on the drawing, as a potential retail space and we were just very unhappy with the idea that it's going to sit there empty. So we decided to design something that could be adapted in the future to create a small pocket retail that might be attractive to a tenant as the street begins to provide a need for that kind of retail. We're talking about adding two buildings that will give us close to 70 units, it could be between 100 to 140 people living on this block and they may generate some need for that kind of retail use.)
- > Struggling with how we learn to apply these ideas of live/work to the sites being developed. Help me understand how the work share and co-working space is going to work for 44 people? In looking at the manager's office being half the size, how do you see that being used? (Birchall: Have you visited any work/share spaces?) Not for this type of work. The only ones I have done are metal shops and that type of thing. (Birchall: Fair enough. We don't expect everybody to be using this work share space. We think maybe somebody who prefers to have a small work area in their live/work unit and wants to have an area down here where they can bring people off the street and have a meeting, they would rent it out on a work bench basis or per square feet basis. This is about supporting their work use in their unit and providing space that they can't provide or don't want to provide within their work space, within their live/work unit.) So you would have to call ahead to rent or reserve that work share area or is that open to use? (Birchall: I'm not capable of answering these questions. This is more about how the project sponsor will work something out here. That's why we have a manager's office and how it gets rented. There will be examples on the market by the time we build a project and they'll provide some examples and some opportunities.)
- > One of the long involved discussions we had on this project some time back had to do with parking and traffic at this really congested intersection. Has any additional work been done to understand what ten additional parking spaces will do to this intersection? (Birchall: Not to my knowledge. That will be part of the environmental review.) That begs the question, we're looking at an amendment to an already approved project. But having ten parking places and ten cars at this intersection would seem that it requires some additional environmental work, but wouldn't have expected that to happen in an amendment. So am a little confused. (Hurin: So this is being brought forward to you as a design review study item. Before it comes back, there will have to be an addendum prepared to the environmental document, with one of the items to be looked at is the traffic impacts from the additional units being proposed here.)
- > When they do that traffic study, are they going to base it on what's currently going on? We have COVID-19, so you don't have school in session. There are other impacts now that are different than when they do the traffic study in a normal kind of world that we used to live in. (Hurin: Don't know the exact details, but the traffic engineers are now applying a certain factor to accommodate for that change in traffic patterns. They are aware of that and it will be factored into the review.)
- > At that fifth floor plan where there are two units with a den space, it looks like there are closets for those two dens. Would that theoretically make these two-bedroom units? (Birchall: I see what you're saying. First of all, I owe you an apology because I was not aware we had kept those closets in there. The definition of a bedroom doesn't require there to be a closet, and if it is a problem for approval of the units being one-bedroom units, then we'll remove the closet. But the definition of a bedroom does not require it



to have a closet. It can have a piece of furniture, like a wardrobe, but the definition I'm talking about is under the California Building Code and Housing Code. If it's a problem here, we can delete that. Thank you for catching that. I apologize for my error.) No problem.

> In comparison to your previously approved design at the corner of Oak Grove Avenue and California Drive, there's an open space area with additional benches for people to rest or to enjoy the outdoor space and it seems to have been reduced in size, but the lobby looks fairly large. Is there any reason or thinking behind that rearrangement of space allocation? (Birchall: We felt the lobby needed to have more of a sense of space appropriate for a live/work where you've got guests and potential clients visiting. There might be a need to put a minor reception desk or something like that. As for the landscape area, we felt that this design was much more open and welcoming off the sidewalk. The prior design had concrete planters and it created a barrier on the corner, so we consciously opened this up to the corner.) Did like seeing the additional seating at that corner. (Birchall: We have seating outside in this landscaped area and it's on the rendering.) Seeing there was only one bench, noticed there were multiple benches in the original design.

> Along the lines of amenities and useful space, was there any consideration for a barbecue at the back or anywhere for outdoor use and enjoyment in that rear corner? (Birchall: Yes. There has been talk about that. That's under development to be honest with you. We have not focused a lot of time on that. We did have a barbecue in the prior design and there are issues with having barbecues in buildings. If they're not managed with an on-site manager, the use of a barbecue can be really messy. So sometimes on our rental properties where there's an on-site manager, it's a lot easier to put a barbecue into the landscape or into a courtyard. This is under development so we'll give more thought to that.)

> There is a workout gym in the other building on the opposite corner, so will the residents of this building be able to go next door? (Birchall: Yes, there will be some cross usage of the common spaces by both buildings. So residents of this building will have access to the gym in the other building and they will have access to the work space here if necessary.)

> The bike storage looks like it stores four bikes or that's what was noted on the plans. Do you feel that's sufficient? (Birchall: Yes, that's something we can work on if it's necessary. The city doesn't have quite the same stringent standards that San Francisco does. We can provide more if it's mandated or recommended.)

> On your materials board there was a small glass tile, wasn't sure where that's being applied. (Birchall: That's being applied to the columns that are exposed outside the main entrance. So the white columns that you saw on the renderings are the glass tile. We felt there's a need to get some light from the column where you can see fractions of light reflecting and refracting from the glass, and it would give the column a much lighter feel. That was the reasoning behind that choice.) Did notice the columns were reflective in your renderings. (Birchall: Yes, that's the glass.)

> On the last building, we did talk at length about a delivery and drop-off area. With the increase in the number of units and people living and working here, what would be the plan for dropping off? Seeing a bus stop and a red zone, is there any thought to that? (Birchall: That will become part of the development of the design and the transportation study as we go forward. We figured the side street to be the drop off because we have a large curb cut for pick-up and drop-off. That's not something I've got any ready answer for you right now.) Don't see anything on the Oak Grove Avenue side. (Birchall: No, we have not selected an area or looked at that yet, it's something we need to get into.)

#### Public Comments:

> Comment via email from Jennifer Pfaff: I am wondering if the applicant can consider adding some additional street trees. This project looks like runs about 120' wide and nearly that deep, but there are only two street trees on California Drive, and one, on Oak Grove. I'm referring to public street trees, if I'm not mistaken. California Drive is very wide, and on that west side, poorly landscaped. Can you possibly address? Thanks for your consideration.

Chair Tse closed the public hearing.

Commission Discussion/Direction:

- > Had a similar comment as Jennifer Pfaff. There's an opportunity for an additional tree along California Drive and a possible one along Oak Grove Avenue, if you can revisit that.
- > I am excited about the revisions being presented. We kind of massaged and wrestled with the previous design and it ended up getting watered down in terms of the final finished product. What's proposed now is going to harmonize nicely with what we approved down the block; would like to see that as a montage of the projects together.
- > On the ground floor, we have to consider the changing face of retail and agree with the applicant. If we force the issue in terms of the possible retail space on that ground floor, particularly along California Drive where it's quite a ways from the draw or the anchorage of Burlingame Avenue, we could end up with more vacancies, and we're being struck with how much e-commerce we have. Unfortunately, there aren't a larger number of people walking along the streets to get shoppers. Excited about the proposition with this live/work concept, you have these additional spaces on the ground floor and the larger one that they're calling the work share or co-working space that can be a pop-up for one of the businesses, or large group event for one of the businesses, or an exhibit for something that they might want to show. The conference space could be for client groups to meet with somebody who is running a business out of their live/work unit above. That's going to actually work to liven the street just as much as any retail would. You have the additional advantage of ownership from the people that are using those spaces. So all in all, excited about the idea of getting these additional living units with only an additional one foot of overall height, with generally the same mass and bulk as the project we had before, and architecture that harmonizes better with what we've approved down the block. Would like to see it move into the environmental study and see how it unfolds as it comes back for action.
- > Agree with my fellow commissioner, am also excited. The architecture is an improvement. A little bit concerned to look at the environmental issues, particularly the traffic. Really looking forward to see a composite drawing. Worried a little bit about too much of a good thing. Harmonizing is one thing and too much of a good thing is another. This is an improvement on the previous project.
- > Like the changes, but am concerned about the traffic impact. That's something we looked at quite closely the first time we looked at this and got quite a bit of feedback from the neighborhood about it. A revised traffic study would be helpful and it will be interesting to see a shadow study in the environmental impact report, how that additional floor is going to impact that three-story apartment building or condo building right behind the project on Oak Grove Avenue.
- > Like this project too. Echoing my fellow commissioner's comment about the retail, we are seeing a change in retail and having retail down there would be dead. Using it this way and encouraging this to be more work/live because the one-bedrooms encourage that. It's not a family place. It's a work place and having these amenities is a good thing. Like the direction of the project. Am concerned about the traffic as well, would encourage you to look at Adeline Drive and El Camino Real because there's an apartment building on the corner. It has an entrance and an exit on the corner and it's the main thoroughfare to a number of schools, so equally a lot of traffic there but we can make it work. That doesn't have to be a killer to this corner here.
- > Struggling with this a little bit more than the rest of my fellow commissioners. We talked about this on the other project down the block. What's the definition of a live/work space? These units look like they're more about living than about working. The work space has been reduced and being done so by increasing a common area where more people can work. But if you're talking about 44 businesses, is that enough space down there with the conference room and the common work area? Maybe some research needs to be done on that. It seems that we're jamming a lot more people into the same amount of space. Besides the traffic impact, also concerned about the deliveries, the drop-offs and pick-ups, and where the clients are going to park if they're going to these businesses. It seems like we're impacting this area and not sure it's in a good way. We asked the applicant if they would be interested in making more of the common area if that works, or if they can come up with an argument that this would be enough. Just don't know at this point.
- > Agree with my fellow commissioners that this is an improvement to the originally proposed project. It's great to see additional units come on the market. The material palette looks nice and it's complimentary with the one down the street. It's interesting to see the whole street as it's developed in an overall rendering. Recalling a lot of discussion as well about traffic coming in and out of that parking garage and

*that we also have rideshare needs. We will see in the next go around when we see the report on traffic and its implications in the area. In your rendering, you have a lot of red zones drawn, don't see where one would pickup an Uber or Lyft ride without having to go further down into the residential area.*

*> Do appreciate that the building is only about a foot taller and you were able to get so many more units in within this general massing of a building, so congratulations on that. Would like to see this move forward to the next stages.*

**There is no motion for this item. The application will return for action once the environmental review has been completed.**



# City of Burlingame

BURLINGAME CITY HALL  
501 PRIMROSE ROAD  
BURLINGAME, CA 94010

## Meeting Minutes Planning Commission

---

Monday, September 24, 2018

7:00 PM

Council Chambers

---

- d. 619-625 California Drive, zoned C-2 (North California Drive Commercial District) - Application for Mitigated Negative Declaration, Commercial Design Review, Conditional Use Permit for building height, Condominium Permit, and Tentative Condominium Map and Tentative Parcel Map for a new four-story, 26-Unit live/work development with retail commercial space on the ground floor. (Ellis A. Schoichet, AIA, applicant and architect; Ed 1005 BM LLC, property owner) (239 noticed) Staff Contact: Ruben Hurin

**Attachments:** [619-625 California Dr - Staff Report](#)  
[619-625 California Dr - Attachments](#)  
[619-625 California Dr - Final ISMND](#)  
[619-625 California Dr - Draft ISMND](#)  
[619-625 California Dr - MMRP](#)  
[619-625 California Dr - Renderings - Color Board - Siding Specifications](#)  
[619-625 California Dr - Plans - 09.24.18](#)  
[619-625 California Dr - Tentative Condominium and Tentative Parcel Map](#)

*All Commissioners had visited the project site. Commissioners Tse and Loftis met with the applicant.*

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

- *Page 4 of staff report indicates that the maximum building height allowed is 75 feet, is that correct? (Hurin: No, the maximum height allowed is 55 feet, will correct the staff report.)*
- *We don't have a breakdown of the public impact fees, but is the fee stated in the staff report correct? (Hurin: Yes, it is correctly stated in the staff report.)*

*Chair Gaul opened the public hearing.*

*Ellis Schoichet, project architect, represented the applicant.*

*Commission Questions/Comments:*

- *What is the average unit size for the residential units? (Schoichet: Unit sizes vary between 900 and 1,100 square feet; average is approximately 1,000 square feet.)*
- *Point out CERACLAD "Cannonball" siding on proposed building elevations and materials board. (Schoichet: CERACLAD "Cannonball" is noted with a different keynote on plans. It is proposed to be used on panels with a horizontal reveal.)*
- *Rendering is deceiving because it makes the building very grey and monotone.*
- *Concerned that the color disappeared and looks monochromatic. (Schoichet: There will be several stucco colors and a palette of textures, from very smooth to slightly textured. Idea of using CERACLAD fiber cement panels on fourth floor is to have it be fog like. Horizontal CERACLAD is intended to be in*

more highly visible locations at the base and shaft of the building. Porcelain panels in a gray, stone texture are proposed in and around storefronts on ground floor. Provided examples of similar palette of materials on building in San Francisco.)

- What is happening with the glazing? (Schoichet: Want to have maximum glazing for light into the units and also for the aesthetic of the building, but at same time don't want people on street looking up into the units. So a spandrel panel, consisting of fritted glazing, would be used across the bottom of the windows. Fritted glazing would also be used on some of the storefronts.)
- How deep are fourth floor private terraces? Specifically concerned with the terraces at the rear of the building. At 12 feet wide by 47 and 49 feet long, they seem large. (Schoichet: Yes, they are large. With all that roof space, it's what we've decided to do.)
- There is an 8.5 foot wide curb cut on California Drive. Is it just for trash removal? (Schoichet: Yes, it's just for the dumpsters.)
- Is curb cut on California Drive reason for removal of the Magnolia street tree? (Schoichet: This is a 13-inch diameter tree and is not in very good shape. Curb cut would require removal of the tree.)
- Have you considered replacing it with another tree? (Schoichet: Believe there is another existing tree next to it, so did not consider adding a new street tree.)
- Understand traffic study and traffic flow and am familiar with that intersection. Given that westbound Oak Grove Avenue is one lane, am concerned about impacts from someone wanting to turn left into site off Oak Grove Avenue. Has consideration been given to something like painting "keep clear" in the street, like you would see at an approach to a left hand turn? (Schoichet: Would like to leave it to the experts, but my understanding is that the Public Works Department doesn't want to make a permanent sign/marker in street.)
- Corner plaza area could turn into natural high school meeting spot before and after school for student drop off and pick up; could increase amount of traffic at intersection. (Schoichet: Curb will be painted red at corner to prevent vehicles from stopping there.)
- Red zone will be from project driveway to corner along Oak Grove Avenue? (Schoichet: Currently, red zone starts at middle of proposed driveway and extends to the corner and will remain. Mitigation measure from traffic report calls for a red zone from project driveway to west end of property to maximize visibility from driveway and enhance safety of vehicles exiting the site.)
- Find balance by brown color shown in commercial space on rendering; compliments and offsets cool, light colors on rest of building. Seems like there should be some counter balance to colors, consider adding warmth to finishes. (Schoichet: Point is well taken.)
- Design has moved along nicely.

#### Public Comments:

- Danelle Renks: Longtime resident and live around the corner. What buildings are being demolished and are they currently occupied? (Schoichet: Two houses on corner and existing auto shop will be demolished. Corner building is being used as an office, there is a short term tenant in building behind it and an automobile shop in the commercial building). Concerned that current occupants are being moved out. Think this is a beautiful building, should use green building materials and greywater system to irrigate landscaping. Concerned with traffic, Oak Grove Avenue is major thoroughfare to freeway, Carolan Avenue, California Drive and high school. Would like to see construction vehicle parking moved to Caltrain parking lot to alleviate traffic jams.
- Sam Jones, Coffee Family Trust: Own apartment building across street. Trying to reconcile results of the traffic study, see backups of 10-15 cars all the time and area of proposed driveway constantly blocked with cars. Perhaps studies were done when school was not in session, there is a lot of traffic generated from parents dropping off and picking up kids. Intersection is a mess, traffic impacts are not just during peak hours.
- Elma Kim: Lives in neighborhood, in support of project, important that there are live/work opportunities provided, needed for entrepreneurs coming to this area. Trusting the Commission and community to find the right solution for the traffic. In morning, experience traffic along Oak Grove Avenue wanting to make a left or right turn onto California Drive. Question veracity and honesty of traffic study. Vehicles will not be able to turn left into the project site off Oak Grove Avenue due to vehicles driving towards California Drive.

*There is a potential for traffic accidents because cars whip around onto Oak Grove Avenue assuming there will be no hindrances. Would like to see ingress on California Drive. Don't think there should be a left hand turn from project driveway.*

*Chair Gaul closed the public hearing.*

*Commission Discussion:*

- Concerned with traffic impacts in area, should be looked at a bit closer. Didn't see in traffic study where ingress and egress to the site was addressed. See vehicle backup on Oak Grove Avenue approaching California Drive all the time.*
- Green zone along California Drive for pick-up and delivery may or may not work, needs to be discussed with Public Works Department.*
- With 26 live/work units and two commercial spaces, believe there will be deliveries made every day and am concerned there is no area provided for deliveries. A space for delivery vehicles is critical.*
- Uber and Lyft may also have an impact on traffic.*
- Is the transportation consultant selected by the applicant or City? (Hurin: After reviewing proposals from environmental consultants, the City selects an environmental consultant who has a subconsultant prepare the traffic analysis; the City, not the applicant, manages the environmental consultant.)*
- Traffic studies often don't match a gut feeling one has about traffic will be impacted by a project. When analyzing projects, need to use best analytical tools available.*
- Like the direction the architecture has gone, this is a good looking building. The zoning is appropriate for this kind of project in this area.*
- Like idea of having retail here. Will tie in really nicely to retail node north of this site.*
- Having a hard time with the corner location and how the architecture is treated. Most visible part of this project is going to be what's visible from the corner of Oak Grove Avenue and California Drive.*
- Downtown Specific Plan talks about corner locations as being important and having special architectural requirements. Corner is least architecturally inviting part of the building.*
- Like direction of architecture, it has an elegant, timeless quality. However, project still needs warmth, needs to be studied further.*
- Regarding traffic, we shouldn't ever rely on gut feel. We have to rely on engineering and calculations, as required by CEQA. Need to analyze whether or not something rises to the level of impact that causes any further mitigation relative to CEQA.*
- Should look at traffic controls in an out of the driveway, because of its specific location. Many of the issues of the specific location are relative somewhat to peak periods.*
- There is a real intensity in mornings because of the elementary school and high school in the area.*
- Could ask Public Works to comment on whether or not there should be traffic controls at project driveway.*
- Overall good project and adds housing units in great location. We have an opportunity to create housing in an area where we need it.*
- Have better potential to serve our downtown area with housing in locations such as this.*
- Have questions for traffic consultant if he is available.*

*Chair Gaul reopened the public hearing.*

*Gary Black, Hexagon Transportation Consultants, was present to answer questions.*

- Can you explain how trips are analyzed for live/work developments? Are the morning trips eliminated because residents are working from their units? (Black: Typically treat live/work units as saying that those two factors offset each other, so in the traffic study they are treated as typical apartment units in terms of trip generation.)*
- That doesn't mean that you've eliminated people leaving to go to work. (Black: No, we haven't.)*
- Just because this is a live/work building, there is no guarantee that someone won't have a job elsewhere. (Black: There may also be units that have more than one employed person living there.)*

*Traffic study reflects people going to work in the morning.)*

- *So this trip generation has been accommodated in the traffic study and in the level of service analysis that's done for the intersections nearby? (Black: Yes.)*
- *Has any consideration been given to left hand turns into site and blocking Oak Grove Avenue? (Black: Yes, it was addressed in the traffic study on page 14. It discusses the average and maximum queue length at the signal and whether that would extend back to the driveway to create the situation where a vehicle wants to turn left into the site and the driveway is blocked. Traffic study concludes that it would happen rarely and project doesn't generate that much traffic. The busiest time on Oak Grove Avenue heading towards California Drive is in the morning when people are going to school. Generally, residents from this project would be leaving the site in the morning, not coming in; they tend to come into the site in the afternoon. There is not as much traffic on Oak Grove Avenue in the afternoon based on our traffic counts. So the situation you're envisioning will be infrequent. The average queue length, even in the morning, based on our observations and calculations, does not go back as far as the driveway. Sometimes, when the maximum queue is reached, it does go back to the driveway and past the driveway. We also have to consider that if we're going to have a project, there needs to be a driveway somewhere, and in our opinion the driveway is in the best location that you could put a driveway. It's as far away from California Drive as you can get it; would not recommend a driveway on California Drive. Driveway controls are not necessary, don't see that there would be left turn conflicts on a regular basis.)*
- *When preparing a traffic study, you're not just using a book and applying the data to the real world, you're actually taking counts, correct? (Black: Yes, we counted traffic on Oak Grove Avenue and California Drive. The am and pm peak hour counts are provided in the traffic study; also make observations on how traffic operates during these times. The counts were done while school was in session.)*
- *Traffic study as part of General Plan updated noted areas of concern. Was this intersection one of those areas? (Hurin: Believe areas of concern included the intersection at Broadway and the Oak Grove Avenue/Carolyn Avenue intersection.)*

*Chair Gaul closed the public hearing.*

*Continued Discussion:*

- *Project has come a long way, no longer feels like a cartoon, feels like a real building now. Don't think the colors are right yet. However, the materials are much more substantial. Renderings are not helping because they're so stark.*
- *Materials can be fine-tuned, but that shouldn't stop the project from moving forward.*
- *Concerned about the large private terraces at rear of building facing the residential neighborhood. Suggest that roof planters be added to reduce size of usable area; should be substantially reduced. Could come back for review as an FYI if we move forward with project.*
- *Like where project is going, appreciate adding more trees in rear yard. Agree that terraces are too large, concerned with noise from activity on terraces traveling to neighbors, size of terraces need to be reduced.*
- *Like design of building, the stepped back fourth floor and dip in roof, takes away from hard edges around building.*
- *No matter what is built, traffic will be a problem for people living in area. City has changed over the years, can't expect small projects to be built any longer at these locations.*
- *Unfortunate that at some points during the day traffic will be a problem, will be felt by people living in area, but reality is that someone living in a house at that corner is gone.*
- *Live/work in Burlingame is still an experiment, but this building in its high traffic location is proper place to try live/work to see if it will be successful. Think project will be successful.*
- *Concerned with stairwell design at corner, is tallest part of building and is stark and blank. Would like design of stairwell to be looked at again.*
- *Should look at Section 5.2.5.7 of the Downtown Specific Plan regarding façade treatments on corner parcels.*

**Commissioner Terrones made a motion, seconded by Commissioner Comaroto, to approve the**



application with the following condition:

- that prior to issuance of a building permit, the applicant shall submit an FYI for Planning Commission review to address the following items: 1) refine the exterior color palette by working in some warmth and depth; 2) revisit the size of the roof terraces, particularly those at the rear of the building facing the adjacent neighbor; and 3) revisit the articulation of the stairwell at the corner of the building, including adding glazing to soften the stairwell.

Commission discussion:

- Broad to say study articulation on the corner, can we say anything more specific? Perhaps introducing glazing to soften the stairwell, reduce its apparent size and be more interesting. Would not be as solid and would see more life in that corner.
- Proposed ground level treatment at corner is significant, this is what most people will see. Pedestrians will experience seating, trees and vegetation. Treatment of stairwell at corner with the vegetation could be very nice.
- Not in support of motion, feel that approval is premature given concerns with the design of the stairwell at the corner, merits more consideration by the applicant.
- FYI can be brought back for further discussion. Have seen project several times and applicant has made significant improvements, need to move on and take action.

The motion carried by the following vote:

**Aye:** 6 - Loftis, Kelly, Comaroto, Gaul, Terrones, and Tse

**Nay:** 1 - Sargent



## PLANNING APPLICATION

### COMMUNITY DEVELOPMENT DEPARTMENT—PLANNING DIVISION

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

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

PROJECT INFORMATION

619-625 California Drive

PROJECT ADDRESS

029 131 140, 029 131 150

029 131 160

ASSESSOR'S PARCEL # (APN)

C-2

ZONING

#### PROJECT DESCRIPTION

The proposed project comprises of a 5 story, 44 Unit "Live/Work" building at the corner of California Drive and Oak Grove Avenue. The project includes a private 44 car covered parking garage (including 1 EV charging spot) at the Ground level with the Live/Work units at the upper levels.

The landscape improvements at the street corner will be oriented to serve the general public.

Private amenities for the residents include a secure Co-working space, conference room, secure covered bike parking and common gathering areas at grade.

APPLICANT INFORMATION

Ed Duffy for Ownership LLC yet to be determined. 625 California Drive, Burlingame, CA 94010

PROPERTY OWNER NAME ☒ APPLICANT? ADDRESS

Ian Birchall and Associates

ARCHITECT/DESIGNER ☐ APPLICANT?

177 Post Street, Suite 920, San Francisco CA 94108.

ADDRESS

415.512.9660

PHONE

ian@ibadesign.com (cc - vidhi@ibadesign.com)

E-MAIL

33529

BURLINGAME BUSINESS LICENSE #

\*FOR PROJECT REFUNDS\*: Please provide an address to which to 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.

07/21/2021

APPLICANT'S SIGNATURE (IF DIFFERENT FROM PROPERTY OWNER)

DATE

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

PRO

07/21/2021

DATE

#### AUTHORIZATION TO REPRODUCE PLANS

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

INITIALS OF ARCHITECT/DESIGNER

STAFF USE ONLY

#### APPLICATION TYPE

- ☐ ACCESSORY DWELLING UNIT (ADU)
- ☐ CONDITIONAL USE PERMIT (CUP)
- ☐ DESIGN REVIEW (DSR)
- ☐ HILLSIDE AREA CONSTRUCTION PERMIT
- ☐ MINOR MODIFICATION
- ☐ SPECIAL PERMIT (SP)

☐ VARIANCE (VAR)

☐ WIRELESS

☐ FENCE EXCEPTION

☒ OTHER:

DSR Amdmt + Extension

DATE RECEIVED:

RECEIVED

JUL 27 2020

CITY OF BURLINGAME  
CDD-PLANNING DIV.

STAFF USE ONLY

## LETTER OF EXPLANATION

619-625 California Drive, Burlingame

APN: 029 131 140  
029 131 150  
029 131 160

### Project Summary

This transit-oriented development (TOD) project will provide 44 live/work units within 1/3 mile of the Burlingame Caltrain Station.

An attractive ground floor entrance lobby provides pedestrian access to the live/work units on the upper floors. An at-grade parking garage provides 44 parking spaces, including one electric vehicle space and one accessible space. The one-bedroom live/work units on the second, third, fourth, and fifth floors range from 741 - 1234 square feet in size. Each live/work unit includes a living area, kitchen, bathroom, laundry closet, sleeping area, and a work area.

The project will transform an underutilized site at the southeast corner of California Drive and Oak Grove Avenue into a hybrid commercial and residential use, as envisioned in the Downtown Specific Plan. The site is currently occupied by an existing commercial building (5,956 sf) as well as existing residential buildings on 625 California Drive (1,456 sf corner house ) + 1201 Oak Grove Ave (861 sf house facing Oak Grove) and is surrounded by an automobile service facility to the east, multi-family residential buildings to the south, commercial buildings across Oak Grove Avenue to the west, and a railroad right-of-way across California Drive to the north. Another 25 unit live/work project is currently being reviewed by the City at the corner of California Drive and Floribunda Avenue, on the same block to the south. This project will further the transformation of the properties along California Drive from legacy businesses to a pedestrian-oriented commercial and residential district.

Sustainable development features are incorporated into the project, including secure bike parking to encourage tenants' use of alternative transportation, significant landscaping and open spaces, and solar panels on the roof. The ground floor will have a 13'-8" foot floor-to-floor height (at the lobby), providing substantial light and air for tenants and customers as they enter and exit the building. In addition, the ground floor also includes residents' amenities including but not limited to a co-working space, conference room, bike parking, etc.

The project meets all applicable development standards. The lot size is 19,450 square feet. The floor area will be 58,065 square feet. The project will have a 2.99 FAR, though a 3.0 FAR is allowed. Lot coverage will be 74.58% (14,507 square feet) though 75% lot coverage is allowed. There are minimal to no setbacks on the front or sides where the project borders the street and other commercial properties, and none are required. The rear setback, where the project borders existing residential development, is 12 feet 4 inches, more than the 10 foot required setback.



## Required Approvals

Live/work use is a permitted use in the C-2 North California Drive Commercial District, where the project is located, under both the Downtown Specific Plan and the Zoning Code. A conditional use permit (CUP) is required for buildings with a height between 35 and 55 feet.

Commercial Design Review is also required.

The findings for a CUP are satisfied given that the project is consistent with the existing commercial and multifamily residential uses in the neighborhood, provides live/work units on a property where such use is appropriate under the City's land use regulations and is compatible with the surrounding structures in mass and scale, especially given that the higher floors are stepped back and significant setbacks are provided from adjacent residential uses.

Commercial Design Review approval is appropriate because the project supports the architectural styles of the commercial area, is compatible with the architectural design and building mass and bulk in the area, and the TOD and live/work nature of the project promotes pedestrian activity near downtown Burlingame and the Burlingame Caltrain Station.



## 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 use, at the proposed location, will not be detrimental or injurious to property or improvements in the vicinity, and will not be detrimental to the public health, safety, general welfare, or convenience, because the live/work use is consistent with the existing commercial and multiple-family residential uses in the neighborhood.

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

The proposed use will be located and conducted in a manner in accord with the Burlingame General Plan and the purposes of this title because it provides a live/work use on a property determined to be suitable for such use in the Zoning Code and Burlingame General Plan

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

The proposed project will be compatible with the aesthetics, mass, bulk, and character of the existing and potential uses on adjoining properties in the general vicinity because the neighborhood, bounded by California Drive, Oak Grove Avenue, El Camino Real and Bellevue Avenue, is composed of two- to six-story structures, the project is generally compatible with the surrounding structures in mass and scale with a proposed building height of 54'-9"; and because the higher floors are stepped back, containing a smaller floor area than the lower levels, it will provide less of a sense of mass when viewed from nearby locations and the street below. The project will be compatible with the mass and character of buildings in the Downtown Area and add a renewed aesthetic along California Drive.

P.FRM



## INVITATION TO A COMMUNITY OUTREACH MEETING

Dear Neighbor,

We are writing to invite you to attend a presentation of the proposed redevelopment of the project at 619-625 California Drive. The presentation will take place at 6pm, Tuesday, July 14, 2020 at the vacant warehouse at 621 California Drive, Burlingame.

We shall conduct this meeting while complying with the 6 ft. social distancing rules and using face coverings (Hand sanitizer will be provided). All attendees will be required to comply with these rules and those not complying with these rules will be asked to leave the meeting.

We will be presenting a new design that proposes 44, 1-bedroom live-work lofts in a 5-storey building, with 44 parking spaces including a space for electric vehicle charging. The project also proposes a work share /coworking space at the ground level as a private amenity for the residents.

We look forward to meeting you and your participation in this process.

Sincerely,

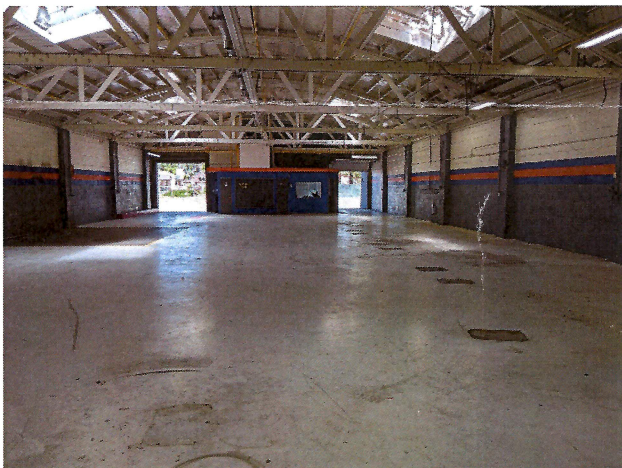
Ian Birchall, AIA RIBA

Meeting information:  
Tuesday July 14<sup>th</sup>, 6 p.m.  
621 California Drive  
Burlingame, California

RECEIVED

JUL 02 2020

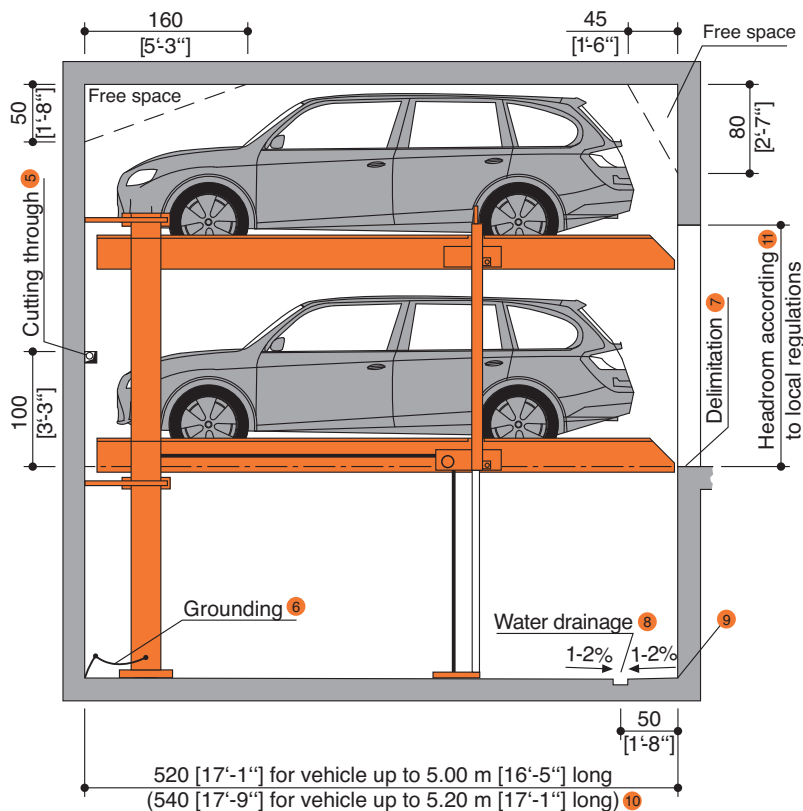
CITY OF BURLINGAME  
ODD-PLANNING DIV.



Ian birchall and associates

177 post street, suite 920 t: 415.512.9660  
san francisco, ca 94108 f: 415.512.9663  
[www.ibadesign.com](http://www.ibadesign.com)

Garage without door (basement garage)



Dimensions

All space requirements are minimum finished dimensions.

Tolerances for space requirements  $+3 \begin{bmatrix} +1 \\ 0 \end{bmatrix}$  <sup>3</sup>

EB (single platform) = 2 vehicles  
DB (double platform) = 4 vehicles

Dimensions: cm [ft] (1 cm = 0,393 in)

Weights: kg [lbs] (1 kg = 2.2 lbs)

Forces: kN [lbf] (1 kN = 224.8 lbf)

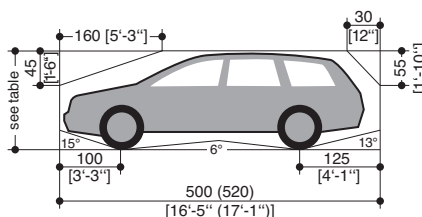
Temperature: °C [°F] (0° C = 32° F)

Suitable for

Standard passenger cars:  
Limousine, Station Wagon, SUV, Van  
according to clearance and maximum  
surface load.

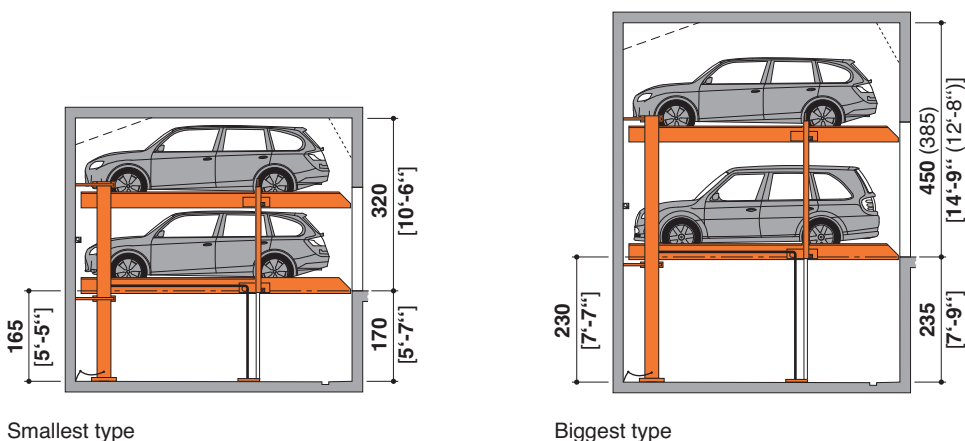
	Standard	Special <sup>2</sup>
Width	190 cm [6'-3"] <sup>4</sup>	190 cm [6'-3"] <sup>4</sup>
Weight	max. 2000 kg [max. 4400 lbs]	max. 2600 kg [max. 5730 lbs]
Wheel load	max. 500 kg [max. 1100 lbs]	max. 650 kg [max. 1430 lbs]

Clearance profile



Height dimensions

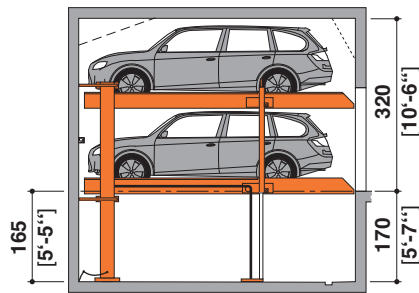
See page 2 for all pit and height dimensions.



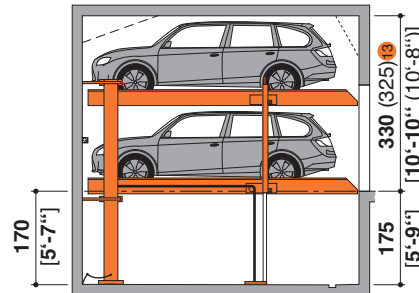
619-625 California Drive,  
Burlingame, CA  
Product Specs highlighted  
on next page.  
IB+A  
10/07/2020  
(page 1 of 3)

- Standard type
- Special system: maximum load for extra charge (maximum load for EB up to 3000 kg [6610 lbs] per place for extra charge).
- To follow the minimum finished dimensions, make sure to consider the tolerances according to VOB, part C (DIN 18330 and 18331) and the DIN 18202.
- Car width for platform width 230 cm [7'-7"]. If wider platforms are used it is also possible to park wider cars.
- For dividing walls: cutting through 10 x 10 cm [4" x 4"].
- Potential equalization from foundation grounding connection to system (provided by the customer).
- In compliance with DIN EN 14010, 10 cm [4"] wide yellow-black markings compliant to ISO 3864 must be applied by the customer to the edge of the pit in the entry area to mark the danger zone (see „load plan“ page 7).
- Slope with drainage channel and sump.
- At the transition section between pit floor and walls no hollow mouldings/coves are possible. If hollow mouldings/coves are required, the systems must be designed smaller or the pits accordingly wider.
- For convenient use of your parking space and due to the fact that the cars keep becoming longer we recommend a pit length of 540 cm [17'-9"].
- Must be at least as high as the greatest car height + 5 cm [+ 2"].

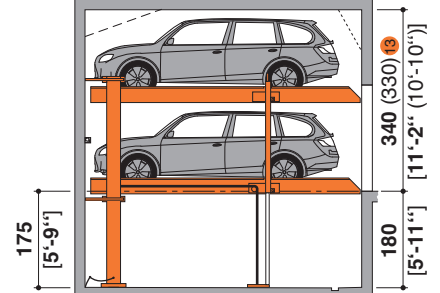


**Height dimensions for garage without door (basement garage)****2072i-165 [5'-5"]**

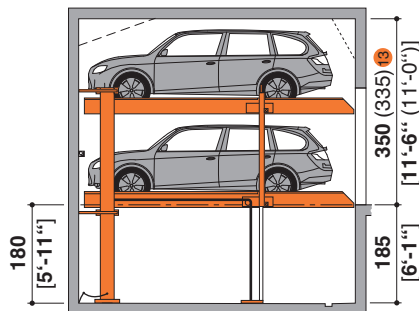
Height	Car height upper level	Car height lower level
320 [10'-6"]	150 [4'-11"]	150 [4'-11"]

**2072i-170 [5'-7"]**

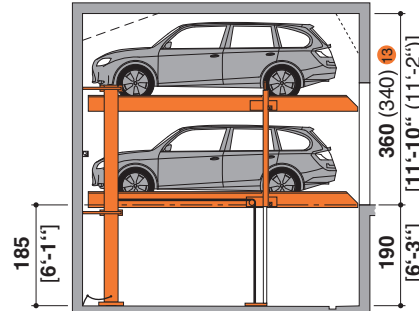
Height	Car height upper level	Car height lower level
330 [10'-10"]	155 [5'-1"]	155 [5'-1"]
(325) [10'-8"]	150 [4'-11"]	155 [5'-1"]

**2072i-175 [5'-9"]**

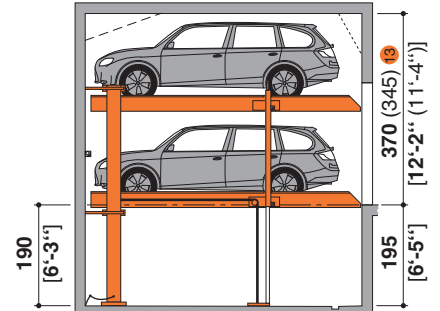
Height	Car height upper level	Car height lower level
340 [11'-2"]	160 [5'-3"]	160 [5'-3"]
(330) [10'-10"]	150 [4'-11"]	160 [5'-3"]

**2072i-180 [5'-11"] 12**

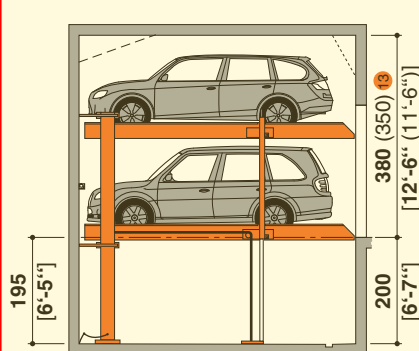
Height	Car height upper level	Car height lower level
350 [11'-6"]	165 [5'-5"]	165 [5'-5"]
(335) [11'-0"]	150 [4'-11"]	165 [5'-5"]

**2072i-185 [6'-1"]**

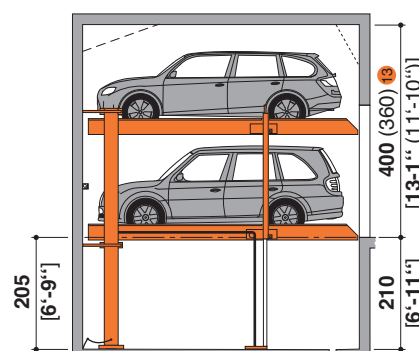
Height	Car height upper level	Car height lower level
360 [11'-10"]	170 [5'-7"]	170 [5'-7"]
(340) [11'-2"]	150 [4'-11"]	170 [5'-7"]

**2072i-190 [6'-3"]**

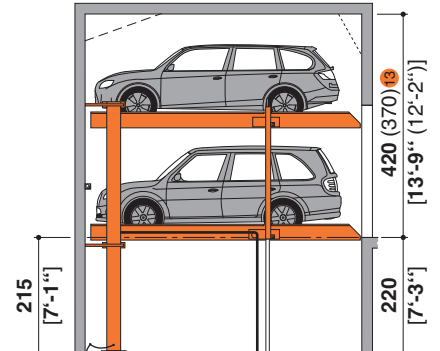
Height	Car height upper level	Car height lower level
370 [12'-2"]	175 [5'-9"]	175 [5'-9"]
(345) [11'-4"]	150 [4'-11"]	175 [5'-9"]

**2072i-195 [6'-5"]**

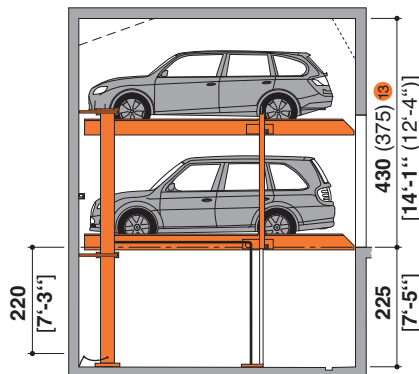
Height	Car height upper level	Car height lower level
380 [12'-6"]	180 [5'-11"]	180 [5'-11"]
(350) [11'-6"]	150 [4'-11"]	180 [5'-11"]

**2072i-205 [6'-9"]**

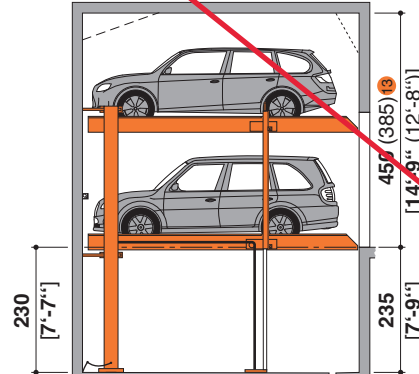
Height	Car height upper level	Car height lower level
400 [13'-1"]	190 [6'-3"]	190 [6'-3"]
(360) [11'-10"]	150 [4'-11"]	190 [6'-3"]

**2072i-215 [7'-1"]**

Height	Car height upper level	Car height lower level
420 [13'-9"]	200 [6'-7"]	200 [6'-7"]
(370) [12'-2"]	150 [4'-11"]	200 [6'-7"]

**2072i-220 [7'-3"]**

Height	Car height upper level	Car height lower level
430 [14'-1"]	205 [6'-9"]	205 [6'-9"]
(375) [12'-4"]	150 [4'-11"]	205 [6'-9"]

**2072i-230 [7'-7"]**

Height	Car height upper level	Car height lower level
450 [14'-9"]	215 [7'-1"]	215 [7'-1"]
(385) [12'-8"]	150 [4'-11"]	215 [7'-1"]

619-625 California Drive,  
Burlingame, CA  
Product Specs highlighted .  
IB+A  
10/07/2020  
(page 2 of 3)

12 Standard type

13 If a higher ceiling height is available higher cars can be parked.

Page 1  
Section  
Car data

Page 2  
Height  
dimensions

Page 3  
Function  
Width  
dimensions  
without door

Page 4  
Width  
dimensions  
without door

Page 5  
Width  
dimensions  
without door

Page 6  
Width  
dimensions  
with door

Page 7  
Load plan

Page 8  
Approach  
Installation

Page 9  
Electrical  
installation

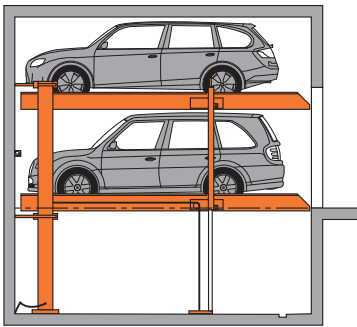
Page 10  
Technical  
data

Page 11  
To be performed  
by the  
customer

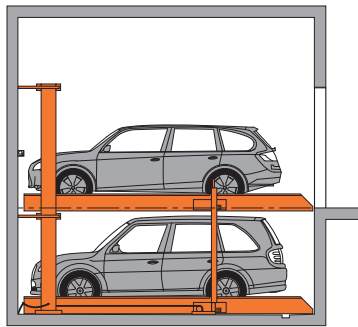
Page 12  
Description

## Function

### System lifted



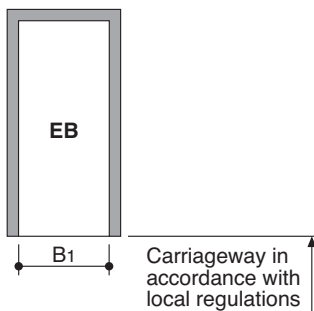
### System lowered



## Width dimensions for garage without door (basement garage)

### Dividing walls

#### Single Platform (EB)

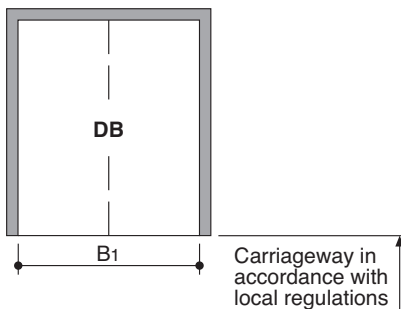


Usable platform width	B1
230 [7'-7"	260 [8'-6"
240 [7'-10"	270 [8'-10"
250 [8'-2"	280 [9'-2"
260 [8'-6"	290 [9'-6"
270 [8'-10"	300 [9'-10"

Qty: 1

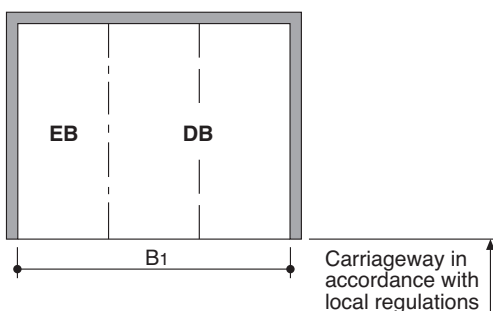
619-625 California Drive,  
Burlingame, CA  
Product Specs highlighted  
IB+A  
10/07/2020  
(page 3 of 3)

#### Double Platform (DB)



Usable platform width	B1
460 [15'-1"	490 [16'-1"
470 [15'-5"	500 [16'-5"
480 [15'-9"	510 [16'-9"
490 [16'-1"	520 [17'-1"
500 [16'-5"	530 [17'-5"
510 [16'-9"	540 [17'-9"
520 [17'-1"	550 [18'-1"
530 [17'-5"	560 [18'-4"
540 [17'-9"	570 [18'-8"

#### Single and Double Platform (EB + DB) – Example



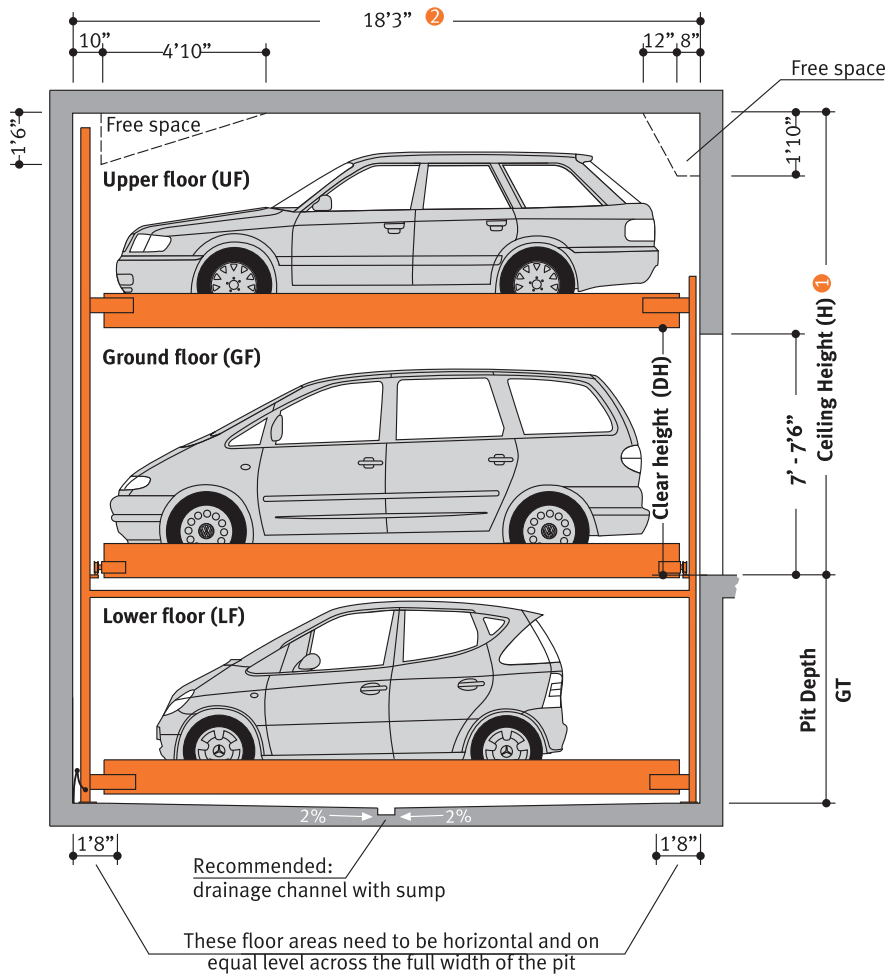
Usable platform width	B1
230 + 460 [7'-7" + 15'-1"	750 [24'-7"
240 + 470 [7'-10" + 15'-5"	770 [25'-3"
250 + 480 [8'-2" + 15'-9"	790 [25'-11"
250 + 500 [8'-2" + 16'-5"	810 [26'-7"
270 + 500 [8'-10" + 16'-5"	830 [27'-3"
270 + 510 [8'-10" + 16'-9"	840 [27'-7"
270 + 520 [8'-10" + 17'-1"	850 [27'-11"
270 + 530 [8'-10" + 17'-5"	860 [28'-3"
270 + 540 [8'-10" + 17'-9"	870 [28'-7"



For parking boxes on the edges and boxes with intermediate walls we recommend our maximum platform width of 270 cm [8'-10"] for single platforms and 540 cm [17'-9"] for double platforms. Problems may occur if smaller platform widths are used (depending on car type, access and individual driving behaviour and capability).

For larger limousines and SUV wider driveways are necessary (in particular on the boxes on the sides due to the missing manoeuvring radius).

# STANDARD MODEL 4300 - FORMALLY MODEL P310



Product Data

TRENDVARIO

4300



Loadable up to 5,720 lbs

Single parking spaces can also be upgraded to handle heavier loads at a later date!

## NUMBER OF PARKING SPACES:

min. 5 to max. 29 vehicles

## DIMENSIONS:

All space requirements are minimum finished dimensions. Tolerances for space requirements plus 1" minus 0

TYPE	GT	H	DH*
4300	5'-9"	11'-4"	5'-9"
4300	5'-9"	12'-0"	6'-5"
4300	5'-9"	12'-6"	6'-11"
4300	6'-7"	12'-4"	5'-11"
4300	6'-7"	13'-4"	6'-11"
4300	7'-7"	14'-3"	6'-11"

\* = without car on top

## SUITABLE FOR:

Standard passenger car, station wagon/ van. Height and length according to contour.

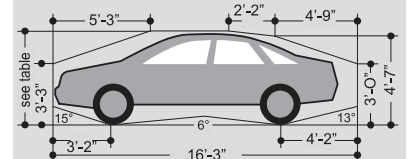
TYPE	GT	H	CAR HEIGHT		
			UF	GF	LF
4300	5'-9"	11'-4"	4'-11"	5'-7"	4'-11"
4300	5'-9"	12'-0"	4'-11"	6'-3"	4'-11"
4300	5'-9"	12'-6"	4'-11"	6'-9"	4'-11"
4300	6'-7"	12'-4"	5'-9"	5'-9"	5'-9"
4300	6'-7"	13'-4"	5'-9"	6'-9"	5'-9"
4300	7'-7"	14'-4"	6'-9"	6'-9"	6'-9"

WIDTH 6'-3"

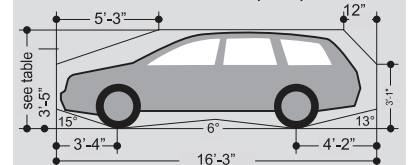
WEIGHT 3 Max. 4400/5720LBS

WHEEL LOAD Max. 1100/1430LBS

## STANDARD PASSENGER CAR



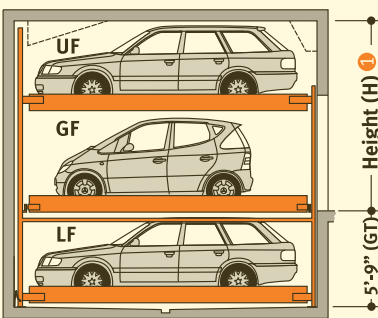
## STANDARD STATION WAGON/VAN/SUV\*\*



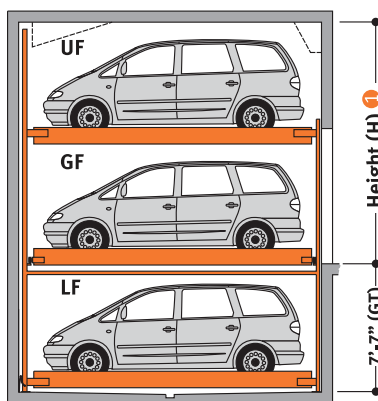
Standard passenger cars are vehicles without any sports options such as spoilers, low-profile tires etc.

\*\* = Make sure to observe the weights and dimensions!

## COMPACT TYPE 4300



## EXCLUSIVE TYPE 4300



## NOTES

1 If height H is larger, vehicles with the maximum height as applicable for the GF can be parked on the UF, or the extra space can be used for pipes & ducts.

2 Standard is 18'-3"; 18'-11" available

3 Standard is 4400 lbs; 5720 lbs is available

619-625 California Drive,  
Burlingame, CA  
Product Specs highlighted  
IB+A  
10/07/2020  
(page 1 of 5)

**KLAUS**  
multiparking

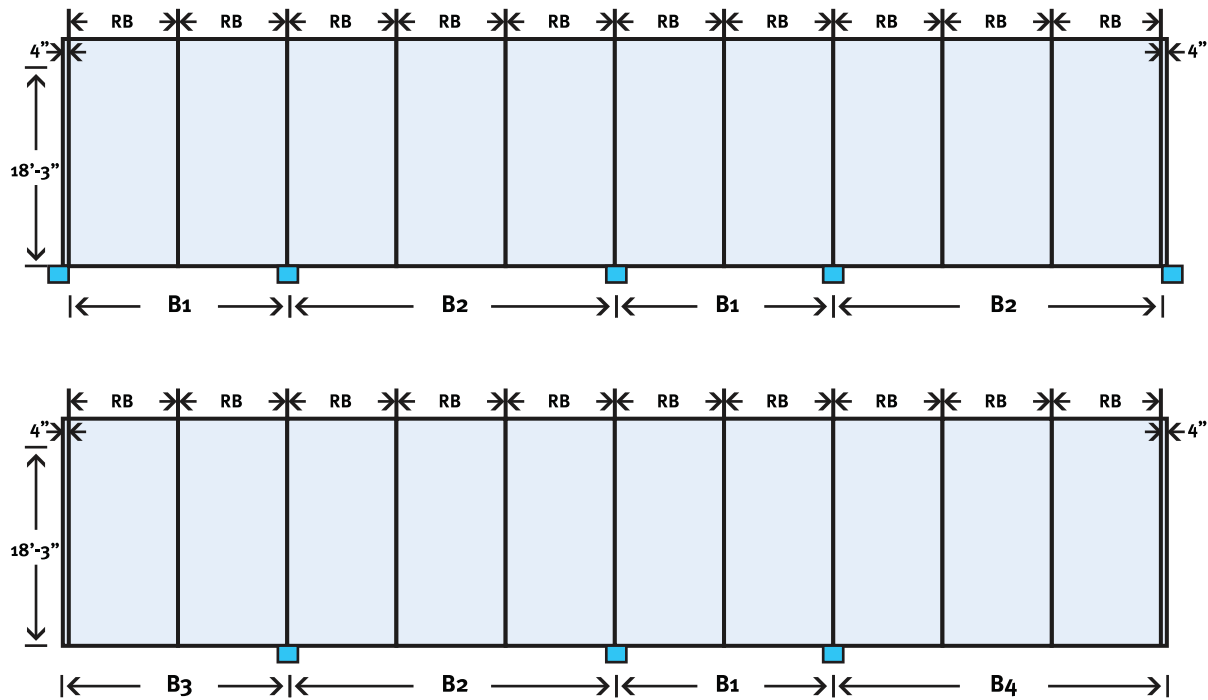
**KLAUS MULTIPARKING INC.**  
3652A CHESTNUT STREET  
LAFAYETTE CA 94549

PHONE 925.284.2092  
FAX 925.284.3365  
WEB PARKLIFT.COM



## ALLOWABLE COLUMN SPACING

Use for preliminary layout. Prior to finalizing design contact Klaus for a job specific layout drawing.



Clear Platform	RB	Max Column Width	B1	B2	B3	B4
230	8'-2-1/2"	8"	16' - 5"	24' - 7"	16' - 9"	24' - 11"
240	8'-6-3/8"	16"	17' - 1"	25' - 7"	17' - 5"	25' - 11"
250	8'-10-3/8"	24"	17' - 9"	26' - 7"	18' - 1"	26' - 11"

The column widths shown are the maximum width's allowed for each model. The columns may be spaced every two or three bays or a combination of every two or every three bays. On the ends of the machine the column is optional if there is a concrete wall present. Otherwise the end columns should be offset so that their edge lines up with the last platforms outside RB dimension line shown above in order to allow better access to the end platforms. Please note that the machine requires an additional 4 inches at each end beyond the RB grid dimensions.



## DESIGN AID FOR WIDTH DIMENSIONS

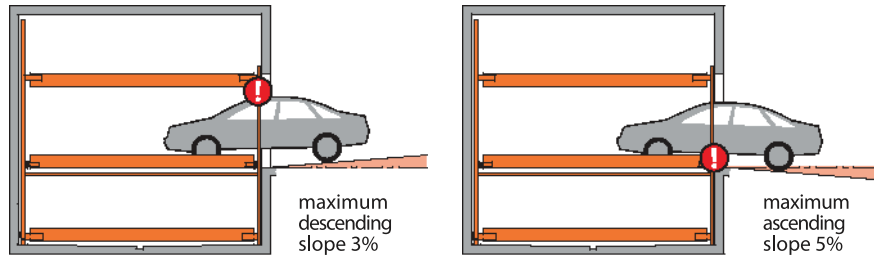
CARS PARKED	NUMBER OF BAYS	CLEAR PLATFORM WIDTH		GRID WIDTH		OVERALL WIDTH	
		CM	FT	CM	FT	CM	FT
5	2	230	7'-6-5/8"	250	8'-2-1/2"	520	17'-0-3/4"
8	3	230	7'-6-5/8"	250	8'-2-1/2"	770	25'-3-1/8"
11	4	230	7'-6-5/8"	250	8'-2-1/2"	1020	33'-5-5/8"
14	5	230	7'-6-5/8"	250	8'-2-1/2"	1270	41'-8"
17	6	230	7'-6-5/8"	250	8'-2-1/2"	1520	49'-10-1/2"
20	7	230	7'-6-5/8"	250	8'-2-1/2"	1770	58'-0-7/8"
23	8	230	7'-6-5/8"	250	8'-2-1/2"	2020	66'-3-1/4"
26	9	230	7'-6-5/8"	250	8'-2-1/2"	2270	74'-5-3/4"
29	10	230	7'-6-5/8"	250	8'-2-1/2"	2520	82'-8-1/8"
5	2	240	7'-10-1/2"	260	8'-6-3/8"	540	17'-8-5/8"
8	3	240	7'-10-1/2"	260	8'-6-3/8"	800	26'-3"
11	4	240	7'-10-1/2"	260	8'-6-3/8"	1060	34'-9-1/4"
14	5	240	7'-10-1/2"	260	8'-6-3/8"	1320	43'-3-3/4"
17	6	240	7'-10-1/2"	260	8'-6-3/8"	1580	51'-10-1/8"
20	7	240	7'-10-1/2"	260	8'-6-3/8"	1840	60'-4-1/2"
23	8	240	7'-10-1/2"	260	8'-6-3/8"	2100	68'-10-3/4"
26	9	240	7'-10-1/2"	260	8'-6-3/8"	2360	77'-5-1/8"
29	10	240	7'-10-1/2"	260	8'-6-3/8"	2620	85'-11-1/2"
5	2	250	8'-2-1/2"	270	8'-10-3/8"	560	18'-4-1/2"
8	3	250	8'-2-1/2"	270	8'-10-3/8"	830	27'-2-3/4"
11	4	250	8'-2-1/2"	270	8'-10-3/8"	1100	36'-1-1/8"
14	5	250	8'-2-1/2"	270	8'-10-3/8"	1370	44'-11-3/8"
17	6	250	8'-2-1/2"	270	8'-10-3/8"	1640	53'-9-3/4"
20	7	250	8'-2-1/2"	270	8'-10-3/8"	1910	62'-8"
23	8	250	8'-2-1/2"	270	8'-10-3/8"	2180	71'-6-1/4"
26	9	250	8'-2-1/2"	270	8'-10-3/8"	2450	80'-4-3/4"
29	10	250	8'-2-1/2"	270	8'-10-3/8"	2720	89'-2-7/8"



619-625 California Drive,  
Burlingame, CA  
Product Specs highlighted  
IB+A  
10/07/2020  
(page 3 of 5)

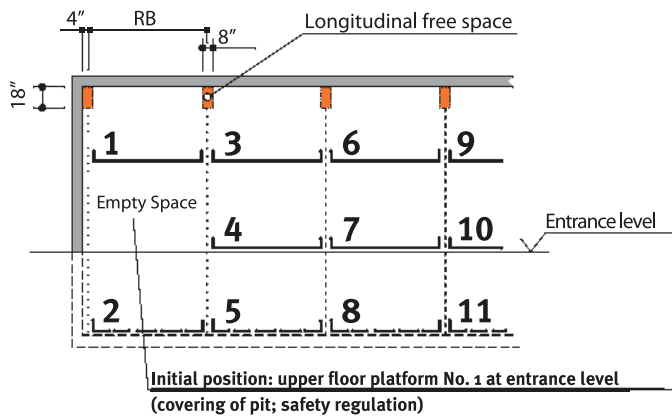
## APPROACH

The illustrated maximum approach angles should not be exceeded. Exceeding these slopes will cause maneuvering problems and will restrict car sizes on the parking system.



619-625 California Drive,  
Burlingame, CA  
Product Specs highlighted  
IB+A  
10/07/2020  
(page 4 of 5)

## LONGITUDINAL FREE SPACE; STANDARD PARKING SPACE NUMBERS; DENOMINATION



### MOVING DIRECTION

Upper Floor

Ground Floor

Lower Floor

Descends to  
entrance level

Transverse repositioning

Raises to  
entrance level



## GENERAL DISCRIPTION

The Klaus TrendVario 4300 provides independent access to all cars parked on the system. Each individual parking bay must be acessbile from the drive aisle. The drive aisle shall comply with local regulations, but is typically 24' wide. The parking spaces are arranged on three levels. The upper and lower level parking spaces move vertically. The middle parking spaces move horizontally (left and right) to allow upper or lower level cars to come up or down to driveway level and be driven off the platforms. The middle level of the machine includes one less car than the upper and lower level to enable the lower cars to move left and right to create the vacant space.

## TECHNICAL DATA

### RANGE OF APPLICATION

This parking system is suitable for self parking by owners, renters, regular employees or anyone that can be trained on the system. The public may not park on this system without a valet.

### ENVIRONMENTAL CONDITIONS

Environmental conditions for the systems: Temperature range 14° to 104°F. The system must be installed indoors. If lifting or lowering times are specified, they refer to an environmental temperature of 72° F and with system set up directly next to the hydraulic unit. At lower temperatures or with longer hydraulic lines, these times increase.

### DOORS AND CONTROL SYSTEMS

The machine comes standard with manual doors and 2 keys fobs per parking space. The key fobs are inserted into a user control box centrally placed on the system. Electric doors are available. Infrared control transmitters are available.

### SPACE NUMBERING

Standard space numbering is left to right with the empty space located in the first bay on the left. The empty space can be moved to another bay or even outside the normal machine if needed. The numbering sequence planned will be shown on the shop drawings and approved by the client.

### SPRINKLER SYSTEM

The sprinklers may be mounted at the front and rear of each level if needed. See Sprinkler Details Drawing.

### ELECTRICAL REQUIREMENTS AND HYDRAULIC UNIT

The hydraulic power unit is normally installed against the back wall on a metal bracket with rubber sound insulation. It consists of an electric motor, hydraulic motor and hydraulic oil reservoir in one unit. The hydraulic oil is biodegradable and environmentally friendly. The motor is 3 phase, 208 volt, 4.0 KW. It is possible to use single phase power if needed. The power unit has a pressure gauge and pressure relief valve.

### CORROSION PROTECTION

The platforms are galvanized and the steel framing memebbers are powder coated. The platforms should be cleaned annually to maximize their life.

### SERVICE

To maintain safe and reliable operation of the machine, it must be serviced twice per year.

### WARRANTY

To machine has a complete one year parts and labor warranty. Klaus provides extended warranties.

### SOUND CONTROL

Numerous sound control features are standard. The hydraulic power unit is mounted on rubber pads. Steel hydraulic lines are mounted with rubber pipe supports. A rubber hose isolates the power unit from the steel hydraulic lines.

Sound tests at the front of the machine show about 67dB to 69dB (A weighting) noise levels (speech at 1 foot is 68db).

In multifamily podium construction, normally no special construction for sound is performed. For residential or wood frame construction, placement of the power unit is critical. Klaus designers will assist with power unit placement and other sound issues.

### STRUCTURAL

The machine has steel framing and is anchor bolted to the concrete garage slab with wedge anchors. The framework consists of steel columns and beams on a grid pattern. The machines steel columns are connected to the building at the rear wall and to a steel tube at the front of the machine. The tube steel is typically 10" x 10" and also provides seismic bracing as well as support for the gates. This tube steel and associated concrete columns are supplied and installed by the customer. Please refer to the Trendvario 4300 Bracing Details drawing and Merkle engineering report for details.

The platforms for the upper and lower cars consist of steel platforms that ride up and down the steel columns. The platforms for the cars at the driveway level run left-right on steel rails.

The upper and lower platforms are constructed with two steel side members, three steel cross members, ribbed steel platform material which runs from side member to side member and one wheel stop. The platform is solid and does not allow oil or water to drip onto the lower cars.

The lifting mechanism for the upper and lower platforms consists of a hydraulic cylinder which raises the rear of the platform. The front of the platform is raised via a chain which runs on chain sprockets. There are safety switches that stop the machine in the event the chain goes loose for any reason. The platforms are suspended at the 4 corners and are guided along the rails.

The middle platforms are moved via an electric motor drives a sprocket that runs along a chain of steel guide rails and can be moved manually with the electric motor.

The machine includes several safety devices which stop the machine in the event of a failure. The safety systems, and safety locks for the upper platform and machine all platforms are mechanically protected.

619-625 California Drive,  
Burlingame, CA  
Product Specs highlighted  
IB+A  
10/07/2020  
(page 5 of 5)

## SCOPE OF WORK CLARIFICATIONS

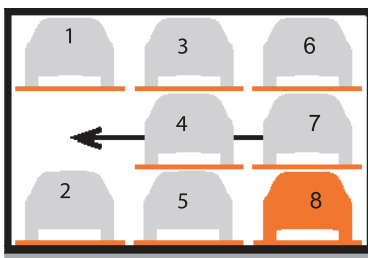
1. The pit and surrounding walls, columns and beams to provide support for the machine are provided by the customer.
2. All pit drainage is provided by the customer.
3. General lighting in the garage is provided by the customer. Klaus will supply lighting within the machine. The lighting will be connected to the machine control box and will be activated when the doors are open.
4. Klaus will supply design assistance and will confirm in writing that the proposed machine will fit in the the space provided.

5. Klaus will prepare shop drawings showing the location of all components.
6. The customer must close off the left and right sides of the machine with a wall or fence. The fence must be 8' high and the lower 5 feet must have no openings greater than 1/2" inch.
7. The customer must provide a 30 amp 3 phase 208V circuit and fused disconnect for each machine and power must be available before installation begins.
8. Klaus provides all control wiring and conduit.

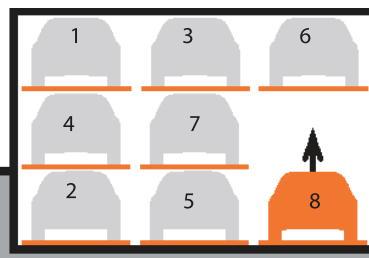
## FUNCTION

For example, to retrieve platform No. 8:

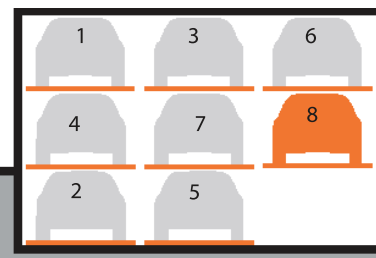
Check first that all doors are closed, then select No. 8 on user control.



For driving the vehicle off platform No. 8 the ground floor parking platforms are shifted to the left.



The empty space is now below the vehicle which shall be driven off the platform. The platform No. 8 will be lowered.



The vehicle on platform No. 8 can now be driven off the platform.



and doors at ground level. Architecture should include the type of well-crafted architectural details that are common to Burlingame, and convey that architectural heritage in terms of material, color, proportion, window type, and overall composition.

Commercial and mixed use development projects in the Downtown Specific Plan area are subject to the City of Burlingame's *Commercial Design Guidebook*. In addition, the following recommendations apply specifically to Downtown development:

## 5.2.1 PEDESTRIAN USE AND CHARACTER

### 5.2.1.1 Entrances

Commercial entrances should be recessed from the façade, creating a small alcove. This establishes a more definitive sense of entry and affords an alternative view of merchandise in the display windows. Existing recessed entries should be retained.

The doors of a commercial storefront typically contain large glass panels with vertical proportions that present a visual connection to the streetscape. Storefronts should continue to exhibit this pattern, whether a new project or the re-use of an existing space.

### 5.2.1.2 Ground-Level Corner Uses

High activity-generating uses are especially encouraged at the Burlingame Avenue and Howard Avenue intersections with side streets. Store façades along side streets should be designed to help entice pedestrians onto the side streets. To achieve this, the façades should include windows and continuation of the architectural details from the main storefront extending across the side street façade. Entries to elevator lobbies should not be located at these intersections where they would serve to diminish pedestrian activity at these highly visible locations.



FIGURE 5-3: Commercial entrances should be recessed from the façade, creating a small alcove.



FIGURE 5-4: Corner parcels are encouraged to incorporate special features such as rounded or cut corners, special corner entrances, display windows, corner roof features, etc. but should avoid monumentally-scaled elements such as towers.



**FIGURE 5-5:** Particular attention should be given to craftsmanship and detailing within the pedestrian's range of touch and view.



**FIGURE 5-6:** Downtown Burlingame is characterized by relatively narrow building increments, predominantly 15 to 50 feet in width.

### 5.2.1.3 Ground Level Treatment

The unique community character created by the mixture of building ages and architectural styles should be maintained. All street-frontage establishments should provide primary access directly to the street.

Particular attention should be given to craftsmanship and detailing within the pedestrian's range of touch and view. For instance, the use of special storefront detailing and façade ornamentation such as planters, flower boxes, and special materials can reinforce the pedestrian nature of the street.

To ensure ease in caring for landscaping, major remodels and new projects should provide outdoor water spigots and electric sockets. When businesses have access to water, they can more easily care for their plants and trees, and keep the streets cleaned as well.

### 5.2.1.4 Site Access

Curb cuts are prohibited on Burlingame Avenue and should be avoided to the extent feasible on Howard Avenue and California Drive. Any on-site parking garage should be accessed in a safe, attractive manner and should not significantly detract from pedestrian flow, nor interfere with the orderly flow of traffic on public streets and within parking lots. Where possible, parking garage access should be from the side streets or alleys. In some cases, access to on-site parking could be provided from city-owned parking lots.

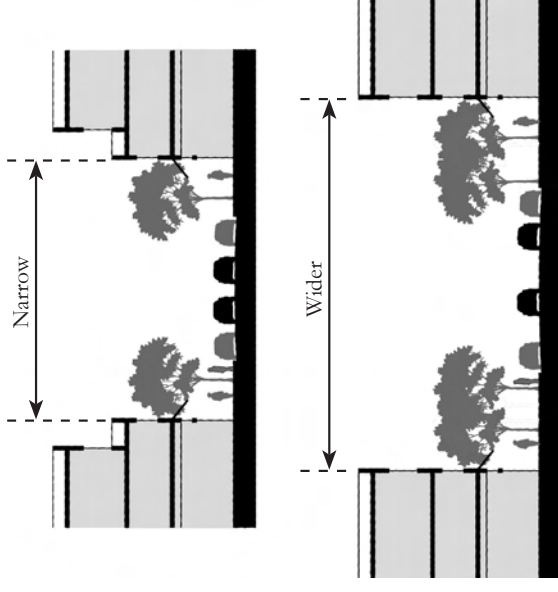


## 5.2.2 ARCHITECTURAL COMPATIBILITY

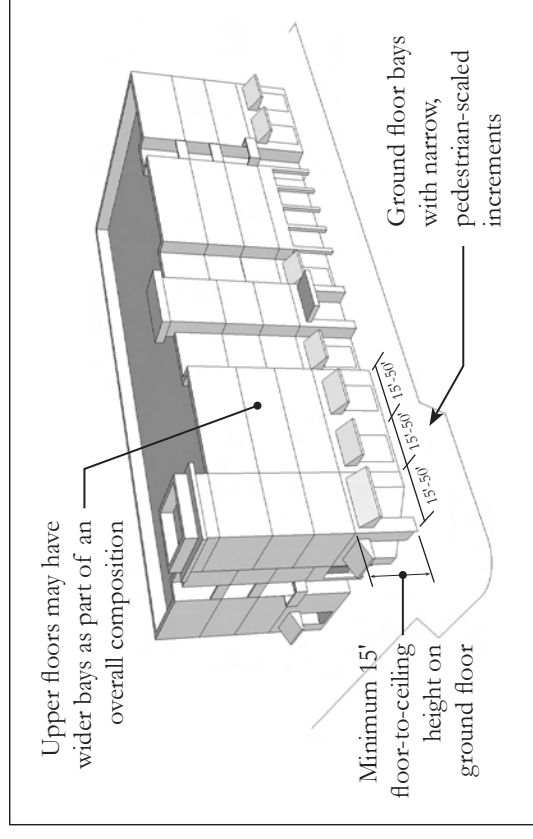
### 5.2.2.1 Building Scale

Table 3-2 in Chapter 3 specifies basic building standards such as setbacks and height. Beyond conforming to the basic building mass, new development should preserve the rhythm and fine-grained pedestrian scale of existing buildings within the commercial districts by respecting the relatively narrow building increments, which typically range from 15 feet to no more than 50 feet in width. To be consistent with the existing character of Downtown Burlingame, to provide a welcoming retail environment, and to accommodate a range of potential uses over the lifetime of the building, first floors should have a floor to finished ceiling height of at least 15 feet.

New development should also be sensitive to the human scale of Downtown with sensitivity to building height. Buildings should not overwhelm the pedestrian experience on the street and should account for the relationship between building height and street width. Where building mass and height might overwhelm the pedestrian experience on the street, design strategies such as upper floor setbacks and articulated building mass should be considered to ensure comfortable human scale.



**FIGURE 5-7: Buildings** should not overwhelm the pedestrian experience on the street and should account for the relationship between building height and street width.

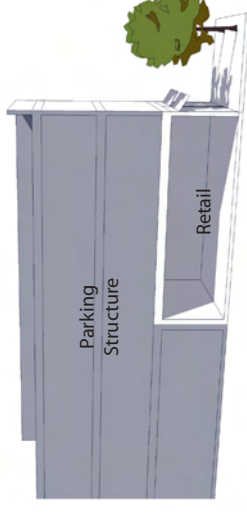


**FIGURE 5-8: Building scale** should preserve the rhythm and fine-grained pedestrian character of downtown, particularly at the pedestrian level.

**FIGURE 5-9: ON-SITE STRUCTURED PARKING IN COMMERCIAL AND MIXED USE AREAS****A. Wrapped on Ground Level**

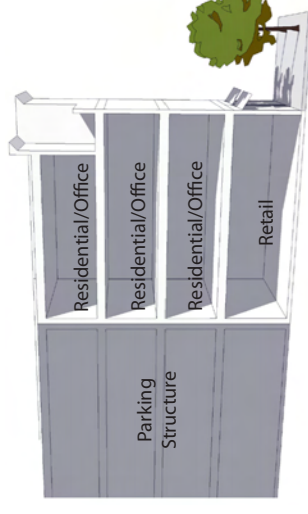
An above-ground parking structure where non-parking uses such as retail spaces are integrated into the ground level of the building along the street frontage of the parcel. The parking structure may be exposed to the building street frontage on upper levels, with appropriate design and screening.

**Application:** Municipal parking structure.

**B. Wrapped on All Levels**

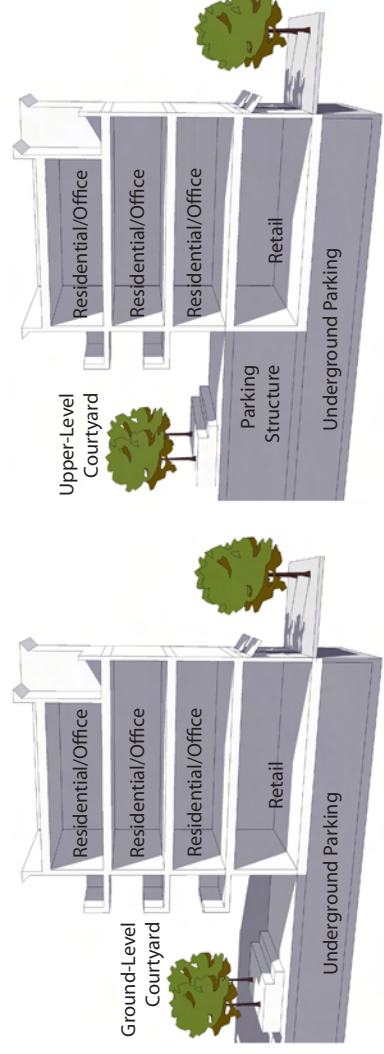
An above-ground parking structure where non-parking uses are integrated into the building along the entire street frontage of the parcel on all levels of the building. The parking structure is totally hidden behind a "liner building" of non-parking uses.

**Application:** Projects with relatively large amount of parking provided on-site. Typically requires a relatively large site to accommodate the parking structure and liner building.

**C. Underground**

A parking structure that is fully submerged underground and is not visible from the street. Depending on amount of parking provided, may also include a level of at-grade parking hidden behind non-parking uses such as retail.

**Application:** Can be suitable for projects on relatively small sites, as well as larger sites. Could also be combined with in-lieu arrangement, where some parking is provided on-site (such as for residential uses) and other parking is provided off-site in a municipal facility through in-lieu fees.



#### 5.2.2.2 On-Site Structured Parking

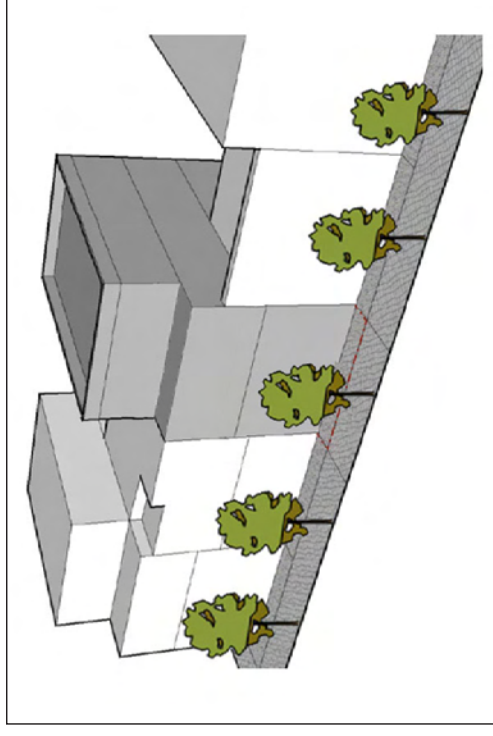
Given the density and premium land values Downtown, new projects will likely provide on-site parking in enclosed garage structures or underground. However, the parking should not overwhelm the character of the project or detract from the pedestrian environment. Ground level enclosed parking should be fronted or wrapped with actively occupied spaces such as storefronts and lobbies. Access to parking shall be designed so that it is not prominent and ties into the adjacent architectural style.

#### 5.2.2.3 Upper-Story Setbacks – Burlingame Avenue Frontages

While the height limit allowed by conditional use permit is 55 feet on Burlingame Avenue, many existing buildings and in particular, many buildings with historic character, have façades of a smaller scale. New buildings and building additions should reinforce the historic pattern with heights and setbacks oriented to the many two- and three-story buildings. Where neighboring buildings are three stories or lower in height, newer taller buildings should consider matching lower façades to those of adjoining lower buildings and setting upper floors back at least 10 feet from the lower façade.

#### 5.2.2.4 Myrtle Road Mixed Use Area

The unique mix of residential and commercial uses in the Myrtle Road Mixed Use area offers an opportunity to create a niche district with its own style distinct from other parts of downtown. Recognizing the varied auto-related commercial character of the area, new development and redevelopment projects within the Myrtle Road Mixed Use Area should be encouraged to feature a blend of both commercial and residential design features. Design features could include corrugated metal roofs and sidings, simple multi-paned metal rimmed windows, and recycled "green" building materials. Buildings may even draw inspiration from the style of utilitarian buildings found in such mixed use districts such as sheds and quonset huts. The creation of this commercial, live/work identity for the Myrtle Road area will allow it to be a unique subarea of Downtown Burlingame that accommodates infill while respecting existing uses.



**FIGURE 5-10:** Where neighboring buildings are three stories or lower in height, newer taller buildings should consider matching lower façades to those of adjoining lower buildings with upper floors set back.



**FIGURE 5-11:** Design features such as corrugated metal roofs and sidings, simple multi-paned metal rimmed windows, and recycled "green" building materials can maintain the existing varied character of the Myrtle Road Mixed Use Area.



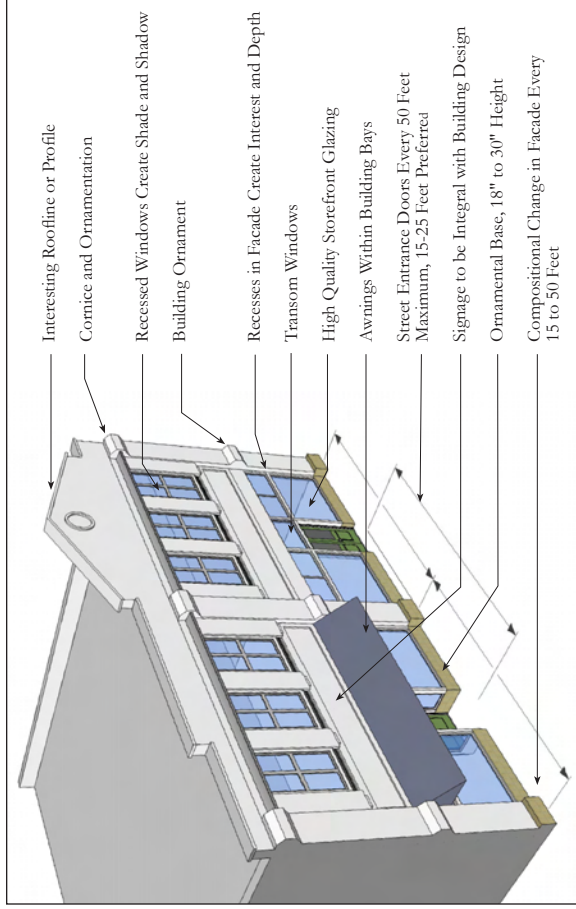
## 5.2.3 ARCHITECTURAL DESIGN CONSISTENCY

### 5.2.3.1 Facade Design

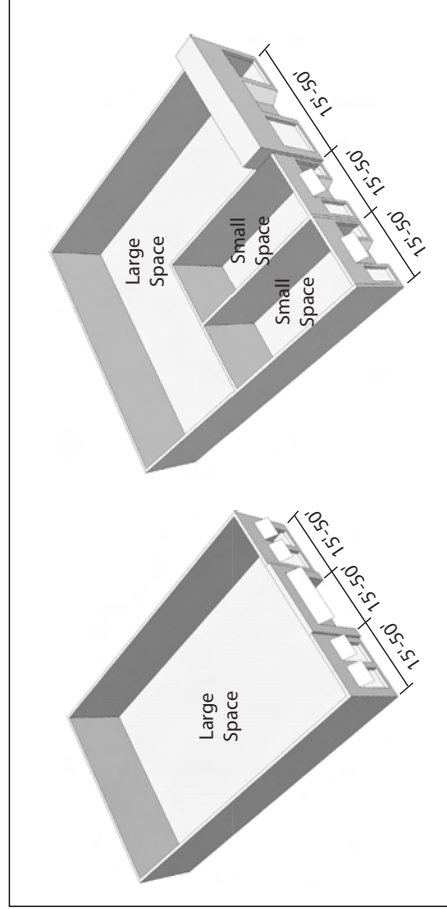
To maintain the present scale and character of buildings in Downtown, large uninterrupted expanses of horizontal and vertical wall surface should be avoided. Building façades should respond to the relatively narrow increments of development (15 to 50 feet) with variation in fenestration, building materials and/or building planes. Facades should have generous reveals such as inset doorways and windows. Doors, windows, and details should be in keeping with pedestrian scale, as opposed to a monumental scale that is out of proportion to the surrounding context. Design details should be authentic and have purpose, rather than being applied or strictly decorative. Facades should have a variation of both positive space (massing) and negative space (plazas, inset doorways and windows).

Facades on both new and rehabilitated buildings should include the elements that make up a complete storefront including doors, display windows, bulkheads, signage areas and awnings. New buildings need not mimic an “historic” architectural style (and in fact should avoid imitation that results in caricatures) but should include a level of architectural detailing and quality of materials that complements existing buildings. Where older existing buildings are renovated, preservation of existing architectural details and materials is encouraged.

Even if separate businesses function within the same building, the overall design of the façade should be consistent. Individual businesses should not break the basic lines, material and concept of the façade. Storefronts can be demarcated from each other within the same building by subtle variations in the color or pattern of surfaces of doors, tiling, signage or entries. Corner parcels are encouraged to incorporate features such as rounded or cut corners, corner entrances, display windows, corner roof features, wrap-around awnings/overhangs, blade signs, etc.



**FIGURE 5-12: Facades on both new and rehabilitated buildings should include the elements that make up a complete storefront including doors, display windows, bulkheads, signage areas and awnings.**



**FIGURE 5-13: Even if separate businesses function within the same building, the overall design of the façade should be consistent. Individual businesses should not break the basic lines, material and concept of the facade.**

### 5.2.3.2 Windows

#### *General*

Windows are important for providing "eyes on the street" and enlivening streetscapes. Building walls should be punctuated by well-proportioned openings that provide relief, detail and variation on the façade. Windows should be inset from the building wall to create shade and shadow detail. The use of high-quality window products that contribute to the richness and detail of the façade is encouraged. Reflective glass is considered an undesirable material because of its tendency to create uncomfortable glare conditions and a forbidding appearance. The use of materials that are reflected in the historic architecture present in the Downtown area is encouraged.

#### *Display Windows*

Display windows should be designed to enliven the street and provide pedestrian views into the interior of the storefront. Size, division and shape of display windows should maintain the established rhythm of the streetscape. Glass used in the display windows should be clear so it is possible to see inside, and display cases that block views into stores are strongly discouraged. Noticably tinted glazing is discouraged and mirrored/reflective glass is not permitted.

### 5.2.3.3 Awnings

Awnings should be designed to be decorative, complementary to the overall façade design, and provide effective weather and sun protection. The placement of awnings should relate to the major architectural elements of the façade, avoiding covering any transom windows or architectural elements such as belt courses, decorative trim and similar features. The position of awnings should also relate to the pedestrian and provide a sense of shelter, with awnings situated to correspond to the tops of doorways and scale of pedestrians rather than high up on the façade with a monumental scale. Separate awnings should be used over individual storefront bays as defined by the columns or pilasters rather than placing a continuous awning across the



**FIGURE 5-14:** Size, division and shape of display windows should maintain the established rhythm of the streetscape

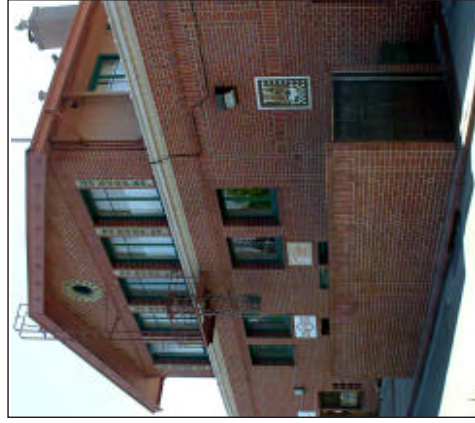


**FIGURE 5-15:** Awnings should be designed to be decorative, complementary to the overall façade design, and provide effective weather and sun protection.





**FIGURE 5-16:** Rear and side facades that are visible from the public realm should exhibit sophisticated levels of design and materials of a quality similar to front facades. Buildings facing public parking lots are strongly encouraged to have rear entrances in addition to their principal street entrances.



**FIGURE 5-17:** Service facilities such as trash enclosures and mechanical equipment should be screened with enclosures and devices consistent with the building architecture in form, material and detail.

building frontage. Backlit awnings that visually appear as large light sources will not be permitted.

### 5.2.3.3 Materials

Building materials should be richly detailed to provide visual interest; reference should be made to materials used in notable examples of historic Downtown architecture. Metal siding and large expanses of stucco or wood siding are also to be avoided, except in the Myrtle Mixed Use area. Roofing materials and accenting features such as canopies, cornices, and tile accents should also offer color variation.

Character and richness in Downtown can be enhanced from the incorporation of details and ornamentation into the design of the buildings. These elements can include elements that have been traditionally used such as cornices, brackets or moldings.

### 5.2.3.4 Rear and Side Facades

Because the side streets and alleys in Downtown are highly visible and are used for both pedestrian access and vehicular access, rear and side facades that are visible from the public realm should exhibit sophisticated levels of design and materials. Rear and side facades of existing buildings should be improved with design features and quality materials where possible. Buildings should have windows and doors oriented to the alleys and side streets. Entry doors, garage doors and windows should be attractive and durable. Where buildings abut public parking lots, they are strongly encouraged to have rear entrances in addition to their principal street entrances. Rear facades may look like the back of a building, but still be pleasant and inviting.

Service facilities such as trash enclosures and mechanical equipment should be screened with enclosures and devices consistent with the building architecture in form, material and detail. Roofs and trellises are recommended for screening views from above. Whenever possible, trash and recycling enclosures should be consolidated and designed to serve several adjacent businesses provided they do not become over-

sized or too ungainly. Care should be taken to ensure refuse areas do not become noxious or smelly.

Where security devices are desired or warranted, designs should be artistic with decorative grillwork that enhances the overall building design. Alley areas should be well lit but should be designed so they are attractive and do not adversely impact adjacent properties and detract from the ambiance of Downtown.

## 5.2.4 SITE DESIGN AND AMENITIES

### 5.2.4.1 Building Coverage

In order to create well-defined street spaces consistent with the scale of Downtown Burlingame, side yards are generally discouraged in favor of contiguous building façades along the street. However, narrow mid-block pedestrian passages that encourage through-block pedestrian circulation and/or arcaded spaces that create wider sidewalk areas for cafés, etc. are encouraged.

### 5.2.4.2 Open Space

Private open space within Downtown is not intended to provide recreational or large landscaped areas, since this is a more urban environment. However, open space is an important element and should be used to articulate building forms, promote access to light and fresh air, and maintain privacy for Downtown residents.

In residential mixed-use developments, most open space should be used to provide attractive amenities for residents, including interior courtyards and perimeter landscaping. Balconies and rooftop terraces are encouraged. Commercial development should typically have less open space in order to maintain a direct pedestrian relationship and continuous storefront streetscape. Entry alcoves, courtyards, and employee open space are examples. Open space for nonresidential projects should provide a visual amenity for the development and an attractive buffer to adjacent residential uses where applicable.



**FIGURE 5-18:** Open spaces such as retail plazas and outdoor seating areas should be located at building entries, or along or near well-traveled pedestrian routes to encourage frequent and spontaneous use.



**FIGURE 5-19:** In residential mixed-use developments, most open space should be used to provide attractive amenities for residents, including interior courtyards and perimeter landscaping.





**FIGURE 5-20:** To reinforce the Downtown commercial character of Downtown Burlingame, mixed-use buildings with a residential component shall conform to the setback standards for commercial projects.

Open spaces such as retail plazas and outdoor seating areas should be located at building entries, or along or near well-traveled pedestrian routes to encourage frequent and spontaneous use. Amenities should be functional as well as visually appealing, with seating, tables, canopies and covering trellises. Plazas and open spaces should be generously landscaped with trees, planters and vines. Permeable paving and/or creative site planning elements such as rain gardens are encouraged to alleviate the impacts of paved areas on drainage.

Low walls may be used to screen service and mechanical areas, create spatial definition and to provide seating. Low walls should be designed of quality materials that are complementary to the architecture of the primary structure(s) on the property.

## **5.2.5 RESIDENTIAL MIXED-USE DEVELOPMENTS WITHIN COMMERCIAL AREAS**

### **5.2.5.1 Setbacks**

To reinforce the Downtown commercial character of Downtown Burlingame, mixed-use buildings with a residential component shall conform to the setback standards for commercial projects (outlined in Table 3-1 in Chapter 3). The Community Development Director may allow increased side and rear setbacks to enhance the residential portion of a mixed-use project provided the setbacks do not detract from the commercial storefront character of the Downtown district. Setbacks and overall building form should maintain the human scale of Downtown and be in keeping with the character of the surroundings, with emphasis on maintaining an active street edge and sidewalk boundary.

### **5.2.5.2 Noise and Ground Vibrations**

Projects with a residential component on California Drive should be designed to minimize noise impacts on residents from the Caltrain

## 5.4 ADDITIONAL DESIGN STANDARDS FOR ALL AREAS OF DOWNTOWN

### 5.4.1 LAND USE TRANSITIONS

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

#### 5.4.1.1 Massing and Scale Transitions

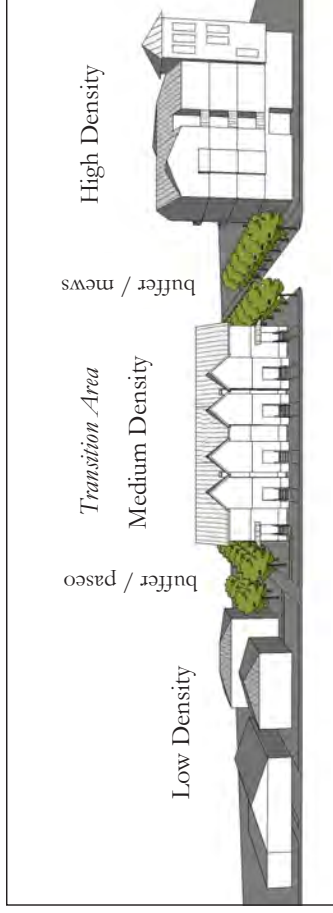
Transitions of development intensity from higher density development building types to lower can be done through different building sizes or massing treatments that are compatible with the lower intensity surrounding uses. Massing and orientation of new buildings should respect the massing of neighboring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

#### 5.4.1.2 Privacy

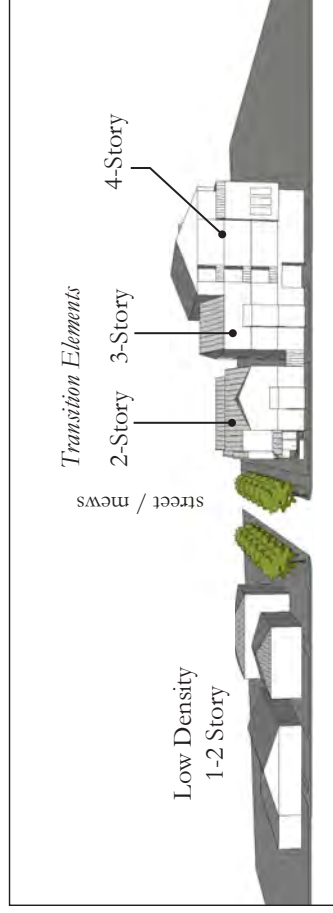
Privacy of neighboring structures should be maintained with windows and upper floor balconies positioned so they minimize views into neighboring properties, minimizing sight lines into and from neighboring properties, and limiting sun and shade impacts on abutting properties.

#### 5.4.1.3 Boundaries

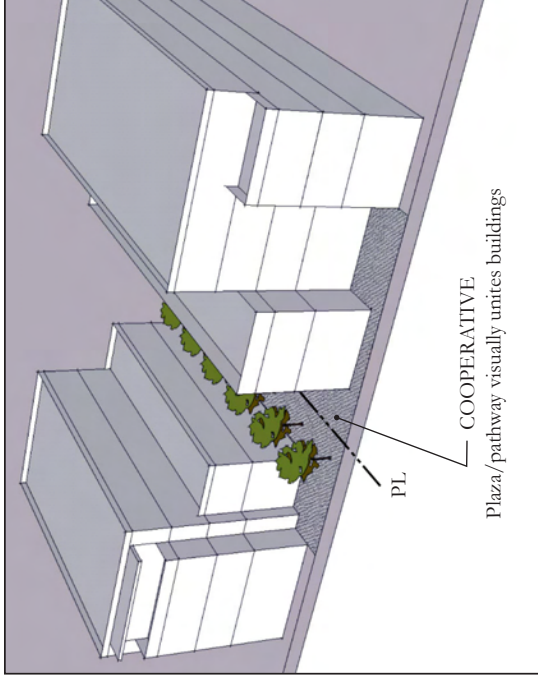
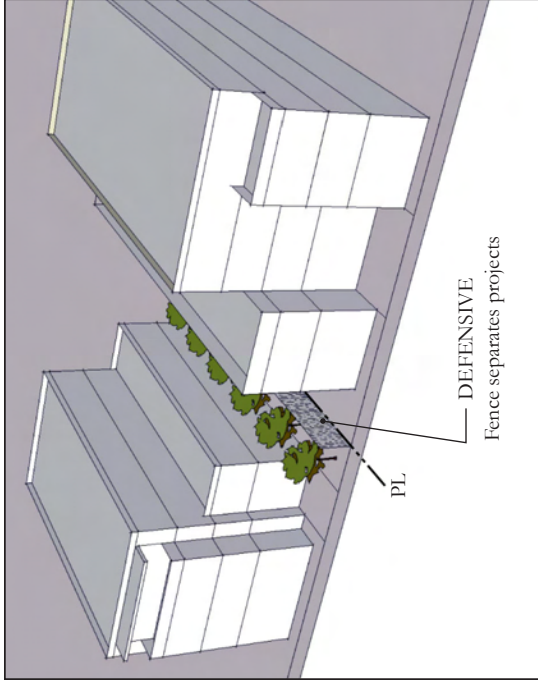
Where appropriate, when different land uses or building scales are adjacent, boundaries should be established by providing pedestrian paseos and mews to create separation, rather than walls or fences.



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



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



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



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



5.4.2

SHADOW IMPACTS

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

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

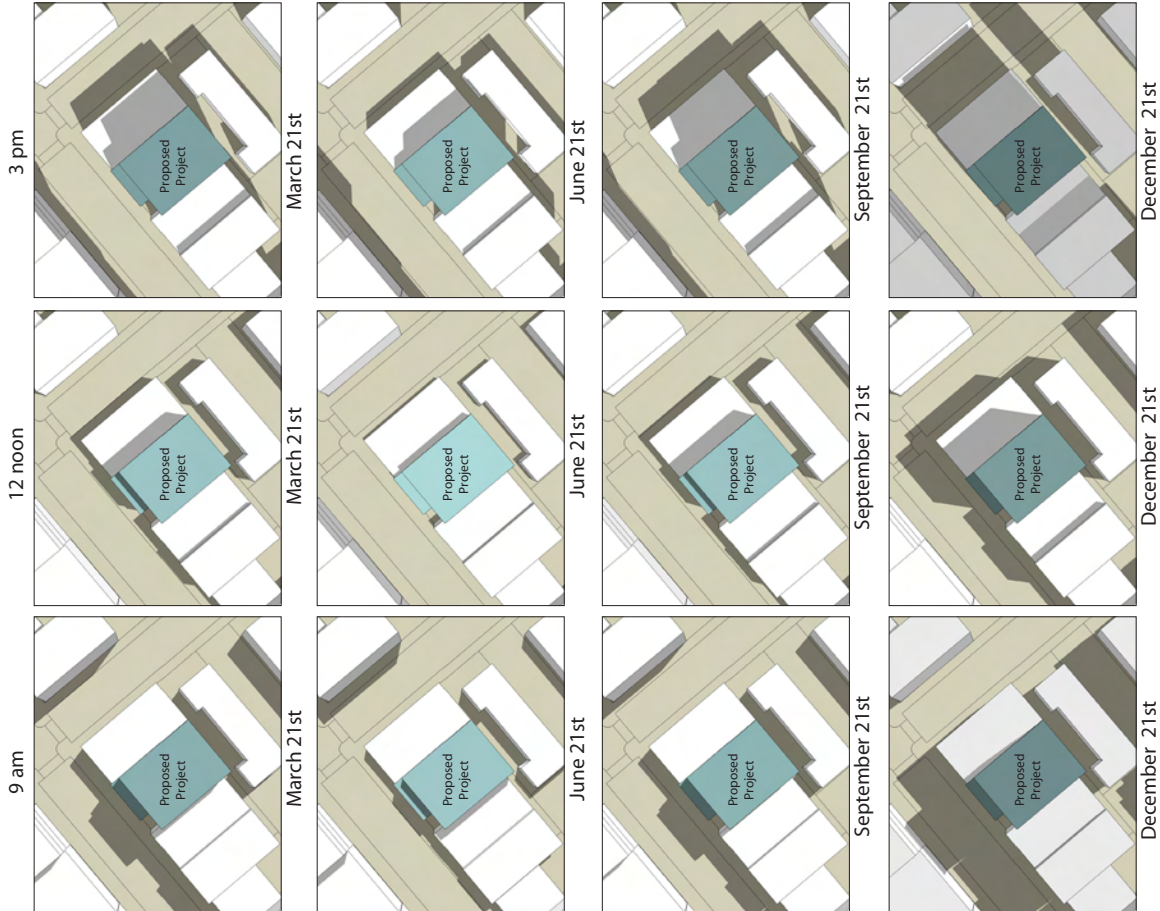


FIGURE 5-40: Sample shadow analysis shows the range of shading conditions through the year.

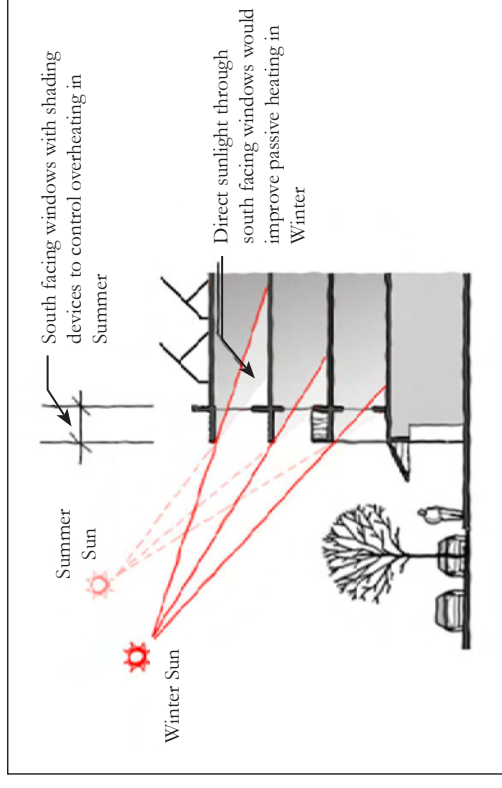
### 5.4.3

#### SUSTAINABILITY AND GREEN BUILDING DESIGN

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

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

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



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



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

## 5.4.4

**LANDSCAPE TREES**

The City of Burlingame has a long history of proactive tree planting and proper tree care. From the late 1800's when trees were planted along El Camino Real and Easton Drive to the current day, Burlingame has enjoyed the many benefits trees provide to an urban area.

Burlingame's longtime commitment to trees is evidenced by recognition as a "Tree City USA" for 30 consecutive years. This is the longest streak in the County, 5th longest in the State and one of the longest in the Country for receiving this award.

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

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

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

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



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



RESOLUTION NO. \_\_\_\_\_

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME  
RECOMMENDING A FINDING THAT THERE IS NO SUBSTANTIAL EVIDENCE THAT  
THE APPROVAL OF AN APPLICATION FOR AMENDMENT TO COMMERCIAL  
DESIGN REVIEW, CONDITIONAL USE PERMIT FOR BUILDING HEIGHT, AND  
CONDOMINIUM PERMIT FOR A NEW 44-UNIT LIVE/WORK DEVELOPMENT AT  
619-625 CALIFORNIA DRIVE WILL HAVE A SIGNIFICANT EFFECT ON THE  
ENVIRONMENT UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT  
(CEQA) PURSUANT TO ARTICLE 6 OF THE CEQA GUIDELINES**

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

Section 1. On the basis of the Initial Study and the documents submitted and reviewed, and comments received and addressed by this commission, it is hereby found that there is no substantial evidence that the project set forth above will have a significant effect on the environment, and a Mitigated Negative Declaration, per Mitigated Negative Declaration ND-600-P and Addendum to the Mitigated Negative Declaration is hereby approved.

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

---

Chairman

I, \_\_\_\_\_, Secretary of the Planning Commission of the City of Burlingame, do hereby certify that the foregoing resolution was introduced and adopted at a regular meeting of the Planning Commission held on the 28<sup>th</sup> day of June, 2021 by the following vote:

AYES:

NOES:

ABSENT:

---

Secretary

**RESOLUTION NO. \_\_\_\_\_**

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME  
APPROVING AN APPLICATION FOR AMENDMENT TO COMMERCIAL DESIGN REVIEW,  
CONDITIONAL USE PERMIT FOR BUILDING HEIGHT, AND CONDOMINIUM PERMIT FOR  
A NEW 44-UNIT LIVE/WORK DEVELOPMENT  
AT 619-625 CALIFORNIA DRIVE  
(ASSESSOR PARCEL NOS: 029-131-140, 029-131-150 & 029-131-160)**

WHEREAS, on July 22, 2020, Ed Duffy, on behalf of Ed 1005 BM LLC, filed an application with the City of Burlingame Community Development Department – Planning Division requesting approval of the following requests:

- Amendment to Commercial Design Review for construction of a new five-story, 44-unit live/work building (C.S. 25.31.045 and 25.57.010 (c) (1) and Chapter 5 of the Downtown Specific Plan);
- Conditional Use Permit for building height (54'-8¾" proposed where 55'-0" is the maximum allowed; Conditional Use Permit required if building exceeds 35'-0") (C.S. 25.31.060 (c)); and
- Condominium Permit for construction of the new building (each unit to be privately owned) (C.S. 26.30.020).

WHEREAS, on November 9, 2020 the Planning Commission conducted a duly noticed public hearing (design review study meeting) to review a 44-unit live/work development project. At that time direction was provided to the applicant to provide additional information and comments were received from the Commission and public regarding issues to be addressed in the Addendum to the project Initial Study/Mitigated Negative Declaration (IS/MND); and

WHEREAS, an Addendum to the IS/MND was prepared to analyze project impacts; and

Following consideration of all information contained in the June 28, 2021 staff report to the Planning Commission regarding the project, all written correspondence, and all public comments received at the public hearing, the Commission grants approval of the 44-unit live/work development project based on the following findings regarding the project entitlements:

**Commercial Design Review Findings:**

- that the proposal consists of exterior facades with a variety of materials, including Parklex façade cladding, metal batten siding, architectural concrete, stainless steel columns and canopies, aluminum balcony railings, and aluminum framed windows and doors, is consistent with the pattern of diverse architectural styles that characterize the city's commercial areas, and that architecturally the design is consistent by using a single architectural style on the site that is consistent among primary elements of the structure;

- that the proposed ground floor facade along California Drive, consisting of an aluminum and glass system recessed at various points along the building façade and a metal canopy at the main entry to the building, and concealing the parking garage by locating it behind the building and placing the vehicle entry to the garage along the side of the building off Oak Grove Avenue, promotes pedestrian activity by allowing views directly into the lobby, workshare/co-working space and conference room;
- that the proposed design fits the site and is compatible with the surrounding development in that the project is consistent with existing buildings in the area characterized by simple massing, flat walls and roofs, and repetitive fenestration; the project mediates between existing two- and three-story buildings in the area to create a continuous neighborhood, is well articulated, and embraces the street and the pedestrian realm;
- that the design exhibits thoughtful massing, character and pedestrian scale and contains a four-story façade at the front and rear of the building (fifth floor is setback 19'-6" along the front of the building and 9'-0" along the rear of the building); and
- that the proposal is consistent with the design guidelines established in Chapter 5 of the Downtown Specific Plan (Design & Character).

Conditional Use Permit Findings for Building Height:

- The proposed use, at the proposed location, will not be detrimental or injurious to property or improvements in the vicinity, and will not be detrimental to the public health, safety, general welfare, or convenience, in that the live/work use is consistent with the existing commercial and multiple-family residential uses in the neighborhood;
- The proposed use will be located and conducted in a manner in accord with the Burlingame General Plan and the purposes of this title, in that it provides a live/work use on a property determined to be suitable for such use in the Zoning Code and Burlingame General Plan; and
- The proposed project will be compatible with the aesthetics, mass, bulk, and character of the existing and potential uses on adjoining properties in the general vicinity in that given the neighborhood, bounded by California Drive, Oak Grove Avenue, El Camino Real and Bellevue Avenue, is generally composed of two- to four-story structures, the project is generally compatible with the surrounding structures in mass and scale with a proposed building height of 54'-8¾" to top of roof; and because the top (5<sup>th</sup>) floor is stepped back 19'-6" along the front of the building and 9'-0" along the rear of the building, it will provide a sense of a four-story building when viewed from nearby locations, will be a less prominent element of the front building façade, and given the proximity of the project site to other three- and four-story buildings in the general vicinity and in the Downtown area it will be compatible with the mass and character of buildings in the area.

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 44-unit live/work development project is scaled to be compatible with existing commercial and multifamily buildings in the area and features appropriate landscaping with usable common open space both on the ground level and on the fourth floor terrace;
- *The overall impact on schools, parks, utilities, neighborhoods, streets, traffic, parking and other community facilities and resources* in that the project site is located in an urban area and is surrounded by commercial and residential development which is served by utility and public services; and that a Mitigated Negative Declaration and Addendum prepared for the project analyzed potential impacts of new infill development and included conditions of approval to mitigate potential environmental impacts, and with incorporation of these conditions of approval, the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
- *Conformity with the general plan and density permitted by zoning regulations*, in that the project provides 44 live/work units and consistent with the applicable general plan and zoning designations.

WHEREAS, said matters were heard by the Planning Commission of the City of Burlingame on June 28, 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. Said applications for Amendment to Commercial Design Review, Conditional Use Permit for Building Height, and Condominium Permit for a new 44-Unit Live/Work Development are approved subject to the conditions set forth in Exhibit "A" attached hereto. Findings for such Amendment to Commercial Design Review, Conditional Use Permit, and Condominium Permit are set forth in the staff report, minutes, and recording of said meeting.

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

---

Chairman

I, \_\_\_\_\_, Secretary of the Planning Commission of the City of Burlingame, do hereby certify that the foregoing resolution was introduced and adopted at a regular meeting of the Planning Commission held on the 28<sup>th</sup> day of June, 2021, by the following vote:

AYES:  
NOES:  
ABSENT:

---

Secretary

## **RESOLUTION NO.**

### **EXHIBIT "A"**

Conditions of Approval for Amendment to Commercial Design Review, Conditional Use Permit, and Condominium Permit.

619-625 California Drive

Effective July 8, 2021

Page 1

1. that the project shall be built as shown on the plans submitted to the Planning Division date stamped January 25, 2021, sheets A-0.01a through A-6.00, Architectural Site Survey, L-01.00 through L-02.00, C-1 and C-2;
2. that prior to issuance of a building permit, the applicant shall consult with the City Arborist to determine the number, size, spacing and species of street trees along California Drive in front of the project site; all new street trees shall be shown on the plans submitted for a building permit;
3. the applicant shall apply for a tentative and final condominium map and tentative and final parcel map for lot merger with the Public Works, Engineering Division for processing in conformance with the Subdivision Map Act;
4. that prior to issuance of a building permit for construction of the project, the project construction plans shall be modified to include a cover sheet listing all conditions of approval adopted by the Planning Commission, or City Council on appeal; which shall remain a part of all sets of approved plans throughout the construction process. Compliance with all conditions of approval is required; the conditions of approval shall not be modified or changed without the approval of the Planning Commission, or City Council on appeal;
5. 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);
6. that the maximum elevation at the top of the roof ridge shall not exceed elevation 73.91' as measured from the average elevation at the top of the curb for a maximum height of 54'-8<sup>3</sup>/<sub>4</sub>", and that the top of each floor and final roof ridge shall be surveyed and approved by the City Engineer as the framing proceeds and prior to final framing and roofing inspections. Should any framing exceed the stated elevation at any point it shall be removed or adjusted so that the final height of the structure with roof shall not exceed the maximum height shown on the approved plans;
7. that prior to issuance of a building permit for the project, the applicant shall pay the first half of the public facilities impact fee in the amount of \$94,442.90, made payable to the City of Burlingame and submitted to the Planning Division;

## **RESOLUTION NO.**

### **EXHIBIT "A"**

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

619-625 California Drive

Effective October 4, 2018

Page 2

8. that prior to scheduling the final framing inspection, the applicant shall pay the second half of the public facilities impact fee in the amount of \$94,442.90, made payable to the City of Burlingame and submitted to the Planning Division;
9. that the final inspection shall be completed and a certificate of occupancy issued before the close of escrow on the sale of each unit;
10. that the developer shall provide to the initial purchaser of each unit and to the board of directors of the condominium association, an owner purchaser manual which shall contain the name and address of all contractors who performed work on the project, copies of all warranties or guarantees of appliances and fixtures and the estimated life expectancy of all depreciable component parts of the property, including but not limited to the roof, painting, common area carpets, drapes and furniture;
11. that the trash receptacles, furnaces, and water heaters shall be shown in a legal compartment outside the required parking and landscaping and in conformance with zoning and California Building and Fire Code requirements before a building permit is issued;
12. that Klaus MultiBase 2072i and Klaus Trendvario 3100 stacker systems, or equivalent parking lifts, shall be installed with the following conditions:
  - a. the parking lifts shall be properly illuminated to provide safety for easy loading and unloading, while not causing excessive glare.
  - b. signage shall be installed in each garage explaining the proper use of the lifts and emergency contact information for lift maintenance or problems.
  - c. the final design of the parking lifts shall be subject to the review and approval of the Community Development Director.
13. Construction Management Plan: The project applicant and its construction contractor(s) shall develop a construction management plan for review and approval by the City of Burlingame. The plan must include at least the following items and requirements to reduce, to the maximum extent feasible, traffic and parking congestion during construction:

## **RESOLUTION NO.**

### **EXHIBIT "A"**

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

619-625 California Drive

Effective October 4, 2018

Page 3

- a. A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes;
  - b. Identification of haul routes for movement of construction vehicles that would minimize impacts on motor vehicular, bicycle and pedestrian traffic, circulation and safety, and specifically to minimize impacts to the greatest extent possible on streets in the project area;
  - c. Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures would occur;
  - d. Provisions for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project applicant.;
  - e. A construction parking plan to provide worker parking off site and generally off neighborhood streets, with shuttles or other transportation as needed to transport workers to the site; and
  - f. Designation of a readily available contact person for construction activities who would be responsible for responding to any local complaints regarding traffic or parking. This coordinator would determine the cause of the complaint and, where necessary, would implement reasonable measures to correct the problem.
14. 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;
  15. that storage of construction materials and equipment on the street or in the public right-of-way shall be prohibited;
  16. 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;



## **RESOLUTION NO.**

### **EXHIBIT "A"**

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

619-625 California Drive

Effective October 4, 2018

Page 4

17. that all runoff created during construction and future discharge from the site shall be required to meet National Pollution Discharge Elimination System (NPDES) standards;
18. that the applicant shall submit an erosion and sedimentation control plan describing BMPs (Best Management Practices) to be used to prevent soil, dirt and debris from entering the storm drain system; the plan shall include a site plan showing the property lines, existing and proposed topography and slope; areas to be disturbed, locations of cut/fill and soil storage/disposal areas; areas with existing vegetation to be protected; existing and proposed drainage patterns and structures; watercourse or sensitive areas on-site or immediately downstream of a project; and designated construction access routes, staging areas and washout areas;
19. 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;
20. that methods and procedures such as sediment basins or traps, silt fences, straw bale dikes, storm drain inlet protection such as soil blanket or mats, and covers for soil stock piles to stabilize denuded areas shall be installed to maintain temporary erosion controls and sediment control continuously until permanent erosion controls have been established;
21. 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;
22. 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;
23. 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;
24. that the applicant shall obtain a Tree Work Permit from the Parks Division for removal of the existing red oak street tree along Oak Grove Avenue;

## RESOLUTION NO.

### EXHIBIT "A"

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

619-625 California Drive

Effective October 4, 2018

Page 5

25. that the applicant shall coordinate with the City of Burlingame Parks Division regarding the replacement of the two existing street trees along California Drive with two new London Plan street trees and the replacement of the existing red oak tree with a new red oak tree along Oak Grove Avenue;
26. 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;
27. 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;
28. 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;
29. that the applicant shall comply with Ordinance 1503, the City of Burlingame Storm Water Management and Discharge Control Ordinance;
30. that the project shall be required to comply with all the standards of the California Building and Fire Codes, in effect at time of building permit issuance, as amended by the City of Burlingame;
31. that this project shall comply with Ordinance No. 1477, Exterior Illumination Ordinance;

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

32. that prior to scheduling the foundation inspection, a licensed surveyor shall locate the property corners, set the building footprint and certify the first floor elevation of the new structure(s) based on the elevation at the top of the form boards per the approved plans; this survey shall be accepted by the City Engineer;

## **RESOLUTION NO.**

### **EXHIBIT "A"**

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

619-625 California Drive

Effective October 4, 2018

Page 6

33. that prior to scheduling the framing inspection the project architect or residential designer, or another architect or residential design professional, shall provide an architectural certification that the architectural details shown in the approved design which should be evident at framing, such as window locations and bays, are built as shown on the approved plans; architectural certification documenting framing compliance with approved design shall be submitted to the Building Division before the final framing inspection shall be scheduled;
34. 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;
35. 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 Downtown Specific Plan:**

36. the project sponsor shall prepare a Geotechnical Study identifying the depth to the seasonal high water table at the project site. No permanent groundwater dewatering would be allowed. Instead, all residential uses must be elevated to above the seasonal high water table and all areas for non-residential uses shall be flood-proofed and anchored, in accordance with floodplain development requirements, to the design depth as recommended by geotechnical engineer. Final design shall be prepared by a qualified professional engineer and approved by the Burlingame Department of Public Works prior to receiving a building permit;
37. the project sponsor shall implement all appropriate control measures from the most currently adopted air quality plan at the time of project construction;
38. the project sponsor shall ensure implementation of the following mitigation measures during project construction, in accordance with BAAQMD standard mitigation requirements:
  - a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day or as necessary.
  - b. All haul trucks transporting soil, sand, or other loose material offsite shall be covered or otherwise loaded consistent with California Vehicle Code Section 23114.

## **RESOLUTION NO.**

### **EXHIBIT "A"**

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

619-625 California Drive

Effective October 4, 2018

Page 7

- c. 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 sweeping is prohibited.
  - d. All vehicle speeds on unpaved roads shall be limited to 15 mph.
  - e. All roadways, driveways, 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.
  - f. Idling times shall be minimized either by shutting off equipment when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
  - g. 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.
  - h. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.
39. the project sponsor shall implement the following Greenhouse Gas reduction measures during construction activities:
- a. Alternative-Fueled (e.g., biodiesel, electric) construction vehicles/equipment shall make up at least 15 percent of the fleet.
  - b. Use at least 10 percent local building materials.
  - c. Recycle at least 50 percent of construction waste or demolition materials.
40. the project sponsor shall provide adequate secure bicycle parking in the plan area at a minimum ratio of 1 bicycle spot for every 20 vehicle spots;
41. that employers shall post and update information on alternate modes of transportation for the area (i.e. bus/shuttle schedules and stop locations, maps);

## **RESOLUTION NO.**

### **EXHIBIT "A"**

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

619-625 California Drive

Effective October 4, 2018

Page 8

42. the project sponsor shall incorporate commercial energy efficiency measures such that energy efficiency is increased to 15% beyond 2008 title 24 standards for electricity and natural gas;
43. the project sponsor shall incorporate recycling measures and incentives such that a solid waste diversion rate of 75% is achieved upon occupation of each phase of plan development;
44. the project sponsor shall incorporate commercial water efficiency measures such that water consumption is decreased by a minimum of 10 percent over current standard water demand factors;
45. that construction shall avoid the March 15 through August 31 avian nesting period 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 ft. 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 250 ft. of the nest, until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts;
46. that for projects within the Plan Area that require excavation, a Phase I Environmental Site Assessment (and Phase II sampling, where appropriate) would be required. If the Phase I Environmental Site Assessment determines that remediation is required, the project sponsor would be required to implement all remediation and abatement work in accordance with the requirements of the Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), or other jurisdictional agency;
47. that the following practices shall be incorporated into the construction documents to be implemented by the project contractor.
  - a. Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures:
    - Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site; - Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors;
    - Locate stationary equipment to minimize noise impacts on the community; and
    - Minimize backing movements of equipment.

## RESOLUTION NO.

### EXHIBIT "A"

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

619-625 California Drive

Effective October 4, 2018

Page 9

- b. Use quiet construction equipment whenever possible.
  - c. Impact equipment (e.g., jack hammers and pavement breakers) shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other quieter procedures, such as drilling rather than using impact equipment, shall be used whenever feasible.
48. the project sponsor shall incorporate the following practice into the construction documents to be implemented by construction contractors: The project sponsor shall require that loaded trucks and other vibration-generating equipment avoid areas of the project site that are located near existing residential uses to the maximum extent compatible with project construction goals;
49. that if the project increases sewer flows to the sanitary sewer system, the project sponsor shall coordinate with the City Engineer to determine if improvements to public sanitary sewer infrastructure are needed. If improvements are needed, the following shall apply:
- that prior to issuance of a building permit, the project sponsor shall develop a plan to facilitate sanitary sewer improvements. The plan shall include a schedule for implementing sanitary sewer upgrades that would occur within the development site and/or contribution of a fair share fee toward those improvements, as determined by the City Engineer. The plan shall be reviewed by the City Engineer.
50. that prior to issuance of a building permit, the development plans shall be reviewed by the Fire Marshal to determine if fire flow requirements would be met given the requirements of the proposed project, and the size of the existing water main(s). If the Fire Marshal determines improvements are needed for fire protection services, then the following shall apply:
- that prior to issuance of a building permit the project sponsor shall be required to provide a plan to supply adequate water supply for fire suppression to the project site, consistent with the Fire Marshal's requirements. The plan shall be reviewed by the Fire Marshal. The project sponsor shall be responsible for implementation of the plan including installation of new water mains, and/or incorporation of fire water storage tanks and booster pumps into the building design, or other measures as determined by the Fire Marshal.



## **RESOLUTION NO.**

### **EXHIBIT "A"**

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

619-625 California Drive

Effective October 4, 2018

Page 10

51. that if evidence of an archeological site or other suspected cultural resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Burlingame shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City of Burlingame shall consult with the archeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC;
52. that should a unique paleontological resource or site or unique geological feature be identified at the project construction site during any phase of construction, the project manager shall cease all construction activities at the site of the discovery and immediately notify the City of Burlingame. The project sponsor shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is carried out. The project sponsor shall be responsible for implementing any additional mitigation measures prescribed by the paleontologist and approved by the City; and
53. that if human remains are discovered at any project construction site during any phase of construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Burlingame and the County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Burlingame shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98.

## **RESOLUTION NO.**

### **EXHIBIT "A"**

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

619-625 California Drive

Effective October 4, 2018

Page 11

The project sponsor shall implement approved mitigation, to be verified by the City of Burlingame, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.

### **Mitigation Measures from Environmental Impact Report:**

#### **Air Quality**

54. MM AIR-1: During construction activities, the following air pollution control measures shall be implemented:
- 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 roadways, driveways, and sidewalks shall be paved as soon as possible.
  - Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
  - All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
  - A publicly visible sign shall be posted with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48 hours of a complaint or issue notification. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.
55. MM AIR-2: The developer or Project Applicant shall ensure all off-road construction equipment in excess of 50 horsepower used on-site by the developer or contractors is equipped with engines meeting the EPA Tier IV off-road engine emission standards. The construction contractor shall maintain a log of equipment use at the construction site with make, model, serial number, and certification level of each piece of construction equipment that will be available for review by City building inspection staff.

## **RESOLUTION NO.**

### **EXHIBIT "A"**

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

619-625 California Drive

Effective October 4, 2018

Page 12

### **Biological Resources**

#### **56. MM BIO-1: Migratory Birds and Nesting Raptors**

1. If construction or tree removal is proposed during the breeding/nesting season for local avian species (typically March 1 through August 31), a focused survey for active nests of raptors and migratory birds within and in the vicinity of (no less than 250 feet outside the project boundaries, where possible) the project site shall be conducted by a qualified biologist. One survey will be conducted 30 days prior to tree removal or construction activities. If no active nests are found, tree removal or construction activities may proceed.
2. If an active nest is located during pre-construction surveys, the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife (as appropriate) shall be notified regarding the status of the nest. Furthermore, construction activities shall be restricted to avoid disturbance of the nest until it is abandoned or the biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones or alteration of the construction schedule.

#### **57. MM BIO-2: Special-status Bat Species**

1. To reduce construction related impacts to special-status bat species, a bat survey shall be conducted between March 1 to July 31 by a qualified wildlife biologist within the year of proposed construction start and prior to ground disturbance. If no bat roosts are detected, then no further action is required. If a colony of bats is found roosting on-site, then the following mitigation will be implemented to reduce the potential disturbance:
2. If a female or maternity colony of bats are found on the project site, a wildlife biologist through coordination with CDFW shall determine what physical and timed buffer zones shall be employed to ensure the continued success of the colony. Such buffer zones may include a construction-free barrier of 200 feet from the roost and/or the timing of the construction activities outside the maternity roost season (after July 31 and before March 1).

## **RESOLUTION NO.**

### **EXHIBIT “A”**

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

619-625 California Drive

Effective October 4, 2018

Page 13

#### **Cultural and Tribal Cultural Resources**

58. MM CUL-1: In the event a potentially significant cultural resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease and workers should avoid altering the materials until an archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology has evaluated the resource. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The resource shall be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria by the qualified archaeologist. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant in accordance with Section 15064.5 of the CEQA Guidelines. The archaeologist shall also perform appropriate technical analyses, prepare a comprehensive report complete with methods, results, and recommendations, and provide for the permanent curation of the recovered resources. The report shall be submitted to the City of Burlingame, the Northwest Information Center, and the State Historic Preservation Office (SHPO), as required.
59. MM CUL-2: In the event that fossils or fossil-bearing deposits are discovered during construction activities, excavations within a 100-foot radius of the find shall be temporarily halted or diverted. The project contractor shall notify a qualified paleontologist to examine the discovery. The applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology standards and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction activities are allowed to resume at the location of the find. If the Applicant determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery. The plan shall be submitted to the City of Burlingame for review and approval prior to implementation, and the Applicant shall adhere to the recommendations in the plan.
60. MM CUL-3: In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and Section 5097.98 must be followed. If during the

## **RESOLUTION NO.**

### **EXHIBIT "A"**

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

619-625 California Drive

Effective October 4, 2018

Page 14

course of project development there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance within 100 feet of the remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the most likely descendant (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.
2. Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance:
  - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission.
  - The descendant identified fails to make a recommendation.
  - The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Additionally, California Public Resources Code Section 15064.5 requires the following relative to Native American Remains:

When an initial study identifies the existence of, or the probable likelihood of, Native American Remains within a project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98. The applicant may develop a plan for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American Burials with the appropriate Native Americans as identified by the Native American Heritage Commission.

## **RESOLUTION NO.**

### **EXHIBIT "A"**

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

619-625 California Drive

Effective October 4, 2018

Page 15

### **Geology and Soils**

61. MM GEO-1: Prior to the issuance of a building permit and during the foundation phases of construction, the project applicant shall follow the recommendations of the Geotechnical Investigation, by retaining a qualified geotechnical consulting firm. Subsurface conditions may vary from those encountered at the locations of borings during the Geotechnical Investigation. The geotechnical firm retained by the project applicant shall review final engineer plans as well as observe and test during the earthwork and foundation phases of construction. This would ensure recommendations from the Geotechnical Investigation are properly incorporated into the project plan and development.
62. MM GEO-2: Prior to the issuance of a building permit, the project's plans shall reflect foundations that extend deep enough to penetrate more stable soils. The project applicant shall follow the recommendations of the Geotechnical Investigation, by ensuring the building be supported on conventional spread footing foundation system bearing on stiff native soils or properly compacted structural fill. All continuous footings shall have a width of at least 15 inches and shall extend at least 30 inches below exterior grade or at least 24 inches below the bottom of concrete slabs-on-grade, whichever is deeper. Footings located adjacent to utility lines shall bear below a 1:1 plane extending up from the bottom edge of the utility trench. Continuous foundations shall be designed with sufficient depth and reinforcing to tolerate the estimated differential settlement. The geotechnical consulting firm retained by the applicant shall observe all footing excavations prior to the placement of reinforcing steel to confirm that suitable material has been exposed and properly cleaned. If soft or loose soil is encountered in the foundation excavations, the geotechnical consulting firm may require overexcavation and/or compactive effort or a deeper footing depth below the reinforcing steel is placed.

Alternative to the spread footing foundation described above, the building may be supported on a reinforced concrete mat foundation bearing on a properly prepared and compacted soil subgrade. The mat foundation shall have a thickened perimeter edge that extends at least eight inches into the soil subgrade below the bottom of the mat or at least four inches below the base of the capillary break rock section. This should improve edge stiffness, reduce the potential for mat slab dampness, and increase resistance to lateral loads imposed on the mat. The mat foundation shall be reinforced to provide structural continuity and to permit spanning of local irregularities. It shall be designed with sufficient depth and reinforcing to be able to tolerate the estimated differential settlements. Prior to mat construction, the subgrade shall be proof-rolled to provide a smooth firm surface for mat support. Where dampness of the mat would be undesirable, a high quality membrane vapor barrier shall be installed.



## **RESOLUTION NO.**

### **EXHIBIT "A"**

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

619-625 California Drive

Effective October 4, 2018

Page 16

63. MM GEO-3: Prior to the issuance of a building permit, the structural engineer shall consult with the membrane manufacturer for the coefficient of friction to be assumed for design. Lateral loads may be resisted by base friction between the vapor barrier or damp proofing membrane shown below the mat and the supporting subgrade and by passive soil pressure acting against the sides of the mat foundations. Lateral resistance may be provided by passive soil pressure acting against the sides of foundations cast neat in footing excavations or backfilled with compacted structural fill. The upper foot of passive soil shall not be neglected where soil adjacent to the footing or mat will be landscaped or subject to softening from rainfall and/or surface runoff.
64. MM GEO-4: Prior to the issuance of a building permit, the building foundations shall be designed as recommended by the Geotechnical Investigation. The 30-year post-construction differential settlement due to static loads is not expected to exceed 1 inch across the proposed building. Less differential movement would be expected across a structural mat foundation. Additional differential settlement may occur as a result of liquefaction and dynamic densification caused by severe ground shaking during a major earthquake.

### **Hydrology and Water Quality**

65. MM HYD-1: The project applicant shall prepare and implement a stormwater pollution prevention plan (SWPPP) for all construction activities at the project site. At a minimum, the SWPPP shall include the following:
- A construction schedule that restricts use of heavy equipment for excavation and grading activities to periods where no rain is forecasted during the wet season (October 1 thru April 30) to reduce erosion associated intense rainfall and surface runoff. The construction schedule shall indicate a timeline for earthmoving activities and stabilization of disturbed soils;
  - Soil stabilization techniques such as covering stockpiles, hydroseeding, or short-term biodegradable erosion control blankets;
  - Silt fences, compost berms, wattles or some kind of sediment control measures at downstream storm drain inlets;
  - Good site management practices to address proper management of construction materials and activities such as but not limited to cement, petroleum products, hazardous materials, litter/rubbish, and soil stockpile; and
  - The post-construction inspection of all drainage facilities and clearing of drainage structures of debris and sediment.

## **RESOLUTION NO.**

### **EXHIBIT "A"**

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

619-625 California Drive

Effective October 4, 2018

Page 17

66. MM HYD-2: Prior to project approval, the project applicant shall prepare the appropriate documents consistent with San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) and NPDES Provisions C.3 and C.6 requirements for post-construction treatment and control of stormwater runoff from the site. Post-construction treatment measures must be designed, installed, and hydraulically sized to treat a specified amount of runoff. Furthermore, the project plan submittals shall identify the owner and maintenance party responsible for the ongoing inspection and maintenance of the post-construction stormwater treatment measure in perpetuity. A maintenance agreement or other maintenance assurance must be submitted and approved by the City prior to the issuance of a final construction inspection.

#### **Public Services**

67. MM PS-1: The project Applicant would be responsible for paying all school impact fees at the time of building permit issuance.

#### **Transportation/Traffic**

68. MM TRANS-1: In order to maintain adequate sight distance, on-street parking shall be prohibited on Oak Grove Avenue between the project driveway and the western neighboring driveway.



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

**Project Site: 619-625 California Drive, zoned C-2**

The City of Burlingame Planning Commission announces the following virtual public hearing via Zoom **on Monday, June 28, 2021 at 7:00 P.M.** You may access the meeting online at [www.zoom.us/join](http://www.zoom.us/join) or by phone at (669) 900-9128:

Meeting ID: 949 2938 3443	Passcode: 310528
---------------------------	------------------

**Description:** Application for Environmental Review and Amendment to Commercial Design Review, Conditional Use Permit for building height and Condominium Permit for construction of a new five-story, 44-Unit live/work development.

Members of the public may provide written comments by email to: [publiccomment@burlingame.org](mailto:publiccomment@burlingame.org).

Mailed: June 18, 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](mailto: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](mailto: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)*



619-625 California Drive  
500' noticing  
APN #s: 029-131-140, 029-131-150, 029-131-160

