



City of Burlingame

BURLINGAME CITY HALL
501 PRIMROSE ROAD
BURLINGAME, CA 94010

Meeting Minutes Planning Commission

Monday, January 25, 2016

7:00 PM

Council Chambers

- a. 556 El Camino Real, zoned R-3 - Application for Environmental Scoping for Environmental Review, Condominium Permit, Design Review, and Conditional Use Permit for building height for a new five-story, 21-unit residential condominium with below-grade parking (VMK Design Group, designer; Roman Knop, property owner) (462 noticed) Staff Contact: Kevin Gardiner

Attachments: [556 El Camino Real - staff report](#)
[556 El Camino Real - attachments](#)
[556 El Camino Real - plans - 01.25.16](#)

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

Senior Planner Keylon provided an overview of the staff report.

Questions of staff:

> *Were there any comments submitted by the design review consultant? (Keylon - will have comments by the time it comes back for action.)*

Chair DeMartini opened the public hearing.

Vadim Malik-Karamov represented the applicant.

Commission Questions/Clarifications:

- > *Appreciates all of the design changes that have been made; an incredible improvement.*
- > *Concerned about how the vehicles will circulate through the property. Would it make more sense to have the entry at the north end, rather than the south end of the property. Concerned about the turning radii leading into the garage. (Malik-Karamov - could provide another entry for use during peak traffic times. The proposed entry would be used during off-peak times.)*
- > *Have approved mechanical parking units installed on other projects, but have been much smaller. If this equipment doesn't work as advertised, will be a significant problem. Referenced a recent article in the New York Times that was provided to staff earlier regarding this type of parking. Need to have additional assurance that this parking arrangement will work. (Malik-Karamov - believes the representations of the manufacturer. Is a concept that hasn't been used in the United States. Understands the concern.)*
- > *Have the windows been specified yet? (Malik-Karamov - will be aluminum-framed windows.)*
- > *How many conventional parking spaces could have been provided? (Malik-Karamov - would have had to increase the first level height by at least three feet, to create areas for ramps. By using the automatic vehicle lifts there is much less excavation and concrete work required.) Not convinced that this arrangement will work and that residents will use the north and south driveways at appropriate times.*
- > *Have there been any discussions with CalTrans regarding the intersection of Floribunda and El Camino? Would like to see a traffic study done to determine how the traffic flow from this site will impact the proposed improvements at this location. (Malek-Karamov - have a traffic study for the project.) Sees*

the parking approach as a potential cause of a bottleneck.

- > If height of the first floor is raised, could reduce units. Referenced opportunity to raise the first floor to provide privacy for occupants, as referenced in the Downtown Specific Plan.
- > Concerned regarding drainage from the property. Past information was provided at a dryer time. Interested in learning what the impact would be today. (Roman Knop - will place several drains under the building and drain to El Camino.) Include authorization from CalTrans to drain to its right-of-way.
- > Spoke to the City Engineer regarding this matter - does have a permit to store water on the site and drain to El Camino at a limited rate.
- > Has the required fire apparatus access been provided? (Malik-Karamov - will seek alternative approach for this.) Show on plans.
- > Likes the idea of the stacked parking, but concerned that there is no staging area to permit vehicle loading and unloading. May not be as effective on this site given the limited driveway space.
- > Have the plans been shared with the property owners to the north? (Malik-Karamov - no.) Need to be able to demonstrate that the project will not be detrimental to neighboring properties. Could be a serious shadowing issue regarding shadowing at the adjacent pools. (Malik-Karamov - can provide more trees for privacy purposes. Believes that the shadow diagram was provided with the application materials though he doesn't have the materials with him. Meeker - can look at the shadow impacts as part of the environmental analysis.)
- > Is a requirement for one service vehicle space; where is it? Can residents get past a truck parked in the driveway? Concerned that the traffic flow into the garage will be blocked. (Malik-Karamov - referenced sheet A2 of the plans. Showed the drop off area for handicapped. The truck can be parked in the driveway used by residents' cars; residents will be able to drive around the truck. Can be scheduled for specific times.)
- > The service vehicle and residents' vehicle circulation conflicts are a fatal flaw in the on-site circulation on the site. Residents could be blocked from accessing the parking garage by service vehicles. (Meeker - will ensure that this concern is adequately addressed in the environmental document.)
- > How is bicycle parking handled? (Malik-Karamov - referenced sheet A11 and mentioned areas that could be used for bicycle storage.)
- > Has an emergency generator been selected? Want to be certain that the generator meets the power requirements for the property, particularly for operation of the parking lifts, and can be located where indicated.
- > How will the fencing be handled on the property? (Malik-Karamov - hasn't been addressed at this point. Can provide more details.)
- > Landscape plan needs specific details regarding locations of materials.
- > The rendering of the plan should show all details of what will be on the roof of the structure (venting, etc.)
- > On page A2, the first unit at the top left corner; what does LD mean? (Malik-Karamov - laundry. There will be two laundry rooms. One for the master bedroom, the other for the other bedrooms.) Has never seen this type of arrangement before. Another unit has the laundry facility in the closet in the master bedroom. Wants to be certain that the floor plans are understandable.
- > Some of the patios are very large on the penthouse level. What types of activities are envisioned? Could be used for activities that would disturb neighbors. (Malik-Karamov - Easy to manage because a line of landscape materials will be provided at the edge of the building. There will be no way to see over the railing into the neighboring pool.)
- > Where is the water table for the property? Be cognizant that the presence of water could affect durability of the parking equipment. (Malik-Karamov - doesn't have the information.)
- > Can the elevator move one or two cars at a time? (Malik-Karamov - one car at a time.)
- > What is the material shown on the overhang above the fourth floor? (Malik-Karamov - Could be a built up roof. The overhang could also be used as a garden.)
- > How will the balconies on El Camino be used? Storage is not a good thing for these areas. (Malik-Karamov - will restrict how the balconies will be used.)
- > How tall are the buildings on either side of the project? (Malik-Karamov - three stories and five stories.) Hard to tell how the building looks in context; would be useful to have a rendering that shows it in context.)
- > How will trash truck access the site? Will it park in front of the trash lift? (Malik-Karamov - noted

that Recology will not retrieve trash from the garage. The lift will be used to bring the bins to ground level.)

> Has Recology reviewed the trash plans? (Malik-Karamov - has had some conversations with Recology that confirm that they will not access the trash within the garage. Knop - trash must be brought up with the lift at the same time every week by the building manager.)

> How have sustainability and green building items been addressed? Is it possible for the rear yard space be used for a vegetable garden? (Malik-Karamov - can look at this.)

Public Comments:

Austin Tomaney and Sofia Glynn - live in neighboring 12 unit building. Submitted letter of concern last year - have the same concerns. Feels the total maximum units should be eighteen and no more than three stories in height to fit into the neighborhood. Building will detract from the community. Want a 55-foot setback between the new building and their building. The buildings are very close to one another. Her unit faces the proposed building. She has a balcony that is unused because there is no privacy. Can hear the conversations of neighbors. The height of the building will impact light and privacy.

Afaf Dudum - the building will be located at a blind spot on El Camino Real. This will add to the traffic problems in the area. The new structure will block light. Trash removal will create noise impacts. Deliveries will likely need to park on Floribunda to access the property. Coming in and out of the building is very dangerous. There will be solar impacts as well as tree and landscaping impacts. Invited the Commissioners to visit her property to see how the project would impact the building.

Jennifer Pfaff - noted that the site plan does not adequately reflect existing trees that are on the property and in the right-of-way. For the size of the building, the proposed deciduous trees are not of an adequate size to shield the building. Would like to see larger, evergreen trees placed in the area. The buildings along El Camino are secondary to the "linear park" appearance of the street.

Elina Cherny - agrees with the concerns expressed by the Commissioners. Noted that in the R3 district no building can be more than four stories in height. How can the proposed building be considered? The parking structure is a disaster waiting to happen because of traffic circulation, etc.

Nick Popovic - height of the building doesn't meet the code requirements. Does the building exceed lot coverage? The geotechnical report needs to be revisited as it is over eighteen month old. Need to look at groundwater and other structural issues. The building will overshadow other buildings in the area. Needs to be built more in line with other buildings in the area. Concerned about congestion that will be created on El Camino.

Taylor Fanti - noted that the building would block any light into her bedroom and all units on that side of her building. It will be difficult for delivery vehicles to access the property. Delivery vehicles could cause back ups onto El Camino which would be dangerous. The illustrations inaccurately represent the size of the proposed building. Concerned about noise generated by sump pumps pumping groundwater.

Elba Pannitto - supports the comments made by others during the hearing. Concerned regarding the additional laundry spaces within the units. Expressed traffic concerns related to the curve in El Camino at that point.

Jon Weiner - agreed with points by Commissioners and neighbors. Not familiar with the carousel parking equipment. Feels it may be more appropriate for a more urban area. Concerned about vibrations that would affect other properties. Would like to see examples where this type of system is in place currently. Would like an accurate representation of how the mass of the structure will impact neighboring properties.

Community Development Director Meeker noted that it is not necessary for the applicant to respond to every concern as all of the items noted will be addressed in the environmental document.

The applicant was provided time for rebuttal. Offered to meet with neighbors.

Chair DeMartini closed the public hearing.

Commission Discussion:

- > City Attorney Kane discussed the height regulation and the need to determine the intent for interpretation of that provision of the standards. Residents concerned about this matter will be able to learn more through the staff report.*
- > The architecture is better than before. The site program is more the issue. Creative ways of addressing parking are encouraged, though this particular property makes it challenging. Stackers have been considered before, but the City has never considered fully-automated parking approaches. There is necessarily a queing location for vehicles. This complicates deliveries as well. There are a lot of complicated items being baked into the project. Understands the property owner's desire to maximize use of the property, though there are likely other ways to create a building that better fits. The site challenges are in large part due to the location on El Camino.*
- > Shade and shadow needs to be evaluated.*
- > The concerns expressed by the City Engineer were reinforced and need to be addressed, particularly groundwater, the parking system, sewer capacity.*
- > The whole project hinges on whether or not the parking program will work. Needs some type of assurance that the system can work. Has the configuration been used in other similar projects and been successful?*
- > More analysis needed to show that the driveway radii, etc. are adequate. Still a lot of work that needs to be done.*
- > Referenced information in the packet regarding the typical densities approved; the density of this project is much higher than has normally been approved.*
- > Noise from stackers and/or water pumps must be evaluated.*
- > Height/story issue needs to be resolved.*
- > Would have hoped that more of an effort would have been made to show that the stacker system will work at the location.*
- > Huge issues need to be resolved before the project move forward.*
- > Want to make sure that there is a dialog between the applicant and the neighbors.*
- > Found a YouTube video of the proposed parking system in use in Korea.*

All information received during the public hearing will be assembled and provided to the environmental consultant to assist in guiding the environmental analysis for the project. No action was required by the Commission.

This motion was seconded by Commissioner Davis.

Discussion of motion:

- None.

Chair Sargent called for a vote on the motion to place this item on the Consent Calendar when plans have been revised as directed. The motion passed on a voice vote 5-0-0-1 (Commissioner Terrones absent). The Planning Commission's action is advisory and not appealable. This item concluded at 11:42 p.m.

15. 556 EL CAMINO REAL, ZONED R-3 – APPLICATION FOR ENVIRONMENTAL REVIEW, DESIGN REVIEW AND CONDOMINIUM PERMIT FOR A NEW 25-UNIT CONDOMINIUM BUILDING (ROMAN KNOP, APPLICANT; DOMINGUEZ ASSOCIATES, DESIGNER) STAFF CONTACT: KEVIN GARDINER

All Commissioners had visited the project site. Commissioner Bandrapalli noted that she met the maintenance worker while visiting the property. There were no other ex-parte communications. Reference staff report dated February 24, 2014, with attachments. Planning Manager Gardiner briefly presented the project description, and noted a received letter from the Homeowners' Association at 1515 Floribunda Avenue.

Questions of staff:

- Would involving a design review consultant be something that could be discussed at this meeting? (Meeker: That is something that could be discussed at this meeting.)

Chair Sargent opened the public comment period.

Carlos Dominguez and Roman Knop represented the applicant.

- Inherited plans, worked on floor plans, but not the exterior elevations. Took the project over from another architect, who is no longer involved with the project.

Commission comments:

- Would prefer full-size plans for projects of this size.
- Vinyl windows will not be approvable.
- This design is so far off from the design guidelines that working with a design review consultant would be helpful. The massing needs to be worked on. Not sure what the justification is for maxing the building out to the full height. There needs to be much more articulation. In cases where height would be considered it would be to accommodate an element such as a tower that ties the whole building together. It's not to allow the whole building to be blown up like a balloon to fill the volume – there has to be more justification to go up to that height, if at all.
- Looks like a large hotel next to the freeway with the floors just copied one on top of the next. Not what we want to see in Burlingame.
- Requested explanation from parking consultant regarding how the parking works. (Dominguez – is an automatic setup that is placed within a specific location. Entirely automated.)
- What happens if there is more than one person arriving home at a time? (Dominguez – there is room for two vehicles to stack up. Takes less than a minute for a car to be retrieved. Knop - There is only one car at a time that is possible to park in a regular parking garage. Dominguez – all of the

parking spaces are ADA compliant. All spaces are full-size. Are leaving all of the trees in their original position.)

- Doesn't understand how the parking doesn't result in a bottleneck. (Ward – presented overview.)
- Stacking is a concern. How is traffic backing up onto El Camino Real.
- How much water will be pumped out of the site? (Dominguez – explored 25-feet deep and had not located water.)
- Are there backup generators for the parking? (Dominguez – will be back up generators.)

Public comments:

Bobbi Benson, 550 El Camino Real, spoke on this item:

- Project will affect many in the area.
- El Camino Real is busy and there are long waiting periods to pull out into it.
- Expressed concern regarding flooding in the area – has had experience with flooding when pumps stop working.
- There are back-ups onto El Camino Real morning and night.
- Not enough setback from the adjacent building at 550 El Camino. There are decks, patios, and gardens at the fenceline.
- Want to ensure that the project is owner-occupied only – not investment or absentee landlord.
- Four stories would be reasonable; five stories is unreasonable. There is nothing taller than three stories in the entire 500 block of El Camino Real.
- Proposed trees are too close to the property line.
- Five-foot setback along El Camino Real to provide a pedestrian promenade and balance the buildings.
- Prevailing winds are from north to south.
- Request to power-wash the adjacent buildings after construction.
- Will follow-up with a letter.

Stan Distel, President of the Homeowners' Association at 1515 Floribunda Avenue, spoke on this item:

- Complaint regarding height of building.
- Depth of garage is a concern with water intrusion.
- Refer to letter submitted.

Resident from 1515 Floribunda Avenue spoke on this item:

- Oversized building for the neighborhood.
- Will obstruct views.
- Traffic and safety concerns.
- Noise concerns.
- Will stand out from the rest of the neighborhood. R-3 zoning specifies that maximum height can only be four stories. Three stories would be reasonable, four many be unreasonable, five stories is not acceptable.

Elena Cherny, 1515 Floribunda Avenue, spoke on this item:

- Looks like the project was slapped together to get the most out of the property financially.
- Not enough thought and consideration given to neighboring properties.
- There are a lot of water issues in Burlingame. 24-foot deep garage will become a sinkhole – it is not a multistory underground garage with horizontals, it is just a hole. It could become a hazard; could change how the groundwater flows and affect the neighboring properties.
- Five story building amongst three story buildings is disrespectful.
- There is no site plan that shows the relationship to the adjacent properties.

- Will provide shadow and light blockage on property at 1515 Floribunda, and shade swimming pools on two adjacent properties.
- Traffic concerns on El Camino Real, will take more than the time noted to get vehicles in and out of the parking structure. What happens if electricity goes out, or malfunction in the equipment? Hazard having only one lift.

There were no other comments from the floor and the public hearing was closed.

Additional Commission comments:

- Has experienced heavy traffic on El Camino Real.
- Feels the design is entirely inappropriate for the City. Doesn't meet the Downtown Specific Plan design guidelines. It is a big box with windows and balconies stuck on.
- Would like to see a listing of heights of existing buildings in the area.

Commissioner Davis moved to refer the project to a design review consultant.

This motion was seconded by Commissioner Sargent.

Discussion of motion:

- *Expressed concern regarding circulation into and out of the parking with the proposed mechanical parking solution.*

Chair Sargent called for a vote on the motion to refer the project to a design review consultant. The motion passed on a voice vote 5-0-0-1 (Commissioner Terrones absent). The Planning Commission's action is advisory and not appealable. This item concluded at 12:25 a.m.

X. COMMISSIONERS' REPORTS

There were no Commissioner's Reports.

XI. DIRECTOR'S REPORT

Commission Communications:

- None.

Actions from Regular City Council meeting of February 18, 2014:

- None.

FYI: 2608 Hillside Drive - review of proposed changes to a previously approved Design Review Project:

- Accepted.

XII. ADJOURNMENT

Chair Sargent adjourned the meeting at 12:26 a.m.



APPLICATION TO THE PLANNING COMMISSION

Type of application:

- Design Review
- Conditional Use Permit
- Variance
- Special Permit
- Parcel #: 029.111.260
- Other: _____

PROJECT ADDRESS: 556 EL CAMINO REAL, BURLINGAME CA 94010

Please indicate the contact person for this project

APPLICANT project contact person
OK to send electronic copies of documents

Name: FRANK GONSALVES

Address: 1271 5TH AVE, BELMONT CA 94002

City/State/Zip: BELMONT, CA 94002

Phone: 650 508 9520

Fax: 650 508 8133

E-mail: FGARCH@ATT.NET

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

Name: FRANK GONSALVES

Address: 1271 5TH AVE

City/State/Zip: BELMONT, CA 94002

Phone: 650 508 9520

Fax: 650 508 8133

E-mail: FGARCH@ATT.NET

★ Burlingame Business License #: 27593

PROJECT DESCRIPTION: 22 UNIT CONDOMINIUM

RECEIVED
APR 16
CITY OF BURLINGAME
CDD PLANNING

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

Applicant's signature: [Signature] Date: 11-18-11

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

Property owner's signature: [Signature] Date: 02/27/2012

Date submitted: _____

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

Please mark one box above with an X to indicate the contact person for this project. S:\HANDOUTS\PC Application 2008.handout.doc



TOWER

citylift

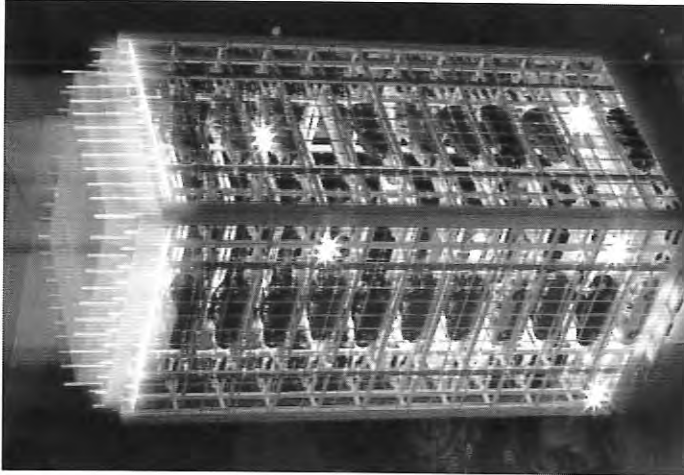
2335 Broadway, Suite 100 Oakland, CA 94612 844-388-0424 cityliftparking.com

This fully automated lift is ideal for narrow spaces and can be built side-by-side for larger parking flow.

- Retrieval Time: 100-120 seconds
- Up to 20 levels
- Standard configuration is 2, 4, 6, 8, 10, and 12 cars per level.
- Units installed globally: 15,000
- Measurements in drawings are standard models. Towers are custom built to customer specifications.

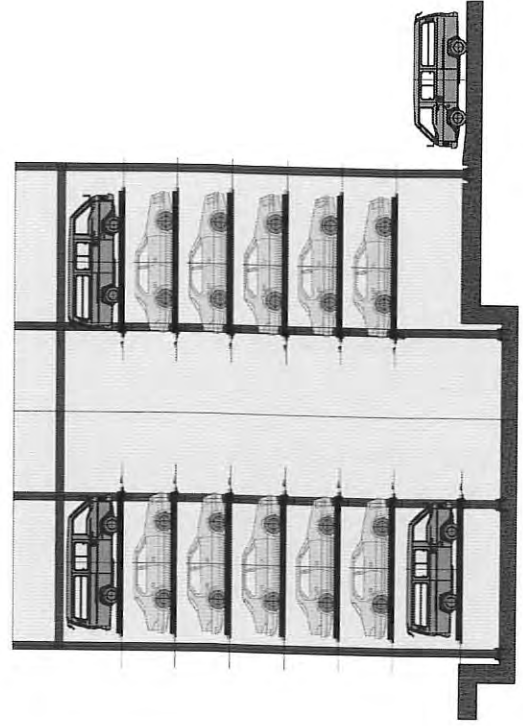
User experience:

- Driver pulls into a bay and exits vehicle.
- Driver keep keys and receives a retrieval ticket or uses issued fob.
- Bay door closes after motion detector senses bay is empty of people, animals, etc.
- Platform is lifted and car is stored.
- Driver returns to retrieve vehicle and hands attendant their ticket or swipes issued fob.
- Car is retrieved and rotated to face outwards.
- Once car is in bay and the lift is no longer in motion, bay door opens.
- Driver enters vehicle and drives out.



Standard Tower Measurements

2 Cars Per Level 23' 7 1/16" width 21' 13 1/16" length	6 Cars Per Level, Two Options A: 24' 7 1/4" width 59' 11 1/16" length B: 24' 7 1/4" width 59' 11 1/16" length	10 Cars Per Level, Two Options A: 41' 1/8" width 59' 11 1/16" length B: 59' 11 1/16" width 41' 1/8" length
4 Cars Per Level, Two Options A: 17' 2 11/16" width 58' 4 13/16" length B: 19' 8 1/4" width 59' 11 1/16" length	8 Cars Per Level, Two Options A: 33' 7 9/16" width 59' 11 1/16" length B: 59' 11 1/16" width 33' 7 9/16" length	12 Cars Per Level, Two Options A: 48' 4 11/16" width 59' 11 1/16" length B: 59' 11 1/16" width 48' 4 11/16"





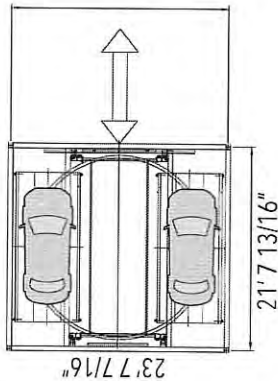
TOWER



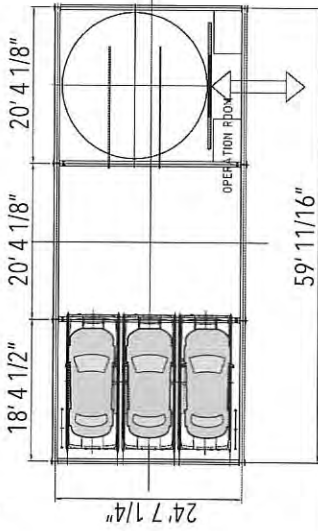
2335 Broadway, Suite 100 Oakland, CA 94612 844-388-0424 cityliftparking.com

Standard Tower Measurements Plan View

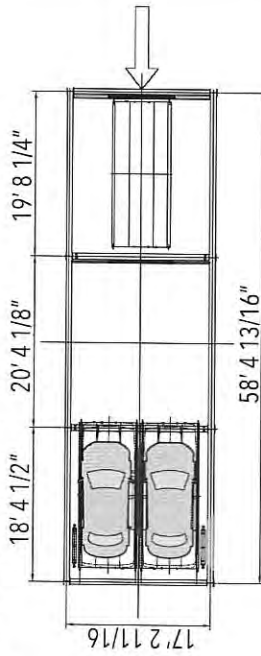
2 Cars Per Level



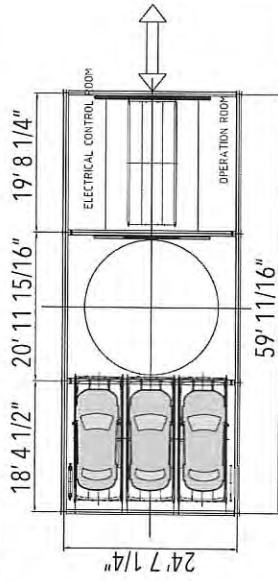
6 Cars Per Level A Model



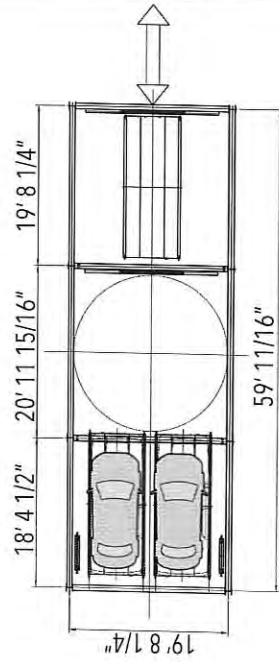
4 Cars Per Level A Model



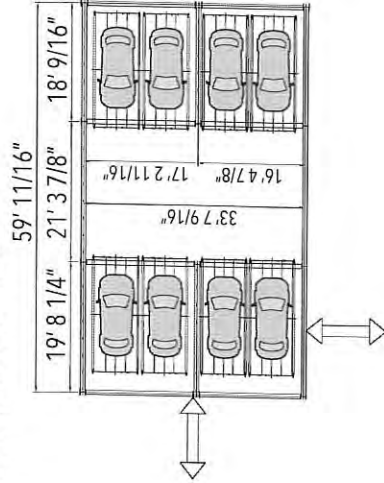
6 Cars Per Level B Model



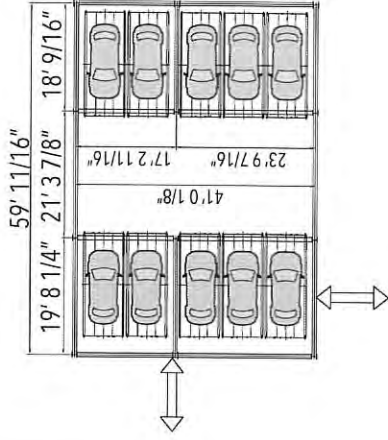
4 Cars Per Level B Model



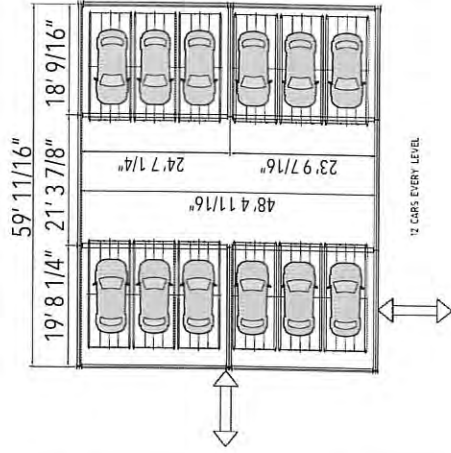
8 Cars Per Level A Model



10 Cars Per Level A Model



12 Cars Per Level A Model



Project Comments

Date: Revised Plans Submitted March 25, 2015

To:

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

From: Planning Staff

Subject: Request for Environmental Review, Design Review, Condo Permit, Parking Variance, and Conditional Use Permit for height for a new 25-unit condominium building at **556 El Camino Real, zoned R-3, APN: 029-111-260**

Staff Review:

1. Please provide information for the auto car stacker.
2. Please provide a site plan of the existing structures along with details of the lot.
3. This project appears to be over 10,000sf. If this is the case, the developer must construct permeant stormwater treatment measures on-site. No additional storm runoff will be allowed from post construction site. More information can be found at: <http://www.flowstobay.org/newdevelopment>
4. For the construction of the basement, please provide information on groundwater levels during wet and dry seasons. A geotech report to back up assumptions for design criteria for foundation and shoring structural calculations is required. Design of backup generator for the groundwater pumps is required.
5. Please provide a ramp profile.
6. Please provide a proposed landscape plan.
7. Please show the street right of way and dimension the driveway approaches.
8. A sewer study will be required for this project.

Reviewed by: M. Quan

Date: 5/8/15

Project Comments

Date: April 20, 2012

To:

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

From: Planning Staff

Subject: Request for Environmental Review, Design Review, Condo Permit, Parking Variance, and Conditional Use Permit for height for a new 25-unit condominium building at **556 El Camino Real, zoned R-3, APN: 029-111-260**

Staff Review:

- ① Plans submitted for any commercial project must be designed, wet-stamped, and signed by a licensed architect. 1997 Uniform Administrative Code §302.2 and §302.3.
- ② On the plans specify that this project will comply with the 2013 California Building Code, 2013 California Residential Code (where applicable), 2013 California Mechanical Code, 2013 California Electrical Code, and 2013 California Plumbing Code, including all amendments as adopted in Ordinance 1889. Note: If the Planning Commission has not approved the project prior to 5:00 p.m. on December 31, 2016 then this project must comply with the 2016 California Building Codes.
- ③ Specify on the plans that this project will comply with the 2013 California Energy Efficiency Standards.
Go to <http://www.energy.ca.gov/title24/2013standards/> for publications and details.
- 4) Provide two completed copies of the attached *Mandatory Measures* with the submittal of your plans for Building Code compliance plan check. In addition, replicate this completed document on the plans. Note: On the Checklist you must provide a reference that indicates the page of the plans on which each Measure can be found.
- 5) Place the following information on the first page of the plans:
"Construction Hours"
Weekdays: 7:00 a.m. – 7:00 p.m.
Saturdays: 9:00 a.m. – 6:00 p.m.

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

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

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

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

- 6) On the first page of the plans specify the following: "Any hidden conditions that require work to be performed beyond the scope of the building permit issued for these plans may require further City approvals including review by the Planning Commission." The building owner, project designer, and/or contractor must submit a Revision to the City for any work not graphically illustrated on the Job Copy of the plans prior to performing the work.
- 7) Anyone who is doing business in the City must have a current City of Burlingame business license.
- 8) Provide a fully dimensioned site plan which shows the true property boundaries, the location of all structures on the property, existing driveways, and on-site parking.
- 9) This project will be considered a New Building because, according to the City of Burlingame Municipal code, "when additions, alterations or repairs within any twelve-month period exceed fifty percent of the current replacement value of an existing building or structure, as determined by the building official, such building or structure shall be made in its entirety to conform with the requirements for new buildings or structures." This building must comply with the 2013 California Building Code for new structures. BMC 18.07.020

Note: Any revisions to the plans approved by the Building Division must be submitted to, and approved by, the Building Division *prior to the implementation of any work not specifically shown on the plans*. Significant delays can occur if changes made in the field, without City approval, necessitate further review by City departments or the Planning Commission. Inspections cannot be scheduled and will not be performed for work that is not shown on the Approved plans.

- 10) Due to the extensive nature of this construction project the Certificate of Occupancy will be rescinded once construction begins. A new Certificate of Occupancy will be issued after the project has been finalized. No occupancy of the building is to occur until a new Certificate of Occupancy has been issued.**
- 11) Provide a complete demolition plan that includes a legend and indicates existing walls and features to remain, existing walls and features to be demolished, and new walls and features.
NOTE: A condition of this project approval is that the Demolition Permit will not be issued and, and no work can begin (including the removal of any building components), until a Building Permit has been issued for the project. The property owner is responsible for assuring that no work is authorized or performed.

- 12) When you submit your plans to the Building Division for plan review provide a completed Supplemental Demolition Permit Application. **NOTE: The Demolition Permit will not be issued until a Building Permit is issued for the project.**
- 13) Show the distances from all exterior walls to property lines or to assumed property lines
- 14) Show the dimensions to adjacent structures.
- 15) Obtain a survey of the property lines.
- 16) Rooms that could be used for sleeping purposes must have at least one window or door that complies with the egress requirements. Rooms that could be used for sleeping purposes must have at least one window or door that complies with the egress requirements. ***On the elevation drawings specify the location and the net clear opening height and width of all required egress windows.*** 2013 California Residential Code (CRC) §R310.
- 17) Indicate on the plans that, at the time of Building Permit application, plans and engineering will be submitted for shoring as required by 2013 CBC, Chapter 31 regarding the protection of adjacent property and as required by OSHA. On the plans, indicate that the following will be addressed:
 - a. The walls of the proposed basement shall be properly shored, prior to construction activity. This excavation may need temporary shoring. A competent contractor shall be consulted for recommendations and design of shoring scheme for the excavation. The recommended design type of shoring shall be approved by the engineer of record or soils engineer prior to usage.
 - b. All appropriate guidelines of OSHA shall be incorporated into the shoring design by the contractor. Where space permits, temporary construction slopes may be utilized in lieu of shoring. Maximum allowable vertical cut for the subject project will be five (5) feet. Beyond that horizontal benches of 5 feet wide will be required. Temporary shores shall not exceed 1 to 1 (horizontal to vertical). In some areas due to high moisture content / water table, flatter slopes will be required which will be recommended by the soils engineer in the field.
 - c. If shoring is required, specify on the plans the licensed design professional that has sole responsibility to design and provide adequate shoring, bracing, formwork, etc. as required for the protection of life and property during construction of the building.
 - d. Shoring and bracing shall remain in place until floors, roof, and wall sheathing have been entirely constructed.
 - e. Shoring plans shall be wet-stamped and signed by the engineer-of-record and submitted to the city for review prior to construction. If applicable, include surcharge loads from adjacent structures that are within the zone of influence (45 degree wedge up the slope from the base of the retaining wall) and / or driveway surcharge loads.
- 18) Indicate on the plans that an OSHA permit will be obtained per CAL / OSHA requirements. See the Cal / OSHA handbook at: http://www.ca-osha.com/pdfpubs/osha_userguide.pdf
* Construction Safety Orders : Chapter 4, Subchapter 4, Article 6 , Section 1541.1.
- 19) Indicate on the plans that a Grading Permit, if required, will be obtained from the Department of Public Works.

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

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

22) Provide lighting at all exterior landings.

23) On the first page of the plans state the Access Regulations that you are using to gain full access compliance. There are five access regulations that may apply to a multi-family residential project in California:

- a. The Architectural Barriers Act of 1969 (ABA)
- b. Section 504 of the Rehabilitation Act of 1973
- c. The Fair Housing Act (FHA)
- d. The Americans with Disabilities Act (ADA)
- e. The California Building Code (CBC), Chapters 11A and 11B.

NOTE: Specify which of the regulations, above, will be used on this project to comply with all accessibility requirements!

24) On the first page of the plans clearly whether ANY public money, of any kind, will or will not be used to construct this project.

NOTE: Specify if any public money will be used or if no public money will be used!

25) On the first page of the plans clearly state if an application for ANY tax credits have or will be submitted for tax rebates. NOTE: See the 2015 California Code of Regulations, Title IV, §10325 (f)7 (K). In part: "All tax credit recipient projects shall adhere to the provisions of California Building Code 11(B) regarding accessibility to privately owned housing made available for public use."

NOTE: Specify if any tax credits will be submitted!

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

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

27) Acknowledge that, when plans are submitted for building code plan check, they will include a complete underground plumbing plan including complete details for the location of all required grease traps and city-required backwater prevention devices.

28) Provide details on the plans which show that the entire site complies with all accessibility standards. NOTE: If full accessible compliance cannot be achieved complete the attached *Request for Unreasonable Hardship*.

29) Specify on the plans the location of all required accessible signage. Include references to separate sheets on the plans which provide details and graphically illustrates the accessible signage requirements.

30) Specify the accessible path of travel from the public right of way, through the main entrance, to the area of alteration.

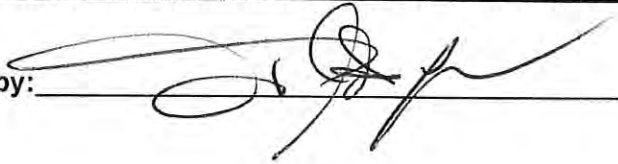
31) Specify an accessible path of travel from all required exits to the public right of way.

- 32) Specify a level landing, slope, and cross slope on each side of the door at all required entrances and exits.
- 33) Provide complete dimensioned details for accessible bathrooms
- 34) Provide details on the plans which show that the building elevator complies with all accessible standards. 2013 CBC §11B-407.
- 35) On the first page of the plans clearly state that all paths of travel and common use spaces will be accessible and all living units will be adaptable.
- 36) Provide details which show that the maneuvering clearances for the bathrooms in each unit are accessible CBC 1127A2.2 #1. (The space under the lavatory can be used but the maneuvering clearance and are allowed to encroach into the knee and toe clearances.)
- 37) Specify whether CBC 1134A.2 option #1 or option #2 will be used for the bathrooms.
- 38) Specify that there will be a clear maneuvering space adjacent to each tub that is at least 30" X 48" measured from the drain end of the tub. CBC 1134A.5
- 39) Specify on the plans that all dwelling unit interior doors will comply with CBC 1132A5.2. Note: Many doors within the unit appear to have only 12" of strike side clearance.
- 40) Where elevators are provided in structures that are four or more stories in height at least one elevator shall be provided for Fire Department emergency access. One elevator must accommodate a stretcher that is 24" x 84". See 2013 CBC §3002.4 for elevator cab dimensions (80" x 54") and other details.
- 41) The second exit appears to terminate at the rear of the property. Provide an exit plan which shows accessible path of travel from the exit to the public right of way per 2013 CBC 1007.2. **NOTE: The path of travel must be at least 48" in width.**
- 42) Private decks and exterior balconies must be accessible and therefore must be 60" in the shortest dimension to allow for a person in a wheelchair to turn around and exit the deck or balcony in the forward direction. Revise the plans to show decks / balconies that are at least 60" in the shortest dimension. UFAS §4.34.2 and §4.2.3 **NOTE: Some of the decks do not comply with this requirement.**
- 43) Please Note: Architects are advised to specify construction dimensions for accessible features that are below the maximum and above the minimum dimension required as construction tolerances generally do not apply to accessible features. See the *California Access Compliance Manual – Interpretive Regulation 11B-8*.
- 44) Provide an exit plan showing the paths of travel
- 45) Revise the plans to show that the egress from the basement area leads directly to the exit of the building or extends to the exterior of the building through an exit passageway. 2013 CBC §1022.1
- 46) Exterior exit balconies, stairways, and ramps shall be located at least ten (10) feet from adjacent lot lines and from other buildings on the same lot unless adjacent building exterior walls and openings are protected in accordance with Section 705 based on fire separation distance. 2013 CBC §1026.5.
- 47) The width of egress courts shall not be less than 44" 2013 CBC §1027.4.1.
- 48) Where an egress court is less than 10 feet in width, the egress court walls shall have not less than one-hour fire-resistance-rated construction for a distance of ten feet above the floor of the court. Openings within such walls shall be protected by not less than ¾-hour fire rated protectives. 2013 CBC §1027.4.2
- 49) Specify the total number of parking spaces on site.
- 50) All NEW non-residential buildings must comply with the requirements of AB-2176 Sec. 42911 (c) [2003 – 2004 Montanez] as follows:
 - a. Space for recycling must be a part of the project design in new buildings.
 - b. A building permit will not be issued unless details are shown on the project plans incorporating adequate storage for collecting and loading recycled materials.

51) Sewer connection fees must be paid prior to issuing the building permit.

NOTE: A written response to the items noted here and plans that specifically address items 1, 2, 3, 16, 23, 24, 25, 27, 28, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 44, and 45, must be re-submitted before this project can move forward for Planning Commission action. The written response must include clear direction regarding where the requested information can be found on the plans.

Reviewed by:

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke, written over a horizontal line.

Date: 10-16-2015



2013 CALIFORNIA GREEN BUILDING CODE RESIDENTIAL CHECKLIST

New residential buildings must be designed to include the Green Building mandatory measures specified in this checklist. These Green Building mandatory measures also apply to additions or alterations of existing residential buildings where the addition or alteration increases the buildings conditioned area, volume, or size. These requirements apply only to the specific area of addition or alteration.

Building Permit Number: _____

Site Address: _____

***In the column labeled "Plan Reference"
specify where each Measure can be found on the plans.***

Green Building Measure	Plan Reference
SITE DEVELOPMENT (2013 CGC §4.106)	
A plan has been developed, and will be implemented, to manage storm water drainage during construction. CGC §4.106.2 & §4.106.3	
ENERGY EFFICIENCY (2013 CGC §4.2 and the 2013 California Building Energy Efficiency Standards)	
2013 Energy Code performance compliance documentation must be provided in 8-1/2" X 11" format and must be replicated on the plans.	
Walls with 2 X 6 and larger framing require R-19 insulation §150.0 (c) 2	
Hot water piping insulation §150.0 (j) 2 A ii	
Lighting – new mandatory requirements for indoor rooms. §150.0 (k)	
Duct insulation (R-6) required §150.0 (m) 1	
Duct leakage testing – 6% with air handler and 4% without air handler §150.0 (m) 11	
Return duct design/fan power, airflow testing, and grill sizing requirements §150.0(m)13	
Water heating – 120 volt receptacle < 3 ft., Cat III or IV vent, and gas supply line capacity of at least 200,000 Btu / hour §150.0 (n)	
New third-party HERS verification for ventilation and indoor air quality §150.0 (o)	
New mandatory U-factor (0.58) for fenestration and skylights §150.0 (q)	
Luminaire efficiency levels 2013 California Energy Code Table 150.0 B	
Refrigerant charge verification for ducted package units, mini-splits, and other units §150.1 (c) 7	
Radiant barrier now required in Climate Zone 3 §150.1 (c) 2	
Reduce U-factor (0.32) and SHGC (0.25) for high performance windows §150.1 (c) 3 A	

Green Building Measure	Plan Reference
WATER EFFICIENCY AND CONSERVATION (2013 CGC §4.3)	
Plumbing fixtures (water closets and urinals) will comply with the following: <ol style="list-style-type: none"> 1. The effective flush volume of all water closets will not exceed 1.28 gal / flush. 2013 CGC §4.303.1.1 2. The effective flush volume of urinals will not exceed 0.5 gal / flush. 2013 CGC §4.303.1.2 	
The fittings for faucets and showerheads will have all required standards listed on the plans; 1.5 GPM for faucets and 2.0 GPM for showers. 2013 CGC §4.303.1.3 and 2013 CGC §4.303.1.4	
An automatic irrigation system controller for landscaping will be provided by the builder and installed at the time of final inspection. 2013 CGC §4.304.1	
ENHANCED DURABILITY AND REDUCED MAINTENANCE (2013 CGC §4.406)	
Annular spaces around pipes, electric cables, conduits or other openings in sole/bottom plates at exterior walls will be rodent-proofed by closing such openings with cement mortar, concrete masonry, or similar method acceptable to the enforcing agency. 2013 CGC §4.406.1	
CONSTRUCTION WASTE REDUCTION, DISPOSAL, AND RECYCLING (2013 CGC §4.408)	
A minimum of 60% of the non-hazardous construction and demolition waste generated at the site will be diverted to an offsite recycle, diversion, or salvage facility per City of Burlingame Ordinance # 1704 and 2013 CGC §4.408	
BUILDING MAINTENANCE AND OPERATION (2013 CGC §4.410)	
An operation and maintenance manual will be provided to the building occupant or owner. 2013 CGC §4.410.1	
FIREPLACES (2013 CGC §4.503)	
Any gas fireplaces will be direct-vent, sealed-combustible type. 2013 CGC §4.503.1	
Any wood stove or pellet stove will comply with US EPA Phase II emission limits. 2013 CGC §4.503.1	
POLLUTANT CONTROL (CGC §4.504)	
At the time of rough installation, during storage on the construction site, and until final startup of the heating, cooling and ventilating equipment, all duct and other related air distribution components openings will be covered with tape, plastic, sheet metals, or other methods acceptable to the enforcing agency to reduce the amount of water, dust, or debris that may enter the system. 2013 CGC §4.504.1	
Adhesives, sealants, and caulks used on the project shall follow local and regional air pollution or air quality management district standards. 2013 CGC §4.504.2.1	
Paints and coatings will comply with VOC limits per CGC §4.504.2.2	
Aerosol paints and coatings will meet the Product-weighted MIR limits for ROC and other requirements. 2013 CGC §4.504.2.3	
Documentation provided verifies compliance with VOC finish materials. 2013 CGC §4.504.2.4	
Carpet system installed in the building interior will meet the testing and product requirements found in the 2013 California Green Building Code. 2013 CGC §4.504.3	
Where resilient flooring is installed, at least 80% of the floor area receiving resilient flooring will comply with the California Green Building Code requirements. 2013 CGC §4.504.4	
Hardwood plywood, particleboard, and medium density fiberboard composite wood products used on the interior and exterior of the building will comply with the low formaldehyde emission standards. 2013 CGC §4.504.5	

Green Building Measure		Plan Reference
INTERIOR MOISTURE CONTROL (2013 CGC §4.505)		
A capillary break will be installed if a slab on grade foundation system is used. The use of a 4" thick base of ½" or larger clean aggregate under a 6 mil vapor retarder with joint lapped not less than 6" will be provided unless an engineered design has been submitted and approved by the Building Division. 2013 CGC §4.505.2 and California Residential Code (CRC) §R506.2.3		
Building materials with visible signs of water damage will not be installed. Wall and floor framing will not be enclosed when the framing members exceed 19% moisture content. Moisture content will be verified prior to finish material being applied. 2013 CGC §4.505.3		
INDOOR AIR QUALITY AND EXHAUST (2013 CGC §4.506)		
Exhaust fans that are ENERGY STAR-compliant, ducted and that terminate outside the building will be provided in every bathroom. 2013 CGC §4.506.1 Unless functioning as a component of a whole-house ventilation system, fans must be controlled by a humidistat. 2013 CGC §4.506.1		
ENVIRONMENTAL COMFORT (CGC §4.507)		
The heating and air-conditioning system will be sized, designed and have their equipment selected using the following methods: <ol style="list-style-type: none"> 1. Heat Loss/Heat Gain values in accordance with ANSI/ACCA 2 Manual J-2004 or equal; 2. Duct systems are sized according to ANSI/ACCA 1, Manual D-2009 or equivalent; 3. Select heating and cooling equipment in accordance with ANSI/ACCA 3, Manual S-2004 or equivalent. 2013 CGC §4.507 		
INSTALLER SPECIAL INSPECTOR QUALIFICATION (2013 CGC §702)		
HVAC system installers will be trained and certified in the proper installation of HVAC systems and equipment by a recognized training/certification program. 2013 CGC §702.1		
VERIFICATION (2013 CGC §703)		
Upon request, verification of compliance with this code may include construction documents, plans, specifications, builder or installer certification, inspection reports, or other methods acceptable to the Building Division that will show substantial conformance with the 2013 Code requirements. 2013 CGC §703.1		
Responsible Designer's Declaration Statement	Contractor's Declaration Statement	
I hereby certify that this project has been designed to meet the requirements of the 2013 Green Building Code.	I hereby certify, as the builder or installer, under permit listed herein, that this project will be constructed to meet the requirements of the 2013 Green Building Code.	
Name:	Name:	
Address:	Address:	
City/State/Zip Code	City/State/Zip Code	
Signature:	Signature:	
Date:	Date:	

Project Comments

Date: Revised Plans Submitted May 22, 2013

To:

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

From: Planning Staff

Subject: Request for Environmental Review, Design Review, Condo Permit, Parking Variance and Conditional Use Permit for height for a new 25-unit condo building at **556 El Camino Real, zoned R-3, APN: 029-111-260**

Staff Review: N/A

- ① Plans submitted for any commercial project must be designed, wet-stamped, and signed by a licensed architect. 1997 Uniform Administrative Code §302.2 and §302.3.
- ② On the plans specify that this project will comply with the 2013 California Building Code, 2013 California Residential Code (where applicable), 2013 California Mechanical Code, 2013 California Electrical Code, and 2013 California Plumbing Code, including all amendments as adopted in Ordinance 1889. Note: If the Planning Commission has not approved the project prior to 5:00 p.m. on December 31, 2013 then this project must comply with the 2013 California Building Codes.
- ③ Specify on the plans that this project will comply with the 2013 California Energy Efficiency Standards.
Go to <http://www.energy.ca.gov/title24/2013standards/> for publications and details.
- 4) Provide two completed copies of the attached *Mandatory Measures* with the submittal of your plans for Building Code compliance plan check. In addition, replicate this completed document on the plans. Note: On the Checklist you must provide a reference that indicates the page of the plans on which each Measure can be found.
- ⑤ Place the following information on the first page of the plans:
"Construction Hours"
Weekdays: 7:00 a.m. – 7:00 p.m.
Saturdays: 9:00 a.m. – 6:00 p.m.

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

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

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

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

- 6) On the first page of the plans specify the following: "Any hidden conditions that require work to be performed beyond the scope of the building permit issued for these plans may require further City approvals including review by the Planning Commission." The building owner, project designer, and/or contractor must submit a Revision to the City for any work not graphically illustrated on the Job Copy of the plans prior to performing the work.
- 7) Anyone who is doing business in the City must have a current City of Burlingame business license.
- 8) Provide fully dimensioned plans.
- 9) Provide a fully dimensioned site plan which shows the true property boundaries, the location of all structures on the property, existing driveways, and on-site parking.
- 10) Provide building elevations.
- 11) Any revisions to the plans approved by the Building Division must be submitted to, and approved by, the Building Division *prior to the implementation of any work not specifically shown on the plans*. Significant delays can occur if changes made in the field, without City approval, necessitate further review by City departments or the Planning Commission. Inspections cannot be scheduled and will not be performed for work that is not shown on the Approved plans.
- 12) **Due to the extensive nature of this construction project the Certificate of Occupancy will be rescinded once construction begins. A new Certificate of Occupancy will be issued after the project has been finalized. No occupancy of the building is to occur until a new Certificate of Occupancy has been issued.**
- 13) Provide a complete demolition plan that includes a legend and indicates existing walls and features to remain, existing walls and features to be demolished, and new walls and features.
NOTE: A condition of this project approval is that the Demolition Permit will not be issued and, and no work can begin (including the removal of any building components), until a Building Permit has been issued for the project. The property owner is responsible for assuring that no work is authorized or performed.
- 14) When you submit your plans to the Building Division for plan review provide a completed Supplemental Demolition Permit Application. **NOTE: The Demolition Permit will not be issued until a Building Permit is issued for the project.**
- 15) Show the distances from all exterior walls to property lines or to assumed property lines
- 16) Show the dimensions to adjacent structures.
- 17) Obtain a survey of the property lines.

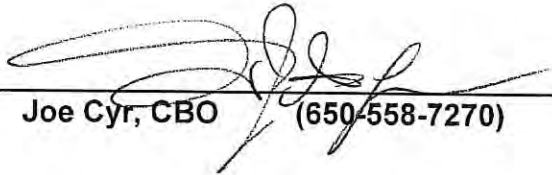
- 18) Rooms that could be used for sleeping purposes must have at least one window or door that complies with the egress requirements. Rooms that could be used for sleeping purposes must have at least one window or door that complies with the egress requirements. ***On the elevation drawings specify the location and the net clear opening height and width of all required egress windows.*** 2013 California Residential Code (CRC) §R310.
- 19) Indicate on the plans that, at the time of Building Permit application, plans and engineering will be submitted for shoring as required by 2013 CBC, Chapter 31 regarding the protection of adjacent property and as required by OSHA. On the plans, indicate that the following will be addressed:
- a. The walls of the proposed basement shall be properly shored, prior to construction activity. This excavation may need temporary shoring. A competent contractor shall be consulted for recommendations and design of shoring scheme for the excavation. The recommended design type of shoring shall be approved by the engineer of record or soils engineer prior to usage.
 - b. All appropriate guidelines of OSHA shall be incorporated into the shoring design by the contractor. Where space permits, temporary construction slopes may be utilized in lieu of shoring. Maximum allowable vertical cut for the subject project will be five (5) feet. Beyond that horizontal benches of 5 feet wide will be required. Temporary shores shall not exceed 1 to 1 (horizontal to vertical). In some areas due to high moisture content / water table, flatter slopes will be required which will be recommended by the soils engineer in the field.
 - c. If shoring is required, specify on the plans the licensed design professional that has sole responsibility to design and provide adequate shoring, bracing, formwork, etc. as required for the protection of life and property during construction of the building.
 - d. Shoring and bracing shall remain in place until floors, roof, and wall sheathing have been entirely constructed.
 - e. Shoring plans shall be wet-stamped and signed by the engineer-of-record and submitted to the city for review prior to construction. If applicable, include surcharge loads from adjacent structures that are within the zone of influence (45 degree wedge up the slope from the base of the retaining wall) and / or driveway surcharge loads.
- 20) Indicate on the plans that an OSHA permit will be obtained for the shoring* at the excavation in the basement per CAL / OSHA requirements. See the Cal / OSHA handbook at: http://www.ca-osha.com/pdfpubs/osha_userguide.pdf
- * Construction Safety Orders : Chapter 4, Subchapter 4, Article 6 , Section 1541.1.
- 21) Indicate on the plans that a Grading Permit, if required, will be obtained from the Department of Public Works.
- 22) Provide guardrails at all landings. NOTE: All landings more than 30" in height at any point are considered in calculating the allowable lot coverage. Consult the Planning Department for details if your project entails landings more than 30" in height.
- 23) Provide handrails at all stairs where there are four or more risers. 2013 CBC §1009.
- 24) Provide lighting at all exterior landings.
- 25) Provide a title block on the plans that includes the name of the owner(s) and the name, address, and phone number of the project designer.

- (26) On the first page of the plans state the Access Regulations that you are using to gain full access compliance. There are five access regulations that may apply to a multi-family residential project in California:
- The Architectural Barriers Act of 1969 (ABA)
 - Section 504 of the Rehabilitation Act of 1973
 - The Fair Housing Act (FHA)
 - The Americans with Disabilities Act (ADA)
 - The California Building Code (CBC), Chapters 11A and 11B.
- (27) On the first page of the plans clearly whether ANY public money, of any kind, **will or will not** be used to construct this project.
- (28) On the first page of the plans clearly state if an application for ANY tax credits have or will be submitted for tax rebates. NOTE: See the 2015 California Code of Regulations, Title IV, §10325 (f)7 (K). In part: "All tax credit recipient projects shall adhere to the provisions of California Building Code 11(B) regarding accessibility to privately owned housing made available for public use."
- (29) On your plans provide a table that includes the following:
- Occupancy group for each area of the building
 - Type of construction
 - Allowable area
 - Proposed area
 - Allowable height
 - Proposed height
 - Proposed fire separation distances
 - Exterior wall and opening protection
 - Allowable
 - Proposed
 - Indicate sprinklered or non-sprinklered
- (30) Acknowledge that, when plans are submitted for building code plan check, they will include a complete underground plumbing plan including complete details for the location of all city-required backwater prevention devices.
- (31) Provide details on the plans which show that the entire site complies with all accessibility standards. Specifically show compliance with 2013 CBC § 1104A and 1102A.3.
- (32) Specify on the plans the location of all required accessible signage. Include references to separate sheets on the plans which provide details and graphically illustrates the accessible signage requirements.
- (33) Specify an accessible path of travel from all required exits to the public right of way.
- (34) Specify a level landing, slope, and cross slope on each side of the door at all required entrances and exits.
- (35) Provide complete dimensioned details for accessible bathrooms
- (36) Specify a minimum 48" wide walkway with a 6" x 6" concrete curb or a 42" high guardrail where the walkway is adjacent to the drive aisle
- (37) Provide details on the plans which show that the building elevator complies with all accessible standards. 2013 CBC §11B-407.

- 38) On the first page of the plans clearly state that all paths of travel and common use spaces will be accessible.
- 39) Provide details which show that the maneuvering clearances for the bathrooms in each unit are accessible CBC 1127A2.2 #1. (The space under the lavatory can be used but the maneuvering clearance and are allowed to encroach into the knee and toe clearances.)
- 40) Provide details which show that the water closet in each unit complies with CBC 1134A.7 #1;
- 41) Specify whether CBC 1134A.2 option #1 or option #2 will be used for the bathrooms.
- 42) Specify that there will be a clear maneuvering space adjacent to each tub that is at least 30" X 48" measured from the drain end of the tub. CBC 1134A.5
- 43) Specify that the front approach for the kitchen sink located at the base of a U-shaped kitchen will provide a approach that is at least 30" wide and is centered on the sink. Note: the sinks in Units 12, 23, 33, 43, and 53 will not accommodate the 30" wide front approach required for feet and knee clearance as it is located in a corner.
- 44) Specify that the mail boxes in the lobby will meet maneuvering clearance and reach range requirements.
- 45) Specify on the plans that all dwelling unit interior doors will comply with CBC 1132A5.2. Note: Many doors within the unit appear to have only 12" of strike side clearance.
- 46) Provide a narrative which describes how the automated parking system will comply with accessible Code requirements.
- 47) Revise the plans to show that the accessible path from the automated parking system drop-off point to the bottom landing of the accessible ramp does not cross the drive aisle. 2010 CBC §1109A.7 #3.
- 48) Revise the plans to show a Code compliant accessible ramp at the front entry. Notes: Landing at the main entry door must be 60" perpendicular to the door; Intermediate landing not shown on the plans; the bottom of the "U" must be at least 48" in depth; etc.
- 49) Where elevators are provided in structures that are four or more stories in height at least one elevator shall be provided for Fire Department emergency access. One elevator must accommodate a stretcher that is 24" x 84". See 2013 CBC §3002.4 for elevator cab dimensions (80" x 54") and other details.
- 50) The second exit appears to terminate at the rear of the property. Provide an exit plan which shows accessible path of travel from the exit to the public right of way per 2013 CBC 1007.2.
- 51) Revise the plans to show that the accessible path from the rear of the building to the public right of way is at least 48" in clear width. 2013 CBC § 1113A.1.1.
- 52) Private decks and exterior balconies must be accessible and therefore must be 60" in the shortest dimension to allow for a person in a wheelchair to turn around and exit the deck or balcony in the forward direction. Revise the plans to show decks / balconies that are at least 60" in the shortest dimension. UFAS §4.34.2 and §4.2.3.

- 53) Please Note: Architects are advised to specify construction dimensions for accessible features that are below the maximum and above the minimum dimension required as construction tolerances generally do not apply to accessible features. See the *California Access Compliance Manual – Interpretive Regulation 11B-8*.
- 54) Revise the plans to show the 60" required maneuvering clearance on the pull side and 48" required maneuvering clearance on the push side perpendicular to the main entry door per 2013 CBC §11B-404.2.4.1.
- 55) Revise the plans to show that all exit door swing in the direction of egress travel.
- 56) The exit stairs shown are not Code compliant. These stairs must be at least 48" in clear width between the handrails per 2013 CBC § 1007.3.
- 57) Provide an exit plan showing the paths of travel.
- 58) Specify the total number of parking spaces on site.
- 59) All NEW non-residential buildings must comply with the requirements of AB-2176 Sec. 42911 (c) [2003 – 2004 Montanez] as follows:
- a. Space for recycling must be a part of the project design in new buildings.
 - b. A building permit will not be issued unless details are shown on the project plans incorporating adequate storage for collecting and loading recycled materials.
- 60) Sewer connection fees must be paid prior to issuing the building permit.

NOTE: A written response to the items noted here and plans that specifically address items 1, 2, 3, 5, 6, 8, 9, 13, 15, 16, 18, 19, 20, 21, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 54, 55, 56, 57, 58, and 59 must be re-submitted before this project can move forward for Planning Commission action. The written response must include clear direction regarding where the requested information can be found on the plans.

Reviewed by:  Date: 7-17-2015
Joe Cyr, CBO (650-558-7270)



2013 CALIFORNIA GREEN BUILDING CODE RESIDENTIAL CHECKLIST

New residential buildings must be designed to include the Green Building mandatory measures specified in this checklist. These Green Building mandatory measures also apply to additions or alterations of existing residential buildings where the addition or alteration increases the buildings conditioned area, volume, or size. These requirements apply only to the specific area of addition or alteration.

Building Permit Number: _____

Site Address: _____

*In the column labeled "Plan Reference"
specify where each Measure can be found on the plans.*

Green Building Measure	Plan Reference
SITE DEVELOPMENT (2013 CGC §4.106)	
A plan has been developed, and will be implemented, to manage storm water drainage during construction. CGC §4.106.2 & §4.106.3	
ENERGY EFFICIENCY (2013 CGC §4.2 and the 2013 California Building Energy Efficiency Standards)	
2013 Energy Code performance compliance documentation must be provided in 8-1/2" X 11" format and must be replicated on the plans.	
Walls with 2 X 6 and larger framing require R-19 insulation §150.0 (c) 2	
Hot water piping insulation §150.0 (j) 2 A ii	
Lighting – new mandatory requirements for indoor rooms. §150.0 (k)	
Duct insulation (R-6) required §150.0 (m) 1	
Duct leakage testing – 6% with air handler and 4% without air handler §150.0 (m) 11	
Return duct design/fan power, airflow testing, and grill sizing requirements §150.0(m)13	
Water heating – 120 volt receptacle < 3 ft., Cat III or IV vent, and gas supply line capacity of at least 200,000 Btu / hour §150.0 (n)	
New third-party HERS verification for ventilation and indoor air quality §150.0 (o)	
New mandatory U-factor (0.58) for fenestration and skylights §150.0 (q)	
Luminaire efficiency levels 2013 California Energy Code Table 150.0 B	
Refrigerant charge verification for ducted package units, mini-splits, and other units §150.1 (c) 7	
Radiant barrier now required in Climate Zone 3 §150.1 (c) 2	
Reduce U-factor (0.32) and SHGC (0.25) for high performance windows §150.1 (c) 3 A	

Green Building Measure	Plan Reference
WATER EFFICIENCY AND CONSERVATION (2013 CGC §4.3)	
Plumbing fixtures (water closets and urinals) will comply with the following: <ol style="list-style-type: none"> 1. The effective flush volume of all water closets will not exceed 1.28 gal / flush. 2013 CGC §4.303.1.1 2. The effective flush volume of urinals will not exceed 0.5 gal / flush. 2013 CGC §4.303.1.2 	
The fittings for faucets and showerheads will have all required standards listed on the plans; 1.5 GPM for faucets and 2.0 GPM for showers. 2013 CGC §4.303.1.3 and 2013 CGC §4.303.1.4	
An automatic irrigation system controller for landscaping will be provided by the builder and installed at the time of final inspection. 2013 CGC §4.304.1	
ENHANCED DURABILITY AND REDUCED MAINTENANCE (2013 CGC §4.406)	
Annular spaces around pipes, electric cables, conduits or other openings in sole/bottom plates at exterior walls will be rodent-proofed by closing such openings with cement mortar, concrete masonry, or similar method acceptable to the enforcing agency. 2013 CGC §4.406.1	
CONSTRUCTION WASTE REDUCTION, DISPOSAL, AND RECYCLING (2013 CGC §4.408)	
A minimum of 60% of the non-hazardous construction and demolition waste generated at the site will be diverted to an offsite recycle, diversion, or salvage facility per City of Burlingame Ordinance # 1704 and 2013 CGC §4.408	
BUILDING MAINTENANCE AND OPERATION (2013 CGC §4.410)	
An operation and maintenance manual will be provided to the building occupant or owner. 2013 CGC §4.410.1	
FIREPLACES (2013 CGC §4.503)	
Any gas fireplaces will be direct-vent, sealed-combustible type. 2013 CGC §4.503.1	
Any wood stove or pellet stove will comply with US EPA Phase II emission limits. 2013 CGC §4.503.1	
POLLUTANT CONTROL (CGC §4.504)	
At the time of rough installation, during storage on the construction site, and until final startup of the heating, cooling and ventilating equipment, all duct and other related air distribution components openings will be covered with tape, plastic, sheet metals, or other methods acceptable to the enforcing agency to reduce the amount of water, dust, or debris that may enter the system. 2013 CGC §4.504.1	
Adhesives, sealants, and caulks used on the project shall follow local and regional air pollution or air quality management district standards. 2013 CGC §4.504.2.1	
Paints and coatings will comply with VOC limits per CGC §4.504.2.2	
Aerosol paints and coatings will meet the Product-weighted MIR limits for ROC and other requirements. 2013 CGC §4.504.2.3	
Documentation provided verifies compliance with VOC finish materials. 2013 CGC §4.504.2.4	
Carpet system installed in the building interior will meet the testing and product requirements found in the 2013 California Green Building Code. 2013 CGC §4.504.3	
Where resilient flooring is installed, at least 80% of the floor area receiving resilient flooring will comply with the California Green Building Code requirements. 2013 CGC §4.504.4	
Hardwood plywood, particleboard, and medium density fiberboard composite wood products used on the interior and exterior of the building will comply with the low formaldehyde emission standards. 2013 CGC §4.504.5	

Project Comments

Date: November 1, 2016

To:

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

From: Planning Staff

Subject: Request for Application for Condominium Permit, Design Review, and Conditional Use Permit for building height for a new five-story, 21-unit residential condominium with below-grade parking at **556 El Camino Real, zoned R-3, APN: 029-111-260**

Staff Review:

- ① Removal of eucalyptus tree on El Camino would require permit from CalTrans since tree is in their right-of-way
- ② a replacement tree will be required in planter strip if tree is removed.

Reviewed by: 

Date: 11/2/16

Project Comments

Date: Revised Plans Submitted March 25, 2015

To:

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

From: Planning Staff

Subject: Request for Environmental Review, Design Review, Condo Permit, Parking Variance, and Conditional Use Permit for height for a new 25-unit condominium building at 556 El Camino Real, zoned R-3, APN: 029-111-260

Staff Review:

1. Landscape plan required.
2. 1 landscape tree required for every 2000 sq ft of lot coverage as per Urban Reforestation Ordinance
3. No protected size tree may be removed without permit from Parks Division

Reviewed by: BD

Date: 4/30/15

Project Comments

Date: April 20, 2012

To:

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

From: Planning Staff

Subject: Request for Environmental Review, Design Review, Condo Permit, Parking Variance, and Conditional Use Permit for height for a new 25-unit condominium building at **556 El Camino Real, zoned R-3, APN: 029-111-260**

Staff Review:

Fire apparatus access road requirements are not met in this plan submittal, the furthest point of the rear portion of the building still exceeds 150' from a fire apparatus access road.

One option in lieu of this requirement, if the owner chooses, is to submit an Alternate Means of Protection application to the Fire Department explaining how the fire apparatus access road requirement will be mitigated. One alternative is to extend the two stairwells as stair enclosures/penthouses to the roof and add standpipe hose outlets at each stairwell roof opening. In order to consider this alternative for approval, the Alternate Means of Protection application must be submitted, with associated application review costs paid at the time of submittal.

Reviewed by: Christine Reed



Date: 12-16-15

Project Comments

Date: October 30, 2015

To:

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

From: Planning Staff

Subject: Request for Environmental Review, Design Review, Condo Permit, Parking Variance, and Conditional Use Permit for height for a new 25-unit condominium building at **556 El Camino Real, zoned R-3, APN: 029-111-260**

Staff Review:

1. The building shall be equipped with an approved NFPA 13 sprinkler system. Sprinkler drawings shall be submitted and approved by the Central County Fire Department prior to installation.
2. The fire sprinkler system shall be electronically monitored by an approved central receiving station.
3. The applicant shall ensure proper drainage in accordance with the City of Burlingame Engineering Standards is available for the fire sprinkler main drain and inspector test on the building plumbing drawings. These items may drain directly to landscape or in the sewer with an air gap.
4. The fire protection underground water line shall be submitted and approved through the Burlingame Building Department prior to approval of aboveground fire sprinkler permit.
5. In speaking with the water department, the existing water line was installed in 1914 and has poor water pressure and delivery. It is recommended that the designer consult a fire protection engineer prior to proceeding to investigate the need and installation of a fire pump. Current water pressures most definitely will not be adequate supply 100PSI at standpipe outlets to the roof or provide enough pressure to support a fire sprinkler system.
6. The furthest point of the building from fire department access exceeds more than 150 feet in distance. Provide a fire apparatus access road within 150' of the furthest point of the building. Access road shall be at least 20' wide and 13'6" high clear. CFC 503.
7. Provide all-weather surface pedestrian walkway on south side of building for emergency use.

C Reed 11/3/15

8. The building shall be equipped with an approved Class I NFPA 14 Standpipe System. The standpipe system shall be submitted and approved by the Central County Fire Department prior to installation. The system shall be approved, installed and operable prior to construction of the fourth story of the structure.

9. A manual and automatic fire alarm system shall be installed throughout the building.

10. Vehicle storage area shall have at least one exit or access to one exit. CBC 1021.2.

11. Vehicle automatic rack storage shall have a manually activated emergency shutdown switch for use by emergency personnel. Location and identification of switch to be approved by the Fire Department. CFC 3209.4

12. Elevator car shall be sized to accommodate an ambulance stretcher of 24" x 84".

13. Elevator machine room(s) shall be constructed with the minimum fire rating as the elevator hoistway, including all openings. Fire sprinkler coverage shall not be provided in room. Do not install elevator shunt trip. Burlingame Municipal Code 17.04.100.

CReed 11/3/15

Project Comments

Date: Revised Plans Submitted March 25, 2015

To:

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

From: Planning Staff

Subject: Request for Environmental Review, Design Review, Condo Permit, Parking Variance, and Conditional Use Permit for height for a new 25-unit condominium building at **556 El Camino Real, zoned R-3, APN: 029-111-260**

Staff Review:

All comments from November 1, 2013 still apply as re-submitted set received March 25, 2015.

Reviewed by:



Date:

7 May 15

Project Comments

Date: Revised Plans Submitted October 30, 2013

To:

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

From: Planning Staff

Subject: Request for Environmental Review, Design Review, Condo Permit, Parking Variance, and Conditional Use Permit for height for a new 25-unit condominium building at **556 El Camino Real, zoned R-3, APN: 029-111-260**

Staff Review:

1. The building shall be equipped with an approved NFPA 13 Sprinkler System throughout. Sprinkler drawings shall be submitted and approved by the Central County Fire Department prior to installation. The system shall be electronically monitored by an approved central receiving station.
2. The applicant shall ensure proper drainage in accordance with the City of Burlingame Engineering Standards is available for the fire sprinkler main drain and inspector test on the building plumbing drawings.
3. The building shall be equipped with an approved Class I NFPA 14 Standpipe System. The standpipe system shall be submitted and approved by the Central County Fire Department prior to installation. **The system shall be installed and operable prior to construction of the four story of the structure.**
4. The fire protection underground shall be submitted and approved by the Burlingame Building Department prior to installation.
5. **The fire sprinkler system and fire standpipe system will not be approved by the Central County Fire Department until the fire protection underground has been submitted and approved by the Burlingame Building Department.**
6. **In speaking with the water department, the existing water line was installed in 1914 and has poor water pressure and delivery. It is recommended that the designer consult a fire protection engineer prior to proceeding to investigate the need and installation of a fire pump. Current water pressures most definitely will not be adequate supply 100PSI at standpipe outlets to the roof or provide enough pressure to support a fire sprinkler system.**
7. A fire alarm system shall be installed throughout the building complying with the Fire Code.
8. The further point of the building from fire department access exceeds more than 150 feet in distance. See §902, UFC

Reviewed by: 

Date: 1 Nov 13

Project Comments

Date: Revised Plans Submitted March 25, 2015

To:

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

From: Planning Staff

Subject: Request for Environmental Review, Design Review, Condo Permit, Parking Variance, and Conditional Use Permit for height for a new 25-unit condominium building at **556 El Camino Real, zoned R-3, APN: 029-111-260**

Staff Review:

Project proponent previously submitted a completed stormwater checklist and verified the applicability of C.3 requirements (s). Proponent submitted and proposed several site design measures to comply with the C.3 requirements. Previous stormwater comments remain in effect and shall be addressed during the building permit issuance process. No additional comments.

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

Reviewed by: *KJK*

Date: *04/29/15*

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov



*Serious Drought.
Help save water!*

March 9, 2017

SCH # 2017022015
GTS # 04-SM-2017-00079
SM- 82 - 13.759

Mr. Kevin Gardiner
City of Burlingame
501 Primrose Road
Burlingame, CA 94010

556 El Camino Real Project– Mitigated Negative Declaration

Dear Mr. Gardiner:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 556 El Camino Real Project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), the Caltrans mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. While the City did not provide the project application for this project, since applications are the only form of early notification for MNDs, they are particularly beneficial in helping us identify critical project issues early in the CEQA process. This saves time and effort for both the applicant and agencies during project review. Our comments are based on the February 2017 Mitigated Negative Declaration (MND).

Project Understanding

The applicant proposes to demolish an existing 14-unit apartment complex and associated improvements to construct a five-story, 21-unit condominium building. The multi-family residential building would include a below-grade parking garage for 35 vehicles, two parking spaces above ground for delivery/guest vehicles, lobby, and five stories of condominium units above the parking garage. The project proposes approximately ten three-bedroom units; eight two-bedroom units; and three one-bedroom units for a total of 21 condominium units. The proposed units range in size from 630 to 1,955 square feet.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

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CDD-PLANNING DIV.

Mr. Gardiner, City of Burlingame

March 9, 2017

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The overall proposed height is 55 feet to the top of the roof. The proposed project would be set back approximately 27 feet from the western property line on State Route (SR) 82 (El Camino Real). The proposed building would also be set back approximately 10 feet from the adjacent residential property lines to the north and south and approximately 21 feet from the eastern property line. Building Americans with Disabilities Act (ADA) ramps, stairs, and patios will extend into the proposed setbacks. The project site will be accessed via two driveways on SR 82.

Lead Agency

As the Lead Agency, the City of Burlingame is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This includes any required improvements to the STN or reductions in VMT. Any required improvements should be completed prior to issuance of the Building Permit. We strongly recommend the City of Burlingame pursue early coordination with Caltrans to address any potential site access issues. Time and money can be saved if this coordination occurs prior to submittal of an Encroachment Permit application. See the end of this letter for more information on the Encroachment Permit process.

Traffic Operations

Please analyze and address the potential left-turn conflicts from southbound SR 82 traffic onto the project site, and recommend mitigation where appropriate. If there is no reasonable mitigation at this time, the project sponsor shall provide fair share fees for future traffic mitigation in the project vicinity.

Vehicle Trip Reduction

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 2: Close-in Compact Communities** (Corridors) where location efficiency factors, such as community design, are moderate and regional accessibility is strong. The Association of Bay Area Governments (ABAG) has identified the project location as a planned Priority Development Area, which emphasizes mixed-use and transit and pedestrian connectivity. Given the project's place type in a designated PDA and the intensification of use, it should include a robust Transportation Demand Management (TDM) Program to reduce auto trips, VMT and greenhouse gas emissions. Such measures will be critical in order to facilitate efficient transportation access to and from the site and reduce transportation impacts associated with the project. The measures listed below will promote smart mobility and reduce regional VMT.

- Subsidize transit passes on an ongoing basis for BART connecting transit service, such as SamTrans' El Camino Real (ECR) Service and Bus Route 397;

Mr. Gardiner, City of Burlingame

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- Lower parking ratios;
- Project design to encourage walking, bicycling and convenient transit access;
- Designated bicycle parking;
- Parking cash out/parking pricing;
- Charging stations and designated parking spaces for electric vehicles
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Cultural Resources

Section 4.4 Cultural Resources (pages 40-44) of the Initial Study does not mention the Howard-Ralston Eucalyptus Tree Row, which is listed on the National Register of Historic Places and is a State-owned historical resource within the project area. The City of Burlingame must include a discussion of the tree row, which should present an analysis of the project's potential to impact the tree row as a whole, such as changes to the setting of the tree row, as well as impacts to any of the individual trees, such as the removal of one non-historic contributor to the tree row.

As a Caltrans encroachment permit is required, in compliance with Public Resource Code (PRC) 5024, the City of Burlingame will need to conduct cultural resource technical studies to specifically address the Howard-Ralston Eucalyptus Tree Row and the removal of one tree that is a non-historic contributor. These studies must be prepared in accordance with the Caltrans-SHPO PRC 5024 MOU (http://www.dot.ca.gov/ser/vol2/5024mou_15.pdf) and the Caltrans Standard Environmental Reference (SER) Chapter 2 (<http://www.dot.ca.gov/ser/vol2/vol2.htm>). All cultural resource technical studies for work within Caltrans right-of-way (ROW) must be reviewed and approved by the Caltrans District 4 Office of Cultural Resource Studies (OCRS).

Section 4.5.2.1 Native American Resources cites that Native American consultation as not been conducted as no tribes have requested notice under Assembly Bill (AB) 52. However, pursuant to Caltrans' responsibilities per PRC 5024, we require that the City of Burlingame conduct Native American consultation by requesting a Sacred Lands file search from the Native American Heritage Commission (NAHC) and reaching out to the list of contacts provided by the NAHC as tribes, groups, and individuals who are interested in the project area and may have knowledge of Tribal Cultural Resources, Traditional Cultural Properties, or other sacred sites.

An encroachment permit will not be issued until Caltrans is fully satisfied that the City of Burlingame is in compliance with CEQA and PRC 5024. We highly recommend early

Mr. Gardiner, City of Burlingame

March 9, 2017

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coordination before the submittal of an encroachment permit application, and we are available for a meeting to further discuss Caltrans' requirements.

Transportation Management Plan

Where vehicular, bicycle, and pedestrian traffic may be impacted during the construction of the proposed project requiring traffic restrictions and detours, a Caltrans-approved Transportation Management Plan (TMP) is required. Pedestrian and bicycle access through the construction zone must be maintained at all times and comply with the Americans with Disabilities Act (ADA) regulations. See Caltrans' *Temporary Pedestrian Facilities Handbook* for maintaining pedestrian access and meeting ADA requirements during construction at:

http://www.dot.ca.gov/hq/construc/safety/Temporary_Pedestrian_Facilities_Handbook.pdf

See also Caltrans' Traffic Operations Policy Directive 11-01 "Accommodating Bicyclists in Temporary Traffic Control Zones" at: www.dot.ca.gov/trafficops/policy/11-01.pdf.

All curb ramps and pedestrian facilities located within the limits of the project are required to be brought up to current ADA standards as part of this project. The TMP must also comply with the requirements of corresponding jurisdictions. For further TMP assistance, please contact the Caltrans District 4 Office of Traffic Management Operations at (510) 286-4579. Further traffic management information is available at the following website:

www.dot.ca.gov/hq/traffops/trafmgmt/tmp_lcs/index.htm.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an Encroachment Permit that is issued by Caltrans. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed Encroachment Permit application, the adopted environmental document, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process.

David Salladay, District Office Chief
Office of Permits, MS 5E
California Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

See the following website for more information:

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Mr. Gardiner, City of Burlingame
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<http://www.dot.ca.gov/trafficops/ep/index.html>

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jannette Ramirez at 510-286-5535 or jannette.ramirez@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

CD/PLG-Kevin Gardiner

From: Castano, Emily@DOT <Emily.Castano@dot.ca.gov>
Sent: Thursday, July 20, 2017 7:18 AM
To: CD/PLG-Kevin Gardiner
Cc: Ramirez, Jannette P@DOT; Schierenbeck, Frances@DOT
Subject: RE: 556 El Camino Real, Burlingame

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JUL 20 2017

CITY OF BURLINGAME
CDD-PLANNING DIV.

Hello Kevin,

Our office has reviewed the draft HRCR, ESA Action Plan, and Initial Study, and our comments are detailed below.

Revision of the documents per the comments is necessary to ensure that the documents meet Caltrans requirements in accordance with the PRC 5024 MOU and the Caltrans Standard Environmental Reference (SER), and to facilitate the most efficient review with the Cultural Studies Office (CSO) at Caltrans Headquarters.

General Comments

- The Project Area Limits (PAL) map needs to also be signed by the project manager or a representative from the City of Burlingame. The signature block should be revised and the PAL submitted to Caltrans for signatures.
- All cultural resource studies should be represented in the Historical Resources Compliance Report (HRCR). The information presented in Holman & Associates letter report, including the results of the literature review and the Native American consultation, should be incorporated into the HRCR. Caltrans does not utilize letter reports, but it is understandable that a full Archaeological Survey Report (ASR) was not prepared. As there is not an ASR to attach to the HRCR, the identification efforts are instead summarized in the body of the HRCR.
- As the non-contributing tree must be replaced, the Environmentally Sensitive Area (ESA) Action Plan should be revised to be a Secretary of the Interior Standards (SOIS) and ESA Action Plan.

Historic Resources Compliance Report

- Section 1. Project Description
 - Here, and in other places throughout the HRCR, the Caltrans number system (CT#), contributing, and non-contributing trees are discussed but never defined. These terms should be defined the first time they are used.
- Section 2. Project Area Limits
 - The PAL description cites that the PAL was signed on April 26, 2017. However it has not yet been signed. Once revised per the comment above, Caltrans can sign the PAL for the next draft.
 - The description need to clearly state that the PAL includes all potential direct and indirect effects.
 - For the concluding sentence, cite that it is allowable to not include the entire tree row in the PAL per Attachment 3 of the PRC 5024 MOU.
- Section 3. Summary of Identification Efforts
 - The results section needs to include information about what trees are located near and within the PAL. There should also be a discussion of potential impacts and how those impacts will be avoided per the ESA and SOIS Action Plan. The description should include justifying why the project will have a Finding of No Adverse Effect.
 - The protocol referenced as CATRA-2014_1009_001 should be more thoroughly described. The term "covered" should be replaced with "to avoid adverse effects to the historic property through the...".
 - The Initial Study as a short write up as to why the apartment building is not potentially eligible and was not evaluated. This information needs to also be included in the results section as the building is within the PAL.
- Section 9. State-owned Historical Resource Findings
 - For "HRCR to District File," uncheck the currently selected box and check "Not Applicable."

- For “HRCR to District File,” create a box that reads as follows:
 - Caltrans, in accordance with PRC 5024 MOU Stipulation X.B.1.b, Stipulation X.B.1.a, and Attachment 5, has determined a Finding of No Adverse Effect with Standard Conditions – SOIS/ESA is appropriate for this project because the proposed work on the following State-owned historical resources—which have been determined eligible for or are listed in the National Register of Historic Places, meets the Secretary of the Interior’s Standards for the Treatment of Historic Properties and other portions of the property will be protected through the establishment of ESA(s) . Caltrans is hereby notifying CSO of this finding. Frances Schierenbeck, who meets the Professionally Qualified Staff Standards in PRC 5024 MOU Attachment 1 as Principal Architectural Historian has reviewed the documentation and determined that the proposed work meets the Secretary of the Interior’s Standards for the Treatment of Historic Properties and the proposed ESA is appropriate.

Environmentally Sensitive Area (ESA) Action Plan

- As commented on above, since the non-contributing tree must be replaced, the Environmentally Sensitive Area (ESA) Action Plan should be revised to be a Secretary of the Interior Standards (SOIS) and ESA Action Plan. Based on the current ESA Action Plan, it seems that this information can come from the “work plan” that is referenced in the Monitors and Responsible Parties sections.
- Page numbers should be included throughout the document.
- Frances Schierenbeck, PQS Principal Architectural Historian, should be listed as the “Reviewed for Approval by.”
- Throughout the document, the Howard-Ralston Tree Rows should be referred to as a historic property instead of a historic resource, and the Caltrans District Principal Investigator should be referred to as the Caltrans PQS.
- The ESA should not be the entire PAL as no work will be allowed within the ESA. The ESA needs to be limited to a buffer zone around the protected trees that will be fenced, which is referenced as a “Tree Protection Zone.” The plan needs to include a map of these areas, and the installation of the fencing should be monitored by the Project Landscape Architect & Arborist or the Caltrans PQS.
- Overall, the ESA plan is repetitive and lacks the necessarily details to demonstrate that the historic property will be protected from inadvertent project impacts. For example, in the Summary on the first page, measures are mentioned to protect trees outside of the project area, but such measures are not described. It is unclear why such measures are necessary as in the third paragraph it is stated that there is no potential for direct or indirect effects outside of the PAL. Further details should be included in the ESA Action Plan to clarify the potential effects and the protection measures that will be undertaken to avoid adverse effects.
- It needs to be clearly stated that the location of the replacement elm tree will be made in consultation with Caltrans.

Initial Study

- Page 4: The list of project-related approvals, agreements, and permits should include an encroachment permit from the California Department of Transportation (Caltrans).
- Specifically on Page 13, but also throughout the document, the Caltrans number system (CT#), contributing, and non-contributing trees are discussed but never defined. These terms should be defined the first time they are used.
- Page 21: The added sentence to the second paragraph should have a footnoted to clarify that Caltrans is requiring replacement of the tree, but this is specifically to address the State agency’s responsibilities under Public Resources Code 5024.
- Pages 46-48: The mitigation measures do not address the implementation of the ESA and SOIS Action Plan. An additional mitigation measure should be included that describes the measures taken to ensure there will be a less than significant impact to the Howard-Ralston Eucalyptus Tree Rows. The reader should also be directed to the attached ESA and SOIS Action Plan in Appendix F.

Please let me know if there are any questions or if you would like to discuss our comments. We look forward to reviewing the next draft of the documents.

Thank you,
Emily

Emily Castano, M.A., RPA
Senior Environmental Planner
Office of Cultural Resource Studies
Caltrans, District 4 – Oakland
Phone: (510) 622-1673

**RESPONSES TO COMMENTS ON THE
556 EL CAMINO REAL CONDOMINIUM PROJECT INITIAL STUDY**

**A. RESPONSES TO COMMENTS FROM THE CALIFORNIA DEPARTMENT OF
TRANSPORTATION, DATED MARCH 9, 2017**

COMMENT A – 1: Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 556 El Camino Real Project. In tandem with the Metropolitan Transportation Commission’s (MTC) Sustainable Communities Strategy (SCS), the Caltrans mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans’ Strategic Management Plan 2015-2020 aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. While the City did not provide the project application for this project, since applications are the only form of early notification for MNDs, they are particularly beneficial in helping us identify critical project issues early in the CEQA process. This saves time and effort for both the applicant and agencies during project review. Our comments are based on the February 2017 Mitigated Negative Declaration (MND).

Project Understanding

The applicant proposes to demolish an existing 14-unit apartment complex and associated improvements to construct a five-story, 21-unit condominium building. The multi-family residential building would include a below-grade parking garage for 35 vehicles, two parking spaces above ground for delivery/guest vehicles, lobby, and five stories of condominium units above the parking garage. The project proposes approximately ten three-bedroom units; eight two-bedroom units; and three one-bedroom units for a total of 21 condominium units. The proposed units range in size from 630 to 1,955 square feet.

The overall proposed height is 55 feet to the top of the roof. The proposed project would be set back approximately 27 feet from the western property line on State Route (SR) 82 (El Camino Real). The proposed building would also be set back approximately 10 feet from the adjacent residential property lines to the north and south and approximately 21 feet from the eastern property line. Building Americans with Disabilities Act (ADA) ramps, stairs, and patios will extend into the proposed setbacks. The project site will be accessed via two driveways on SR 82.

Lead Agency

As the Lead Agency, the City of Burlingame is responsible for all project mitigation, including any needed improvements to the STN. The project’s fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This includes any required improvements to the STN or reductions in VMT. Any required improvements should be completed prior to issuance of the Building Permit. We strongly recommend the City of Burlingame pursue early coordination with Caltrans to address any potential site access issues. Time and money can be saved if this coordination occurs prior to submittal of an Encroachment Permit application. See the end of this letter for more information on the Encroachment Permit process.

RESPONSE A – 1: The applicant has submitted an application to Caltrans for an Encroachment Permit for the proposed replacement of existing driveways on El Camino Real

(SR 82) to accommodate the project. No improvements to the State Transportation Network are proposed or required for the project.

COMMENT A – 2: *Traffic Operations*

Please analyze and address the potential left-turn conflicts from southbound SR 82 traffic onto the project site, and recommend mitigation where appropriate. If there is no reasonable mitigation at this time, the project sponsor shall provide fair share fees for future traffic mitigation in the project vicinity.

RESPONSE A – 2: Based on a traffic queuing analysis completed to analyze the project design for potential queues extending on to SR 82, the proposed development would result in seven total inbound trips during the PM peak hour when residents are assumed to be returning home. The project would increase development on the site by seven units and, therefore, would result in up to three additional vehicles making left-turns into the site during the PM peak hour. The slight increase of three additional vehicles making left-turns into the project site would not have a significant effect on traffic operations on SR 82.

COMMENT A – 3: *Vehicle Trip Reduction*

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as Place Type 2: Close-in Compact Communities (Corridors) where location efficiency factors, such as community design, are moderate and regional accessibility is strong. The Association of Bay Area Governments (ABAG) has identified the project location as a planned Priority Development Area, which emphasizes mixed-use and transit and pedestrian connectivity. Given the project's place type in a designated PDA and the intensification of use, it should include a robust Transportation Demand Management (TDM) Program to reduce auto trips, VMT and greenhouse gas emissions. Such measures will be critical in order to facilitate efficient transportation access to and from the site and reduce transportation impacts associated with the project. The measures listed below will promote smart mobility and reduce regional VMT.

- Subsidize transit passes on an ongoing basis for BART connecting transit service, such as SamTrans' El Camino Real (ECR) Service and Bus Route 397;
- Lower parking ratios;
- Project design to encourage walking, bicycling and convenient transit access;
- Designated bicycle parking;
- Parking cash out/parking pricing;
- Charging stations and designated parking spaces for electric vehicles
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

For additional TDM options, please refer to the Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). The reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

RESPONSE A – 3: The project is located within the Downtown Specific Plan area which provides reduced parking ratios that the project is consistent with. The project site is also located less than three-quarters of a mile from the Burlingame Caltrain Station which is easily accessible from the site along pedestrian-friendly streets with crosswalks at major

intersections. Bike parking would also be provided in the basement garage of the building. The project, therefore, incorporates applicable TDM measures based on its size and type.

COMMENT A – 4: *Cultural Resources*

Section 4.4 Cultural Resources (pages 40-44) of the Initial Study does not mention the Howard-Ralston Eucalyptus Tree Row, which is listed on the National Register of Historic Places and is a State-owned historical resource within the project area. The City of Burlingame must include a discussion of the tree row, which should present an analysis of the project's potential to impact the tree row as a whole, such as changes to the setting of the tree row, as well as impacts to any of the individual trees, such as the removal of one non-historic contributor to the tree row.

As a Caltrans encroachment permit is required, in compliance with Public Resource Code (PRC) 5024, the City of Burlingame will need to conduct cultural resource technical studies to specifically address the Howard-Ralston Eucalyptus Tree Row and the removal of one tree that is a non-historic contributor. These studies must be prepared in accordance with the Caltrans-SHPO PRC 5024 MOU (http://www.dot.ca.gov/ser/vol2/5024mou_15.pdf) and the Caltrans Standard Environmental Reference (SER) Chapter 2 (<http://www.dot.ca.gov/ser/vol2/vol2.htm>). All cultural resource technical studies for work within Caltrans right-of-way (ROW) must be reviewed and approved by the Caltrans District 4 Office of Cultural Resource Studies (OCRS).

Section 4.5.2.1 Native American Resources cites that Native American consultation as not been conducted as no tribes have requested notice under Assembly Bill (AB) 52. However, pursuant to Caltrans' responsibilities per PRC 5024, we require that the City of Burlingame conduct Native American consultation by requesting a Sacred Lands file search from the Native American Heritage Commission (NAHC) and reaching out to the list of contacts provided by the NAHC as tribes, groups, and individuals who are interested in the project area and may have knowledge of Tribal Cultural Resources, Traditional Cultural Properties, or other sacred sites.

An encroachment permit will not be issued until Caltrans is fully satisfied that the City of Burlingame is in compliance with CEQA and PRC 5024. We highly recommend early coordination before the submittal of an encroachment permit application, and we are available for a meeting to further discuss Caltrans' requirements.

RESPONSE A – 4: A Historical Resources Compliance Report (HRCR) and Archaeological Literature Search and Native American Consultation were completed for the Final Revised Initial Study that has been provided for your review. The Final Revised Initial Study discusses the historic Howard-Ralston Eucalyptus Tree Rows and describes why the project's effects on this historic resource will be less than significant. *Holman Associates*, on behalf of the City of Burlingame, conducted Native American consultation by requesting a Sacred Lands file search from the Native American Heritage Commission (NAHC) and reaching out to the list of contacts provided by the NAHC as tribes, groups, and individuals who are interested in the project area and may have knowledge of Tribal Cultural Resources, Traditional Cultural Properties, or other sacred sites. No Tribal Cultural Resources were identified on the project site; however, cultural resource sensitivity training by a qualified archaeologist for construction crews on the project site was added to the mitigation measures for the project, as suggested by a tribal contact consulted for the project. The HRCR and accompanying Environmentally Sensitive Area (ESA) Action Plan were completed for the project to ensure and document that no impacts to the Howard-Ralston Eucalyptus Tree Rows would result from the project.

COMMENT A – 5: *Transportation Management Plan*

Where vehicular, bicycle, and pedestrian traffic may be impacted during the construction of the proposed project requiring traffic restrictions and detours, a Caltrans-approved Transportation Management Plan (TMP) is required. Pedestrian and bicycle access through the construction zone must be maintained at all times and comply with the Americans with Disabilities Act (ADA) regulations. See Caltrans' Temporary Pedestrian Facilities Handbook for maintaining pedestrian access and meeting ADA requirements during construction at:

http://www.dot.ca.gov/hq/construc/safety/Temporary_Pedestrian_Facilities_Handbook.pdf

See also Caltrans' Traffic Operations Policy Directive 11-01 "Accommodating Bicyclists in Temporary Traffic Control Zones" at: www.dot.ca.gov/trafficops/policy/11-01.pdf.

All curb ramps and pedestrian facilities located within the limits of the project are required to be brought up to current ADA standards as part of this project. The TMP must also comply with the requirements of corresponding jurisdictions. For further TMP assistance, please contact the Caltrans District 4 Office of Traffic Management Operations at (510) 286-4579. Further traffic management information is available at the following website:

www.dot.ca.gov/hq/traffops/trafmgmt/tmp_lcs/index.htm.

RESPONSE A – 5: The proposed project would reconstruct sidewalks along the project frontage to comply with ADA standards. As noted above, Caltrans would require a Transportation Management Plan for work along the project frontage on El Camino Real. The TMP would be prepared as part of the encroachment permit process, described below, to address temporary construction work on the project frontage. No significant environmental impacts would result from temporary construction work on the El Camino Real frontage.

COMMENT A – 6: *Encroachment Permit*

Please be advised that any work or traffic control that encroaches onto the State ROW requires an Encroachment Permit that is issued by Caltrans. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed Encroachment Permit application, the adopted environmental document, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process.

David Salladay, District Office Chief
Office of Permits, MS 5E
California Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

See the following website for more information:

<http://www.dot.ca.gov/trafficops/ep/index.html>

RESPONSE A – 6: The proposed project has submitted an encroachment permit application to Caltrans. No permanent traffic improvements to the State Transportation Network are required or proposed by the project. Any temporary traffic control measures

required during project construction would be outlined in the Transportation Management Plan.

Letters from Neighbors

- Floribunda Casitas – dated February 22, 2017
- Sunrise Condominiums – dated February 25, 2017
- 1545 Floribunda Avenue – dated March 3, 2017
- Jennifer Pfaff – email dated March 4, 2017
- Hillsboro Properties, Inc. – dated March 7, 2017
- Colleen Clark – dated March 6, 2017
- Jamie C. Couche, Anderson & Pool:
 - Letter dated May 10, 2017
 - Email dated May 11, 2017
 - Department of Transportation letter exhibit dated January 3, 2014

Floribunda Casitas

1515 Floribunda Ave, Burlingame CA 94010



February 22, 2017

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To: City of Burlingame
Community Development Department
Planning Division
501 Primrose Road
Burlingame, CA 94010
Attn: William Meeker, Community Development Director
Kevin Gardiner, Planning Manager

From: Floribunda Casitas
Board of Directors
1515 Floribunda Ave.
Burlingame, CA 94010

Dear Mr Meeker and Mr Gardiner,

As the neighbors of the surrounding properties of the proposed development at 556 El Camino Real in Burlingame, we are objecting the adoption of a Mitigated Negative Declaration and Conditional Use application approval for the construction of the five floors condominium building with the 55 feet height above the ground and the 3-story automated underground parking garage below grade.

This project is very ambitious in its nature and is very dense for the neighborhood. The proposed building height of 55 feet is not consistent with the adjacent properties heights which are all 3 floors above the grade, and is out of scale in its mass, bulk, and character.

The proposed automated underground parking garage system by CityLift Parking is a new concept in US and has never been used in California. All the projects listed on the company's website have a projected completion date of 2017 and 2018, which may or may not come to fruition. The underground parking garage application so far only exists in Europe and real-life tests are not conducted in residential settings in US, especially in seismic zones, presenting an extraordinary risk to surrounding residents.

Considering the excessive height of the underground parking garage, which is unprecedented in this suburban neighborhood, everybody's concern is the effect of this construction on the neighboring properties, their accessory structures and swimming pools.

As stated in the Mitigated Negative Declaration report (pages 48 & 49), the proposed project is subject to the ground water impacts as shallow as 5 feet below the ground. The height of the proposed underground garage is proposed to be over 25 feet below the ground level, which can pose a safety risk to the adjacent building foundations due to the altered ground water flow. The adjacent

building structures might suffer settlements and unknown structural problems, including 2 neighboring pools, which can lead to costly repairs and corresponding legal actions.

Thus, the construction can be injurious to the immediately adjacent properties and can be a disturbance to a general welfare and safety of the people residing in them.

The proposed plan is questionable in its entirety, since it is not taking into any consideration the required structural columns to support the excessive spans of the underground parking garage and the structure above. The project would need to be scaled down in height both above ground and underground to be compatible with the adjacent buildings.

The Planning Department would be assuming significant responsibility by approving the project of such unknown nature and potential hazard. We therefore request that the Mitigated Negative Declaration and Conditional Use application be denied.

Sincerely,

Floribunda Casitas Board of Directors

Sunrise Condominiums
550 El Camino Real
Burlingame CA 94010

February 25, 2017

Dear Burlingame Planning Commissioners:

Re: Proposed Condominium Building at 556 El Camino Real, Burlingame CA

We are the owners of 12 Sunrise Condominiums who reside next to the proposed building. We are singles, families, and couples, and we ask that you help us maintain the structural integrity of our building, maintain the value of our property, sustain the accessibility of ingress and egress to our homes, and allow us to continue the enjoyment of our private spaces and common areas in a healthy environment.

556 El Camino Real is the **first driveway south of the busy Floribunda intersection**. It is not the right location or a large enough location for an oversized 4- or 5-story building. No other building on the block is above 3 stories—we'd like it to be compatible. Plus, the addition to traffic would be a burden on the main artery through our city.

The plans show **2 laundry rooms** for many of the condos, which leads us to believe that the condos will be split up and sold as additional units in the future, in spite of what the Planning Commission might now approve.

We believe the **setback** of the 556 building as proposed in the plans does not always meet the Burlingame requirement of at least 10' or more from the property line when two condominium buildings are adjacent to each other. (See the right front corner of the building.) Setback is most important to maintain the serenity of the neighborhood.

We thank the Planning Commission for its attention to detail and are heartened to see that the new plans for 556 include recessed balconies. We ask that, in order to promote further privacy and tranquility for them as well as the surrounding buildings, the **balcony walls be solid** in construction rather than open railings.

We also ask that all of the trees proposed as part of 556 landscape in the back right corner be short, decorative **trees or shrubs no taller than 12'** in order to preserve the integrity of the two huge, mature native Redwood Trees in the back of 1515 Floribunda, adjacent to both 556 and 550 El Camino Real. Landscape shrubs and trees that grow higher than the fence should be set back enough so that at maturity they won't prevent the sunlight from getting to our container plants along the fence, which is our only landscape on the side.

We are concerned for our health due to toxic dust or soil contamination or perhaps asbestos removal during demolition of the old structure and ask that our building and surround be **power washed** before we open our windows again.

Because El Camino Real is so heavily traveled, we are worried about **soil contamination** from vehicles, especially in this proposal to dig down not one but two levels in order to accommodate the automated parking system. That's awfully **close to the water table** at this location. We're

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afraid it will destabilize our foundation. Even now, we're getting water leaking sideways into our building from the area next door at 530 El Camino Real.

Because of the location of this proposed new structure, we implore you to consider seriously our genuine concerns for the integrity of this area through which all of our Burlingame neighbors must travel.

Minsuk & Dio Doronio #101
Sophia & Austin Tomaney #102
Bobbi Benson #103
Jeff Chen #104
Taylor & Richie Fanti #201
Sophie LeGuen #202
Jennifer & Anthony Cheung #203
Antonia Li #301
Tim Thianthai #302
Cathy Chiu #303
Mary & Scott Pastorino #304

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We the residents of 1545 Floribunda Ave, Burlingame, object to the proposed development at 556 El Camino Real in Burlingame.

Petition

1. Printed Name: EUGENE ZAUBER Signature: Eugene Zauberp #107
2. Printed Name: Stefan Zauberp Signature: Stefan #107
3. Printed Name: Henry Zhou Signature: Henry Zhou #105
4. Printed Name: Jan Liu Signature: Jan Liu #105
5. Printed Name: Helena Rantke Signature: Helena Rantke #207
6. Printed Name: FERTY LAM Signature: Ferty Lam #207
7. Printed Name: Simone Labansky Signature: Simone Labansky #207
8. Printed Name: E. Lechuk Signature: E. Lechuk #208
9. Printed Name: Edward Lechuk Signature: E. Lechuk #208
10. Printed Name: JAMES MCKENNA Signature: James McKenna #109
11. Printed Name: YAWEN L. CHIAN Signature: Yawen L. Chian #207
12. Printed Name: Donald Olechowski Signature: Donald Olechowski #310
13. Printed Name: Kathy Samakov Signature: Kathy Samakov #304
14. Printed Name: Woody Ghods Signature: Woody Ghods #304
15. Printed Name: Qing xie Signature: Qing xie #210
16. Printed Name: ELAINE PURVIS Signature: Elaine Purvis #309
17. Printed Name: AFAF DUDUM Signature: AFAF DUDUM #303
18. Printed Name: Ivana Popovic Signature: Ivana Popovic #306
19. Printed Name: NICK POPOVIC Signature: Nick Popovic #306
20. Printed Name: Richard CASEY Signature: Richard Casey #304

We the residents of 1515 Floribunda Ave, Burlingame, object to the proposed development at 556 El Camino Real in Burlingame.

1. Printed Name: MELODIE YUE Signature: [Signature] # 102
2. Printed Name: JUSTIN MCSHARRY Signature: [Signature] # 102
3. Printed Name: DAVID W. OLSEN Signature: [Signature] # 104
4. Printed Name: Debbly Simm Signature: [Signature] # 305
5. Printed Name: Timothy Conway Signature: [Signature] # 305
6. Printed Name: CHIZUKO ARAI Signature: [Signature] # 202 # 202
7. Printed Name: Teresa Lelechak Signature: Teresa Lelechak # 208 # 208
8. Printed Name: JOANNE B. BERTRAM Signature: Joanne B. Bertram # 101 # 101
9. Printed Name: RODRIGO VELLOSO Signature: [Signature] # 103
10. Printed Name: Jason Beard Signature: [Signature] # 106
11. Printed Name: Valentin Mihaylov Signature: Val Mihaylov # 201
12. Printed Name: Kremena Minkova Signature: Kremena Minkova # 201
13. Printed Name: [Signature] Signature: ELENICE DITO # 308 308
14. Printed Name: Son Weiner Signature: [Signature] # 106
15. Printed Name: ALINA CHERNY Signature: [Signature] # 208
16. Printed Name: _____ Signature: _____
17. Printed Name: _____ Signature: _____
18. Printed Name: _____ Signature: _____
19. Printed Name: _____ Signature: _____
20. Printed Name: _____ Signature: _____
21. Printed Name: _____ Signature: _____
22. Printed Name: _____ Signature: _____
23. Printed Name: _____ Signature: _____
24. Printed Name: _____ Signature: _____

We, the residents of 1545 Floribunda Avenue in Burlingame oppose the proposed Condominium at 556 El Camino Real, which is located immediately adjacent to our property. We feel that the proposed development, slated for 5 stories above ground, will be out of character for our neighborhood and will impose on our sunlight and views. It will also contribute to traffic and compete for limited street parking.

We would like to see the owner of that property improve its appearance, as it has suffered from a lack of any maintenance.

Signed

[Signature]

Jesse Jones

[Signature]

[Signature]

Dawn E. Mulliken

Mike Jradak

print name

Tim Downelly #110

Jesse Jones #101

Gail Nezvigin #109

Dora Pintek #105

Dawn Mulliken #311

Mike Jradak #16

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CITY OF BURLINGAME
CDD-PLANNING DIV.

From: Jennifer Pfaff
Sent: Saturday, March 04, 2017 8:48 AM
To: CD/PLG-Ruben Hurin
Subject: 556 El Camino Real

Honorable Chair Loftis and Planning Commissioners:

Over time, I think this project design has been greatly improved. However, it remains a very large, impactful project. I continue to be struck by the lack of trees or any substantial plantings for such a large structure, particularly on the front portion of the property. Though onsite, the applicant may have satisfied minimal planting requirements, at the end of the day, the project's landscape plan contains only a handful of small scale deciduous trees and bushes where they should have been used in a meaningful way to mitigate the dominant frontage. Please encourage the applicant to reconsider at least one of the tree types used. If only one "ornamental" deciduous tree on the front of the property is switched out for a more substantial evergreen—a cork oak, for example, it will help **year-around** to visually support and add depth to the linear urban forest along El Camino Real, while also helping the architecture to blend more gently into this space.

Also, I wonder if there is a good reason why the mature Caltrans' Bancrofti eucalyptus-- a nice, evergreen specimen, needs to be removed? There has been a double driveway here for several decades, and the tree has been here a very long time. If the tree could remain there, it would really help to mitigate the front massing. Finally, please ensure that the applicant commits to wrapping and/or properly protecting that the single small (deciduous) elm sapling in the Caltrans planter strip throughout the entire demo and construction, or it will most certainly disappear.

Sincerely yours,
Jennifer Pfaff

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CDD-PLANNING DIV.



HILLSBORO PROPERTIES, INC.

1300 South El Camino Real, Suite 525, San Mateo, CA 94402
650.340.1761 • Fax: 650.343.8204

March 7, 2017

Mr. Kevin Gardiner, Planning Manager
City of Burlingame
Planning Division
501 Primrose Rd.
Burlingame, CA 94010

Re: 556 El Camino Real

Dear Mr. Gardiner:

As the owners of 1545 Floribunda Ave. in Burlingame, we are concerned about the proposed condominium development at 556 El Camino Real. Specifically, the development appears to be inconsistent with the area in both size and scope. In addition, the underground parking carousel has the potential for significant structural and environmental challenges for the project itself as well as those buildings that surround it, like ours.

We believe that new projects are essential in a vibrant and evolving community and applaud the developers for their obvious hard work and creativity. That being said, we encourage you, your staff and the City Council to balance the benefits of development that pushes the boundaries of City code and local character with ensuring that the stability and vision we all collectively have for the area is maintained. When those two unique, and sometimes opposing, issues can be properly navigated, new growth will continue to reflect Burlingame as intended by those who live and work there.

We have every confidence that everyone working on this project on behalf of the City will take the time to critically review and evaluate the project's details and find that balance. As part of those efforts, we look forward to the specific reports on the benefits of this project as well as its impact on the neighborhood.

If you would like any more input please feel free to contact me at the address and phone number above.

Thank you,

Todd Green

cc. T. Donnelly, Manager
cc. W. Meeker, Community Development Manager, City of Burlingame

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CITY OF BURLINGAME
CDD-PLANNING DIV.

3-6-2017

About the public hearing on Monday,
March 13, 2017 @ 7pm City Hall chambers -
I am against the 5 story - 21 unit residen-
tial condominium @ 556 El Camino Rl.

Really? How GREEDY has Burlingame become
to RUIN our CITY? We have more than
enough of our share of condominium's
ALREADY! Our peaceful little city is
GONE FOREVER because of GREEDY and
Dishonest ^{Burlingame} Development Directors!

STOP being so GREEDY - what has
our city become? Burlingame is now
CONDO HEAVEN - not our beautiful,
QUIET lovely city. Gone forever!

STOP YOU GREEDY Development leaders
of Burlingame. You have DESTROYED -
Our city.

Callen Clarke (resident ^{Burlingame} MAR 14 2017 2017)
Paloma ave
Burlingame, 94010

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CITY OF BURLINGAME
CDD-PLANNING DIV.

JAMIE C. COUCHE
JCOUCHE@ADPLAW.COM

LAW OFFICES OF
ANDERSON & POOLE
A PROFESSIONAL CORPORATION
601 CALIFORNIA STREET
SUITE 1300
SAN FRANCISCO, CALIFORNIA 94108-2818

TELEPHONE: (415) 956-6413
FACSIMILE: (415) 956-6416

May 10, 2017

VIA U.S. MAIL AND EMAIL
KGARDINER@BURLINGAME.ORG

City of Burlingame
Community Development Department
Planning Division
Attn: Kevin Gardiner
501 Primrose Road
Burlingame, CA 94010

**RE: OPPOSITION TO PROPOSED CONDITIONAL USE PERMIT FOR
CONDOMINIUM BUILDING AT 556 EL CAMINO REAL**

Dear Mr. Gardiner:

Please accept this correspondence on behalf of Salvatore and Armida Giglio, the owners of the real property known as 1615 Floribunda Avenue, Hillsborough, CA 94010 (the "Giglio's Home"). The Giglio family submits this correspondence in response and opposition to the proposed conditional use permit for the condominium building at 556 El Camino Real, Burlingame, CA (the "Proposed Development"). We request that this response and opposition be taken into consideration by the Planning Division in its evaluation of the Proposed Development.

The Giglio's Home is an architectural gem designed by well-known architect A. Page Brown. It is located directly across the street from the Proposed Development, with its entrance just around the corner on Floribunda Avenue. The Giglio family is greatly concerned about the impact the Proposed Development will have on the Giglio's Home, the surrounding properties and the neighborhood in general. The Giglio's concerns are summarized as follows:

- **Incompatibility with Surrounding Properties.** The Proposed Development is not compatible with aesthetics, mass, bulk and character of the properties in the general vicinity. At the proposed five-story building height of 55 feet, the Proposed Development will be at least two stories taller than all surrounding properties. Its height and density would be inconsistent with the aesthetics, mass, bulk and character of the properties in the general vicinity. The scope of the proposed underground parking garage is also incompatible with the neighborhood and poses significant concerns, both during and after construction, over its impact on the structural and foundational stability of adjacent properties.

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CDD-PLANNING DIV.

- **Privacy Concerns.** The Proposed Development's building height creates significant privacy concerns for the Giglio family. The Giglio's Home is encircled by lovely trees that provide them privacy from the bustling thoroughfare of El Camino Real and the surrounding neighborhood. If the conditional use permit is granted to allow the Proposed Development to reach a height in excess of 35 feet, the Giglio's Home will lose its cherished and well designed privacy. The Giglio family is not opposed to reasonable height limits, such as the three story buildings on either side of the Proposed Development. But they object entirely to the height of 55 feet because such a non-conforming height would destroy their privacy and be detrimental and injurious to the Giglio's Home and property value. Furthermore, for any balconies facing El Camino Real that are at or above the third story, the Giglio family requests that such balcony walls be solid (rather than open railings) to further promote their privacy interests.
- **Loss of Light.** The ambitious height would also reduce the amount of sunlight the Giglio's Home receives during the morning hours. The reduction in sunlight will impact the Giglio's use and enjoyment of the Giglio's Home and may compromise the trees providing shade and privacy to the property.
- **Traffic Congestion Concerns.** Due to the proximity to the El Camino Real and Floribunda Avenue intersection, the Proposed Development creates significant traffic concerns. A wide range of people will need to have access to the Proposed Development on a daily basis, including tenants, guests, vendors and delivery persons. All of those persons will need to drive into and out of the Proposed Development, which will add to the already heavy traffic flow passing through the busy intersection and create backups and visual impairments while vehicles wait to turn into the Proposed Development from either direction. As a homeowner with a driveway a similar distance from the intersection, the Giglio family is well aware of the backups and congestion posed by the intersection with the regular flow of traffic, and is greatly concerned about the increased burden the Proposed Development will have on traffic near the intersection. We believe the traffic concerns created by the Proposed Development are a detriment to the public health, safety, general welfare and convenience of those in the vicinity, and militate against granting the conditional use permit.

Based on the aforementioned concerns, the Giglios oppose the Proposed Development's conditional use permit. The Proposed Development is not compatible with aesthetics, mass, bulk and character of the properties in the general vicinity, and would be a detriment to the public health, safety, general welfare and convenience of those in the vicinity. The Giglio family intends to vehemently oppose the conditional use permit in order to protect their property rights and the character of the neighborhood. The Giglios hope that the Planning Division will carefully and cautiously take the Giglio's and other neighboring property owners' serious concerns into consideration when it evaluates and rejects the conditional use permit for the Proposed Development.

City of Burlingame
May 10, 2017
Page 3

Should you have any questions regarding the Giglios opposition addressed herein, please do not hesitate to contact us. Otherwise, we look forward to being apprised of further hearings and correspondence relating to the Proposed Development.

Very truly yours,

ANDERSON & POOLE, P.C.

A handwritten signature in black ink, appearing to read 'J. Couche', written in a cursive style.

JAMIE C. COUCHE

Attorney for Salvatore and Armida Giglio

JCC/new/4007.1000

CD/PLG-Kevin Gardiner

From: Jamie Couche <jcouche@adplaw.com>
Sent: Thursday, May 11, 2017 3:41 PM
To: CD/PLG-Kevin Gardiner
Subject: RE: Opposition to Proposed Conditional Use Permit for Condominium Building at 556 El Camino Real
Attachments: Caltrans.1.3.2014.pdf

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Dear Kevin,

CITY OF BURLINGAME
CDD PLANNING DIV

Thank you for the prompt response. I understand that the CA Department of Transportation has in fact previously determined that the Giglio's Home meets the criteria for listing in the National Register under Criterion A and C, and that it should be considered a natural resource for the purposes of compliance with CEQA. Please see the attached correspondence from Caltrans acknowledging the same.

In order to provide you with additional historical context regarding the architect and Giglio's Home, the Planning Division may also consider the following:

- The Giglio's Home was designed by the well-known architect A. Page Brown known for buildings incorporating historic styles in the Beau Arts Manner. *Inter alia* he designed (a) the San Francisco Ferry Building, (b) San Francisco's "second skyscraper" the eleven story steel-frame flat iron building at the intersection of Market and Polk Streets, (c) Trinity Church at Bush and Gough, (d) the Alban Towne House at 1101 California [destroyed by the 1906 quake], (e) the Mausoleum in Mountain View for wealthy California industrialist Charles Crocker, (f) the Richard E. Queen House at 2212 Sacramento Street in San Francisco, and (g) the Giglio's Home. He supervised the completion of Francisco's first Grace Cathedral. He hired and served as a mentor for a host of talented architects, who together had an indelible impact on architecture in California, including but not limited to Willis Polk, Bernard Maybeck, Charles M. Rousseau, Edward R. Swain, James R Miller, Sylvain Schnaittacher, Frank S. Van Trees and A.C. Schweinfurth.
- The Giglio's Home was built in 1892 and was one of a handful of historically significant homes constructed in conjunction with the early development of Burlingame. It is a particularly good representation of Brown's style. The home has undergone significant renovations, including, but not limited to, restoration of the half timbering detail. The Giglios have further restored the building and the site.
- Critical to the Giglio's Home are the grounds, which are an essential element of their Home and its architectural and historical significance. This includes the majestic trees at and along State Route 82 directly in front of the main entrance of the house and along El Camino Real. These trees installed between 1873 and 1876 existed when the Giglio's Home was designed and built. They form a critical element of the landscaping of the Giglio's Home, providing a windbreak, shade and lush vegetation, all of which render the Giglio's historic Home private, quieter and less subject to noise from the adjacent streets, all consistent with the original design and intent of Brown.
- The heritage trees, or some of them, were proposed to be removed to permit widening of State Route 82 - but Caltrans ultimately determined not to remove them from around the Giglio's Home since they are a protected treasure. More specifically, they form an integral part of the continuous Howard-Ralston Eucalyptus Tree Rows flanking State Route 82 for approximately four miles. The Tree Rows were planted by landscaper John McLaren for landowner George H. Howard and capitalist William C. Ralston to beautify and protect from wind the portion of State Route 82 including the land on which the Giglio's Home was built. On March 15, 2012 the Tree

Rows were added to the National Register of Historic Places. Harm to the trees, as a result of reduced sun exposure and light due to an excessively high development such as the Proposed Development, could destroy the historically significant Tree Rows at this location, interrupting and irreparably damaging the wonderful continuity of the Tree Rows and impairing the historical significance of the Giglio's Home.

If you need further information, please let me know. Thank you.

Sincerely,
Jamie

Jamie C. Couche
Anderson & Poole, P.C.
601 California Street
Suite 1300
San Francisco, California 94108-2818
415-956-6413 (Telephone) - Ext. 103
415-956-6416 (Facsimile)
jcouche@adplaw.com <<mailto:jcouche@adplaw.com>>
www.adplaw.com <<http://www.adplaw.com>>

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DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-1697
FAX (510) 286-6374
TTY (800) 735-2929

COPY

G. Brown Jr., Governor



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CITY OF BURLINGAME
CDD-PLANNING DIV.

January 3, 2014

Salvatore and Annida Giglio
1615 Floribunda Avenue
Hillsborough, CA 94010

Subject: State Route 82 at Floribunda Avenue Intersection Safety Improvement Project
Historical Resources Evaluation

Dear Mr. and Mrs. Giglio:

The California Department of Transportation (Caltrans) is conducting an environmental study for the proposed State Route 82 at Floribunda Avenue Intersection Safety Improvement Project. Caltrans is currently preparing an Environmental Impact Report in accordance with the California Environmental Quality Act (CEQA) and an Environmental Assessment in accordance with the National Environmental Policy Act.

As a part of the environmental process, Caltrans is conducting an evaluation of the project area pursuant to Section 106 of the National Historic Preservation Act, CEQA, and California Public Resources Code Section 5024. The purpose of this evaluation is to identify properties fifty years or older that are historically and/or architecturally significant within the project area. When properties are found which are significant and are determined eligible for the National Register of Historic Places (National Register) and/or qualify as historical resources under CEQA, the proposed project's effects on such properties are given careful consideration during environmental review. The National Register is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture. For additional information on the National Register, please visit the California Office of Historic Preservation website: <http://ohp.parks.ca.gov>.

We are contacting you at this time because 1615 Floribunda Avenue is included in this evaluation. The *Town of Hillsborough Historic Building Survey* evaluation of 1615 Floribunda Avenue in 1990 stated that, "A case for nomination to the National Register of Historic Places could be made on either historical or architectural grounds, particularly if the half-timbering, a once prominent feature, were restored." Subsequent to that evaluation, a restoration of the property returned the half-timbering. The purpose of the current evaluation is to update these findings and determine 1615 Floribunda Avenue's eligibility for the National Register and as a historical resource under CEQA.

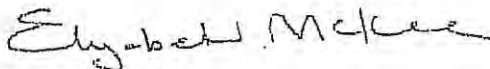
Caltrans concludes in the current study that 1615 Floribunda Avenue meets the criteria for listing in the National Register under Criterion A (associated with events that have made a significant contribution to the broad patterns of our history) for its important role in the

"Caltrans improves mobility across California"

creation of the Burlingame Park subdivision (now a part of Hillsborough). Caltrans also concludes that 1615 Floribunda Avenue meets the criteria for listing in the National Register under Criterion C (embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values) due to its importance in northern California's architectural history as a work of architect A. Page Brown. Caltrans also concludes that 1615 Floribunda Avenue should be considered a historical resource for the purposes of compliance with CEQA. As a part of the Section 106 process, Caltrans will be consulting with the State Historic Preservation Officer (SHPO) regarding this finding.

If you wish to comment on this finding, we respectfully request your response no later than January 31, 2014. If you have comments or questions regarding this finding, please contact Elizabeth Kruse Greene, Built Resources/Architectural History Branch Chief, Office of Cultural Resource Studies, at (510) 286-5612 or elizabeth.greene@dot.ca.gov. If you have general questions about Caltrans's compliance with the National Environmental Policy Act or CEQA for this project, please contact Yolanda Rivas, District Branch Chief, Office of Environmental Analysis, at (510) 286-6216 or yolanda.rivas@dot.ca.gov.

Sincerely,



Elizabeth McKee
Chief, Office of Cultural Resource Studies
California Department of Transportation, District 4

cc: Yolanda Rivas, District Branch Chief, Office of Environmental Analysis, California
Department of Transportation, District 4
Jennifer Pfaff, President, Burlingame Historical Society

Response Letters from Applicant

- Response Letter from Applicant – dated March 8, 2017
- Response Letter from Project Civil Engineer – dated March 7, 2017

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CITY OF BURLINGAME
CDD-PLANNING DIV.

Burlingame Investors LP

March 8, 2017

Dear Planning Commissioners,

We would like to address the 5 letters that have come from neighbors within a week of the meeting scheduled for March 13th.

As you are aware, this is the third time we are presenting the project to the planning commission. We factored into our revised design comments from the prior meetings and hosted a Community Meeting on February 8th. We sent notices to 464 neighbors regarding the meeting, including all the people who have now submitted letters.

There were 6 people who attended, 5 of whom were from 550 El Camino Real and one who was a real estate agent who does business in the neighborhood. We had a constructive conversation with the residents from 550 El Camino Real who while they submitted a letter, are overall in favor of a new project on this location to replace the currently less than desirable building that is there.

To address a few specific comments:

1. Concerns the parking system

At the community meeting, a representative of City Lift provided a thorough overview of the way the system works. These systems are now prevalent throughout the world and there is an active project in Oakland that is nearing completion with a similar system.

The system provides for electrical outlets for each car, reduces the amount of digging that is required, reduces the emissions of cars driving around a larger garage and there are other numerous benefits we will discuss at the meeting on March 13th which were presented at the Community Meeting.

2. Concerns regarding the excavation required to complete it.

We have done a full geotechnical report and updated it to take into account the depth of the parking system. Our structural engineer has also reviewed the proposed design. Both sets of experts have concluded that the site at 556 El Camino Real is suitable for the proposed design and upon approval they will be able to engineer proper protocols to eliminate any water issues or structural settlements concerns that the neighbors have raised.

We will be required to complete that work prior to any building permits being issued. This encompasses detailed construction engineering which requires us to have a design to complete.

All engineers have concluded that there are clear engineering construction protocols and procedures to ensure that all the surrounding properties are protected during our construction.

3. Concerns regarding setback

The setback is in compliance with the regulations

4. Concerns about landscaping

We have engaged an arborist and a landscape architect who reviewed the site. We conducted a soil analysis to ensure the plants will thrive in the local conditions. In addition, CalTrans has commented on the design and we will be complying with their requirements to replace one of the large trees at front with an Elm Tree. We believe the current proposal addresses all of the landscaping issues that have been brought up, including having shorter trees/shrubs near the Redwoods as noted in the letter from 550 El Camino Real. Our proposal also keeps 3 large trees at the front of the building addressing the concerns of the letter from Jennifer Pfaff. Caltrans is requiring us to remove one tree for right of way reasons. This tree according to the arborist report is of Fair-poor vigor, fair form, leans towards property, die back in canopy, history of limb loss, street tree. Caltrans is asking we replace it with an Elm, which is what we have proposed. Therefore the curb appeal will improve with a new Elm tree replacing a dying tree. The other 2 large protected trees at the front will be maintained and protocols have been put in place to protect the trees.

5. Concern regarding 2 laundry rooms.

The 3-bedroom units had 2 laundry rooms. This was designed to accommodate a handicap accessible bathroom, not as a plan for future subdivision. We have redesigned these units to include 1 laundry room.

6. Overall size of the building

Based on feedback from the planning commission and neighbors at prior meetings, we redesigned the building to have a recessed top floor, such that it is not seen from street level. This is in line with other recent projects in Burlingame, such as 1491-1493 Oak Grove Avenue. We further have changed the balconies to be recessed balconies. The height of our proposed project is within the 55 foot limit as required by the City of Burlingame.

This allows the visible footprint of our building to be in-line with neighbors while still taking into consideration the housing shortage in the City of Burlingame.

7. Balcony railings

The neighbors from 550 El Camino have requested solid balconies. Their building has rail balconies as does the building on their right. To remain consistent with the neighborhood, we are also proposing railing balconies.



DOMINGUEZ ASSOCIATES LLC

ENGINEERING • SURVEYING • PLANS FOR BUILDINGS
PH: (650) 359-0947 • EMAIL: carlos@dominguezassociates.com

March 6, 2017

Mr Roman Knop
2617 17th Ave.
San Francisco, Ca. 94121

Ref: 556 El Camino Real

Dear Roman,

I have read the 2 letters one from 1515 Floribunda Ave. and one from 1545 Floribunda Ave. The letter from 1545 Floribunda has no structural issues so I will not address it. The letter from 1545 Floribunda has one structural issue to be addressed. The automated parking system and its encompassing structure seems to be the main concern. This system is no more than a sophisticated elevator system that moves cars instead of people. These type of underground structures for parking cars are all over the United States and are very common in cities like San Francisco. Some of these structures will go 40 to 50 feet below grade. Many of these structures are built directly adjacent to city streets and other buildings. This type of construction is being done all of the time without consequences to the adjoining neighboring buildings. The buildings in question and structures, like swimming pools and such are a significant distance from the excavation or the proposed development so that temporary shoring and proper structural design will not affect their property in the slightest way.

If you have any further questions please call.

Sincerely,

Carlos Dominguez
License No. C26949 Exp. 3/31/19



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H. ALLEN GRUEN

Geotechnical Engineer

360 Grand Avenue, # 262
Oakland, CA 94610
Phone (510) 839-0765
H.Allen.Gruen@gmail.com

January 2, 2014
Project Number: 12-3798

Mr. Roman Knop
1856 Pacific Avenue, #9
San Francisco, CA 94109

Subject: Geotechnical Report Update
Proposed Development at
556 El Camino Real
Burlingame, California

Dear Mr. Knop:

This letter presents an update of our geotechnical investigation report for the proposed development at 556 El Camino Real in Burlingame, California. H. Allen Gruen dba Earth Mechanics Consulting Engineers performed a geotechnical investigation for the project and presented results in the report dated April 14, 2013.

It is our opinion that with the exception of the project description, foundation design criteria, and braced wall design criteria presented below, the findings, conclusions, and recommendations presented in our geotechnical investigation report dated April 14, 2013, are still valid and applicable for the proposed development.

PROJECT DESCRIPTION

We received the undated architectural drawings, sheets A1 through A9, by Dominguez Associates (attached) showing the proposed, 25 residential unit structure extending 5-stories above grade with variable-depth, partial basements. The garage slab is shown at about elevation 80.5 feet, the basement slab at about elevation 96.6 feet, and existing exterior grade at about elevation 102 feet.

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FOUNDATION DESIGN CRITERIA

Due to the variable depths of foundation support and the variability of the subsurface earth materials, we recommend that the proposed structure be supported on a mat slab foundation. The mat can be designed for an average bearing pressure over the entire mat of 3,000 psf for combined dead plus sustained live loads, and 4,500 psf for total loads including wind or seismic forces. The weight of the mat extending below current site grade may be neglected in computing bearing loads. Localized increases in bearing pressures of up to 5,000 psf may be utilized. For elastic design, a modulus of subgrade reaction of 50 kips per cubic foot may be used.

A passive equivalent fluid pressure of 280 pounds per cubic foot and a friction factor of 0.3 may be used to resist lateral forces and sliding. Passive pressures should be disregarded in areas with less than 7 feet of horizontal soil confinement and for the uppermost 1-foot of foundation depth unless confined by concrete slabs or pavements.

BRACED SUBSURFACE WALLS

The "Retaining Walls" section of our geotechnical investigation report was for cantilever walls. The basement level of the proposed structure may necessitate excavations of up to 25 feet deep. If the subsurface walls are braced, tied-back, or restrained, the geotechnical design criteria of this section should be used.

Subsurface walls should be fully backdrained. The backdrains should consist of at least a 3-inch-diameter, rigid perforated pipe surrounded by a drainage blanket, or equivalent, such as a high profile drain. The pipe should be sloped to drain by gravity to appropriate outlets. Accessible subdrain cleanouts should be provided and maintained on a routine basis. The drainage blanket should consist of clean, free-draining crushed rock or gravel, wrapped in a filter fabric such as Mirafi 140N. Alternatively, the drainage blanket could consist of Caltrans Class 2 "Permeable Material" or a prefabricated drainage structure such as Mirafi Miradrain. The top of the drainpipe should be at least 8 inches below lowest adjacent grade. The drainage blanket should be at least 1 foot in width and extend to within 1 foot of the surface. The uppermost 1-foot should be backfilled with compacted native soil to exclude surface water.

Braced subsurface walls should be designed to resist a uniform active earth pressure equivalent to $18 \times H$ pounds per square foot, where H is the height of retained soil. A surcharge pressure of 100 psf acting over the uppermost 10 feet of braced walls should be applied to account for traffic loading surcharge within 10 horizontal feet of traffic areas.

H. Allen Gruen, Geotechnical Engineer
Project Number: 12-3798
556 El Camino Real, Burlingame
January 2, 2014

Page 3

I appreciate the opportunity to be of continued service to you on this project. If you have any questions, please call me at (510) 839-0765.

Sincerely,

H. Allen Gruen

H. Allen Gruen, C.E., G.E.
Geotechnical Engineer



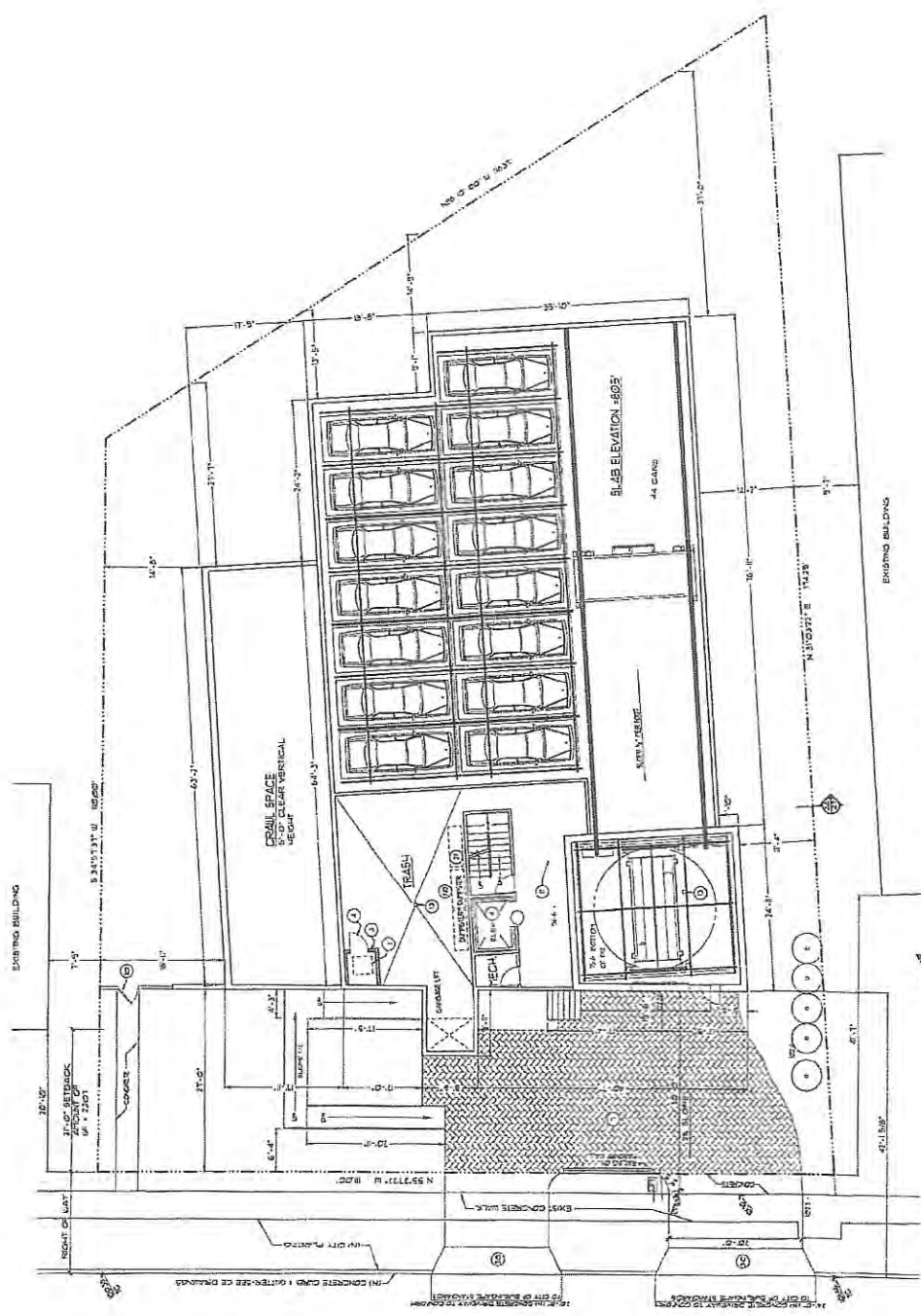
Cc: Mr. Carlos Dominguez
Dominguez Associates
40 Humboldt Court
Pacifica, CA 94044



25 UNIT CONDOMINIUM 556 EL CAMINO REAL BURLINGAME, CALIFORNIA
 FOR ROMAN KOPF 261 17TH STREET SAN FRANCISCO, CA 94121 PH: (415) 516-5188
 DOMINGUEZ ASSOCIATES 40 HUNTERS COURT
 PACHICA, CA 94044 (950) 359-0242 FAX (950) 353-2445

NO.	REVISION	DATE

SCALE: _____
 SHEET NUMBER: **A1**
 OF SHEETS: _____
 DATE: _____
 FILE NO: 050



BASEMENT (GARAGE) PLAN
 1/8" = 1'-0" 1/8" = 1'-0" 1/8" = 1'-0"



EL CAMINO REAL



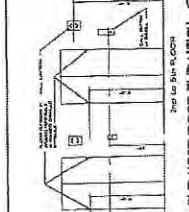
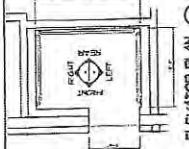
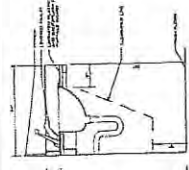
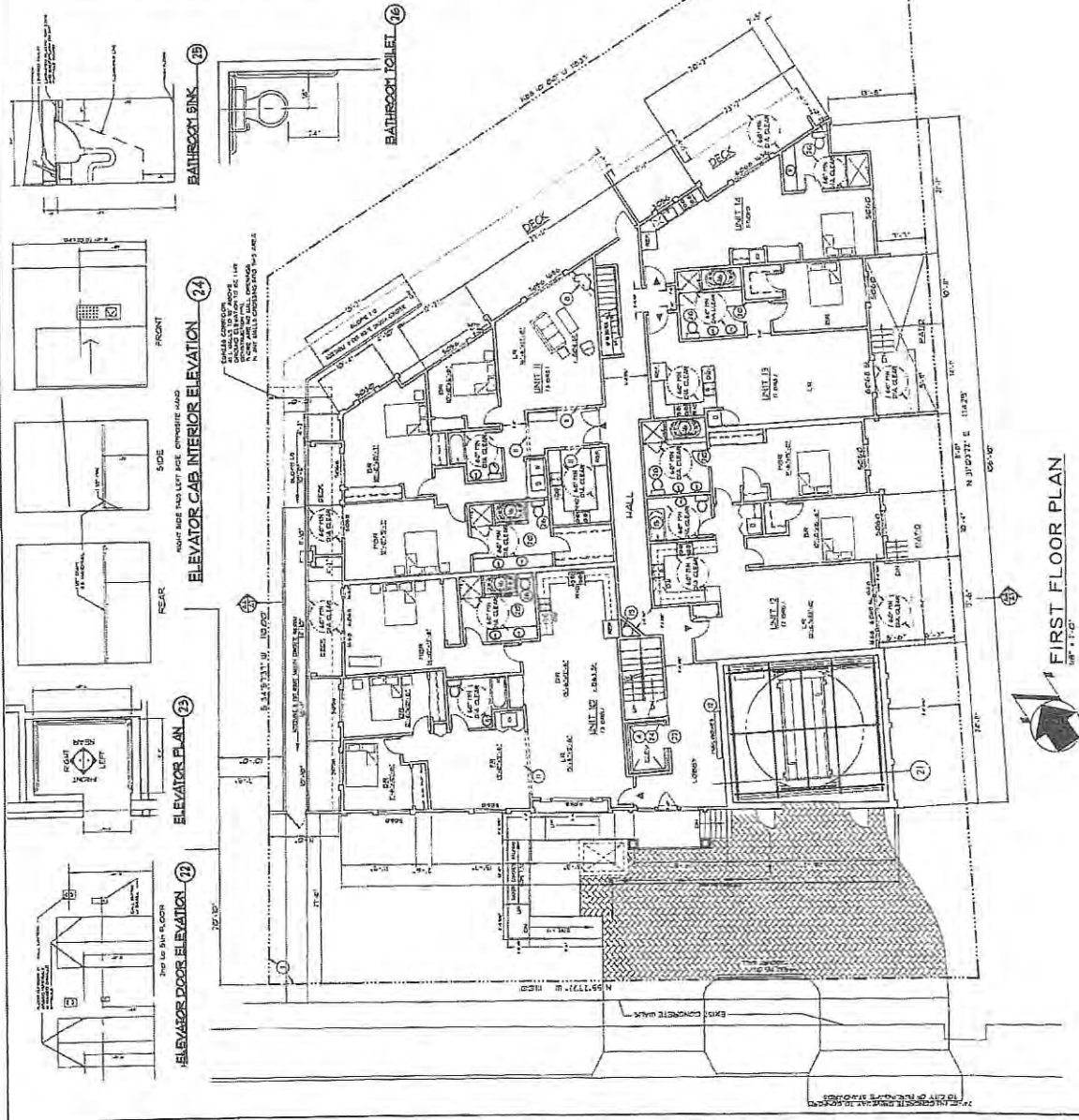
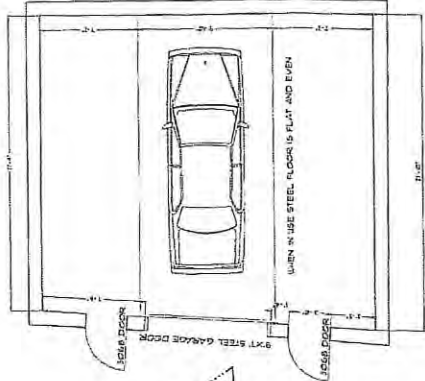
NO.	DATE	REVISION

SCALE _____ SHEET NUMBER **A2**
 OF _____ SHEETS
 DATE _____ FILE NO 180 050

- KEYED NOTES**
1. IMPORTANT LINE
 2. DECK OVER-TYP
 3. INDICATORS AT ALL LANDINGS SHALL BE 24" HIGH
 4. ACCESS BATHROOM AS PER IBC, TYPICAL
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UNITS FOR FIRST FLOOR

UNITS	AREA	FINISH	FINISH
UNIT 1 - 1 BEDROOMS	1643	21'	11"
UNIT 2 - 1 BEDROOMS	1428	14'	8"
UNIT 3 - 1 BEDROOMS	1025	10'	5"
UNIT 4 - 1 BEDROOMS	526	5'	2"
UNIT 5 - 1 BEDROOMS	526	5'	2"
UNIT 6 - 1 BEDROOMS	526	5'	2"
UNIT 7 - 1 BEDROOMS	526	5'	2"
UNIT 8 - 1 BEDROOMS	526	5'	2"
UNIT 9 - 1 BEDROOMS	526	5'	2"
UNIT 10 - 1 BEDROOMS	526	5'	2"
UNIT 11 - 1 BEDROOMS	526	5'	2"
UNIT 12 - 1 BEDROOMS	526	5'	2"
UNIT 13 - 1 BEDROOMS	526	5'	2"
UNIT 14 - 1 BEDROOMS	526	5'	2"
UNIT 15 - 1 BEDROOMS	526	5'	2"
UNIT 16 - 1 BEDROOMS	526	5'	2"
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UNIT 22 - 1 BEDROOMS	526	5'	2"
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UNIT 24 - 1 BEDROOMS	526	5'	2"
UNIT 25 - 1 BEDROOMS	526	5'	2"
UNIT 26 - 1 BEDROOMS	526	5'	2"
UNIT 27 - 1 BEDROOMS	526	5'	2"
UNIT 28 - 1 BEDROOMS	526	5'	2"
UNIT 29 - 1 BEDROOMS	526	5'	2"
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UNIT 36 - 1 BEDROOMS	526	5'	2"
UNIT 37 - 1 BEDROOMS	526	5'	2"
UNIT 38 - 1 BEDROOMS	526	5'	2"
UNIT 39 - 1 BEDROOMS	526	5'	2"
UNIT 40 - 1 BEDROOMS	526	5'	2"
UNIT 41 - 1 BEDROOMS	526	5'	2"
UNIT 42 - 1 BEDROOMS	526	5'	2"
UNIT 43 - 1 BEDROOMS	526	5'	2"
UNIT 44 - 1 BEDROOMS	526	5'	2"
UNIT 45 - 1 BEDROOMS	526	5'	2"
UNIT 46 - 1 BEDROOMS	526	5'	2"
UNIT 47 - 1 BEDROOMS	526	5'	2"
UNIT 48 - 1 BEDROOMS	526	5'	2"
UNIT 49 - 1 BEDROOMS	526	5'	2"
UNIT 50 - 1 BEDROOMS	526	5'	2"
UNIT 51 - 1 BEDROOMS	526	5'	2"
UNIT 52 - 1 BEDROOMS	526	5'	2"
UNIT 53 - 1 BEDROOMS	526	5'	2"
UNIT 54 - 1 BEDROOMS	526	5'	2"
UNIT 55 - 1 BEDROOMS	526	5'	2"
UNIT 56 - 1 BEDROOMS	526	5'	2"
UNIT 57 - 1 BEDROOMS	526	5'	2"
UNIT 58 - 1 BEDROOMS	526	5'	2"
UNIT 59 - 1 BEDROOMS	526	5'	2"
UNIT 60 - 1 BEDROOMS	526	5'	2"
UNIT 61 - 1 BEDROOMS	526	5'	2"
UNIT 62 - 1 BEDROOMS	526	5'	2"
UNIT 63 - 1 BEDROOMS	526	5'	2"
UNIT 64 - 1 BEDROOMS	526	5'	2"
UNIT 65 - 1 BEDROOMS	526	5'	2"
UNIT 66 - 1 BEDROOMS	526	5'	2"
UNIT 67 - 1 BEDROOMS	526	5'	2"
UNIT 68 - 1 BEDROOMS	526	5'	2"
UNIT 69 - 1 BEDROOMS	526	5'	2"
UNIT 70 - 1 BEDROOMS	526	5'	2"
UNIT 71 - 1 BEDROOMS	526	5'	2"
UNIT 72 - 1 BEDROOMS	526	5'	2"
UNIT 73 - 1 BEDROOMS	526	5'	2"
UNIT 74 - 1 BEDROOMS	526	5'	2"
UNIT 75 - 1 BEDROOMS	526	5'	2"
UNIT 76 - 1 BEDROOMS	526	5'	2"
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UNIT 83 - 1 BEDROOMS	526	5'	2"
UNIT 84 - 1 BEDROOMS	526	5'	2"
UNIT 85 - 1 BEDROOMS	526	5'	2"
UNIT 86 - 1 BEDROOMS	526	5'	2"
UNIT 87 - 1 BEDROOMS	526	5'	2"
UNIT 88 - 1 BEDROOMS	526	5'	2"
UNIT 89 - 1 BEDROOMS	526	5'	2"
UNIT 90 - 1 BEDROOMS	526	5'	2"
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UNIT 92 - 1 BEDROOMS	526	5'	2"
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UNIT 94 - 1 BEDROOMS	526	5'	2"
UNIT 95 - 1 BEDROOMS	526	5'	2"
UNIT 96 - 1 BEDROOMS	526	5'	2"
UNIT 97 - 1 BEDROOMS	526	5'	2"
UNIT 98 - 1 BEDROOMS	526	5'	2"
UNIT 99 - 1 BEDROOMS	526	5'	2"
UNIT 100 - 1 BEDROOMS	526	5'	2"





NO.	REVISION	DATE

SCALE: NUMBER
 SHEET: NUMBER
A3
 OF: DATE
 FILE: R021050

- KEYED NOTES**
1. PROPERTY LINE
 2. DECK PARK TYP.
 3. ALL GARAGES AT ALL LANDINGS SHALL BE AT HIGH
 4. NO SPANWER DOORS & SHOWER
 5. BATHROOM TUB
 6. ALL DOORS TO HAVE A MINIMUM CLEARANCE UNDER DOOR OF 1/2" MIN. TYPICAL AND DOOR INCLUDING THRESHOLD SHALL BE TO ADJACENT ROOM OR HALL NOT LESS THAN 3" WITH A 1/4" SIDE CLEARANCE
 7. SILENT
 8. HET CLEARANCE HIGH - MIN. 3" IN TUB, 3 1/2" SILL HEIGHT TO LESS THAN 1/4" ABOVE
 9. DOORS TO BE OPEN COMPATIBLE WITH THE
 10. INSULATED 1" MINIMUM TYP. ALL ENTRANCE
 11. SILENT
 12. ALL DOORS TO BE OPEN COMPATIBLE WITH THE
 13. ARCH
 14. GINT

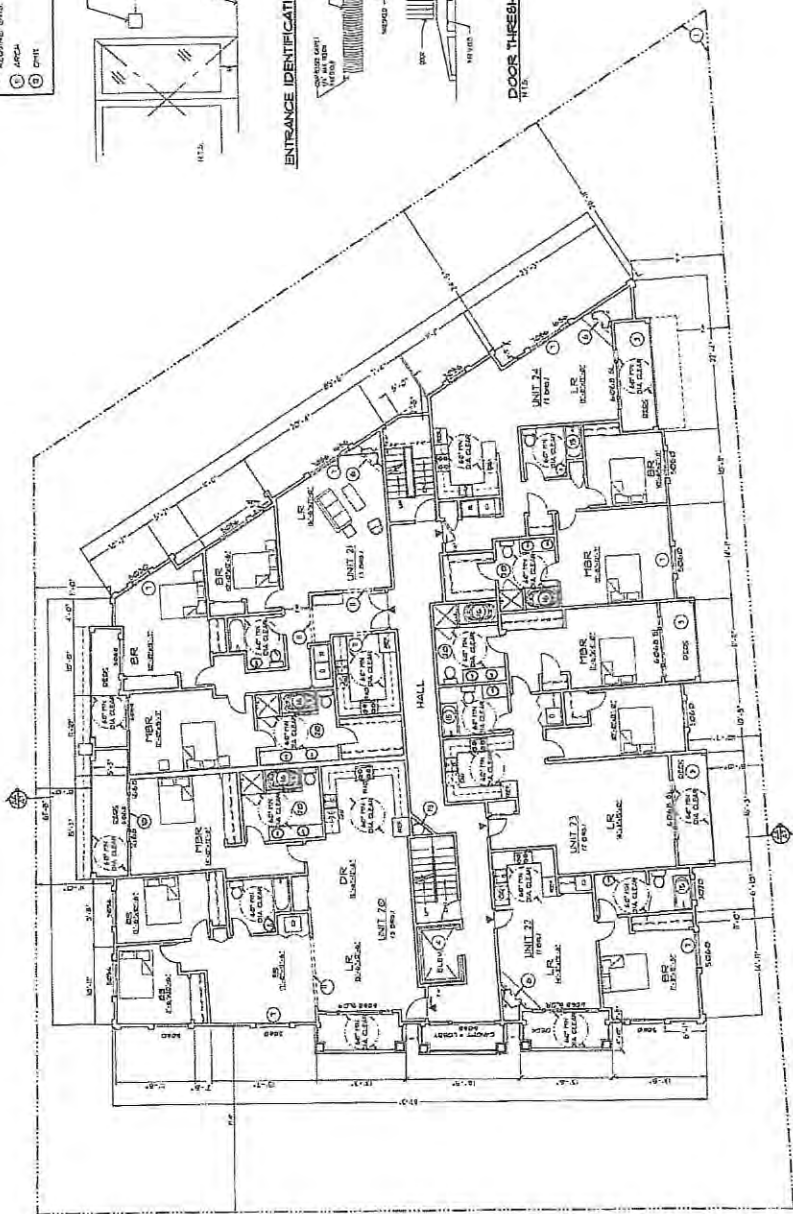
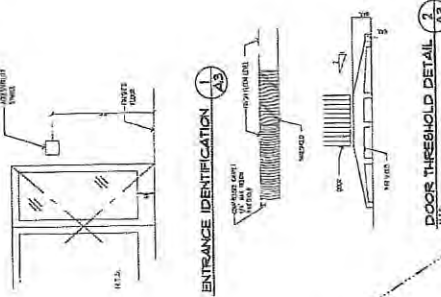
UNITS FOR SECOND FLOOR

UNITS	DRANCE	FINISH	CONCRETE	%	NO. OF	AREA	DATE
UNIT 20 - 3 BEDROOMS	524	524	524	100%	1	1100	10/10/00
UNIT 21 - 3 BEDROOMS	524	524	524	100%	1	1100	10/10/00
UNIT 22 - 3 BEDROOMS	524	524	524	100%	1	1100	10/10/00
UNIT 23 - 3 BEDROOMS	524	524	524	100%	1	1100	10/10/00
UNIT 24 - 3 BEDROOMS	524	524	524	100%	1	1100	10/10/00
TOTAL	2604	2604	2604	100%	5	5500	10/10/00

WALL	DRANCE	FINISH	CONCRETE	%	NO. OF	AREA	DATE
NORTH WALL	524	524	524	100%	1	1100	10/10/00
SOUTH WALL	524	524	524	100%	1	1100	10/10/00
EAST WALL	524	524	524	100%	1	1100	10/10/00
WEST WALL	524	524	524	100%	1	1100	10/10/00

ENTRANCES / DOORS

1. ALL ENTRANCE DOORS SHALL BE SILENT AND IF THEY ARE COMING INTO THE UNIT WITH AN ADJACENT ROOM, THEY SHALL BE OPEN COMPATIBLE WITH THE ADJACENT ROOM.
2. ALL DOORS SHALL BE OPEN COMPATIBLE WITH THE ADJACENT ROOM AND SHALL BE OPEN COMPATIBLE WITH THE ADJACENT ROOM.
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8. ALL DOORS SHALL BE OPEN COMPATIBLE WITH THE ADJACENT ROOM AND SHALL BE OPEN COMPATIBLE WITH THE ADJACENT ROOM.



SECOND FLOOR PLAN
 1/8" = 1'-0"
 6' 0" x 5' 0" x 120' 0"



25 UNIT CONDOMINIUM 556 EL CAMINO REAL BURLINGAME, CALIFORNIA
 FOR ROMAN KNOP 261 17TH STREET SAN FRANCISCO, CA 94111 PH: (415) 516-5180
 DOMINGUEZ ASSOCIATES
 40 HUNTER COURT
 PUEBLO, CO 81004
 (505) 255-0747 FAX (505) 255-2445

NO.	DATE	REVISION

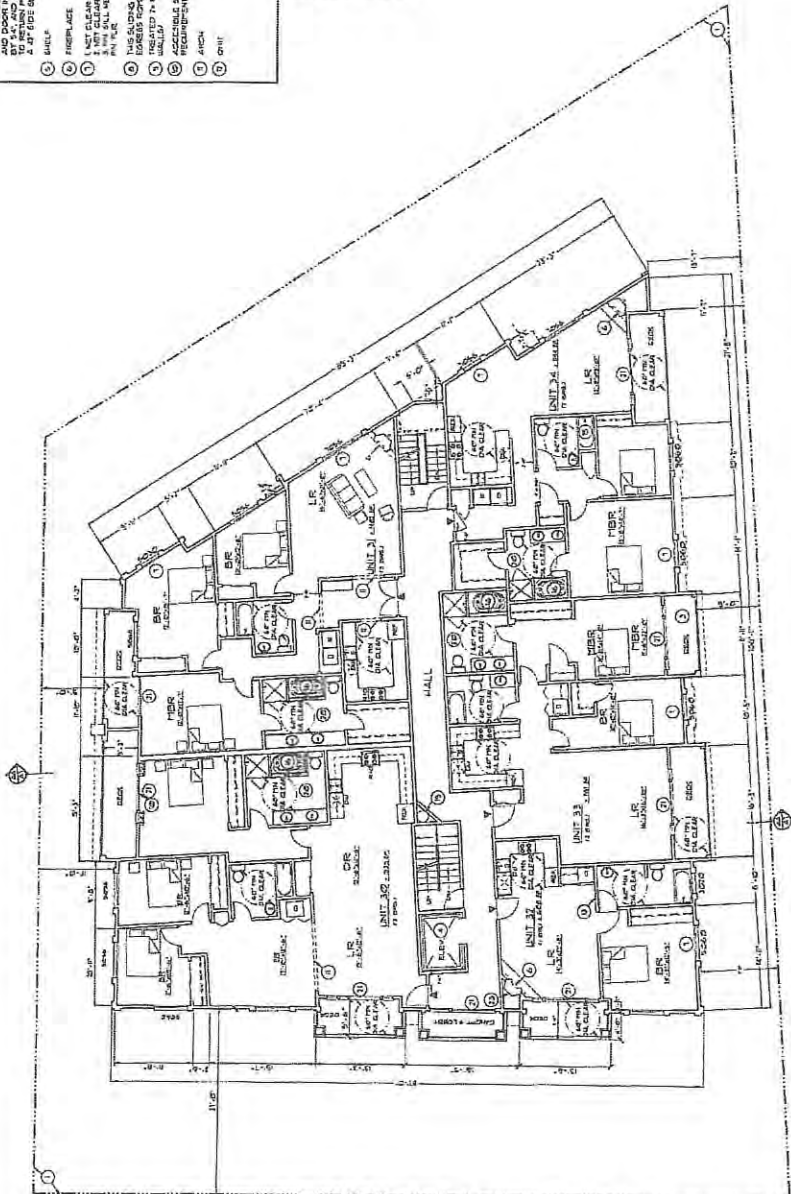
SCALE SHEET NUMBER
A4
 DATE SHEETS
 FILE NO 156

- ### KEYED NOTES
- PROPERTY LINE
 - DOCK COVER TYP.
 - ALL DIMENSIONS AT ALL LANDINGS SHALL BE 4'-0" HIGH
 - TOO UNIFORM DIMENS. + NUMBER
 - 4" BALCONY, TYP.
 - ACCESS BALCONY AS PER UBC, TYPICAL ALL FLOORS
 - ALL CORNERS TO BE ROUNDED UNDER 4" RADIUS + 45 DEG. TYPICAL ALL FLOORS
 - 4" FIDE SLIDE DOOR
 - REPLACE
 - LAST CLEARANCE DOOR - 7'6" FC
 - 1 NET CLEAR OPENING DOOR - 7'6" FC
 - ALL DOOR SIZES SHALL BE LESS THAN 4" ABOVE
 - THIS SLIDE DOOR COMPLIES WITH THE TOWER CODE
 - ALL DOOR SIZES SHALL BE LESS THAN 4" ABOVE
 - ACCESSIBLE SLIDE DOOR AS PER CODE REQUIREMENTS
 - ARCH
 - CHIT

UNITS FOR THIRD FLOOR

UNIT	TYPE	AREA	REMARKS
UNIT 30 - 1 BEDROOM	103	103	103
UNIT 31 - 1 BEDROOM	103	103	103
UNIT 32 - 1 BEDROOM	103	103	103
UNIT 33 - 1 BEDROOM	103	103	103
UNIT 34 - 2 BEDROOMS	103	103	103
TOTAL	5 UNITS	510.00	
AVERAGE PER UNIT	103	102.00	

WALL	STORAGE	TOTAL STORAGE	% BALCONY
NORTH WALL	103	103	103
EAST WALL	103	103	103
SOUTH WALL	103	103	103
WEST WALL	103	103	103
TOTAL	412	412	412



THIRD FLOOR PLAN
 1/8" = 1'-0"
 0 5 10 20 FT



25 UNIT CONDOMINIUM 556 EL CAMINO REAL BURLINGAME, CALIFORNIA
FOR ROMAN KNOP 261 17TH STREET SAN FRANCISCO, CA 94111 PH: (415) 516-5180
DOMINGUEZ ASSOCIATES
49 HUNSCLOTT COURT
FARMINGTON, CA 94424
(510) 331-0541 FAX (510) 331-1415

NO.	REVISION	DATE

SCALE: _____
SHEET NUMBER: **A6**
DATE: _____
SHEETS: _____
FILE: 100 190

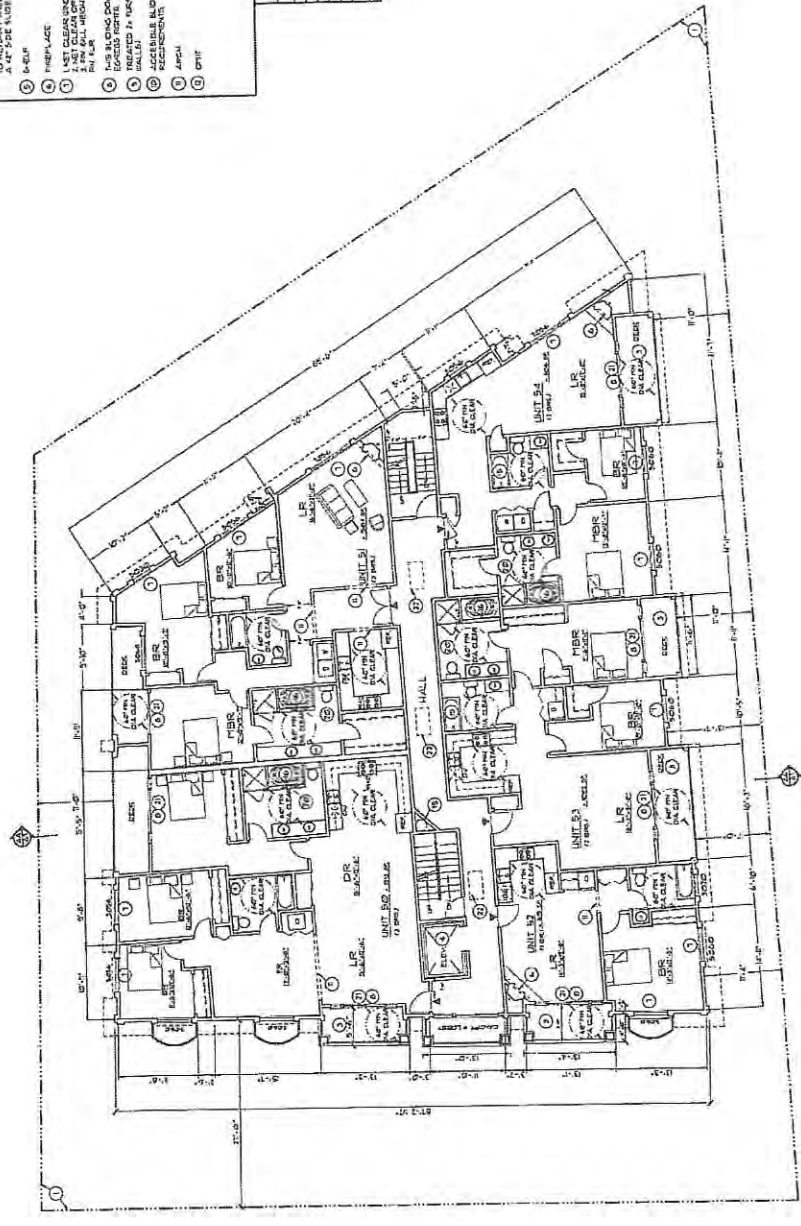
KEYED NOTES

1. DIMENSION LINE
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100. DIMENSION LINE

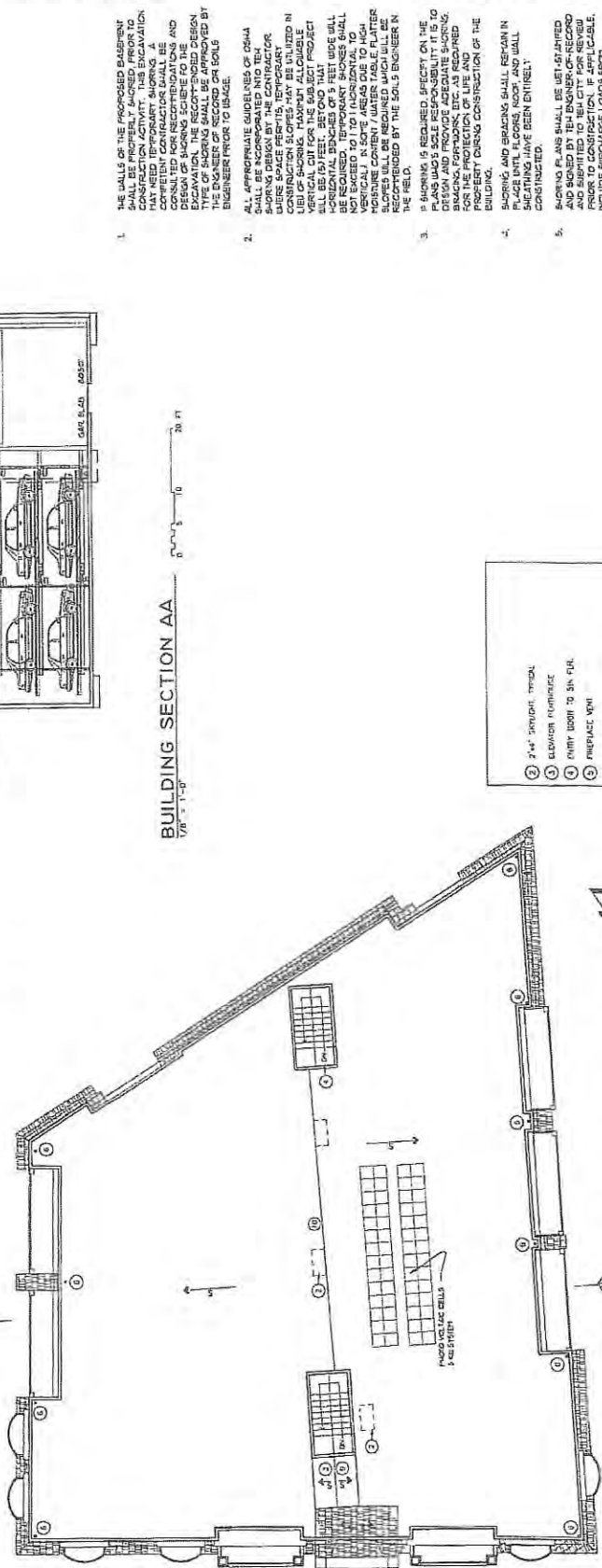
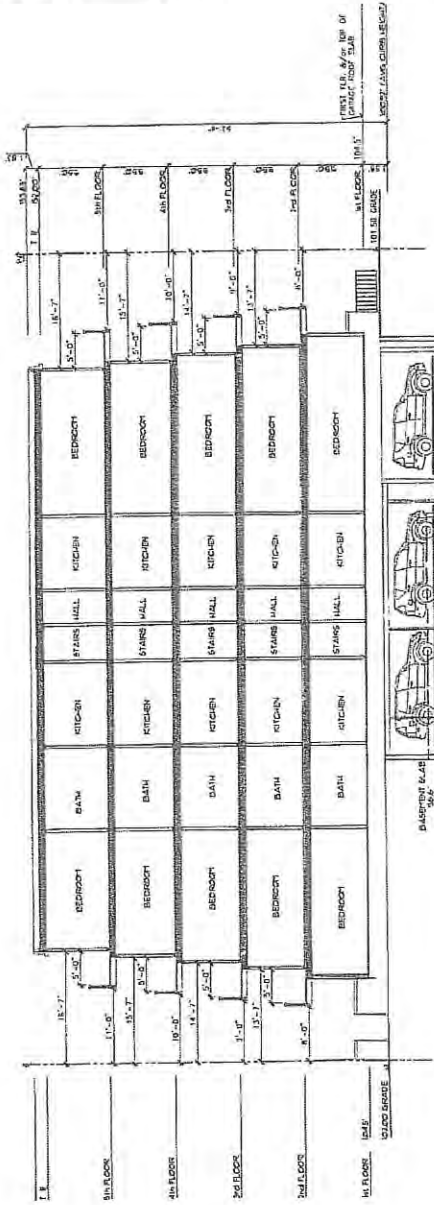
UNITS FOR FIFTH FLOOR

UNIT	TYPE	AREA	PER UNIT
UNIT 51	1 BEDROOM	1,100	1,100
UNIT 52	1 BEDROOM	1,100	1,100
UNIT 53	1 BEDROOM	1,100	1,100
UNIT 54	1 BEDROOM	1,100	1,100
UNIT 55	1 BEDROOM	1,100	1,100
UNIT 56	1 BEDROOM	1,100	1,100
UNIT 57	1 BEDROOM	1,100	1,100
UNIT 58	1 BEDROOM	1,100	1,100
UNIT 59	1 BEDROOM	1,100	1,100
UNIT 60	1 BEDROOM	1,100	1,100
UNIT 61	1 BEDROOM	1,100	1,100
UNIT 62	1 BEDROOM	1,100	1,100
UNIT 63	1 BEDROOM	1,100	1,100
UNIT 64	1 BEDROOM	1,100	1,100
UNIT 65	1 BEDROOM	1,100	1,100
UNIT 66	1 BEDROOM	1,100	1,100
UNIT 67	1 BEDROOM	1,100	1,100
UNIT 68	1 BEDROOM	1,100	1,100
UNIT 69	1 BEDROOM	1,100	1,100
UNIT 70	1 BEDROOM	1,100	1,100
UNIT 71	1 BEDROOM	1,100	1,100
UNIT 72	1 BEDROOM	1,100	1,100
UNIT 73	1 BEDROOM	1,100	1,100
UNIT 74	1 BEDROOM	1,100	1,100
UNIT 75	1 BEDROOM	1,100	1,100
UNIT 76	1 BEDROOM	1,100	1,100
UNIT 77	1 BEDROOM	1,100	1,100
UNIT 78	1 BEDROOM	1,100	1,100
UNIT 79	1 BEDROOM	1,100	1,100
UNIT 80	1 BEDROOM	1,100	1,100
UNIT 81	1 BEDROOM	1,100	1,100
UNIT 82	1 BEDROOM	1,100	1,100
UNIT 83	1 BEDROOM	1,100	1,100
UNIT 84	1 BEDROOM	1,100	1,100
UNIT 85	1 BEDROOM	1,100	1,100
UNIT 86	1 BEDROOM	1,100	1,100
UNIT 87	1 BEDROOM	1,100	1,100
UNIT 88	1 BEDROOM	1,100	1,100
UNIT 89	1 BEDROOM	1,100	1,100
UNIT 90	1 BEDROOM	1,100	1,100
UNIT 91	1 BEDROOM	1,100	1,100
UNIT 92	1 BEDROOM	1,100	1,100
UNIT 93	1 BEDROOM	1,100	1,100
UNIT 94	1 BEDROOM	1,100	1,100
UNIT 95	1 BEDROOM	1,100	1,100
UNIT 96	1 BEDROOM	1,100	1,100
UNIT 97	1 BEDROOM	1,100	1,100
UNIT 98	1 BEDROOM	1,100	1,100
UNIT 99	1 BEDROOM	1,100	1,100
UNIT 100	1 BEDROOM	1,100	1,100
TOTAL		110,000	110,000

WALL	THICKNESS	PER LINEAL FOOT	PER UNIT
NORTH WALL	12"	1.57	1.57
SOUTH WALL	12"	1.57	1.57
EAST WALL	12"	1.57	1.57
WEST WALL	12"	1.57	1.57
CEILING	12"	1.57	1.57
FLOOR	12"	1.57	1.57



FIFTH FLOOR PLAN
1/11/08
0' 5' 10' 15' 20' 25' 30' 35' 40' 45' 50' 55' 60' 65' 70' 75' 80' 85' 90' 95' 100'



BUILDING SECTION AA
 1/8" = 1'-0"

1. THE WALLS OF THE PROPOSED BASEMENT SHALL BE CONSTRUCTED WITH REINFORCED CONCRETE. THE EXCAVATION CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE EXCAVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE EXCAVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE EXCAVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE EXCAVATION.
2. ALL APPROPRIATE GUIDELINES OF OSHA SHALL BE INCORPORATED INTO THE SHORING DESIGN BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE EXCAVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE EXCAVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE EXCAVATION.
3. IF SHORING IS REQUIRED, SPECIFY ON THE PLANS WHOSE RESPONSIBILITY IT IS TO PROVIDE THE SHORING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE EXCAVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE EXCAVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE EXCAVATION.
4. ALL SHORING SHALL BE DESIGNED AND BUILT BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE EXCAVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE EXCAVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE EXCAVATION.
5. SHORING PLANS SHALL BE SET-OUT AND BUILT BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE EXCAVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE EXCAVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE EXCAVATION.

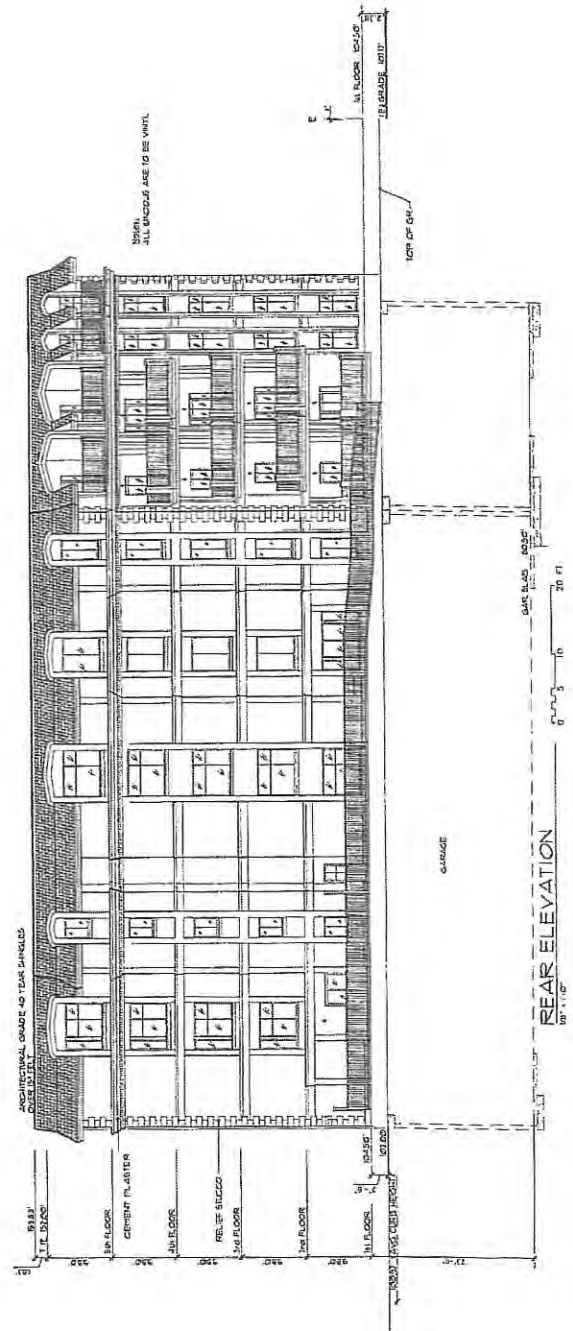
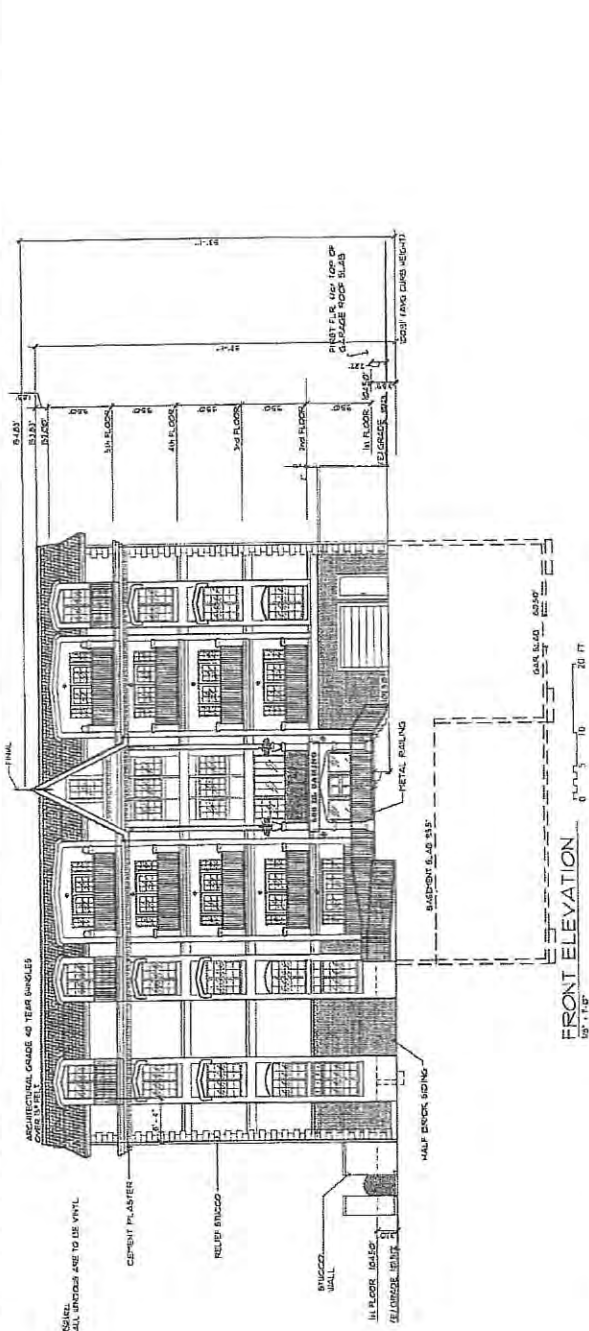
1	2x4 STRINGER TRAIL
2	ELEVATOR ENCLOSURE
3	ENTRY DOOR TO 5th FL.
4	MECHANICAL ROOM
5	MECH. ROOM
6	STAIR TO HIGH ENCLOSURE
7	MECH.



25 UNIT CONDOMINIUM 556 EL CAMINO REAL BURLINGAME, CALIFORNIA
 FOR ROMAN KNOP 261 11TH STREET SAN FRANCISCO, CA 94121 PH: (415) 516-5120
 DOMINGUEZ ASSOCIATES 40 HUNTERD COCKETT
 PIERCE, CA 94044
 (415) 558-0827 FAX (415) 555-2415

REVISION	NO.	DATE

SCALE SHEET NUMBER
 A8
 OF SHEETS
 DATE
 FILE NO. 120



Notes:
 ALL WINDOWS ARE TO BE VINYL
 ALL BRICKS ARE TO BE VINYL
 1st FLOOR BASE
 RELANDER 18x18
 BRICK WALL
 RELEF BRICK
 CEMENT PLASTER
 STRUCTURAL CHANGE 40 YEAR BRICKS
 3/4\"/>

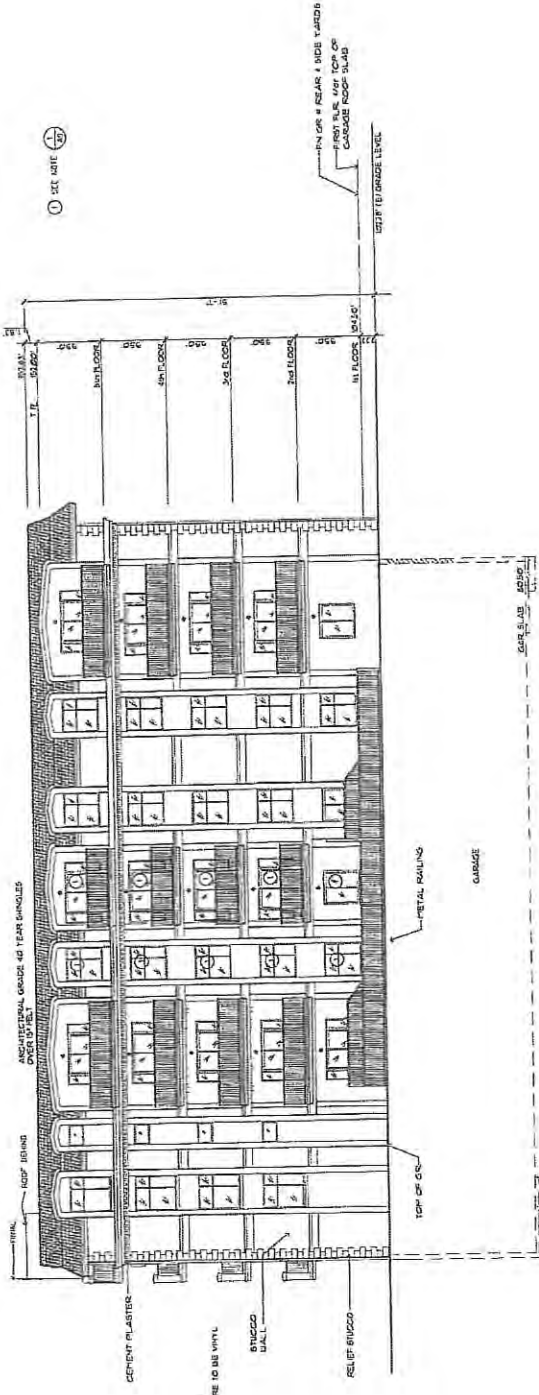


25 UNIT CONDOMINIUM 556 EL CAMINO REAL BURLINGAME, CALIFORNIA
 FOR ROMAN KNOP 261 11TH STREET SAN FRANCISCO, CA 94111 PH: (415) 516-5180

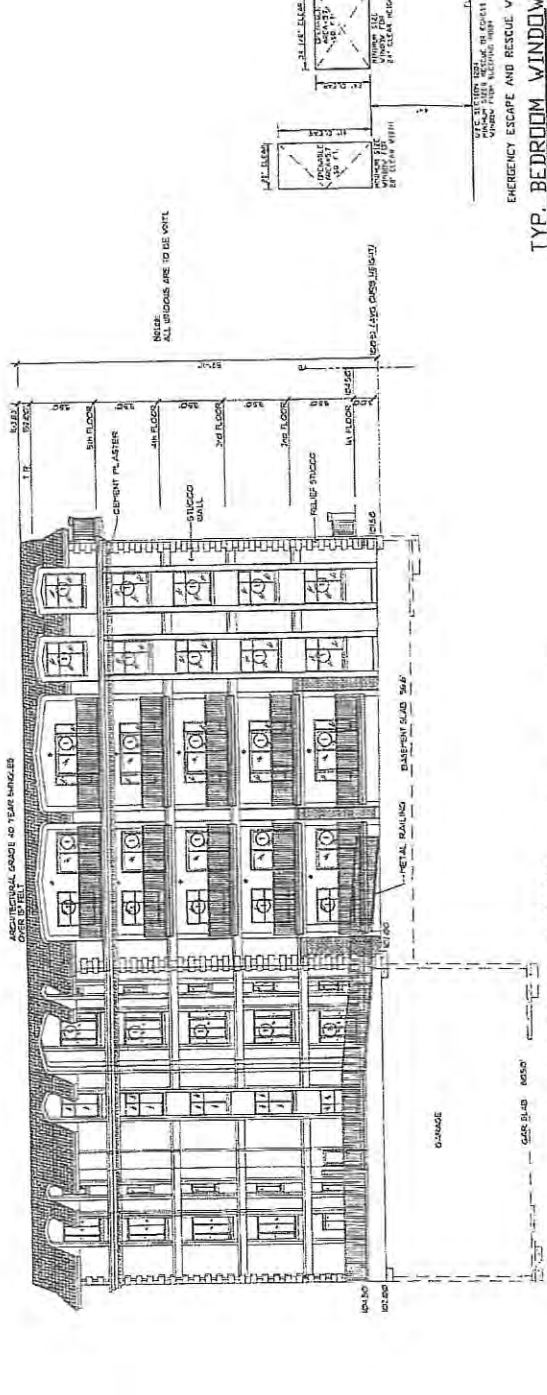
DOMINGUEZ ASSOCIATES
 40 HARBOR COURT
 PACIFICA, CA 94044
 (415) 354-0347 FAX (415) 355-2443

REVISION	NO.	DATE

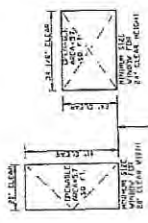
SHEET NUMBER
A9
 OF SHEETS
 DATE
 FILE NO. 189



RIGHT SIDE ELEVATION
 18' 7 1/4"



LEFT SIDE ELEVATION
 18' 7 1/4"



NOTE: ALL WINDOWS ARE TO BE VINYL
 SUPPLIES COMPLETE

1
 A9

TYP. BEDROOM WINDOW
 EMERGENCY ESCAPE AND RESCUE WINDOW

TYPE WINDOW SHALL BE 20\"/>



CITY OF BURLINGAME
COMMUNITY DEVELOPMENT DEPARTMENT
501 PRIMROSE ROAD
BURLINGAME, CA 94010
PH: (650) 558-7250 • FAX: (650) 696-3790
www.burlingame.org

City of Burlingame

A copy of the application and plans for this project may be reviewed prior to the meeting at the Community Development Department at 501 Primrose Road, Burlingame, California.

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

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

For additional information, please call (650) 558-7250. Thank you.

William Meeker
Community Development Director

Site: 556 EL CAMINO REAL, zoned R-3

The City of Burlingame Planning Commission announces the following public hearing **on MONDAY, JULY 24, 2017 at 7:00 P.M.** in the City Hall Council Chambers, 501 Primrose Road, Burlingame, CA:

PUBLIC HEARING NOTICE

Application for Environmental Review, Condominium Permit, Design Review, and Conditional Use Permit for building height for a new five-story, 21-unit residential condominium with below-grade parking at **556 EL CAMINO REAL** zoned R-3.
APN 029-111-260. Application materials may be reviewed at www.burlingame.org/556elcaminoreal.

Mailed: July 14, 2017

(Please refer to other side)



FLORIBUNDA AVE

R-3

EL CAMINO REAL

Hillsborough City Limits

HIGHGATE LN

556 El Camino Real

