



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

APPLICATION TO THE PLANNING COMMISSION

Type of application:

☒ Design Review ☐ Variance ☐ Parcel #: _____
☐ Conditional Use Permit ☐ Special Permit ☐ Zoning / Other: _____

PROJECT ADDRESS: 920 Bayswater Avenue, Burlingame, CA 94010

APPLICANT

Name: Fore Property Company - Mark Pilarczyk
Address: 20 S. Santa Cruz Ave, #300
City/State/Zip: Los Gatos, CA 95030
Phone: 408-203-1892
E-mail: mpilarczyk@foreproperty.com

PROPERTY OWNER

Name: Multiple Owners legal counsel represented by Laurie Gustafson
Address: 101 Howard Street, Suite 400
City/State/Zip: San Francisco, CA 94105
Phone: 415-655-8100
E-mail: lgustafson@bwsllaw.com

ARCHITECT/DESIGNER

Name: Wither Malcolm Architects, LLP - Dirk Thelen
Address: 2251 West 190th Street
City/State/Zip: Torrance, CA 90504
Phone: 310-217-8885
E-mail: dthelen@withermalcolm.com
Burlingame Business License #: 31586

RECEIVED

JAN 30 2017

CITY OF BURLINGAME
CDD-PLANNING DIV.

Authorization to Reproduce Project Plans:

I hereby grant the City of Burlingame the authority to reproduce upon request and/or post plans submitted with this application on the City's website as part of the Planning approval process and waive any claims against the City arising out of or related to such action. DT (Initials of Architect/Designer)

PROJECT DESCRIPTION: 140-unit apartment community with two-levels of Type I concrete subterranean podium parking and four stories of Type V wood frame residential above. A class A luxury apartment community.

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: 1-27-17

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: See attached owner authorization letter from counsel for all property owners. Date: _____

Date submitted: _____

RECEIVED

JAN 30 2017

CITY OF BURLINGAME
CDD-PLANNING DIV.

January 25, 2017

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

RE: 920 Bayswater (Bayswater and Myrtle) – Property Owner authorization for entitlement processing.

Dear Kevin,

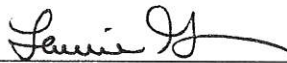
The proposed apartment development by Fore Property Company consists of seven (7) parcels owned by four (4) different owners. The owners are as follows:

- John C. Hower and Donna W. Hower, Co-Trustees of the John C. Hower and Donna W. Hower 2003 Family Trust UDT dated October 6, 2003, and James Dennis Hower
 - 112 Myrtle Road (029-235-190)
 - 116 Myrtle Road (029-235-200)
 - 120 Myrtle Road (029-235-210)
 - 920 Bayswater Avenue (029-235-170)
- John F. Ohlund, Trustee of the John F. Ohlund Trust UDT dated November 6, 1997, and Eric G. Ohlund and Anneliese Ohlund Abdella
 - 108 Myrtle Road (029-235-180)
- Doris J. Mortensen, Trustee of the Doris J. Mortensen Family Trust UDT dated June 30, 2005.
 - 124 Myrtle Road (029-235-220)
- Julie Baird and Laurie K. Simonson, as community property with right of survivorship
 - 908 Bayswater Avenue (029-235-160)

Please consider this letter as formal notification and authorization for Mark Pilarczyk, on behalf of Fore Property Company, to work with all City Staff departments (Planning, Building, Fire, etc.) to process entitlements for a proposed multifamily development on our property. We also ask for your confidentiality through this process.

Sincerely,

Property Owner Representative

By: 

Laurie Gustafson, Burke, Williams & Sorensen, LLP,
Seller's Counsel

Dated: January 25, 2017

RECEIVED

JAN 30 2017

CITY OF BURLINGAME
CDD-PLANNING DIV.

Bayswater Avenue & Myrtle Road
Proposed 140-unit Apartment Development
By
Fore Property Company

Applicant:

Fore Property Company
Mark Pilarczyk
20 S. Santa Cruz Avenue, #300
Los Gatos, CA 95030
(408) 203-1892
mpilarczyk@foreproperty.com

Property Owners:

John C. Hower and Donna W. Hower, Co-Trustees of the John C. Hower and Donna W. Hower 2003 Family Trust UDT dated October 6, 2003

John F. Ohlund, Trustee of the John F. Ohlund Trust under agreement dated November 6, 1997

Doris J. Mortensen, Trustee of the Doris J. Mortensen Family Trust

Julie Baird and Laurie K. Simonson

Location:

John C. Hower – 112 Myrtle Road (029-235-190), 116 Myrtle Road (029-235-200), and 120 Myrtle Road (029-235-210) along with 920 Bayswater Avenue (029-235-170)

John F. Ohlund – 108 Myrtle Road (029-235-180)

Doris J. Mortensen – 124 Myrtle Road (029-235-220)

Julie Baird and Laurie K. Simonson – 908 Bayswater Avenue (029-235-160)

General Plan Designation:

Burlingame Downtown Specific Plan

Zoning:

Myrtle Road Mixed Use Area (MMU) and R3

Site Description and Surrounding Uses:

The project site consists of an assemblage of seven parcels totaling 1.22 acres in total area and is relatively flat in topography. The property is currently being used for several uses which include: automotive shop, single family homes, and rental apartments. To the north and east of the site are existing apartment buildings along with a recently built condominium project at the corner of Bayswater

Avenue and Anita Road. To the south is the Caltrain railroad tracks and a triangular lot that is used for automotive car storage for a local auto dealership.

Project Summary:

The proposed project consists of a four-story apartment community with ground floor residential units and leasing/common areas. Parking will be accessed off Myrtle Road and is two levels of subterranean parking podium constructed out of Type I concrete. The proposal includes 140 apartment units and will be constructed of Type V wood frame. The community will be a luxury Class A apartment with tenant amenities such as a gym, lounge area/ cybercafé, business center, bike shop, storage lockers, etc. and will be construction of high grade material to blend the industrial feel of the neighborhood with the more modern/contemporary living spaces that are in demand within the Bay Area.

The proposed residential portion of the project will consist of studio's, one bedroom, and two bedroom units. The proposed project is utilizing the State Density Bonus by providing on-site affordable/BMR units within the proposed project. Affordable housing is being provided with the approximate breakdown: 10% at Moderate Income (80%AMI). In utilizing the State Density Bonus, the project is requesting the use of the reduced parking requirement and one development standard concession. The development standard concession that is being requested is the use of the 45' height limit as a by-right entitlement within the zoning instead of requiring a Conditional Use Permit (CUP).

The architectural design is contemporary in nature with industrial elements to blend with the fabric of the neighborhood as indicated in the Myrtle Road Mixed Use Area General Plan. The ground level façade treatment will be strong stone material for better looking material that lasts long and provides for a strong base for the development. The use of outdoor corner plaza at Bayswater Avenue and Myrtle Road will promote the pedestrian walkability and connectivity and help create additional set back of the building softening the corner at that intersection. The proposed detail elements on the ground floor would include metal, wood, and stucco portions blending harmoniously throughout the project with a focused area of aluminum street front windows and doors to distinguish the leasing lobby at the corner. A unique design feature is the use of glass to provide a clear sight line from Baywater Avenue and Myrtle Road through the leasing lobby and into the interior courtyard. This will allow the lush landscape from within the courtyard to be experienced by all from the exterior of the building.



CUP Multi-family MMU

**CITY OF BURLINGAME
CONDITIONAL USE PERMIT APPLICATION**

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

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

See attached for detail

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

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

RECEIVED

APR - 3 2017

CITY OF BURLINGAME
CDD-PLANNING DIV.

CUP.FRM

CUP



Fore Property Company

Los Gatos

20 S. Santa Cruz Avenue, #300
Los Gatos, California 95030
(408) 203-1892 Telephone

April 3, 2017

**920 Bayswater Proposed Development
Application Resubmittal March 31, 2017
Conditional Use Permit Application:**

The project site has a split zoning of Myrtle Road Mixed Use (MMU) and R-3, allowing the site within the MMU zoning to be developed for multifamily residential use with a conditional use permit, subject to the regulations and restrictions of the MMU zoning district and certain standards as stated in section 25.34.030(a). The portion of the site within the R-3 zoning district allows for multifamily residential as a permitted use per CS 25.28.020(b).

Fore Property Company ("FORE") requests a conditional use permit to redevelop the site for multifamily residential use of 140 apartments in one four-story building with subterranean parking, abundant amenities, and landscaping. The conditional use permit is being required for the portion of the proposed development that is within the MMU zoning district, item (a) Multifamily residential uses, including live/work, with an average maximum unit size of one thousand two hundred fifty (1,250) square feet. Average maximum unit size is defined as the maximum value allowed when averaging the square footage of gross floor areas of all residential units in a project.

The required findings for a conditional use permit for the project are outlined below.

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

The proposed development is consistent with the existing uses that you will find on the subject property currently, along with all the existing multifamily immediately adjacent to the property. The site is made up of multiple parcels that included uses such as single family, multifamily, and automotive. The proposed development will remove the industrial/automotive use from the area while providing higher quality multifamily housing. The site is adjacent to automotive/industrial uses to the north, multifamily uses to the east, automotive/industrial to the south across Bayswater Avenue, and vacant land adjacent to the CalTrain tracks to the west. The proposed development will act as a buffer to the CalTrain railway tracks to the west while providing a transition from the train and automotive/industrial uses to multifamily uses which currently surround and abut the subject property.

Parking – Myrtle Road is currently used for on street parking by CalTrain riders, and limited changes are proposed to the existing on-street parking. The proposed development will provide a two-level subterranean garage that offers surplus

parking to the current requirements. Additional measures for dedicated car share stalls (zip car, etc.) are being researched as a possibility along with EV Charging stations within the garage. The use of CalTrain for residents to use for their work commute is a high possibility, but FORE understands that residents will still have cars living within the Peninsula. FORE is providing excess parking within the garage (off street) due to this concern. Traffic and circulation was designed to be less impactful to the residential neighborhood to the east, as the garage entrance was placed on Myrtle Road instead of Bayswater Avenue. The current design looks to minimize the impact of any potential increased parking requirements from the project by providing adequate and surplus parking fully contained within our proposed garage.

Views – The building will act as a buffer for both sound and views to the active CalTrain tracks immediately west of the site. The building will act as a sound buffer for all multifamily residents immediately to the east of the subject property along with the single-family residences further to the east. The building design will blend into the existing neighborhood providing a blend of modern and industrial characteristics as outlined in the Myrtle Road Mixed Use Area design portion of the Burlingame Downtown Specific Plan (5.2.2.4). The architect's design allowed for the bulk of the massing to be kept towards Myrtle Road (farther west) to help with the transition from the active CalTrain tracks to the west while transitioning to the existing multifamily to the east.

Public Health – The proposed development is designed to code and will treat all required items for sanitation, sewer, water supply, in addition to stormwater systems. The stormwater system is requiring the FORE to extend the stormwater line a significant distance on Bayswater and Myrtle to tie into existing connections at those points. FORE will be doing this at their own cost providing for full treatment of all public health requirements as required by code. This community will be professionally managed and kept to a high level of service and maintenance as customary with all the communities that FORE currently owns and manages. The proposed residential use is a better and safer fit for public health than the current automotive use that exists today.

Public Safety – The proposed development will utilize a fire sprinkler system throughout as required by code. The system will be monitored and provide for better structure safety than the current uses on the site. The community will be professionally managed and will include gated access and key fob entry providing for additional security measures over what currently exists on the property today. The proposed development will provide a high-quality structure that is built to code with high quality finishes that will blend with the fabric of the neighborhood.

General Welfare – The site is located within the Downtown Specific Plan which indicates the desire and intent for the proposed development. FORE's current design provides an outdoor plaza at the corner of Myrtle Road and Bayswater Avenue, that will be heavily landscaped creating a sense of arrival and pedestrian connectivity. FORE is also proposing on-site Below Market Rate (BMR) units, which itself is rare or practically impossible to find anywhere in the Peninsula. The

proposed redevelopment of the site will enhance the streetscape, the pedestrian connectivity to Downtown Burlingame and the CalTrain Station, while overall enhancing the area with an updated use for the property. The beautification of these parcels will enhance the overall neighborhood experience while still providing a great buffer from the CalTrain railroad tracks on the west side to the multifamily residential units on the east side.

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

The subject location is within the Downtown Burlingame Specific Plan and further identified within the Myrtle Road Mixed Use (MMU) zoning district and R-3 (multifamily) zoning district. The proposed development is consistent with the existing uses currently found on the site while also being consistent with the intent of the General Plan and existing Zoning Ordinances for this area.

A zoning amendment is not required for this project, as the current design meets the requirements for the split zoning of MMU and R-3. A single variance for rooftop projections is being requested at the current time, due to the AC units and elevator/stairway roof access, which is required for the safety and operation of the building.

The proposed project complies with all lot coverage, setback, landscape, parking, and open space requirements, as well as design review standards applicable to the MMU and R-3 residential development.

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

The project will compliment and blend in to the fabric of the neighborhood with respect to the aesthetics, mass, bulk and character of the structures.

The neighbor to the north is a vacant/parking lot and then automotive business. The 20' setback from the vacant/parking lot to the north and then the automotive business provides substantial relief from the neighboring property and their industrial/automotive uses to our residential building edge.

The neighboring properties to the east are all multifamily. The proposed building goes to ensure and provide for a sensitive transition from the harsher more intense commercial uses in the downtown area to multifamily on the subject block, to then single family residential farther east.

The building contains a mix of traditional building materials that enhance the niche district that MMU offers with the varied auto-related commercial characteristics found in the area. The project is adjacent to existing multifamily and automotive uses and the choice of design and materials help to blend in with this neighborhood characteristic. The exterior materials include a combination of

cement fiber wood siding, stucco/plaster, cement fiber panels, corrugated metal panels, and decorative metal railings.

Thoughtful design and attention to detail still requires multiple aspects of the project to come together to make a project unique and classic. The site planning, lush landscaping, pedestrian connectivity, architectural diversity and multiple transitions providing narrow parcel increments, come together with the corner plaza and help to make the proposed project fit within the existing neighborhood.



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

Rooftop Projection >5%

**CITY OF BURLINGAME
VARIANCE APPLICATION**

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

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

See attached for
additional detail.

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

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

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

RECEIVED

APR - 3 2017

CITY OF BURLINGAME
CDD-PLANNING DIV.

Handouts\Variance Application.2008

VARIANCE



Fore Property Company

Los Gatos

20 S. Santa Cruz Avenue, #300
Los Gatos, California 95030
(408) 203-1892 Telephone

April 3, 2017

**920 Bayswater Proposed Development
Application Resubmittal April 3, 2017
Variance Application:**

Rooftop Projections - C.S. 25.08 allows five percent (5%) to project not more than ten (10) feet above the top of the parapet and may only be used for enclosing elevators, mechanical penthouses, solar structures, antennas or other equipment.

Fore Property Company ("FORE") requests a variance for the rooftop projections as we are currently indication 7.9% of roof area instead of the required 5.0%. The AC condensers alone exceed the 5.0% requirement. That is in addition to the required rooftop exit stairways, rooftop elevator, and parapet around the roof deck.

The required findings for a variance are outlined below.

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

The proposed development is including Below Market Rate (BMR) units on-site. In doing so, FORE is staying within the height limit allowed within the MMU and R-3 zoning, but the mechanical equipment and stair/elevator access which is required for safety and building operation is taking the rooftop projection calculation over the allowed 5.0%.

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

The variance request for the rooftop projection calculation exceeding the 5.0% maximum allowed is due strictly to the AC condensers alone. The property is designed to code but AC condenser height with new building code requirements are getting bigger and taller. The AC condensers are then placed on a concrete pad rack and must provide adequate height and slope for install and drainage. FORE and the architect designing the project to be under the required 45' height limit and FORE is also looking for alternative AC condensers and rack systems that would limit the total height projection entirely.

In addition to the AC condensers, the rooftop stairways and elevator are included in this calculation and are a code and safety/fire requirement (stairs – 534 SF and elevator 117 SF). There is a rooftop deck that is contributing a small amount of square footage (265 SF) to the calculation for the safety railing/parapet that keeps the rooftop deck area confined. Full detail of the roof and rooftop projection calculation is provided with the exhibit attached.

If a variance for the rooftop projection is denied, it will eliminate the ability to build the project as design as central heat and air is critical to the operation of a safe and desirable building.

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

The design and placement of the rooftop mechanical items are carefully thought through from previous projects built to date. The mechanical items are pushed to the middle of the roof to keep away from any view from surrounding neighbors. The AC condensers are lined in the middle of the hallways to help eliminate any output of noise to both the residents and adjacent properties, while also keeping them hidden from sight. Fire and building codes require the stairs and elevators at certain distances providing for adequate fire access to the building and the roof. The current design limits the rooftop projection significantly while also locating any items as far to the west near the CalTrain railroad tracks to help keep out of sight from neighboring views farther to the east.

D) How will the proposed project be compatible with the aesthetics, mass, bulk and character of the existing and potential used on adjoining properties in the general vicinity?

The project will compliment and blend in to the fabric of the neighborhood with respect to the aesthetics, mass, bulk and character of the structures.

The neighbor to the north is a vacant/parking lot and then automotive business. The 20' setback from the vacant/parking lot to the north and then the automotive business provides substantial relief from the neighboring property and their industrial/automotive uses to our residential building edge.

The neighboring properties to the east are all multifamily. The proposed building goes to ensure and provide for a sensitive transition from the harsher more intense commercial uses in the downtown area to multifamily on the subject block, to then single family residential farther east.

The building contains a mix of traditional building materials that enhance the niche district that MMU offers with the varied auto-related commercial characteristics found in the area. The project is adjacent to existing multifamily and automotive uses and the choice of design and materials help to blend in with this neighborhood characteristic. The exterior materials include a combination of cement fiber wood

siding, stucco/plaster, cement fiber panels, corrugated metal panels, and decorative metal railings.

Thoughtful design and attention to detail still requires multiple aspects of the project to come together to make a project unique and classic. The site planning, landscaping, pedestrian connectivity, architectural diversity and the corner plaza help to make the proposed project fit within the existing neighborhood.



Fore Property Company

Los Gatos

20 S. Santa Cruz Avenue, #300
Los Gatos, California 95030
(408) 203-1892 Telephone

June 20, 2017

920 Bayswater Avenue
Proposed 138-unit Apartment Development
Progress Letter for Changes to Plans on Application Re-submittal (5/26/17)

Public Outreach:

Fore Property Company ("Fore") reached out to the community early in this process to better understand the neighborhood concerns and desired architectural design. Our initial application was submitted to the City on January 30th, 2017. The submittal of the application started the process and created correspondence from the public to city staff. Fore met with Jennifer Pfaff on March 23rd, 2017 to discuss her concerns directly based off the initial application that was submitted to the City. This initial meeting was a catalyst for Fore to reach out to the remaining members of the immediate neighborhood where this project is being proposed. Fore decided to hold a neighborhood meeting to get everyone's input early in the design process. Fore was able to schedule a community neighborhood meeting on May 9th 2017. Leading up to this meeting, Fore mailed out flyers to over 253 residents that live within a 1,300+/- distance to the east of the project location within the City of Burlingame. This represents over 4x the distance that is required from the City upon formal noticing for a proposed development. These flyers were mailed out through a certified mailing service and went out on April 17th, providing upwards of three weeks to the neighbors to make sure they could schedule accordingly and attend the meeting. In addition to mailing out the flyer, I personally spent over 3-hours walking door to door on Monday May 1st, 2017 talking to neighbors, discussing the proposed project, and making sure they received the flyer in the mail.

The neighborhood meeting was held the evening of May 9th, 2017 from 6:30pm to 9:30pm at the recreational center located at 850 Burlingame Avenue within the Social Hall room. Attendance was good given the mailed flyers, the door to door knocking, and social blogs that helped to get additional interested people to attend the meeting. In all, the formal sign in sheets indicated 32 attendees, but there is a good chance there were closer to 40+/- people in attendance as some attendees might not of signed the sheet. The meeting went from 6:30pm to 9pm and in summary resulted in these four concerns being the highlighted topics of discussion:

- Architectural design is too modern and does not fit in with the fabric of the neighborhood which is mostly craftsman and bungalow style.
- Overall project size of 140-units is a concern regarding traffic and parking
- Height of the building without having a transition or step-down from our proposed project to the adjacent two-story condominium at 904 Bayswater.
- Building breaks and/or design changes to help break up the overall massing and provide for a better feel of "built up over time". In other words, not enough building articulation.

After hearing the concerns raised from the neighborhood meeting, staff and Fore thought it would make the most sense to address these concerns prior to the formal Planning Commission and Design Review Board. Fore and our design team made the following changes to address the neighborhood concerns:

Architectural design is too modern and does not fit in with the fabric of the neighborhood which is mostly craftsman and bungalow style.

The architectural style was “softened” to help provide more of a residential feel with the materials, color palette, and accents that you would find in craftsman and bungalow style architecture. The use of the warm red Napa style farmhouse was incorporated into the corner buildings to soften the previous industrial modern feel. The balance between wood and metal railings on the patios provide separation and independent building portions breaking up the style, look, and feel within the project itself. The building is sectioned off providing a look of “built up over time” instead of one monotone style. The color palette was chosen to match photographs that we took of the existing craftsman and bungalow style single-family homes within a three-block radius of the site. Fore and their design team incorporated metal roof awnings in sections on both Myrtle and Bayswater while balancing craftsman style roof line pop-ups and a smaller softer contemporary flat roof line to provide additional vertical articulation.

BEFORE:



AFTER:



Overall size of the project with 140-units is creating a concern regarding parking and traffic.

Traffic was addressed in the neighborhood meeting and will be further vetted as we go through the environmental process with the City. The environmental process will likely result in the requirement of a traffic study which will be done by 3rd party consultants and reviewed and analyzed by staff.

As it relates to parking, the project was previously designed for 140-units. The parking requirement indicated the 140-unit project would need to have a minimum of 175 parking stalls. Fore's previous design provided for 184 parking stalls, of which none were designed as compact stalls. This represented a nine-stall surplus of parking for the project. In addition to having excess parking over the required amount, Fore recently changed the design which resulted in the reduction of two units overall. The new proposed project indicates 138 total units instead of 140 units. The parking requirement for the newly design 138-unit project is 178 parking stalls. This increased due to the addition of a 3-bedroom unit within the community. However, Fore heard the neighborhood concerns and wanted to keep additional parking within our garage and is providing a total of 190 parking stalls within the garage. This represents a surplus of 12 stalls, again with no compact stalls incorporated as the design accounts for all of them to be full size parking stalls. This does not account for the on-street parking, which has been kept and provides for an additional ten (10) parking spaces.

Height of the building without having a transition or step-down from our proposed building to the adjacent two-story condominium next door at 904 Bayswater Avenue.

Fore worked with the architect to reduce the overall number of units within the project and focused our efforts on the side of the building that is within the R3 Zone and adjacent to an existing two-story condominium located at 904 Bayswater Avenue. We removed the three top floor units and replaced it with one unit positioned perpendicular to Bayswater Avenue. This created a further setback of the top floor of the building while also creating the step-down of the roof line. This helped to soften the transition and bring the roof lines closer to the neighboring two-story condo. The neighboring condo has a pitched-style raised roof creating an overall height of two and a half stories, while our proposed project has a flat roof and three-story height now at this edge. Please refer to Architectural Page 14 in the plan set dated June 20, 2017 for detailed building elevations.



Building breaks and/or design changes to help break up the overall massing and provide for a better feel of “built up over time”. In other words, not enough building articulation.

Fore worked with the architect, civil, and landscape architect to better enhance the streetscape experience for the pedestrians walking along Bayswater Avenue and Myrtle Road. The previous design was relatively flat and did not allow for different depths of view and building presence along these roadways. The new design provides for significant changes to the building articulation while the architect was able to create an actual break in the building façade that essentially creates the feel of building separation. The landscape architect maximized the available area and heavily treated these spaces to create landscape nodes. Below you will see the changes including patio placements, building jogs and/or setbacks and the break in the building with landscape to create those separations.

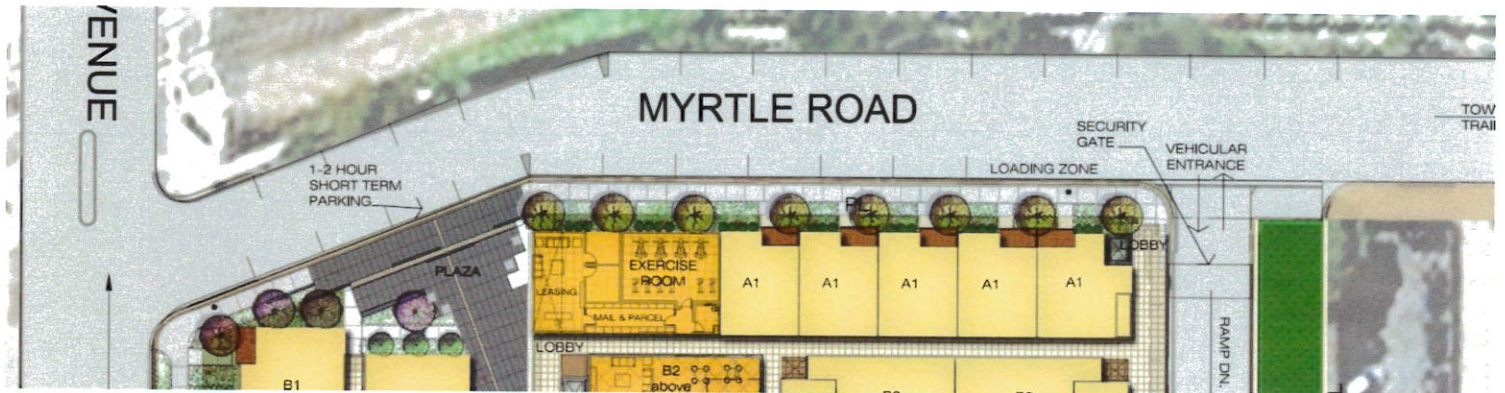
BAYSWATER BEFORE:



BAYSWATER AFTER:



MYRTLE BEFORE:



MYRTLE AFTER:



We have appreciated the opportunity to work with staff and we look forward to working with the Planning Commission and Design Review Board on an exceptional development here in Burlingame.

Sincerely,

Mark Pilarczyk
Fore Green Development, LLC
Fore Property Company