

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. ~~To allow finer grain distinctions, each area is further divided into blocks which are numbered on the map.~~

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 MIXED-USE 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 NORTH CALIFORNIA DRIVE **MIXED USE COMMERCIAL 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.

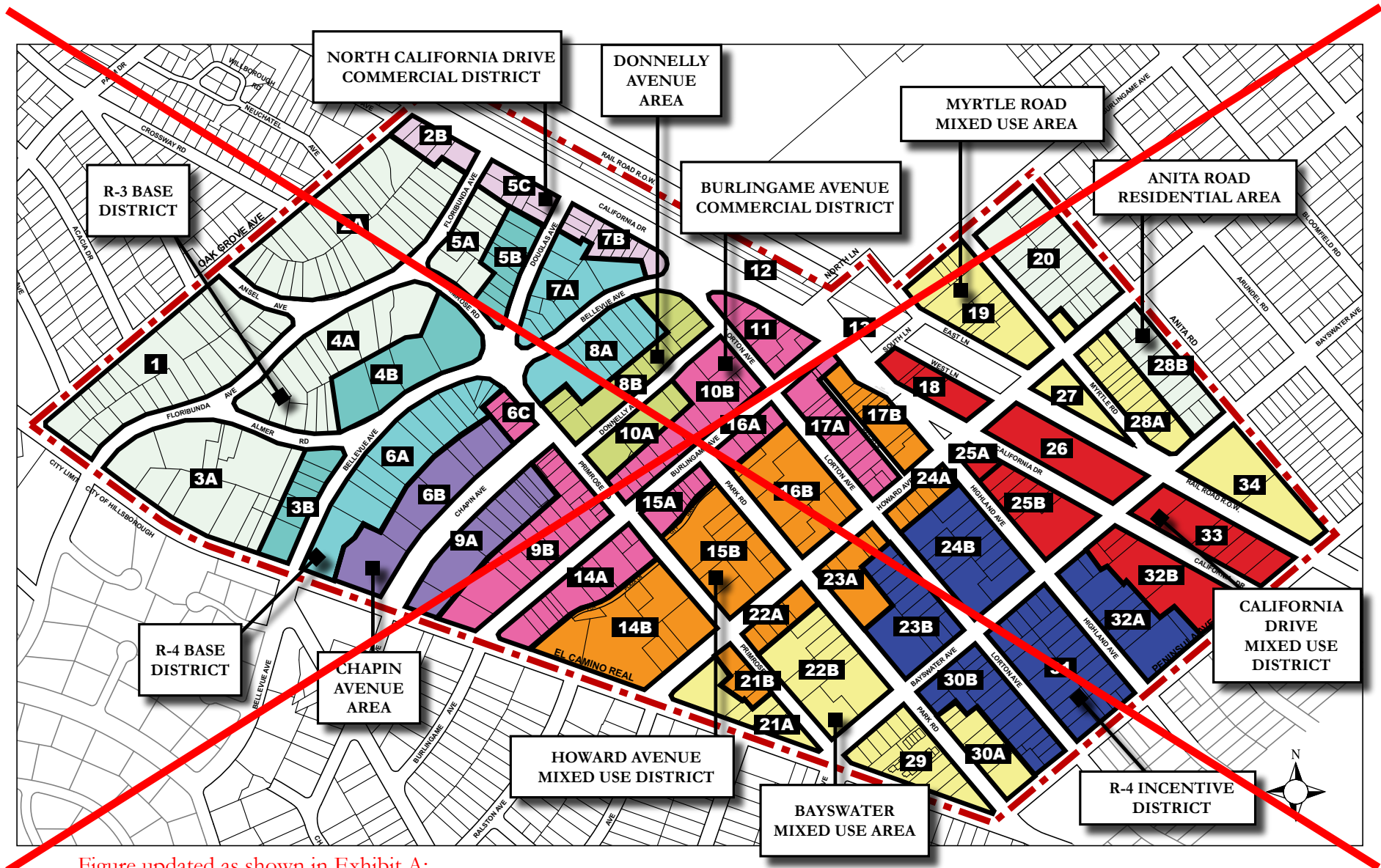


Figure updated as shown in Exhibit A:
Figure 3-2 - Planning Area and Zoning
Districts Map

FIGURE 3-2: Planning Areas

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 ANITA ROAD RESIDENTIAL AREA

The Anita Road area includes the blocks to the west of Anita Road between Burlingame Avenue and Bayswater Avenue. The land use is medium-density Multifamily Residential, with development to remain consistent with the existing neighborhood scale of small streets, small apartment buildings and single family homes. The area is meant to serve as a buffer between the downtown commercial district and Myrtle Mixed Use Area to the west, and single family neighborhood to the east. Special development standards would apply to the Anita Road area to establish standards such as setbacks, building heights, and massing standards compatible with the surrounding residential areas.

3.3.98 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.

3.3.109 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.

3.3.11 R-4 INCENTIVE DISTRICT

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 retail stores serving local residents would be allowed.

3.3.120 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 updated as shown in Exhibit A: Table
3-1 - Planning Area and Zoning Districts
Land Uses

TABLE 3-1 – PLANNING AREA LAND USES

	Land Uses	Burlingame Avenue Commercial District	Howard Avenue Mixed Use	Chapin Avenue Area	Donnelly Avenue Area	California Drive/ Auto Row	North California Drive Commercial District	Myrtle Road Mixed Use Area	Anita Road Area	R-3 District	R-4 Base District	R-4 Incentive District	Bayswater Mixed Use Area
1	Retail												
	Downtown Retail	P	P	P	P	C	P	P					
	Corner Store Retail								C			C	C
	Personal Services	P	P	P	P	C	P	P					P
	Business Services	P	P	P	P	C	P	P					P
2	Residential		P / U			P / U		C	P	P	P	P	P
3	Civic, Quasi-Civic, Cultural	P	P	P	P	P	P	P	P	P	P	P	P
4	Office	P / U	P / U	P	P	P / U	P	P					C
5	Service Commercial		P			P for non-auto > 6,000 sq ft	P	P					
6	Lodging/Hotel	P	P	P	P	C	P						
7	Live/Work		P / U			P	P	C					P

P = Permitted

C = Permitted with Conditions

/G = Ground Floor Only

/U = Upper Floors Only

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 updated as shown in Exhibit A: Table 3-2 - Development Standards

TABLE 3-2 – DEVELOPMENT STANDARDS

Development Standard	Burlingame Avenue Commercial District	Howard Avenue Mixed Use	Chapin Avenue Area	Donnelly Avenue Area	California Drive/ Auto Row	North California Drive Commercial District	Myrtle Road Mixed Use Area	Anita Road Area	R-3 District	R-4 Base District	R-4 Incentive District	Bayswater Mixed Use Area
Front Setback -	-	-	-	-	-	0 feet	10 feet	15 feet	15 feet	15 feet	15 feet	10 feet
Front Build-To Line	0 feet	0 feet	0 – 10 feet	0 – 10 feet	0 feet	-	-	-	-	-	-	-
Side Setback - Minimum	-	-	-	-	-	-	-	5 feet	10 feet	10 feet	10 feet	-
Rear Setback - Minimum	-	-	-	-	-	10 feet	-	20 feet	20 feet	20 feet	20 feet	20 feet
El Camino Real Setback - Minimum	10 feet	10 feet	10 feet	N/A	N/A	N/A	N/A	N/A	20 feet	20 feet	N/A	20 feet
Height Limit - Maximum	35 feet (55 feet w/ CUP)	55 feet	35 feet (55 feet w/ CUP)	35 feet (55 feet w/ CUP)	35 feet (55 feet w/ CUP)	35 feet (55 feet w/ CUP)	35 feet (45 feet w/ CUP)	35 feet (45 feet w/ CUP)	35 feet (55 feet w/ CUP)	35 feet (75 feet w/ CUP)	55 feet	35 feet (55 feet w/ CUP)
Ground Floor Ceiling Height (Floor-to-Ceiling)	15 feet	15 feet	15 feet	15 feet	15 feet	-	-	-	-	-	-	-
Lot Coverage - Maximum	-	-	-	-	-	75%	75%	50%	50%	50%	50%	75%
Landscape Coverage - Minimum	-	-	-	-	-	10% of front setback	10% of front setback	60% of front setback	60% of front setback	60% of front setback	60% of front setback	10% of front setback
Architectural Encroachments	Certain encroachments (e.g. architectural features promoting good urban design) that extend beyond setbacks and maximum height limits may be permitted through a special Planning Commission design review process.											
Maximum Average Residential Unit Size*	N/A	1,250 sq ft	N/A	N/A	1,250 sq ft	N/A	1,250 sq ft	-	1,250 sq ft	1,250 sq ft	1,250 sq ft	1,250 sq ft

- = no requirement

* Average Maximum Unit Size is defined as the maximum value allowed when averaging the square footage areas of all residential units in a project. The intention is to provide a diverse range of unit types and sizes within a project by balancing larger units with smaller units.

5.2.2.2 On-Site Structured Parking

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

5.2.2.3 Upper-Story Setbacks – Burlingame Avenue Frontages

~~While the height limit allowed by conditional use permit is 55 feet on Burlingame Avenue, m~~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.

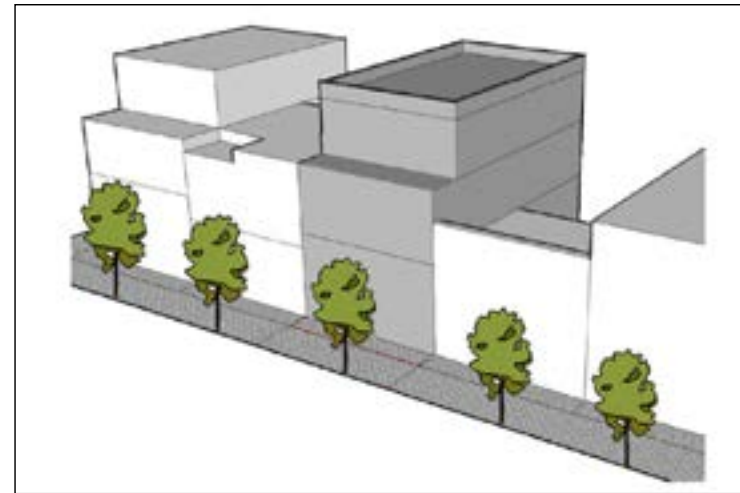


FIGURE 5-10: Where neighboring buildings are three stories or lower in height, newer taller buildings should consider matching lower façades to those of adjoining lower buildings with upper floors set back.



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.