c. 160 Lorton Avenue (Parking Lot N), zoned R-4 - Update of a previously approved five-level parking garage. (Chris Grant, The Pacific Companies, applicant; City of Burlingame, property owner; Watry Design, Inc., designer) (298 noticed) Staff Contact: Ruben Hurin

Planning Manager Hurin provided an overview of the staff report.

Chair Comaroto opened the public hearing.

Chris Grant, represented the applicant.

Commission Questions/Comments:

> Don't think architectural screen will be manufactured as a single piece, so will they be built as tall thin strips? (Grant: Will be part of the shop drawing process; cannot say how they will be configured, but assume there will be several sections installed so that if one is damaged it can be easily removed and repaired.)

Public Comments:

There were no public comments.

Chair Comaroto closed the public hearing.

Commission Comments/Direction:

> Have some concerns because we don't know how the screen will be built. If screen is split into too many pieces, it may potentially not look so good.
> Unable to assess this because of the nature of what is being proposed and the lack of information about how screening is being put together. It could go really well or really poorly.
> Scale of screen is beautiful and elegant, however the 6x8 horizontal members are large and chunky, so there is a big scale difference between these components. Don't know what mediates between those two elements. Did see that there are details that show an L-bracket and a capture, so that it appears that the screen is hanging from the L-bracket at the top, but don't know what happens in between, unless it's captured in an edge capture strung between two L-brackets, and how it's kept tight.
> Surprised at how malleable the screen is and how easily it can be reshaped, concerned that it can be easily damaged.
> Concerned about wear and tear in the real world.
> Would be helpful to see connection and finish details on the edges and how panels would join together.
> Would be helpful to see photographs of this installation on other buildings.

Since this was an informational item, which included providing "FYI" clarifications to the Planning Commission's direction and suggestions for a previously approved project, there was no action taken by the Planning Commission. Additional details requested by the Planning Commission will return as an FYI

item in the future.

WATRY DESIGN, INC.

August 28, 2019

Mr. Ruben Hurin, Planning Manager
City of Burlingame
Community Development Department-Planning Division
501 Primrose Road
Burlingame, CA 94010

RE: Burlingame Village and Lot N Parking Structure
WDI Job #17030.112

Dear Ruben,

Pursuant to our meeting with maintenance, in order to address their concerns with the architectural mesh at the "curved" stair, we propose to change the stair to a rectangular shape similar to the stair on Lorton as shown on the attached drawings. This will allow us to avoid having to stop the mesh at the stair landing which was not looking clean and making the installation much more complicated. This design will also avoid the concern that they had regarding the butted joints at the separate mesh panels.

In response to the comments from the Planning Commission, we have confirmed with the manufacturer the following:

1. The large curved section above the vehicle entries, can be fabricated from 3 panels of equal width approximately 12' wide by 36' high each. The panels will butt to each other but will not be connected for structural reasons. The edges of each panel will be burred to keep them straight and neat. The panels will be supported by curved steel tubes and tensioned at the bottom with matching straps. We understand that the Planning Commission was concerned with the dimensions of the steel tubes. However, these are sized to withstand the structural loads and minimize the total number of supports required.
2. The mesh at the stairs will be made up of a single panel of approximately 14' width and 51' height. The edges will be treated similarly. The panels will be supported from a steel angle at the concrete roof and tensioned at the bottom with matching straps.

As requested, we are including photos of "similar" mesh installations for your reference.

In addition, as discussed, to address maintenance's concerns with planting on the facades, we have reduced the amount of Greenscreen at the south and north elevations. These facades will be screened by existing and new buildings, making the Greenscreen unnecessary.

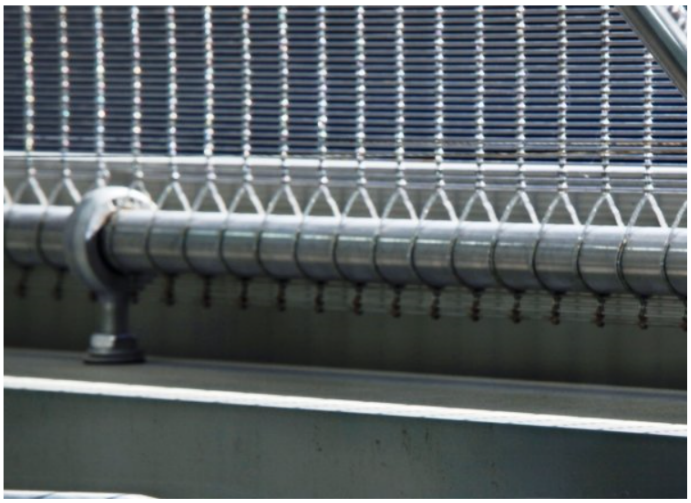
We trust that this addresses the concerns that the city has with the mesh, but please do not hesitate to call me if you need additional information.

Sincerely,

WATRY DESIGN, INC.

[redacted]

Genaro Morales, Director of Architecture




PARKING
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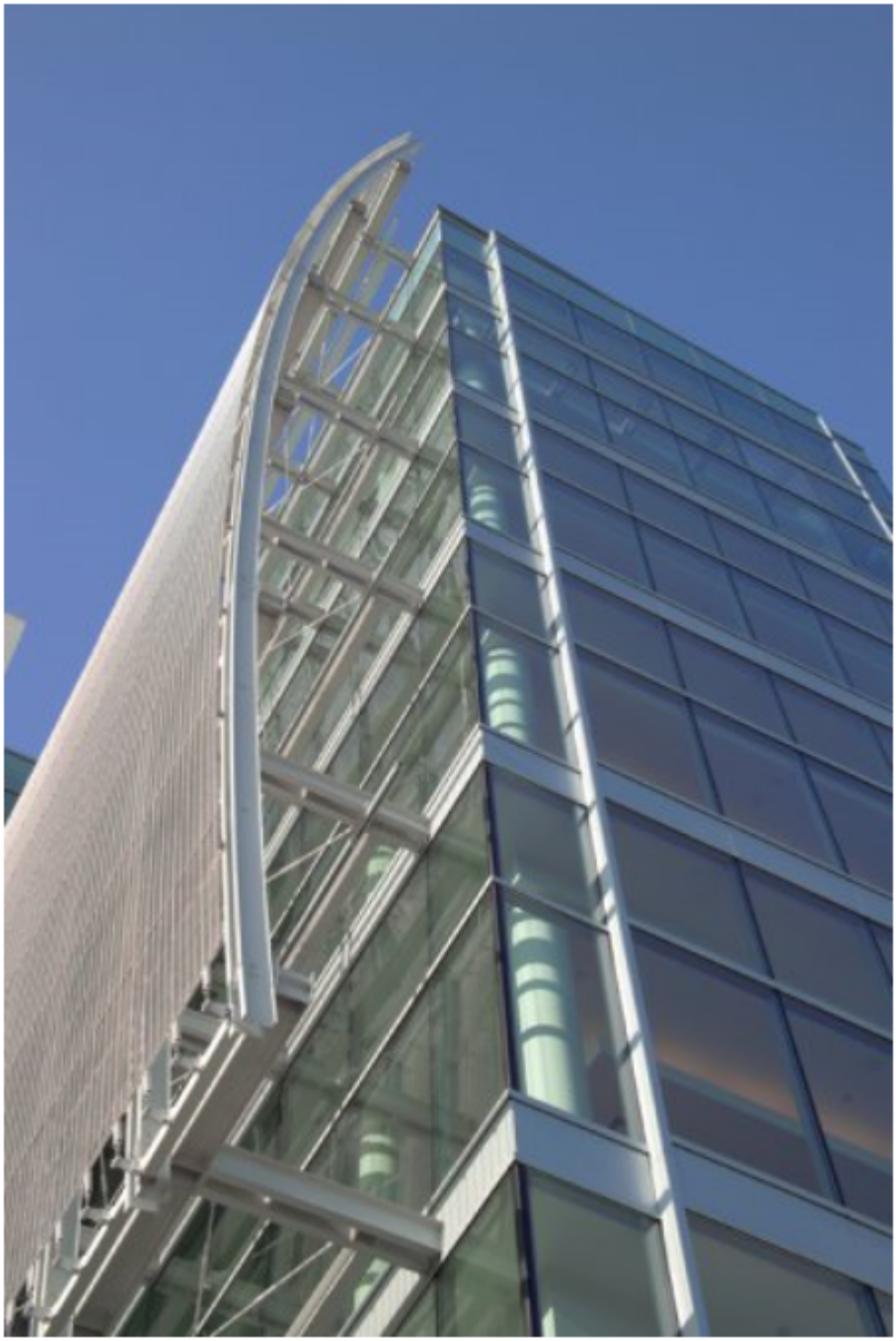
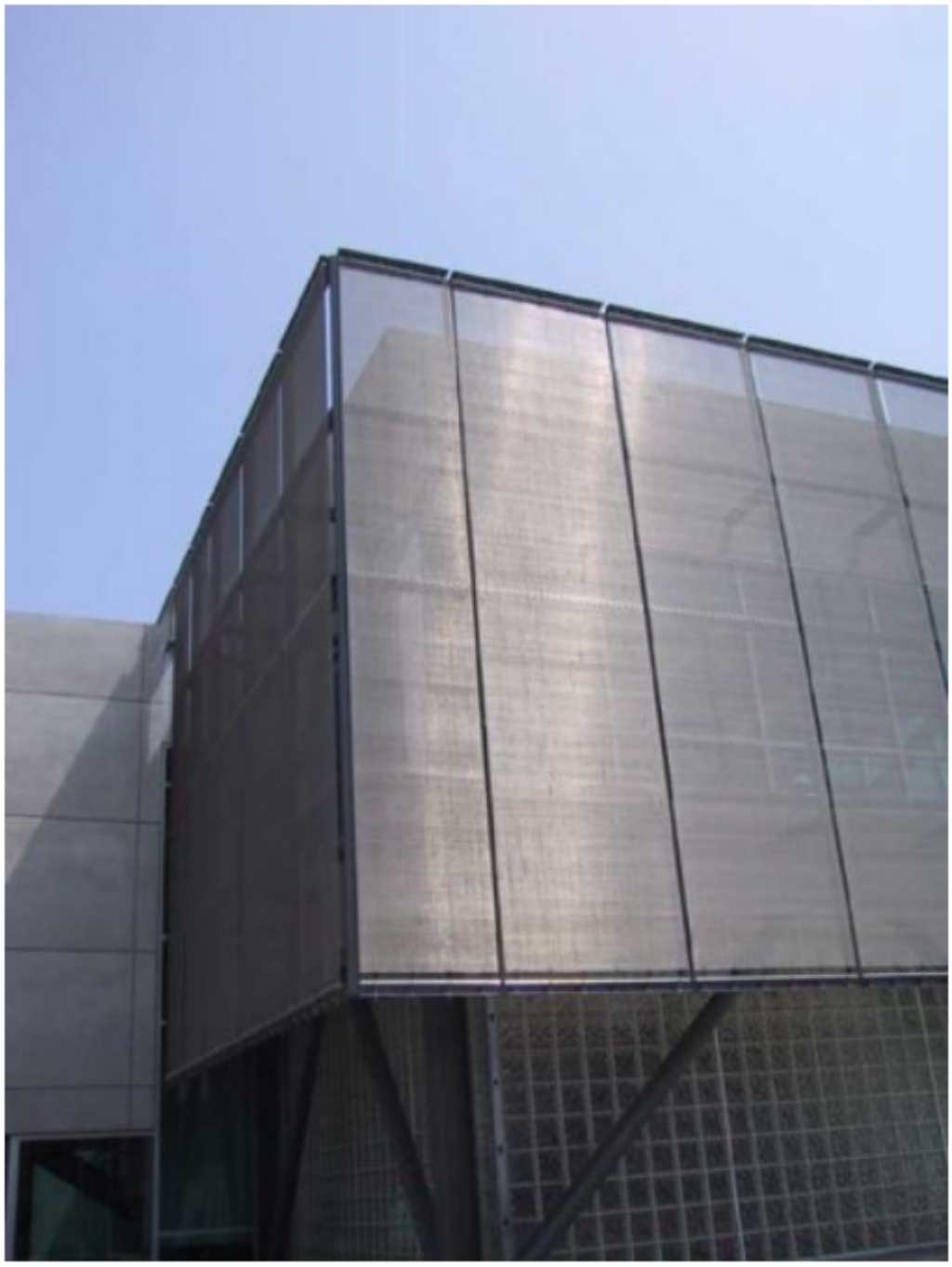




WATRY DESIGN, INC.

July 3, 2019

Mr. Ruben Hurin, Planning Manager
City of Burlingame
Community Development Department-Planning Division
501 Primrose Road
Burlingame, CA 94010

RE: Burlingame Village and Lot N Parking Structure
WDI Job #17030.112

Dear Ruben,

Here are the drawings addressing the concerns that the Planning Commission had in regards to the proposed architectural mesh for the referenced project. We are proposing to use the GKD Metal Fabrics, Omega 1520 mesh on the two street facades of the building as indicated. This product is durable and low maintenance and minimizes the structural support, which addresses the main concern that the planning Commission had.

One variation is that in developing the final details, we learned the manufacturer does not recommend installing the product at such a tight curve at the stair as we had indicated on our original renderings. Therefore, we are proposing to segment the mesh at the stair as indicated in Option 2 of the attached drawings. This will maintain the original intent of the design, instead of changing to a completely square landing.

In addition, the preliminary bids have come in extremely high. This will require that the project go through value engineering. Our recommendation for VE is to prioritize where Green Screen panels are located on the façade. Where existing or proposed adjacent properties have large buildings, we recommend deleting the panels. We trust that this will not impact the aesthetics as the garage will be screened by new or existing adjacent buildings. Subsequent VE items will be brought back to Planning Commission as necessary after review with the staff.

Please do not hesitate to call me if you need additional information.
Sincerely,

WATRY DESIGN, INC.

[redacted]

Genaro Morales, Director of Architecture

Omega 1520

Product Specifications

Flexible, one direction

Material	AISI Type 316 SS
Open Area	50%
Weight	1.06 lbs/sqft
Max. width	Up to 20' special order, 62" standard max.
Max. length	Contact GKD

Available also with ss cables and bronze rods up to 62" wide

System Components

Extended loop - eyebolts
Extended loops - hook at top
Flat & angle
Flats with clevis
Frame
Outrigger tension system
Reinforced internal flat bar
StealthLok
StealthLok Sprung
U-binding frame
WIB - hooks and springs
WIB - eyebolts top and bottom
WIB - hooks and eyebolts

North American Headquarters

North America
GKD-USA, Inc.

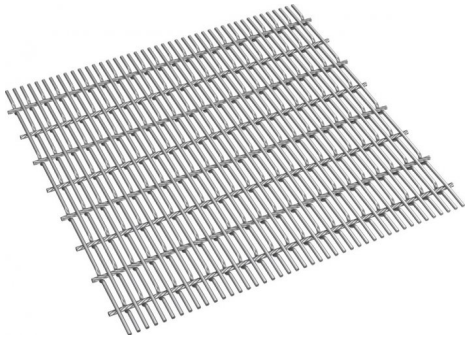
825 Chesapeake Drive
Cambridge MD 21613
Direct: 410.901.8429 or 410.901.8428
Fax: 410-221-0544
metalfabrics@gkdusa.com

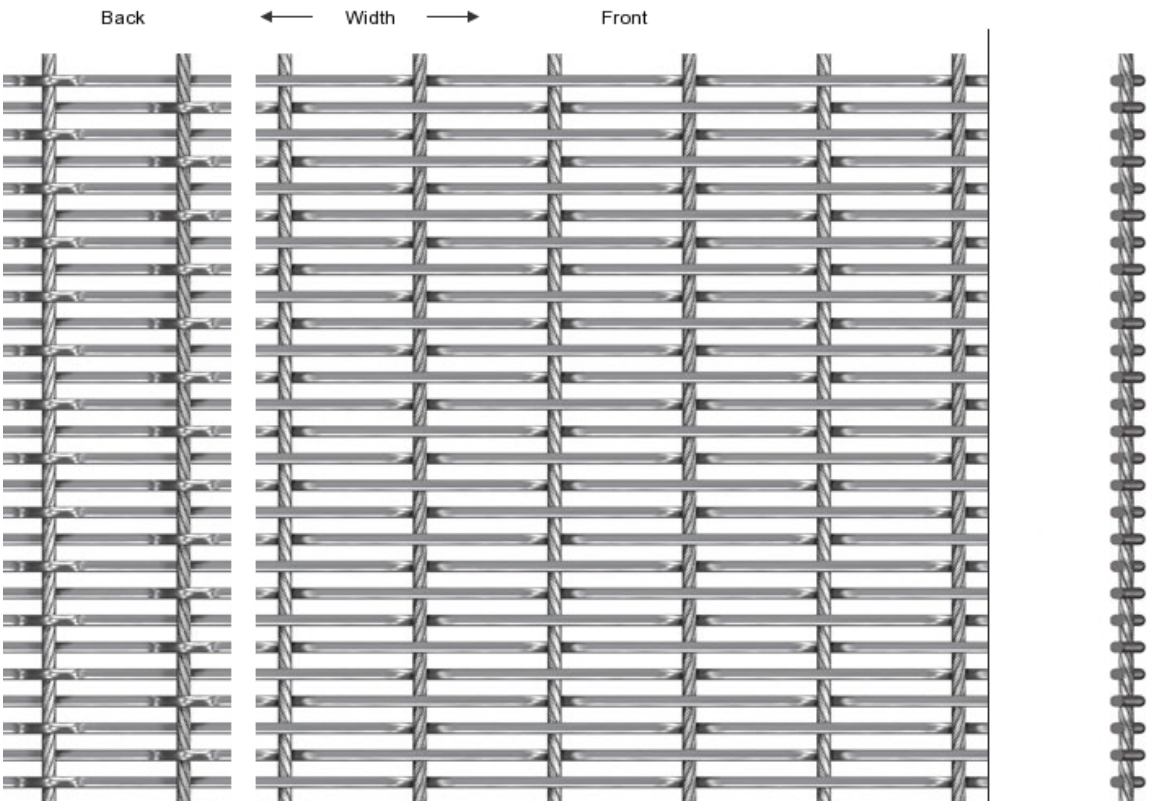
Applications

Custom-Woven Solar Mesh Fabric
Metal Mesh Parking Facades
Custom-Woven Metal Column Covers
Custom-Woven Metal Fabric Facades
Etched Graphics
Ceilings
Custom Metal Wire Mesh Partitions

SUNSHADING

Please refer to page 2 for Solar Control Data





Omega 1520

SUNSHADING

GKD-USA offers a complete sunshade technical program. Our engineering team works with you to provide an assessment and application analysis to your specific need or project. GKD Metal Fabric Sunshading Façades offer significant energy saving, comfort, and a pleasant work environment by filtering light and providing transparent views to the outside.

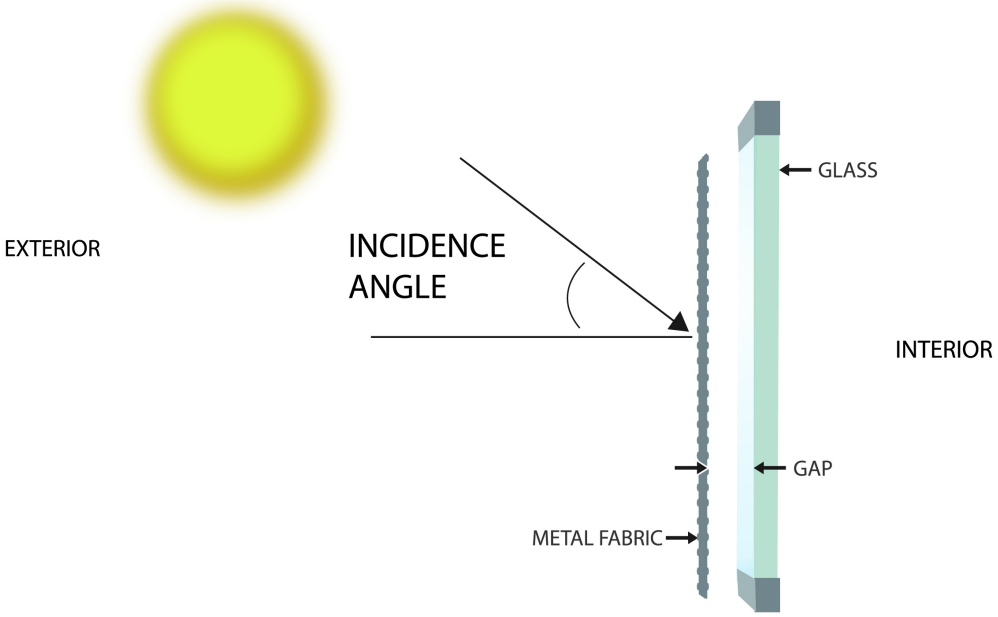
North American Headquarters

North America
GKD-USA, Inc.

825 Chesapeake Drive
Cambridge MD 21613
Direct: 410.901.8429 or 410.901.8428
Fax: 410-221-0544
metalfabrics@gkdusa.com

Solar Control Data

Percentage of Visible Light Transmittance	Minimum 0.30, Maximum 0.54
Percentage of Visible Light Reflectance	Minimum 0.19, Maximum 0.25
Solar Gain Coefficient (SHGC)	Minimum 0.21, Maximum 0.36



SOLAR CONTROL DATA NOTES:

Test per EN 410 "Glass in building - Determination of luminous and solar characteristics of glazing"
SHGC per EN 13363-1 "Solar protection devices combined with glazing - calculation of solar and light transmittance"
Glazing system constants: Uglazing = 1.2 W/m²K, gglazing= 0.60
TVtot = visible light transmittance
PVtot = visible light reflectance
gtot = Solar Heat Gain Coefficient (SHGC)

h. 160 Lorton Avenue (Parking Lot N), zoned R-4: Application for Design Review and Lot Merger for construction of a new five-level parking garage. The project is Categorically Exempt from review pursuant to the California Environmental Quality Act (CEQA), per Section 15332 of the CEQA Guidelines (Infill Exemption). (Chris Grant, The Pacific Companies, applicant; City of Burlingame, property owner; Watry Design, Inc., designer) (319 noticed) Staff Contact: Ruben Hurin

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

Planning Manager Hurin provided an overview of the staff report.

There were no questions of staff.

Chair Gaul opened the public hearing.

Chris Grant and Genaro Morales, represented the applicant.

Commission Questions/Comments:

> Do you have any point of reference as to what the metal mesh will look like? Suggest taking a look at the mesh on the wall of the Audi dealer on Broadway, it's handled very well on the that building. Would help to jazz up the building given the amount of concrete on the structure. (Morales: Included a detail of the mesh in the attachments.)
> Mesh is a woven wire fabric, so there will need to be a subframe to attached that to, but it is not shown on the rendering. Concerned the frame will be larger and overdone, don't want to see huge members holding up the light fabric. (Morales: Agree, there are two reasons not to build it that way. First, the expense of using a lot of steel. Second, don't want it to be bulky. It will be a tension fabric, so it will be supported at the top and bottom to provide the tension. So will try to minimize the size of the subframe.)
> Concrete is poured in place, not precast, correct? (Morales: That is correct.)
> Some of it will be high end, architectural finish, right? (Morales: We are proposing for the board form to show the ties and provide a smoother finish than what is normally done.)
> When I hear board form, I think of a rugged, very textured finish. (Morales: No, it's the form work, will provide a smooth finish.)
> Will all the concrete be the same color, or will there be variation of color? (Morales: The color may vary in tones, based on the way it's poured. The intent is not to color the concrete. Difference would be in the finish, which would provide some reflection and contrast. If you want color, might as well paint it.)
> Like the paseo along the side of the structure. There is a passage gateway feature at the alley along Burlingame Avenue between Lorton Avenue and California Drive. Would like to see a pedestrian scale created to the entrance to the paseo on either end, would make it more special to enter and walk along the paseo, given that the structure is so tall. (Morales: Can take a look at that.)
> Has there been any consideration given to a zip car operation here? This solution works well in San Francisco and helps to get people out of owning cars. (Grant: Willing to work with staff, conversation are ongoing.) (Kane: Zip car feature would not change the architecture of the building. These programming

questions will be up to the City to decide in the long term. Project has agreed to provide the conduit so that we can have EV charging stations in a designated area.)
> Can you tell us more about the panels needed to conceal headlights? Will they be colored? (Morales: Panels will be prefinished 16-gauge plates. Will be colored.)

Public Comments:

Gary Vielbam, business owner at 124 Highland Avenue: Located across the street from project. Need access on Highland Avenue, concerned with the amount of construction material, staging and construction workers and how it will impact my business. Need to be able to maneuver cars in and out of shop.

David Mendell: In support of project, parking is needed downtown. Passageway appears too narrow for the trees as shown. Hopes this does not become a hold site for construction of the housing project, want to keep project moving, downtown desperately needs parking.

Michael Brownrigg: Thanked Commission for their time on the housing project, design got a lot better. Is one step closer to 132 families having a place to live.

Chair Gaul closed the public hearing.

Commission Discussion:

> Have come to like the design as it is now proposed. Critical that details on screen mesh be worked out. Like the way it adds varied mass to the building. Like the idea of enclosing the stair with the mesh, will be a much nicer experience with the open stair.
> Like the way the massing is articulated, has some calm to it. Variation between metal panels and cable railings at lower level, adds articulation and spark. Storefront glass helps with the pedestrian experience. Paseo helps soften building along ground level and provide connection without having to walk through the garage.
> Assume there will be a construction logistics plan that gets worked out with Public Works in terms of timing sequencing, construction worker parking, etc.
> Did not see any parking signage on the plans, assume there will be lighted signs indicating available parking.
> Like the way the project is simplified, with a simple concrete structure, cable rail, and a few urban gestures with the metal panels.
> Based on its location and proximity to residential uses, feel that it is still too rough around the edges for being a mid-block large parking structure. Missing level of charm, needs to be a little better for its location.
> Project has improved a lot since the first iteration. No matter what, it is still a large parking structure.

Commissioner Sargent made a motion, seconded by Commissioner Loftis, to approve the application with the following condition:

> that prior to issuance of a building permit, the applicant shall submit an FYI for Planning Commission review of the details of the architectural screening and a detail of the sub frame showing how the architectural screening is supported/attached to the parking structure.

Comment on the motion:

> Should think about the architectural screen very carefully and what is used to hold up the screen.

The motion carried by the following vote:

Aye: 6 - Sargent, Loftis, Comaroto, Gaul, Terrones, and Tse

Nay: 1 - Kelly

City of Burlingame

Design Review and Lot Merger for a New Five-Level Parking Garage

Item No. 8h
Regular Action Item

Address: 160 Lorton Avenue (Parking Lot N) **Meeting Date:** December 10, 2018

Request: Application for Design Review and Lot Merger for construction of a new five-level parking garage.

Applicant: Chris Grant, The Pacific Companies **APN:** 029-231-060 and 029-231-240
Property Owner: City of Burlingame **Lot Area:** 33,750 SF
Architect: Pacific West Architecture

General Plan: R-4 Incentive District
Zoning: R-4 Incentive District Subarea

Adjacent Development: Multifamily Residential and Commercial Uses
Current Use: Public Parking Lot (Lot N) with 109 stalls

Proposed Use: Five-level parking garage providing 388 stalls.
Allowable Use: Multifamily, duplex, single family residential uses and public buildings.

Environmental Review: Section 15332 of the California Environmental Quality Act (CEQA) Guidelines is intended to promote in-fill development within urbanized areas. This class consists of in-fill projects which are consistent with local general plan and zoning requirements. This class is not intended to be applied to projects which would result in significant impacts on endangered, rare, or threatened species, traffic, noise, air quality, water quality, utilities, and public services. Application of this exemption, as all categorical exemptions, is limited by the exceptions described in Section 15300.2 of the CEQA Guidelines. Section 15332 states:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
(c) The project site has no value as habitat for endangered, rare or threatened species.
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
(e) The site can be adequately served by all required utilities and public services.

On the basis of the evidence provided in the analysis, it was determined the project is eligible for a Class 32 categorical exemption, in accordance with Section 15332, Infill Development Projects, of the CEQA Guidelines (see attached CEQA Class 32 Infill Exemption prepared by ICF, dated December 2018). Based on City of Burlingame threshold criteria, no additional substantial adverse impacts beyond those discussed in the analysis are anticipated. Because the project meets the criteria for categorically exempt infill development projects, and because it would not have a significant effect on the environment, this analysis finds that a Notice of Exemption may be prepared for the Project. No further review is needed.

Background: In 2010 the Burlingame City Council adopted the *Burlingame Downtown Specific Plan.* The culmination of a multi-year community planning process, the Plan provides a framework for sustaining the existing success of the downtown and accommodating new opportunities.

One aspect of the Downtown Specific Plan is a focus on better use of parking facilities downtown, particularly the twenty City-owned surface parking lots. The plan encourages parking lots to be converted to different uses over time, such as housing, open space, and additional parking. Choices about uses are guided by what will most benefit the downtown area.

Consistent with the *Downtown Specific Plan*, the City Council has expressed an interest in expanding the housing options available in Burlingame, including the provision of more affordable housing options, a category of housing that is minimally represented amongst the existing housing stock within the community.

Likewise, as parking is important to Downtown businesses and residents alike, the City Council has been evaluating options for improving parking in the downtown area. This includes accommodating demand by using the land more efficiently with decked or structured parking.

The proposed development of Parking Lots F and N is intended to respond to the following objectives with:

- new housing units to support the community, including housing for seniors and for people working in the community;
- additional, conveniently-located parking for use by downtown businesses and residents alike;
- additional open space to be enjoyed by both current and new residents.

For more general information about the proposed project and affordable housing, please refer to the attached "Village at Burlingame Frequently Asked Questions" prepared by staff and the developer.

Although the purpose of the design review action meeting is only to review and discuss the proposed design of the project, staff thought it would be helpful to include this background information so that the Planning Commission has a full understanding of the context of the proposed project.

Project Summary: In December 2014 the City of Burlingame distributed a Request for Proposals (RFP) seeking qualified developers interested in partnering with the City to develop City-owned Parking Lots F & N with affordable housing. One requirement of the RFP was that the development should not only replace the existing spaces on the two parking lots, but also to the extent possible expand the amount of public parking for the benefit of the downtown business district. The City Council's Downtown Specific Plan Implementation Subcommittee reviewed the proposals and provided recommendations for the City Council to consider. After several public hearings, the City Council selected The Pacific Companies as its preferred developer at its regular meeting of July 6, 2015. Since that time, the developer has been doing preliminary work on the project including financing, site conditions reconnaissance, and design development.

The project site consists of merging a portion of Lot 7 and Lots 8, 9, 14 and 15 of Block 10, which combined will extend from Lorton Avenue to Highland Avenue (see attached aerial). These lots are currently owned by the City of Burlingame and contain Parking Lot N, a public parking lot with 109 stalls. The project site has 100 feet of frontage on Lorton Avenue and 125 feet of frontage on Highland Avenue and is zoned R-4 and located within the R-4 Incentive District Subarea.

The site is bordered by two-story commercial buildings to the north along Howard Avenue, a two-story multifamily residential building and private parking lot to the south, two-story multifamily residential buildings and Parking Lot F to the west across the street on Lorton Avenue, and a gasoline station and automotive repair buildings to the east along Highland Avenue.

The proposed project consists of demolishing the existing public parking lot (Parking Lot N) and constructing a new five-level above-grade parking garage. The proposed parking garage would provide a total 368 parking stalls, including 97 parking stalls that would be displaced by the proposed affordable housing development on Lot F, 109 parking stalls currently located on Lot N and 162 new parking stalls. The garage will contain four levels of covered parking with the fifth level being open to the sky. The proposed parking garage has been designed to allow vehicles to enter and exit on both Lorton Avenue and Highland Avenue by way of one driveway entrance on each street.

Code Section 25.29.020 (a) of the R-4 District Regulations allows all uses permitted in the R-1, R-2 and R-3 Districts. In the R-1 District, public buildings are permitted under Code Section 25.26.020 (b)). A public parking garage is considered to be a public building.

The proposed parking garage measures 48'-0" in height, where 55'-0" is allowed by right in the R-4 Incentive District Subarea. As noted above, the fifth level is open to the sky and therefore the building will appear as a four-story building.

The following applications are requested for this project:

- Design Review for construction of a new five-level above ground parking garage (C.S. 25.29.045 and Chapter 5 of the Downtown Specific Plan); and

- Lot Merger to combine a portion of Lot 7 and Lots 8, 9, 14 and 15 of Block 10, Town of Burlingame Map No. 1 Subdivision into one lot.

Design Review Study Meeting: At the Planning Commission Design Review Study meeting on February 26, 2018, the Commission reviewed the proposed parking garage and provided feedback on its design, expressing concerns with the facades and mass/bulk and suggesting that the design be lighter and simpler (see attached February 26, 2018 Planning Commission Minutes). At that time, the plans provided a total of 388 parking spaces in the parking garage. Please refer to the attached meeting minutes for a complete list of comments/concerns expressed by the Planning Commission.

Subsequently, a subcommittee of the Planning Commission met with the developer and architect to provide further direction and discussion regarding the parking garage design. The design of the structure has since been modified to reflect input from the Planning Commission and subcommittee. The applicant submitted revised plans, date stamped December 5, 2018, to address the Planning Commission's comments and concerns. Please refer to the applicant's letter dated December 6, 2018, for a detailed summary of the changes made to the project and responses to the Planning Commissions concerns and comments.

One of the suggestions from the subcommittee included adding enclosed spaces on the ground floor at the street facades which could be used to display art and/or for bicycle storage. The Public Works Department reviewed conceptual drawings showing the enclosed spaces and expressed strong concerns with regards to vehicle and pedestrian safety, in that the location of the proposed enclosed spaces at both entrances to the garage would create conflicts with sight lines and vehicles maneuvering in and out of the garage. In addition, they expressed concerns with the loss of parking spaces due to the enclosed spaces. The proposed design no longer includes the enclosed ground floor spaces, but provides storefront windows on the Lorton and Highland Avenue facades to break up the massing of the garage at the pedestrian level.

The modifications also include compliance with PG&E overhead utility clearance requirements, which required the parking garage to be pushed backed 5'-8" from the property lines along the Lorton and Highland Avenues (previously set back 1'-3" from property line). Together, these changes have resulted in a decrease of 20 parking spaces, from 388 to 368.

The City Council has been informed and accepted the reduction in the number of parking spaces provided in the garage. However, there should be no design changes suggested at this time that would result in reducing the number of parking spaces any further.

Design Review: The proposed project is subject to Chapter 5 of the Downtown Specific Plan (Design & Character). Section 5.2.6 (page 5-16) provides design guidelines specifically for developments on public parking lots. Section 5.4 (pages 5-22 through 5-27) provides more general design guidelines that apply to all areas of the downtown, including residential and mixed use areas. These applicable sections of the Design and Character chapters of the Downtown Specific Plan have been attached for reference.

The materials proposed for the exterior of the parking garage include unfinished concrete walls, architectural screens, and cable and metal panel guardrails on the Lorton Avenue and Highland Avenue facades of the building. Storefront windows are proposed on the ground floor along the street facades with a concrete entry canopy above the vehicles entrances to the garage. The stairway and elevator enclosures are proposed to be enclosed with architectural screens and glazing. Green screen panels are also proposed on the north and south facades of the building that will allow vines to climb up onto the green screens. Please refer to the building elevations on sheets A3.1 through A-3.2A and perspective renderings on sheets A3.3 and A3.4 for additional information.

Landscaping: The project site is currently covered primarily by a paved public parking lot, with several small areas of landscaping at the entrance to the parking lot along Lorton Avenue. There are no existing trees on the project site.

There are several existing trees that are located adjacent to the proposed project, including a large Redwood tree and an unknown tree species at the rear of 1115 Howard Avenue. The City Arborist notes that an arborist report will be required to establish tree protection measures during construction, but pointed out that the smaller tree at the rear of 1115 Howard Avenue, located very close to the property line would most likely need to be removed. He also requested that there be standard conditions of approval included in the entitlements such as require hand-digging for the garage foundation, having a qualified arborist on-site during the construction of the foundation, and notifying the City Arborist if roots over a certain size are encountered.

Landscaping is proposed along the south side of the site, which also includes a 10 to 14 foot wide pedestrian walkway connecting Lorton and Highland Avenues (see Landscape Plan on sheet L1). A total of seven 36-inch box Columnar European Hornbeam trees are proposed to be planted in the area portion of the lot nearer to Highland Avenue. In addition to the trees, the pedestrian walkway will consist of decorative paving, benches, a raised planter, groundcover and pervious paving. These elements also are provided to comply with stormwater requirements.

There are three existing street trees along Lorton Avenue and two existing street trees along Highland Avenue in front of the project site. All existing street trees would be removed and replaced with three new 36-inch box street trees along Lorton Avenue and four new 36-inch box street trees along Highland Avenue. The applicant will be working with the Parks Division to select the appropriate street tree species prior to the building permit submittal. The applicant would obtain the required tree removal permits from the Parks and Recreation Director pursuant to the Burlingame Municipal Code Chapter 11.04, Street Trees.

Lot Merger: In the R-4 District, the minimum requirement is a 5,000 SF lot with 60 feet of street frontage for lots measuring greater than 10,000 SF in area. The proposed combined lot would have 100 feet of street frontage along Lorton Avenue and 125 feet of street frontage along Highland Avenue, and would measure 33,750 SF in area. Therefore, the proposed lot merger is in compliance with lot size and street frontage requirements.

This space intentionally left blank.

160 Lorton Avenue (Parking Lot N)
Lot Area: 33,750 SF **Plans date stamped:** December 5, 2018

	PROPOSED	**ALLOWED/REQUIRED**
Use:	Five-level parking garage with 368 stalls (includes 97 parking stalls displaced by the proposed affordable housing development on Lot F, 109 parking stalls currently located on Lot N and 162 new parking stalls)	public buildings
Setbacks		
Lorton Ave:	5'-8" [1]	10'-0"
Highland Ave:	5'-8" [1]	10'-0"
North Side:	1'-0" [1]	10'-0"
South Side:	10'-0"/14'-0"	10'-0"
Building Height:	48'-0"	55'-0" (rooftop enclosures allowed to extend additional 10')
Lot Coverage:	79.3% [2] (26,775 SF)	50% (16,875 SF)
Landscaping:	18% of front setback [3] (272 SF)	40% of front setback (600 SF)

[1] Request to allow decreased setbacks along the Lorton Avenue, Highland Avenue and North sides of the building based on Code Section 25.29.050(f).
[2] Request to allow 79.3% lot coverage based on Code Section 25.29.050(f).
[3] Request to allow 18% front setback landscaping based on Code Section 25.29.050(f).

The proposed parking structure deviates from setback, lot coverage, and front setback landscaping requirements of the R-4 district, as outlined in Section 25.29 (R-4 District Regulations). However, the R-4 district regulations include a provision (Section 25.29.050(f)) that allows the Planning Commission and the City Council, in the considerations and acceptance of any tentative or final map submitted pursuant to the provisions of the Subdivision Map Act, to approve or accept any such tentative or final map wherein one or more lots or parcels of land do not conform to all of the provisions of Chapter 25.34, when the planning commission and the city council find that by reason of exceptional or extraordinary circumstances the approval or acceptance of such maps will not adversely affect the comprehensive zoning plan of the city.

The Tentative and Final Map for Lot Merger for the project would propose that the building be built 5'-8" from the lot lines on the Lorton and Highland Avenue frontages and 1'-0" from the northern property line, that the lot coverage be 79.3% (50% maximum allowed) and the percentage of front setback landscaping be 18% (40% minimum required). The Planning Commission and City Council would need to determine that the proposal

would be not adversely affect the comprehensive zoning plan of the city, and incorporate the appropriate findings into their actions on the Tentative and Final Parcel Map and the project.

Staff Comments: Several letters/emails concerning the project were received and are attached for review. Included as an attachment is a staff report from the Traffic, Safety and Parking Commission, dated April 12, 2018, recommending construction of a 5-level parking garage.

General Plan/Specific Plan: The *Burlingame General Plan* designates the project site as High Density Residential. In 2010 the City Council adopted the *Burlingame Downtown Specific Pla*n (with amendments in 2014, 2015, 2016, and 2017), which serves as an element of the General Plan. The subject property is located within the boundaries of the planning area for the Downtown Specific Plan; the site is in the R-4 Incentive District. The Plan describes the R-4 Incentive District as follows:

> *The R-4 Incentive District consists of lands in the southern portion of Downtown, on either side of Bayswater Avenue between Highland Avenue and Park Road. The land uses for this area are predominantly higher density multifamily residential. The development standards for this district provide incentives to encourage high density residential uses. In addition to residential uses, small corner retails stores serving local residents would be allowed.*

The Downtown Specific Plan includes various Goals and Policies to guide growth and development in Downtown Burlingame. The table below shows how the proposed project meets these Goals and Policies.

GOAL/POLICY	**PROJECT PROPOSED**
Policy LU-5.2: Promote public/private partnerships for redevelopment of City-owned properties.	The parking garage is proposed to be built on a City-owned public parking lot in partnership with the developer building an affordable housing development on Public Parking Lot F.
Policy P-1.1: Encourage the use of "alternative" vehicle types with ample bicycle parking and free parking for electric cars.	The project will be required to provide an area for bicycle storage; electric vehicle charging stations for vehicles will be provided as required by the California Building Code California Green Building Standards Code.
Policy P-1.2: Devote less land for parking Downtown while accommodating increased demand by using the land more efficiently with decked or underground parking.	The proposed public parking garage will contain five levels of parking, which uses significantly less land than it would if all of the parking spaces were accommodated on surface parking lots.
Policy P-1.4: Provide incentives for joint ventures between the City and developers for new development that includes public parking facilities. **Policy P-2.3:** Consider the sale or joint development of some parking lots for development and use the proceeds for development of new parking facilities.	The developer is partnering with the City to develop City-owned Parking Lots F & N with affordable housing on Lot F and a public parking garage on Lot N.

GOAL/POLICY	PROJECT PROPOSED
Policy P-3.2: Ensure downtown parking is conveniently located. **Policy P-5.1:** Consolidate parking lots in a convenient, centralized location such as a parking structure or underground parking on Lot J **Policy P-5.2:** Construct well-designed parking garages in central locations.	The proposed public parking garage is located within the downtown area, just south of Howard Avenue, between Lorton and Highland Avenues. The design of the parking garage is subject to Design Review.
Policy S-1.3: Streetscapes should reflect Burlingame's destination as a "tree city." Trees should be planted throughout the downtown as an integral part of the streetscape, and mature streets trees should be persevered whenever possible.	There are three existing street trees along Lorton Avenue and two existing street trees along Highland Avenue in front of the project site. All existing street trees would be removed and replaced with three new 36-inch box street trees along Lorton Avenue and four new 36-inch box street trees along Highland Avenue.
Policy OS-2: Provide additional green open space in Downtown, including walkways and seating areas.	Landscaping is proposed along the south side of the site, which also includes a 10 to 14 foot wide pedestrian walkway connecting Lorton and Highland Avenues. A total of seven 36-inch box Columnar European Hornbeam trees are proposed to be planted in the area portion of the lot nearer to Highland Avenue. In addition to the trees, the pedestrian walkway will consist of decorative paving, benches, a raised planter, groundcover and pervious paving.
Policy D-1.2: Require design review for all new downtown buildings and for changes to existing downtown buildings, and integrate historic review into the design review process. **Policy D-3.1:** Ensure that new development is appropriate to Burlingame with respect to size and design. **Policy D-3.2:** Evaluate development in the Downtown Area that is proposed to be taller than surrounding structures (i.e. over 40 feet) for potential to create new shadows or shade on public and/or quasi-public open spaces and major pedestrian routes.	The proposed project is subject to the design review process.
Policy D-4.1: Encourage buildings to be built out to the sidewalk, with doors and windows facing the sidewalk to create a lively pedestrian environment.	The proposed building is built near the sidewalk (5'-8" setback) with storefront windows facing the sidewalk.

Design Review: A design review application in multifamily residential (R-3 and R-4) Districts shall be reviewed by the Planning Commission for the following considerations (CS 25.57.030 (f):

(1) Compatibility with the existing character of the neighborhood;

(2) Respect the mass and fine scale of adjacent buildings even when using differing architectural styles;

(3) Maintain the tradition of architectural diversity, but with human scale regardless of the architectural style used; and

(4) Incorporate quality materials and thoughtful design which will last into the future.

Suggested Findings for Design Review: That the proposed public parking garage will be compatible with the existing character of the commercial downtown neighborhood to the north with the use of a variety of quality materials including unfinished concrete walls, architectural screens, and cable and metal panel guardrails on the Lorton Avenue and Highland Avenue facades of the building, with storefront windows on the ground floor along the street facades and green screen panels on the north and south facades of the building. The new garage will contain five levels of parking, with the fifth floor being open to the sky, so it will be represented more like a four-story building, and therefore respects the mass and scale of the area which is bordered by two-story commercial buildings to the north along Howard Avenue, a two-story multifamily residential building and private parking lot to the south, two-story multifamily residential buildings and Parking Lot F to the west across the street on Lorton Avenue, and a gasoline station and automotive repair buildings to the east along Highland Avenue, all of which have a variety of architectural styles. The building includes articulated street façades that provides visual interest. For these reasons the project may be found to be compatible with the requirements of the City's design review criteria.