

3.0 Land Use

This chapter describes the land uses, densities and development standards that will guide the development of Downtown Burlingame. The purpose is to build upon the successes of the already vibrant Burlingame Avenue commercial area and to put in place policies that will encourage continued success of the entire Downtown area and its environs and promote land-uses that will enliven the area.

3.1 BACKGROUND

The Burlingame Avenue commercial area first developed in the 1900s, growing west from the railroad station adjacent to California Drive until it joined El Camino Real. Over the years, the land uses in the area have helped to promote a vibrant pedestrian-oriented district with access to retail, shopping and a wide range of restaurants.

The land use policies in the Downtown Burlingame Specific Plan attempt to build upon the existing success of the downtown core while promoting amenities, services and live-work-play opportunities. A mix of land uses, including residential, will enhance the pedestrian quality of the street and add richness and character to the downtown. The Land Use goals and policies are intended to promote new opportunities for increased vitality, particularly in areas of downtown that have unrealized potential, while setting forth a strategy to sustain the existing success of the downtown.

This chapter establishes land uses for the zoning districts within the downtown, ground floor uses, potential mixed use neighborhoods, opportunities for additional parking (in manners that provide for flexibility in parking design) and open space. The chapter also includes maximum allowed development envelopes for both residential and non-residential types of development. Finally, the proposed Land Use plan addresses development policies for private development including heights and building envelopes.

3.2 DESCRIPTION OF THE AREA

The Downtown Specific Plan area is framed by Oak Grove Avenue on the north side, the CalTrain tracks south to Burlingame Avenue and Anita Avenue on the east side, Peninsula Avenue and the city limits on the south side, and El Camino Real on the west side. Figure 3-1 shows the project area for Downtown Burlingame.





FIGURE 3-1: Downtown Specific Plan Project Area

3.3 PLANNING AREAS AND ZONING DISTRICTS

Downtown Burlingame is divided into a series of Planning Areas/Zoning Districts, as identified in the Planning Areas and Zoning Districts Map (Figure 3-2). Upon implementation of the plan, each planning area or district will provide for a different mix of uses and intensities as described below.

3.3.1 BURLINGAME AVENUE COMMERCIAL DISTRICT (BAC)

The Burlingame Avenue area is the commercial and retail heart of Downtown Burlingame. Burlingame Avenue features a mixture of restaurants, national retail stores, and many locally based retailers. The eastern end of Burlingame Avenue area near the train station has a concentration of restaurants and is active during both day and evening hours, while the western end towards El Camino Real provides more retail and is less active.

Ground floor retail or personal service use is required in the Burlingame Avenue area. Office uses are allowed on the upper levels in commercial areas. Existing residential uses on upper floors may remain and be improved, but there should not be new residential uses within the Burlingame Avenue Commercial District.

3.3.2 HOWARD AVENUE MIXED USE DISTRICT (HMU)

The Howard Avenue Area is the area to the south of Burlingame Avenue and consists of a mix of uses, including retail and office along Howard Avenue, and multifamily residential uses between Howard and Peninsula Avenues. Burlingame Avenue and Howard Avenue together form the “Burlingame commercial” area. Ground floor retail use is encouraged, and housing is allowed on the upper levels above commercial uses. The interceding side streets--Lorton Avenue, Park Road, Primrose Road and Highland Avenue--will act as connector streets with the commercial uses along those streets strengthening the relationship between Burlingame Avenue and Howard Avenue.

3.3.3 CHAPIN AVENUE AREA (CAC)

The Chapin Avenue area consists of properties on either side of Chapin Avenue and is bounded by Primrose Road to its east and El Camino Real to its west. Chapin Avenue is characterized by a concentration of financial and real estate offices. Office uses are allowed on the ground floor of the Chapin Avenue area.

3.3.4 DONNELLY AVENUE AREA (DAC)

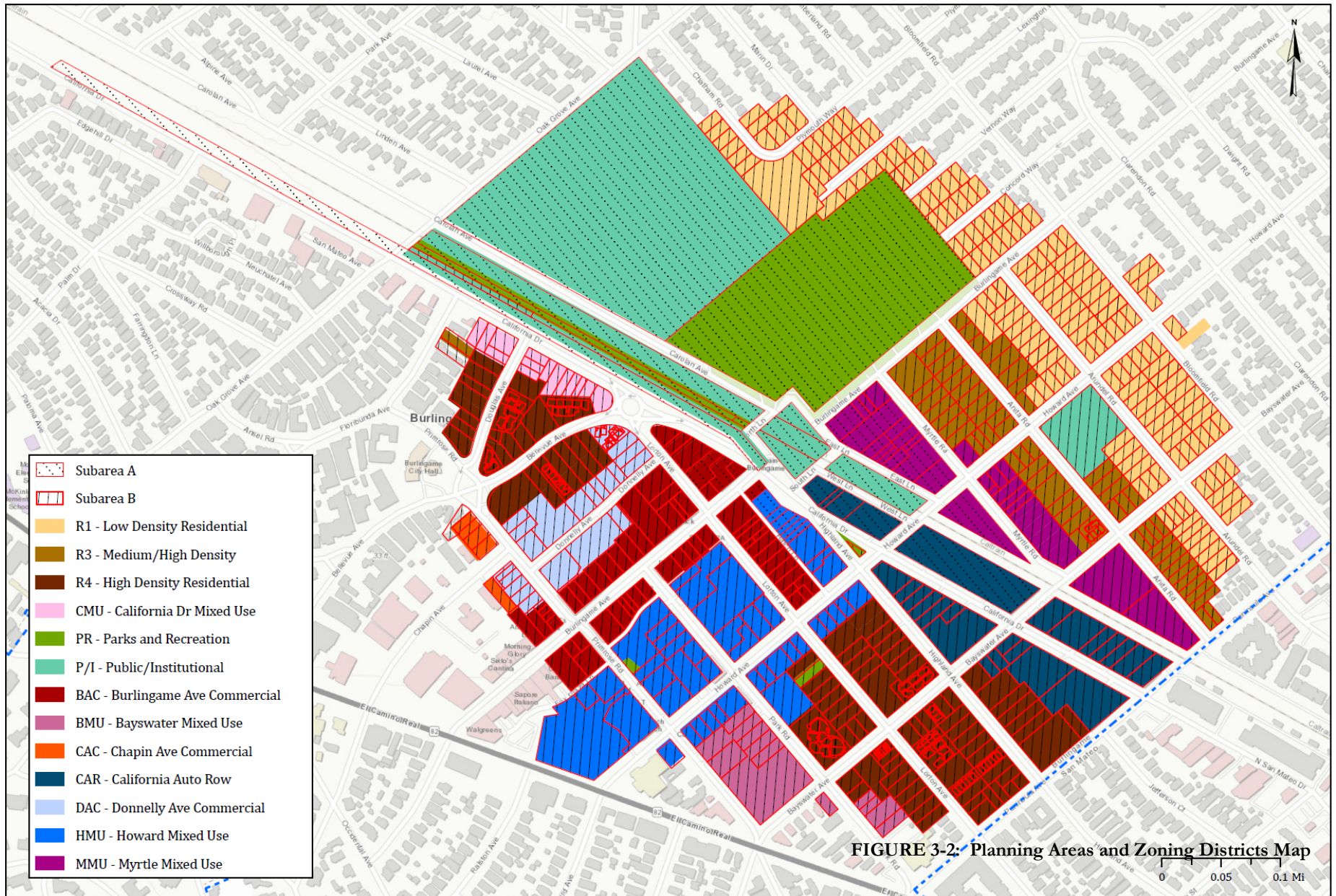
The Donnelly Avenue area consists of properties on either side of Donnelly Avenue between Primrose Road and Lorton Avenue. Ground floor retail use is allowed but not required. Existing residential uses may remain and be improved, but new residential uses are not allowed.

3.3.5 CALIFORNIA DRIVE AUTO ROW DISTRICT (CAR)

The Auto Row area is the area along California Drive between Burlingame and Peninsula Avenues. Automobile-related uses dominate in this area. Auto showrooms, hotel or retail uses are permitted on the ground floor, and housing, offices or hotel uses can be allowed on upper floors. Non-auto uses should be carefully considered to ensure compatibility with the area's traditional focus on automobile businesses; retail, personal and business services, and hotels require a conditional use permit, as do commercial uses greater than 5,000 square feet.

3.3.6 CALIFORNIA DRIVE MIXED USE DISTRICT (CMU)

The California Drive Mixed-Use District is the area along the west side of California Drive north of Bellevue Avenue to Oak Grove Avenue. Service Commercial uses dominate in this area. Retail or hotel uses are permitted on the ground floor whereas offices or hotel uses can be allowed on upper floors.



3.3.7 MYRTLE ROAD MIXED USE AREA (MMU)

The Myrtle Road Mixed Use area is centered on Myrtle Road and East Lane, east of the CalTrain railroad tracks. Development will be consistent with the existing neighborhood scale of small streets and mix of varied commercial and residential buildings. Existing residential and commercial properties could be improved and expanded at a scale consistent with the adjacent residential areas. The area is meant to serve as a buffer between the downtown commercial district and the residential neighborhoods to the east.

3.3.8 R-3 BASE DISTRICT

On the north side of Downtown, the area is bounded by Oak Grove Avenue to its north; the rail road tracks to its east; El Camino Real to its west and portions of land to the south of Floribunda Avenue is designated for medium-high density residential (R-3) uses. The land uses are predominantly multifamily residential including some lower intensity residential uses such as single family homes, duplexes, apartment homes, multifamily homes and accessory buildings. Uses in this district also include public buildings, public parks and playgrounds, and religious facilities. These areas will continue to be regulated by the same zoning standards that apply to R-3 properties citywide.

3.3.9 R-4 BASE DISTRICT

The R-4 Base District consists of properties on either side of Bellevue Avenue. The land uses for the High Density Residential District are predominantly higher density multifamily residential. These areas will continue to be regulated by the R-4 zoning standards that apply to R-4 properties citywide.

3.3.10 BAYSWATER MIXED USE AREA (BMU)

The Bayswater Mixed Use area is centered on Bayswater Avenue between El Camino Real and Park Road. Development will be consistent with the existing neighborhood scale of small streets and

varied commercial and residential buildings. Existing residential and commercial properties could be improved and expanded at a scale consistent with the adjacent residential areas. The area is meant to serve as a buffer between the downtown commercial district and the residential neighborhoods to the south and east across El Camino Real. For properties with El Camino Real frontage, new development is strongly encouraged to provide egress from side streets rather than El Camino Real, thereby reducing curb cuts and allowing existing trees to remain and new trees to be planted on El Camino Real.

3.3.11 DOWNTOWN TRANSIT-ORIENTED DEVELOPMENT OVERLAY (DTOD)

The purpose of the DTOD Overlay is to provide more permissive development standards for qualifying housing development projects within the overlay area. The two subareas within the DTOD Overlay have differing development standards based on their proximity to the Downtown Burlingame Caltrain station as described in Section 3.5.2.

3.4 LAND USE DESIGNATIONS

Table 3-1 summarizes the uses allowed for each planning area.

Table 3-1 Planning Area and Zoning Districts Land Uses

Land Use	BAC	BMU	CAC	CAR	CMU	DAC	HMU	MMU	Specific Use Regulations
<p>P Permitted CUP Conditional Use Permit MUP Minor Use Permit TUP Temporary Use Permit A Accessory Use -- Not Permitted</p>									
Commercial - Retail									
Eating and Drinking Establishments									
Bars and Taverns	P	--	P	CUP	--	P	P	--	Breweries, Distilleries, and Wineries may be allowed as an accessory use to a restaurant.
Night Clubs	CUP	--	--	--	--	--	--	--	
Outdoor Dining	P	--	P	P	P	P	P	P	
Restaurants	P	--	P	P	P	P	P	--	
Restaurants - Drive-through	--	--	--	--	--	--	--	--	
Food and Beverage Sales									
Alcohol Sales Store	CUP	--	CUP	CUP	--	CUP	CUP	CUP	Any food or beverage sales establishment that includes the off-site sale of alcohol shall require a CUP.
Convenience Store	--	--	--	--	P	--	--	--	
General Market	MUP	--	P	--	P	P	CUP	P	
Nurseries and Garden Centers	--	--	--	--	--	--	--	--	
Retail Sales									
General	P	--	P	MUP	P	P	P	P	In CAR, retail other than auto related requires MUP. In MMU, 6,000 sq. ft. maximum size.
Limited Corner Store Retail	--	CUP	--	--	--	--	--	--	See BMC Section 25.48.160
Large Format	--	--	--	--	--	--	--	--	
Specialized	MUP	MUP	MUP	--	CUP	MUP	MUP	MUP	
Commercial – Services and Recreation									
Animal Care Services									
Boarding/Kennels	--	--	--	--	--	--	--	--	No overnight animal stays permitted.
Grooming	MUP	MUP	--	MUP	P	MUP	--	--	
Pet Hotels	--	--	--	--	--	--	--	--	
Veterinarian	--	P	--	--	P	--	P	--	
Banks and Financial Institutions	P	P	P	--	P	P	P	CUP	Not allowed on ground floor in BAC or MMU.

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Land Use	P CUP MUP			Permitted Conditional Use Permit Minor Use Permit			TUP Temporary Use Permit A Accessory Use -- Not Permitted			Specific Use Regulations
	BAC	BMU	CAC	CAR	CMU	DAC	HMU	MMU		
Business Services	P	P	P	MUP	--	P	P	P	In CAR, MUP for services other than auto related	
Check Cashing and Pay Day Loan Establishments	--	--	--	--	--	--	--	--		
Commercial Recreation – Large Scale	--	CUP	CUP	--	--	CUP	CUP	--	Where permitted, must have active visible uses with clear storefront glass.	
Commercial Recreation – Small Scale	--	MUP	MUP	--	MUP	MUP	MUP	MUP		
Day Care Center	MUP	MUP	MUP	--	MUP	MUP	MUP	MUP	See BMC Section 25.48.090	
Food Preparation (catering)	--	--	--	--	MUP	--	--	--		
Funeral Services and Cemeteries	--	--	--	--	--	--	--	--		
Office – Co-Working	P	P	P	P/CUP	P	P	P	P	Above and below the first floor only in BAC In CMU permitted on the upper stories; CUP for ground floor.	
Office - Medical or Dental	P	CUP	P	--	P/CUP	P	P	CUP	Above and below the first floor only in BAC and HMU In CMU permitted on the upper stories; CUP for ground floor.	
Office - Professional	P	P	P	P/CUP	P/CUP	P	P	P	In BAC and HMU: Above and below the first floor only and behind a minimum 30-foot deep commercial retail space on ground floor . In CAR and CMU, permitted on the upper stories; CUP for ground floor.	
Office - Research and Development	--	--	--	--	P/CUP	--	--	--	In CMU, permitted on the upper stories; CUP for ground floor.	
Personal Services - General	P	P	P	MUP	P	P	P	P	In CAR, MUP for other than auto related. In BAC, dry cleaning requires a MUP.	
Personal Services – Specialized	MUP	MUP	CUP	MUP	CUP	MUP	MUP	MUP		
Studios – Arts	P	P	P	CUP	P	P	P	P		
Theaters - Live	CUP	--	CUP	--	--	CUP	CUP	--		
Theaters - Movie or similar	--	--	--	--	--	--	--	--		

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Land Use	BAC	BMU	CAC	CAR	CMU	DAC	HMU	MMU	Specific Use Regulations
Educational Services									
Schools - Primary and Secondary, Private	MUP	MUP	--	--	CUP	--	MUP	--	Above or below ground floor only
Trade Schools	MUP	MUP	MUP	--	--	MUP	MUP	--	Above or below first floor only and operate outside of peak retail hours
Tutoring and Educational Services	P	P	P	--	P	P	P	P	In CAC, DAC, and HMU, accessory only to retail or service use. In BAC and BMU, above or below first floor only and operate outside of peak retail hours
Lodging									
Extended Stay Hotels	--	--	--	--	--	--	--	--	
Hostels	--	--	--	--	--	--	--	--	
Hotels and Motels	P	--	P	CUP	CUP	P	P	--	In CMU, only permitted if less than 20 rooms.
Mixed Uses									
Mixed Use Developments	P	P	P	P	p	P	P	P	With individual specific uses subject to land use regulatory requirements set forth in this table.
Public and Quasi-Public Uses									
Assembly Facilities									
Community Assembly Facility	--	--	--	--	--	--	CUP	--	
Religious Assembly Facility	--	CUP	--	--	CUP	--	CUP	--	Incidental uses such as instruction and temporary homeless shelters allowed.
Community Open Space	P	P	P	P	P	P	P	P	
Emergency Shelters – Permanent	--	--	--	--	--	--	--	--	See BMC Section 25.48.100
Emergency Shelters – Temporary	--	--	--	--	A	--	--	--	See BMC Section 25.48.110
Government Buildings and Facilities	P	P	P	P	P	P	P	P	
Hospitals	--	--	--	--	--	--	--	--	
Low Barrier Navigation Center	--	P	--	P	P	--	P	P	Above first floor only. See BMC Section 26.48.170
Medical Clinics	CUP	CUP	P	--	P	P	P	CUP	In BAC, above and below ground floor only

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Land Use	P CUP MUP			Permitted Conditional Use Permit Minor Use Permit			TUP Temporary Use Permit A Accessory Use -- Not Permitted			Specific Use Regulations
	BAC	BMU	CAC	CAR	CMU	DAC	HMU	MMU		
Park and Recreation Facilities, Public	P	P	P	P	P	P	P	P		
Residential Uses										
Communal Housing	--	CUP	--	CUP	P	--	CUP	CUP		
Elderly and Long-Term Care	--	CUP	--	--	--	--	CUP	CUP		
Family Day Care - Small	--	P	--	P	P	--	P	P		
Family Day Care - Large	--	P	--	P	P	--	P	P		
Live/Work	--	P	--	P	P	--	P	CUP	Above first floor only in CAR and HMU zones.	
Single-Unit and Two-Unit Dwellings	--	--	--	--	--	--	--	--	New single- and two-unit dwellings not permitted. See Section 25.56.020.B for expansion of existing uses.	
Multi-Unit Dwellings	--	P	--	P	P	--	P	P	Above first floor only in CAR and HMU zones.	
Residential Care										
Limited	--	P	--	P	P	--	P	P	See BMC Section 25.48.220	
General	--	CUP	--	CUP	CUP	--	CUP	CUP		
Senior	--	CUP	--	CUP	CUP	--	CUP	CUP		
Supportive and Transitional Housing	--	P	--	P	P	--	P	P		
Transportation, Communication, and Infrastructure Uses										
Air Courier, Terminal, and Freight, Services	--	--	--	--	--	--	--	--		
Park and Fly, Accessory	--	--	--	--	--	--	--	--		
Park and Fly, Primary Use	--	--	--	--	--	--	--	--		
Parking Facility, Accessory Use	P	P	P	P	A	P	P	P		
Parking Facility, Primary Use	MUP	MUP	MUP	MUP	--	MUP	MUP	MUP		
Transit Facilities	--	--	--	--	--	--	--	--		
Utility Structures and Service Facilities, Small	MUP	MUP	MUP	MUP	CUP	MUP	MUP	MUP		

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	BAC	BMU	CAC	CAR	CMU	DAC	HMU	MMU		
Vehicle Fuel Sales and Accessory Service	--	--	--	--	CUP	--	--	--		
Vehicle Sales										
Auto and Light Truck	--	--	--	P	--	--	--	--		
Heavy Equipment Rental and Sales	--	--	--	--	--	--	--	--		
Vehicle Services and Repair										
Major (Major Repair/Body Work)					CUP					
Minor (Minor Repair/Maintenance)					CUP					
Vehicle Rental					A					
Utility Structures and Service Facilities, Large	--	--	--	--	CUP	--	--	--		
Vehicle Storage	--	--	--	--	--	--	--	--		
Wireless Telecommunication Facilities	See BMC Section 25.48.300									
Specific and Temporary Uses										
Adult Business Uses	--	--	--	--	--	--	--	--	--	
Donation Box – Outdoor	--	--	--	--	--	--	--	--	--	
Drive-Through or Drive-Up Facilities	--	--	--	--	--	--	--	--	--	
Outdoor Storage	--	--	--	--	--	--	--	--	--	
Outdoor Temporary and/or Seasonal Sales	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	See BMC Section 25.48.190
Temporary Uses	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	See BMC Section 25.48.260
Urban Agriculture	P	P	P	P	P	P	P	P	P	See BMC Section 25.46.290

3.5 DEVELOPMENT STANDARDS

Table 3-2 summarizes the principal development standards for each planning area. Design standards and guidelines are further described in Chapter 5 Urban Design & Character.

Table 3-2: Development Standards

Development Standards	BAC	BMU	CAC	CAR	CMU	DAC	HMU	MMU	Additional Regulations
Height – Maximum	35 ft. (55 ft. with SP)	35 ft. (55 ft. with SP)	35 ft. (55 ft. with SP)	35 ft. (55 ft. with SP)	35 ft. (45 ft. with SP)	35 ft. (55 ft. with SP)	55 ft.	35 ft. (45 ft. with SP)	Architectural features exceeding maximum building height allowed with a Special Permit (See Section 3.5.1).
Density – Maximum	--	60 du/acre	--	60 du/acre	60 du/acre	--	60 du/acre	60 du/acre	
Floor Area Ratio – Maximum	--	--	--	--	--	--	--	--	For parcels within the DTOD Overlay, see Section 3.5.2.
Ground Floor Ceiling Height - Minimum	15 ft.	--	15 ft.	15 ft.	--	15 ft.	15 ft.	--	
Minimum Setbacks									
Front Setback - Minimum	--	10 ft.	--	--	--	--	--	10 ft.	
Front Build-To Line	0 feet	--	0-10 feet	0 feet	0 feet	0-10 feet	0 feet	--	
El Camino Real – Minimum Frontage, Street Side, or Rear	15 ft.	15 ft.	15 ft.	N/A	N/A	N/A	15 ft.	N/A	
Side-Interior	--	--	--	--	--	--	--	--	In CMU, if adjacent to existing residential, see Edge Conditions requirement below.
Side-Street	--	--	10 ft.	--	5 ft. min	--	--	10 ft.	
Rear	--	20 ft.	1 st story: 0 ft. Upper stories: 20 ft.	1 st story: 0 ft. Upper stories: 20 ft.	1 st and 2 nd stories: 15 ft. 3 rd story and above: 20 ft.	1 st story: 0 ft. Upper stories: 20 ft.	1 st story: 0 ft. Upper stories: 20 ft.	20 ft.	In BMU, CAC, CAR, DAC and HMU Districts, rear setback requirement shall apply only when there is an existing residential use on the abutting rear property line.
Edge Conditions		R-3/R-4 upper story side setback standards (see BMC Section 25.10.055.C) shall apply to property line(s) with an existing residential use on the abutting property.							Does not apply to the BAC zone
Lot Coverage – Maximum	--	75%	--	--	--	--	--	75%	
Lot Dimensions – Minimum									
Size		5,000 sq. ft.							
Width at street frontage		50 ft.							

Table 3-2: Development Standards

Development Standards	BAC	BMU	CAC	CAR	CMU	DAC	HMU	MMU	Additional Regulations
Open Space – Minimum (per residential unit in multifamily, mixed use, or live/work)	--	100 sq. ft. per unit	--	100 sq. ft. per unit	100 sq. ft. per unit	100 sq. ft. per unit	100 sq. ft. per unit	100 sq. ft. per unit	Common open space may include common activity rooms, gyms, pools, and rooftop terraces.
Minimum Landscaping	--	10% of front setback	--	--	--	--	--	10% of front setback	See BMC Chapter 25.36

3.5.1 SPECIAL PERMITS

- A. Applicability. The following are structures and development approaches allowed with a Special Permit as shown in Table 3-2. For qualifying projects within the Downtown Transit Oriented-Development Overlay, Special Permit requirements shall not apply.
1. Buildings exceeding maximum height limits.
 2. Architectural features in excess of the maximum building height which do not extend more than 10 feet above the maximum height and do not occupy more than 10 percent of the roof area. The architectural features shall be reviewed as a part of the design review process outlined in Chapter 25.68 (Design Review).
- B. Required Findings. Any decision to approve a Special Permit application pursuant to this chapter shall be supported by written findings addressing the criteria set forth in this chapter. In making such determination, the following findings shall be made:
1. Building Height.
 - i. The proposed modification to standards respects and preserves the character of the neighborhood in which the project is located;
 - ii. The proposed modification to standards results in a project that is designed and arranged to provide adequate consideration to ensure the public health, safety, and general welfare, and to prevent adverse effects on neighboring properties; and
 - iii. The additional development capacity is consistent with General Plan goals and policies.
 2. Architectural Features.
 - i. The architectural features enhance the overall design of the development; and
 - ii. The architectural features are designed and arranged to provide adequate consideration to ensure the public health, safety, and general welfare, and to prevent adverse effects on neighboring properties.

3.5.2 DOWNTOWN TRANSIT-ORIENTED DEVELOPMENT OVERLAY (DTOD)

- A. Purpose. The purpose of this section is to allow the development of qualifying housing development projects, as defined by California Government Code Sections 65589.5, within the DTOD Overlay in compliance with Government Code Section 65912.155.
- B. Applicability. The Downtown Transit Oriented Development Overlay (DTOD) shall apply to parcels within one-quarter mile of a pedestrian access point to the Downtown Burlingame Caltrain Station as shown on the Zoning Map.
- C. Development Standards. Qualifying housing development projects, as defined by California Government Code Sections 65589.5, are subject to the requirements of Government Code sections 65912.155 through 65912.162.1, except for the maximum density, height, and floor area ratio which are specified in subsections 1 and 2 below.
 1. DTOD Sub-Area A: Parcels within the DTOD Sub-Area A boundary, as shown on the Zoning Map:
 - i. Maximum Density: 100 dwelling units per acre
 - ii. Maximum Height: 95 feet
 - iii. Maximum Floor Area Ratio (FAR): 4.5
 2. DTOD Sub-Area B: Parcels within the DTOD Sub-Area B boundary, as shown on the Zoning Map:
 - i. Maximum Density: 60 dwelling units per acre
 - ii. Maximum Height: 75 feet
 - iii. Maximum Floor Area Ratio (FAR): 3.5
 3. All other applicable development standards set forth in the Municipal Code, underlying zoning district and/or the Downtown Specific Plan shall apply.

3.6 PARKING STANDARDS

Several decades ago, the City acquired property in the downtown area to create common supplies of parking for efficiency and promote the downtown shopping environment. In recognition that the lots were meant to serve the parking needs of the nearby businesses, the City exempted ground floor businesses within the downtown core from on-site parking requirements, or alternatively provided “credits” to businesses that continued to maintain parking on-site. The exemption apply only to ground floor uses within the downtown core, and upper floor uses have been required to provide parking on-site, or through the payment of in-lieu fees in order to build new parking facilities in the future. Areas not within the downtown core such as properties on Howard and Chapin Avenues have been required to provide all parking on-site.

The Downtown Specific Plan sets the policy framework to create a new, expanded core parking area (referred to as the "Parking Sector") that includes a larger portion of Downtown, including the Howard Avenue area. In addition, the Specific Plan establishes policies that recognize the unique nature of parking in a compact, transit-accessible downtown such as reduced parking ratios for residential uses, as well as creative ways of providing on-site parking such as tandem parking, parking lifts, and shared parking.

3.6.1 Parking Requirements in Downtown

The parking standards that follow apply to new development and changes of use in the downtown. There are two distinct parking areas within the downtown area:

- **Within the Parking Sector:** For properties within the core parking sector, ground floor commercial and retail uses are typically exempt from parking requirements. Upper floor commercial uses are required to provide parking by providing them on site, or through the in-lieu fee payment program. Residential parking is required to be provided on site.
- **Outside the Parking Sector:** Parking in these areas must be provided on-site or through the in-lieu fee payment program if municipal facilities are nearby. In all areas, the Specific Plan encourages public/private partnerships to develop structured parking. Provisions are available to account for efficiencies of shared parking for mixed use development.

Parking Regulations in the Parking Sector

There are three main types of parking regulations applicable in the Parking Sector of the Specific Plan. These regulations apply both to new development and to changes of use in existing buildings:

- Parking exemptions
- Parking in-lieu fees
- Residential parking

Parking Exemptions

Pedestrian-oriented ground-floor uses (retail, restaurant, and personal services) within the Parking Sector are exempt from any parking requirements. The intention is to create an active ground floor retail and commercial environment, so neither on-site nor in-lieu parking is required. However, parking is required for upper floor commercial and office uses either on-site or through payment of in-lieu fees.

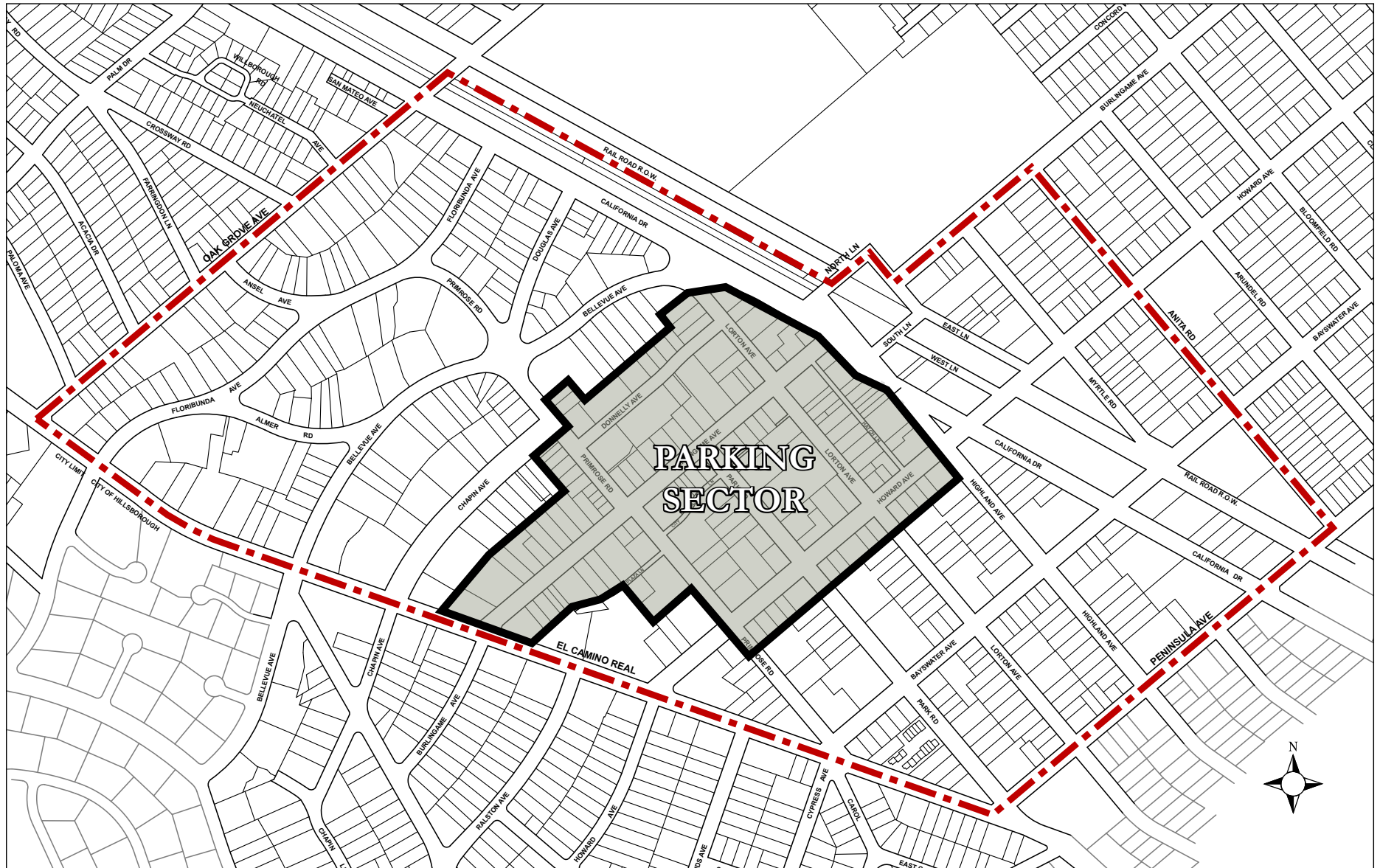


FIGURE 3-3: Parking Sector Boundaries

TABLE 3-3 – PARKING STANDARDS

	Land Use Designation	Parking Requirement Within Downtown Parking Sector	Parking Requirement Outside Downtown Parking Sector <i>except Myrtle & Anita areas</i>	Parking Requirement Myrtle & Anita Areas
1	Retail			
	Downtown Retail	No parking required on ground floor	1 space for each 400 square feet <i>may be provided off-site through in-lieu program</i>	1 space for each 400 square feet
	Corner Store Retail	No parking required for ground floor	One on-street space must be designated as short-term green curb zone	One on-street space must be designated as short-term green curb zone
	Personal Services, Business Services	No parking required for ground floor	1 space for each 400 square feet <i>may be provided off-site through in-lieu program</i>	1 space for each 400 square feet
	Restaurants	No parking required for ground floor	1 space for each 200 square feet <i>may be provided off-site through in-lieu program</i>	1 space for each 200 square feet
2	Residential (see Figure 3-4)	Studio: 1 space/unit 1 Bedroom: 1 space/unit 2 Bedrooms: 1.5 spaces/unit 3 or more bedroom units: 2 spaces/unit Guest Parking: No parking required	Studio: 1 space/unit 1 Bedroom: 1 space/unit 2 Bedrooms: 1.5 spaces/unit 3 or more bedroom units: 2 spaces/unit Guest Parking: No parking required	Studio: 1 space/unit 1 Bedroom: 1.5 space/unit 2 Bedrooms: 2 spaces/unit 3 or more bedroom units: 2 spaces/unit Guest Parking: No parking required
3	Civic, Quasi-Civic, Cultural	No parking required	As determined by Community Development Director	As determined by Community Development Director
4	Office	1 space for each 300 square feet <i>may be provided off-site through in-lieu program</i>	1 space for each 300 square feet <i>may be provided off-site through in-lieu program</i>	1 space for each 300 square feet
5	Service Commercial	No parking required	1 space for each 400 square feet <i>may be provided off-site through in-lieu program</i>	1 space for each 300 square feet
6	Lodging/Hotel	1 space per guest room <i>may be provided off-site through in-lieu program</i>	1 space per guest room <i>may be provided off-site through in-lieu program</i>	N/A

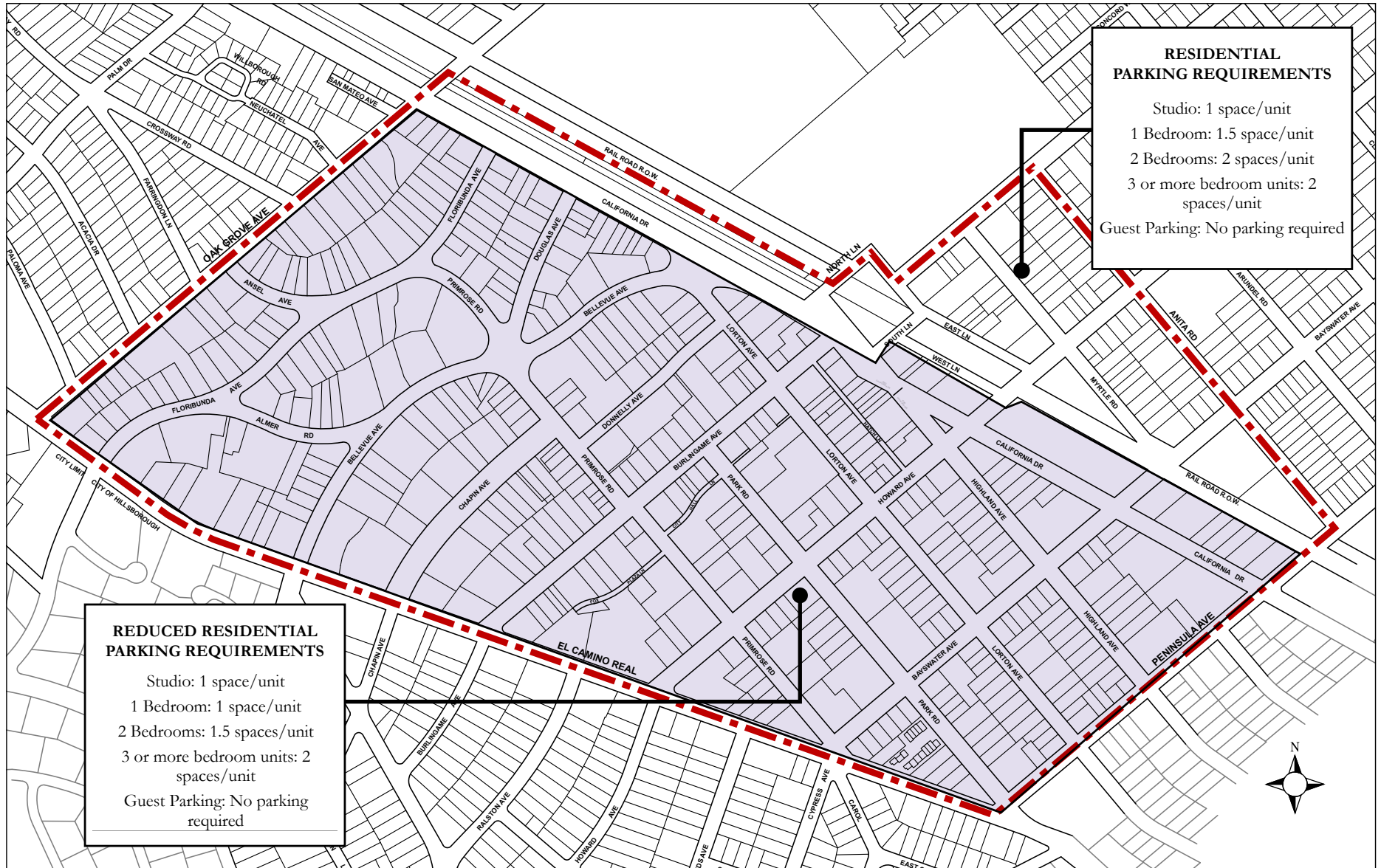


FIGURE 3-4: Residential Parking Requirements

Parking In-Lieu Fees

Many properties in the commercial areas (both within and outside the boundaries of the parking sector) are not physically able to provide parking on-site due to their small size and shape, or because they contain a building with historic character that is encouraged to be maintained. In instances where uses proposed are not exempt from providing parking, in-lieu fees can be paid instead of providing parking to expand buildings, intensify uses or build new ones. These one-time fees are paid to the City and the funds are used to create additional shared public parking facilities. Shared parking increases parking efficiency, reduces parking cost and makes effective use of the parking facilities Downtown. The percentage of parking that can be supplied by paying in-lieu fees varies, depending on the location of the property and the use.

Residential Parking

As a practical matter, residents of new residential developments typically expect to be provided with assigned parking within close proximity to their units. Therefore, parking for residents of residential uses must be provided on-site for projects both within and outside the parking sector. The amount of parking is slightly less for projects within most areas of Downtown compared to other areas of the City, accounting for the denser scale of development and more diverse mix of uses within proximity to residents. Guest parking is not required on-site either within or outside the Parking Sector, accounting for the Downtown setting where guests have the opportunity to park on the streets or in municipal parking lots.

The Specific Plan acknowledges that downtown residents will be proximate to services, train and other transit service, and are less likely to use their vehicles as often as residents in more auto-dependent areas, so provisions are available for tandem parking, parking lifts, and other creative approaches that satisfy the need to store vehicles on-site and still be relatively accessible.

Number of Parking Spaces Required

The parking ratios that follow in Table 3-3 apply to new developments and uses, expansions and intensifications of use on all properties within the Downtown Specific Plan area (including the Parking Sector), except as noted in subsequent sections. Figures 3-3 and 3-4 show the boundaries of the Downtown Specific Plan and the areas subject to the parking regulations explained in Table 3-3, including the Parking Sector.

The parking ratios for downtown uses are lower than the City-wide ratios. This is in recognition of the benefit of shared parking facilities, businesses and homes within walking distance and transit access. The percentage reduction varies by use.

Shared Parking in Mixed Use Developments Outside the Parking Sector

The total parking requirements for mixed-use projects may be reduced if it can be demonstrated through a parking study that peak parking demands of the individual uses occur at different times of day, or different days of the week, or in other ways do not occur at the same time or will not be in conflict. Shared parking must be accessible to all uses at all times of day. The parking study should demonstrate that parking will be adequate for all uses. Shared parking between properties would require recorded easements which cannot be modified without the City's consent. The parking study will be considered during a public hearing as part of the development approval.

Car Share Parking Bonus

On-site parking requirements may be reduced by up to 10% (as determined by the Community Development Director) for developments with at least one car share facility provided on-site. The car share program would require recorded easements which must be maintained indefinitely and cannot be modified without the City's consent.

5.2.2.2 On-Site Structured Parking

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

5.2.2.3 Upper-Story Setbacks – Burlingame Avenue Frontages

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

5.2.2.4 Myrtle Road Mixed Use Area

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

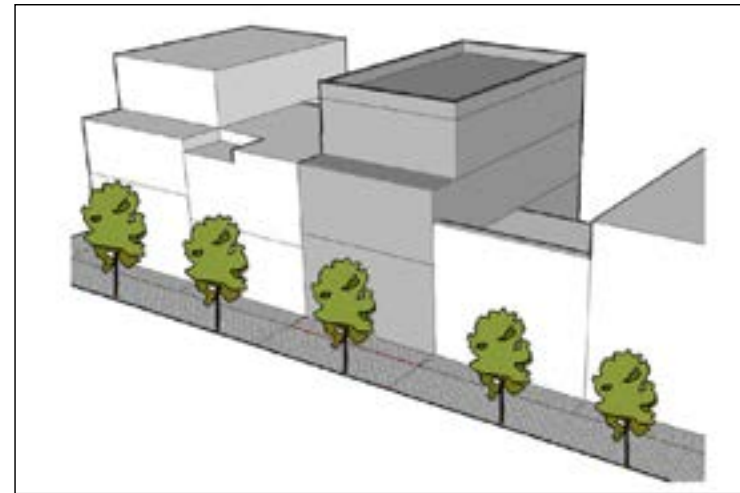


FIGURE 5-10: Where neighboring buildings are three stories or lower in height, newer taller buildings should consider matching lower façades to those of adjoining lower buildings with upper floors set back.



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