



# City of Burlingame

BURLINGAME CITY HALL  
501 PRIMROSE ROAD  
BURLINGAME, CA 94010

## Meeting Minutes Planning Commission

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Monday, February 26, 2018

7:00 PM

Council Chambers

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- b. 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 (Chris Grant, The Pacific Companies, applicant; City of Burlingame, property owner; Watry Design, Inc., designer) (246 noticed) Staff Contact: Ruben Hurin

*All Commissioners had visited the project site. Commissioners Terrones and Camoroto had met with the applicant.*

*Planning Manager Gardiner and Senior Planner Hurin provided an overview of the staff report.*

*Questions of Staff:*

*There were no questions of staff.*

*Chair Gum opened the public hearing.*

*Caleb Roope represented the applicant.*

*Commission Questions/Comments:*

> *How will it work with the back of the garage built up against the adjacent buildings on Howard Street? Will they have access to the backs of their buildings? (Roope: Many of the buildings are already built to the lot lines, and do not have windows or penetrations on those sides. The intention is that there will not be access between or from those properties to the garage. Otherwise there would be issues with penetrations with the Fire Code. The structure will be built from the inside out to the edge.)*

> *Should overlay the adjacent buildings onto the elevations.*

> *Would like to see a shadow study. (Roope: Yes, it can be done. It's already been done for the residential structure.)*

*Public Comments:*

*Thomas Katy, 128 Lorton, directly adjacent to the structure: Three rentals in the front, cottage in the back. Speaking as a property owner, is also a civil engineer and general contractor. Length of time for construction, noise, shadowing, being engulfed and closed off, mass and density directly adjacent. Was not sure whether the property would be sold or leased to Pacific. Wants to know how long the construction will last, and how much noise. With 388 spaces, wants to see how traffic flow will be going in and out. Will lose view and sunlight. Wants to know what the building will look like, will it be an institutional design?*

*Marina Franco: Has property across from Lot N. Concern with enormous structures on small narrow block of Lorton Avenue. Highland is abutted by industrial car shops, would expect that side to remain commercial and not have housing on that side. Suggests putting more mass on the Highland side since commercial will be less impacted than the residential on Lorton.*

*Nick Delis: Resident and landlord. Was involved in Burlingame Avenue streetscape project; same concerns at that time with what was going to happen. Streetscape was the foundation for expanding onto*

Howard and the whole downtown area. Both of these projects need to go through - through compromise, the community will win. Already beautiful with the streetscape, and now bring in the parking lot, housing. It's a win-win, but all have to compromise. Tenants are in support, parking is needed.

Tom Hatfield, 110 Park Road: Concern with the traffic flow with the narrow width of streets, and short blocks. There is not a lot of room for cars to stack up on the streets. There will be a lot more cars. 110 Park is already the largest multifamily building in the neighborhood, but the new building will have three times as many units. Adding the parking garage with 388 spaces will add traffic. Not comparable to anything in Burlingame except the apartments on Carolan Avenue, and California Drive.

Commission question to applicant: Can the parking structure be built first? (Roope: It's a challenge. Desire is to build them at the same time. When the financing for the apartments is closed, it provides financing for the parking garage. Although the City is providing land, Pacific is providing resources to the City so the parking garage can be built. Could do the residential first, but not in reverse order. Garage will be built faster since it is less a complex structure. There will be short-term pain from a parking perspective, but at the end there will be 178 new parking spaces. Has concern with the residential building next door to the parking garage, pulled the building back on those sides and pushed it up against the north property line, but knows they are impacted. Trying to reduce the impacts from the construction and from the long-term.

David Mendell, 214-16 Lorton: Wants to find some creative ways to have the parking happen first. Perhaps the City can provide a loan from its reserve. Imperative that the parking is done first - hard to retain business when parking is difficult. Needs space for the trucks, find creative ways to make it work to reduce the hardship on businesses.

Chair Gum closed the public hearing.

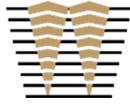
Commission Discussion:

- > Will the land be sold or leased? (Kane: Garage will remain City land and will be an asset owned and controlled by the City. Terms for the housing on Lot F are still being worked out.)
- > Should look at how it abuts the properties on Howard Avenue.
- > Parking structure in downtown San Mateo has brought a lot of life to B Street.
- > Traffic and parking with affordable and senior housing will not be the same as other developments.
- > Does not think the parking structure facade is right yet. Comment letter mentioned metal fins, concern they need to be maintained. They're just applied things.
- > Suggests something lighter and simpler and airy, that doesn't try to be something more than it is. Doesn't add a lot of bulk and mass. Landcaping relief to the building walls, and trees along the one side, could be a nice paseo from Lorton to Highland.
- > Downtown San Mateo garage has some retail space, creates some pedestrian liveliness. Maybe more on the Lorton side, something for pedestrians.
- > Should be a fusion of utilitarian and environmental themes. Maybe appropriately-sized trees on the upper level visible from the street and surrounding buildings.
- > Looks plain, utilitarian.
- > Would modifying the aisle widths allow it to be stepped back more, to provide plantings?
- > Simplify, make it clean and airy.
- > Would hope there will not need to have as many parking structures in the future.
- > Soften the sides a bit.
- > Perspective drawings showing the neighboring buildings, to show the scale.
- > Wants relief on the sides facing the residences.
- > Bar has been set too low. Doesn't hang together; building does not have a clear thought on how it should address the street. There are good examples of new parking garages in Mission Bay, Palo Alto. A new one being built in West Sacramento right now. Should provide samples of good-looking garages.
- > Designed a garage at St. Lukes in San Francisco with a glass box with bike storage on the ground

*floor. Bikes were on the ground level hanging in the glass box.*

*> Designer needs to take a stand on how the building fits urbanistically into the city.*

*The item will return as an action item upon completion of the environmental review.*



# WATRY DESIGN, INC.

Architects • Engineers • Parking Planners

December 6, 2018

Mr. Ruben Hurin  
Planning Manager  
City of Burlingame  
501 Primrose Road  
Burlingame, CA 94010

Re: Burlingame Lot N Parking Structure  
Planning Commission Meeting Comments

Dear Ruben, this letter is to address the comments received at the Planning Commission meeting on February 26, 2018 and the subsequent meeting with the sub-committee, the design of the parking garage has been modified as follows:

***Building does not have a clear thought on how it should address the street, looks plain, utilitarian:***

The building was shortened and moved back from the street, widening the sidewalk. The main elevator and stair core on Highland was flipped to the south end, and the stair was rotated 45 degrees with a rounded landing. These changes not only emphasize the pedestrian core but they also break up the massing on the Highland façade and create a better pedestrian experience.

***Maintenance of the metal fins, suggest something simpler and lighter and airy:***

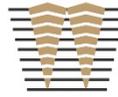
The metal fins have been removed. Steel mesh is proposed at the main vehicle entrances and at the stair cores for the street elevations. This will allow for better natural ventilation and light inside the structure. Factory painted metal panels are proposed to screen vehicles on the upper levels.

***Landscaping relief along south side could be a nice paseo from Lorton to Highland. Soften the sides a bit. Should be a fusion of utilitarian and environmental themes:***

The space along the south façade has been enhanced to create a pleasant path from one street to the other. In addition to pavers and trees, green screen is proposed to allow planting to grow up the façade of the building. Small areas are proposed at each end of the paseo as well as at the middle portion allowing pedestrians to sit and rest. These enhancements will work well with the required storm water filtration planter along that façade.

***Enclosed "retail" space on ground level:***

Although the idea for adding small enclosed "retail" spaces was studied, it was determined by the city the impact to the interior circulation and loss of parking was not acceptable. Storefront on the ground level is proposed to enclose the façade at street level, as well as screen the vehicles on the ground level.



***Perspective drawings showing the neighboring buildings, to show scale:***

Images of the model inserted into Google Earth are included to represent how the garage will fit into the surrounding context.

***Provide shadow study:***

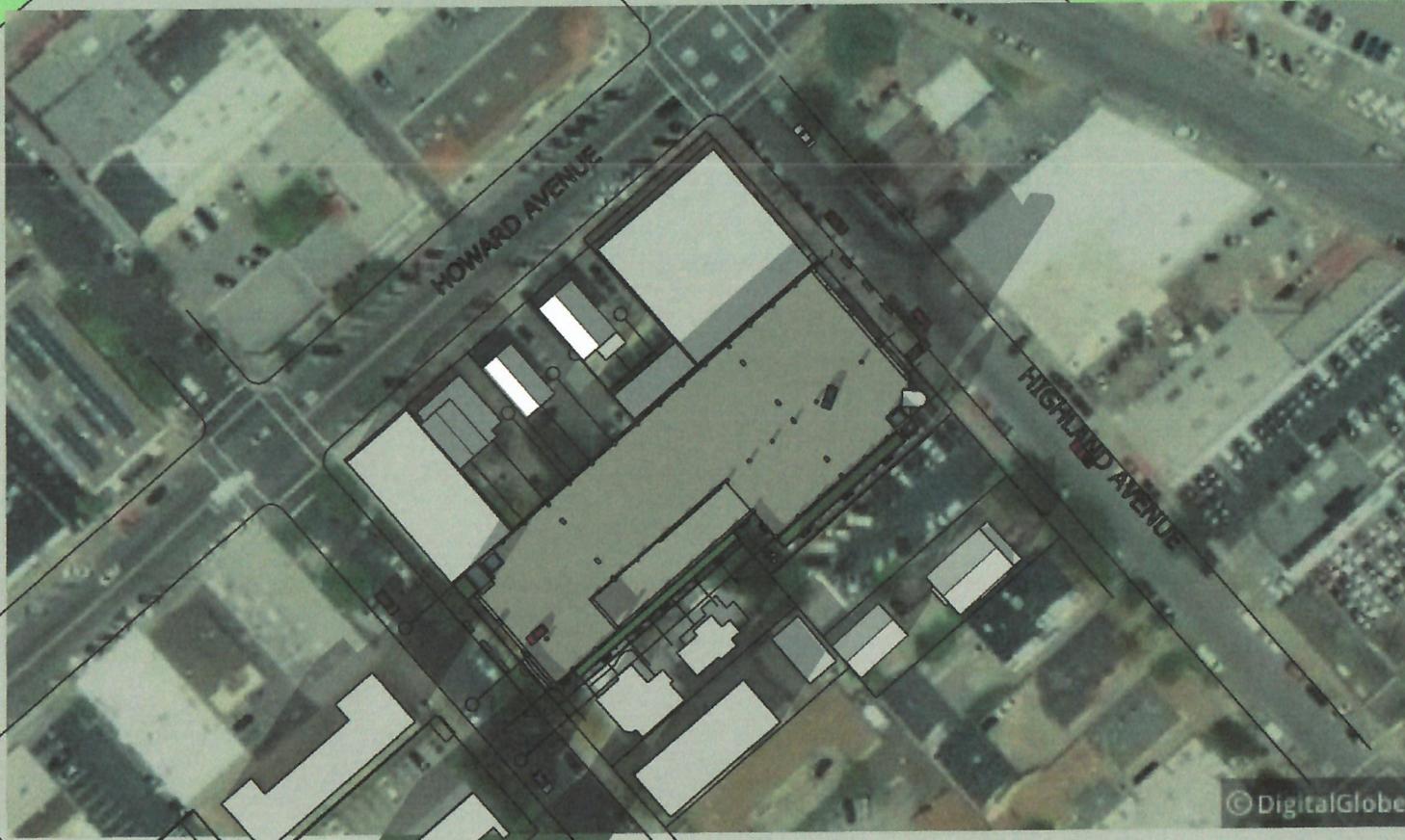
Site plans with shadows at the summer and winter solstices are provided.

Sincerely,  
WATRY DESIGN, INC.

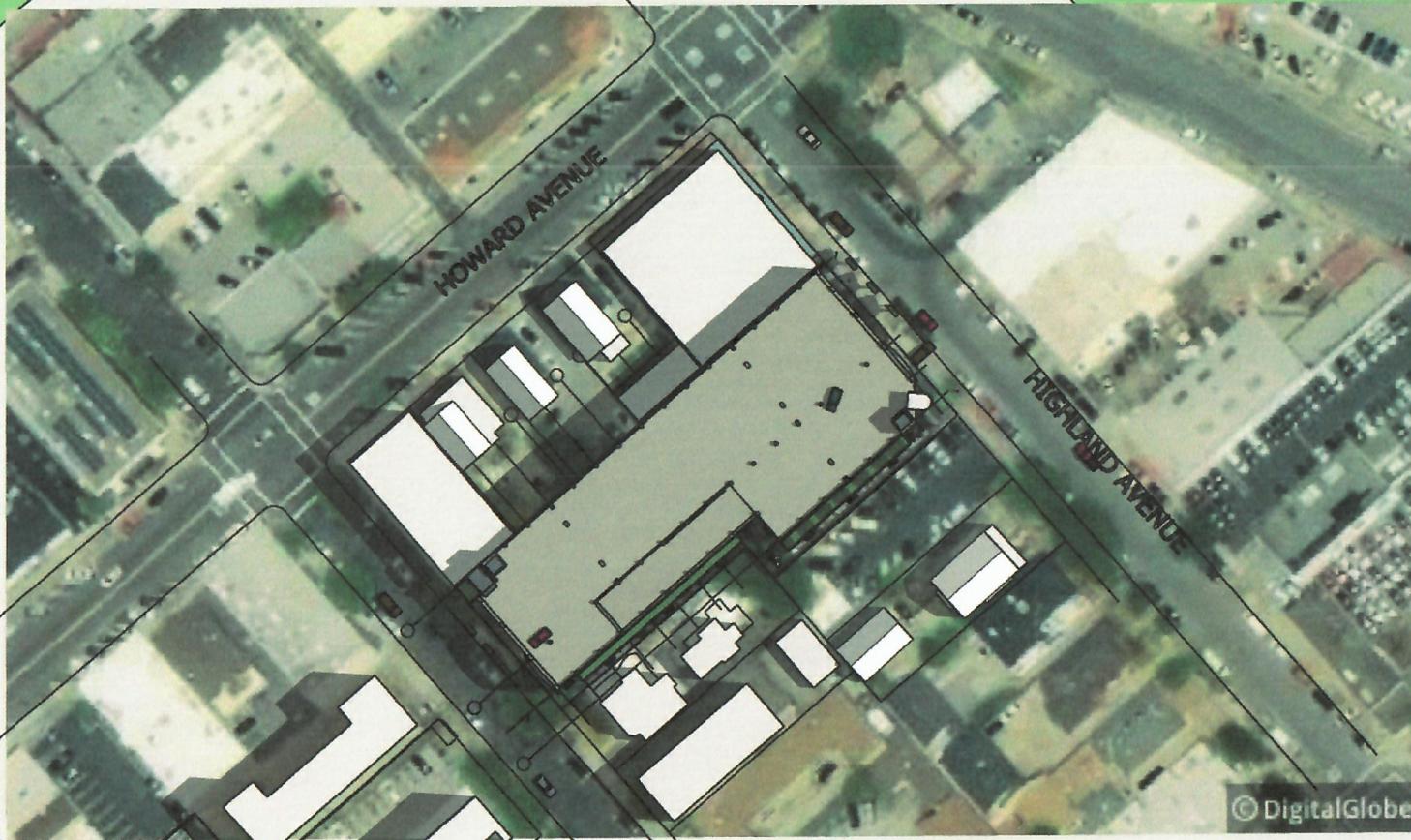
A handwritten signature in blue ink that reads "Genaro Morales". The signature is fluid and cursive, with a long, sweeping underline.

Genaro Morales, Architect  
Project Manager, (Arch. Lic. No. C15158)

cc: Chris Grant, TCP Housing



Winter Solstice



Summer Solstice

# Omega 1550

## Product Specifications

Flexible, one direction

<b>Material</b>	AISI Type 316 SS
<b>Open Area</b>	65%
<b>Weight</b>	0.68 lbs/sqft
<b>Max. width</b>	26'
<b>Max. length</b>	Contact GKD

Available also with ss cables and bronze rods

## 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  
Toll Free: 800-453-8616  
Fax: 410-221-0544  
metalfabrics@gkdusa.com

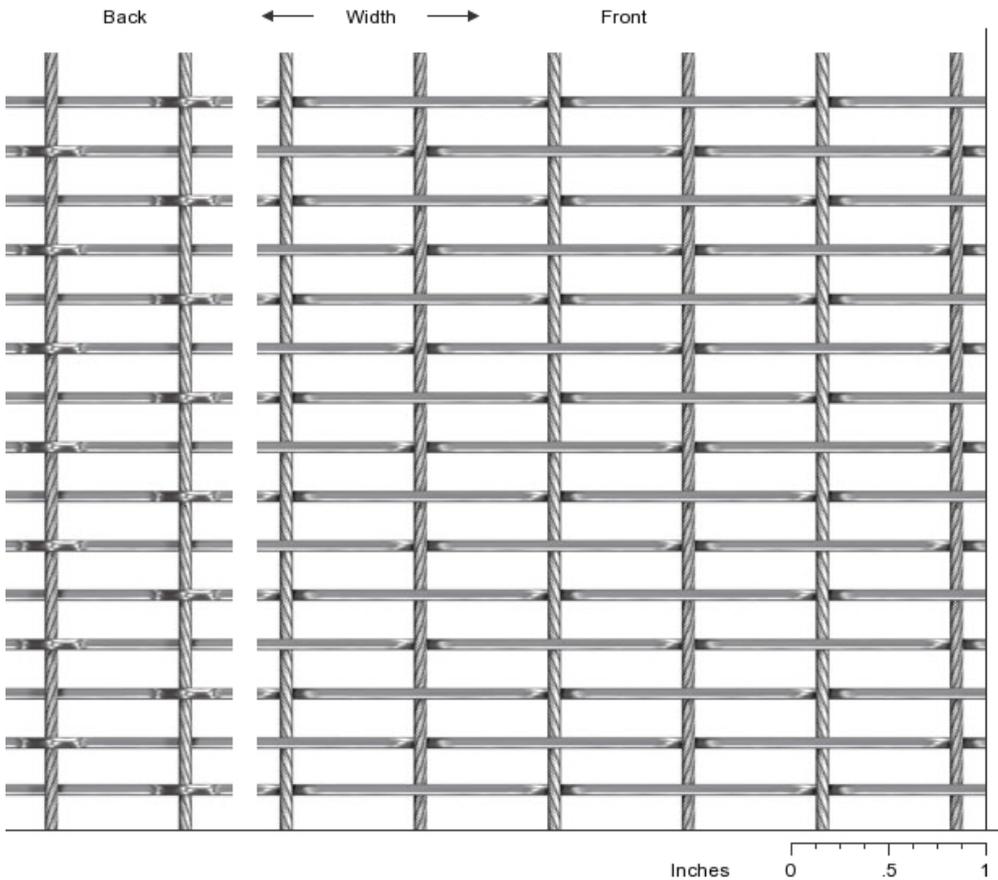
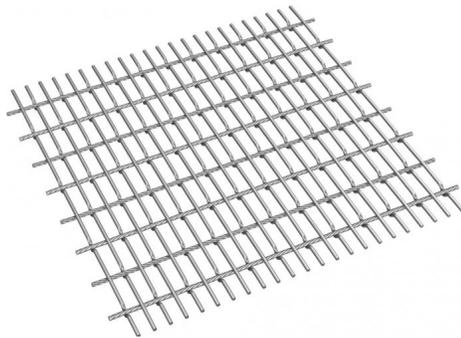
## Applications

- Facades
- Partitions



SUNSHADING

Please refer to  
page 2 for Solar  
Control Data





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.

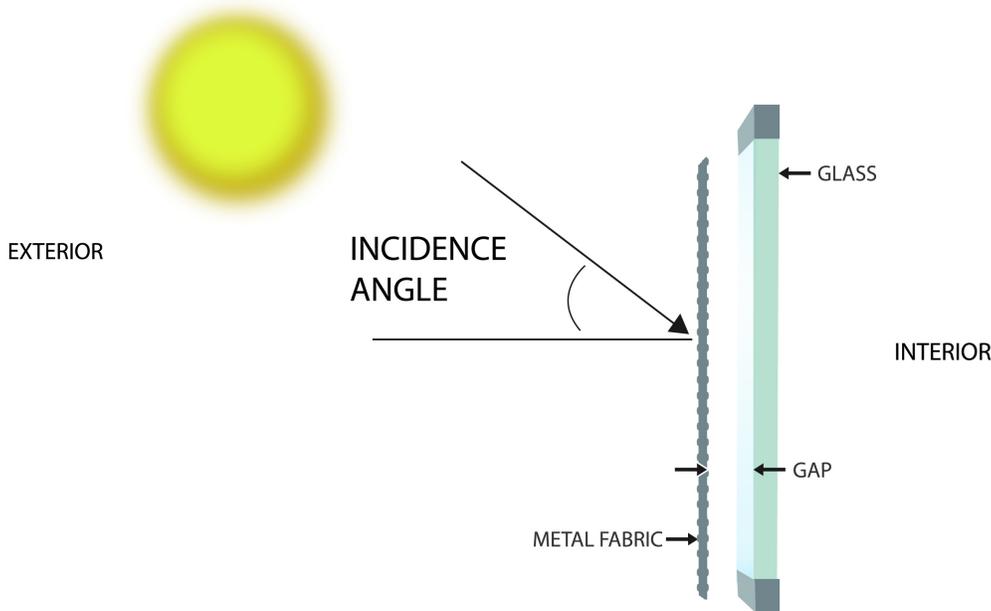
825 Chesapeake Drive  
Cambridge MD 21613  
Direct: 410.901.8429 or  
410.901.8428  
Toll Free: 800-453-8616  
Fax: 410-221-0544  
metalfabrics@gkdusa.com



## Solar Control Data

**Percentage of Visible Light Transmittance**  
**Percentage of Visible Light Reflectance**  
**Solar Gain Coefficient (SHGC)**

Minimum 0.45, Maximum 0.65  
Minimum 0.14, Maximum 0.18  
Minimum 0.28, Maximum 0.42



### 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:  $U_{glazing} = 1.2 \text{ W/m}^2\text{K}$ ,  $g_{glazing} = 0.60$   
TV<sub>tot</sub> = Percentage of visible light transmittance  
PV<sub>tot</sub> = Percentage of visible light reflectance  
gtot = Solar Heat Gain Coefficient (SHGC)



# STAFF REPORT

AGENDA ITEM NO: 6.b – Lot N Parking Structure Size  
MEETING DATE: April 12, 2018

**To: Honorable Mayor, City Council and Planning Commission**

**Date: April 12, 2018**

**From: Traffic, Safety and Parking Commission**

**Subject: Item 6.b - Lot N Parking Structure Size**

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## **RECOMMENDATION**

The Traffic, Safety and Parking Commission (TSPC) recommends the construction of a 5-story parking structure on Lot N as part of the Village at Burlingame project.

## **BACKGROUND**

In Item 6.c. of the March 8 TSPC meeting, the topic of parking capacity for the proposed garage on Lot N was discussed. The discussion was led by the Downtown Parking subcommittee members, Howard Wettan and John Martos. The commission was asked to consider whether 3, 4, 5 stories is appropriate and provide a justification.

The following is the conclusion of their discussion which passed with a vote of 4-0-0. Vice Chair Bush was not in attendance.

## **DISCUSSION**

The TSPC considered three factors to draw their conclusion for the right size of the potential structure. They were

1. The differences in downtown parking utilization from the least crowded days on Monday versus peak usage on Friday, based on the data collected by the TSPC in 2017. Considered an industry guideline of maintaining 15% capacity for open parking at peak times.
2. Consider a higher parking demand with the redevelopment of the Howard Avenue area
3. Potential conversion of core downtown surface lots (such as Lots E and J) to public open space if the demand for parking decreases in the future. These decreases could be attributed to changes in driving habits and advances in technology.

For Item 1, the TSPC parking data showed an increase in parked cars of approximately 175 in the downtown lots on Friday as opposed to Monday, with nearly zero capacity available on Fridays. In addition, the TSPC observed a traffic engineering rule of thumb to reserve 15% of the

maximum parking spaces for high volume times. Both of these observations led TSPC to conclude that at least 175 additional spaces are currently needed for downtown to handle peak parking periods on Thursdays and Fridays. With the 5-story parking garage there will be a total of 382 spaces, an increase of 177 spaces over the existing spaces in Lots F and N (205 spaces). The construction of the first three floors (ground floor, 2nd floor, and 3rd floor) will yield 228 spaces, resulting in only 23 net additional spaces.

For Item 2, the TSPC felt that additional parking would be required south of Howard Ave as this area is redeveloped in the future. The TSPC parking data indicated that there was almost no capacity on peak days, thus a need to add more than the 160 additional spaces that Lot N would provide.

For Item 3, the TSPC considered the possibility that changes in technology and driving habits could reduce the demand for parking in the future, such as ten years from now. They concluded that, if this were to occur, the building of the garage to five stories and addition of spaces could create an opportunity to reclaim valuable space in the center of town (Lots E and J) more quickly to use for public space.



February 28, 2018

The Burlingame Planning Commission  
c/o Burlingame City Hall  
501 Primrose Road, Burlingame, CA 94010

RE: Agenda item 9a & 9b – design review dated 2/26/18

Dear Planning Commissioner Terrones and all-

First, the reason I single out Commissioner Terrones is because you were the one at Monday night's meeting that specifically addressed my concerns and relayed them to the applicant in later questions. Thank you for that. Thank you also, to all of you, for your work. I know there is a lot of grueling detail that you deal with and please know it is appreciated.

Commissioner Terrones, you stated in the meeting that creative thinking for a way to make my "parking structure first" idea work was "beyond your pay grade." I would like to rescind my comment and replace it with this instead. Wouldn't it be within the commission's power to require that any approval for a housing project on lot F be contingent on first building the parking structure in Lot N? This way it will not be up to you and your fellow commissioners to think creatively. Instead it will be up to the applicant to find a way to make it work.

As stated in my comments Monday night, I think it is critical that in the proposed Lot F and Lot N transformations, the parking structure MUST be completed first. Parking is currently extremely limited, and in adding 2 additional crews on 2 large projects, paired with the elimination of 2 parking lots that operate at capacity, it will further deplete an already deficient quantity of parking spaces. I think this is imperative to the welfare of businesses in the Burlingame Avenue area. I already see local employees and construction trucks feeding short term meters around town as there isn't enough room to park during the day.

Furthermore, I don't remember this being mentioned in the meeting but it was noted in the article published by The Daily Journal on February 28, I read that Lot N, the future parking structure lot, will be used as a staging space for the building of the apartment complex. If true, that will delay the building of the parking structure even further.

Finally, in this "not going to be pretty for a couple of years" timespan (as stated by Mr. Roope), are there plans in place to at least demand off-site parking for the construction crews? Shuttles to bring them to downtown during the day? Our over-capacity current allotment cannot handle their additional crews.

TPC wants this project. In the meeting Mr. Roope said that they wouldn't be able to secure financing if the parking lot was done first. Mr. Roope's associate Mr. Gibson also stated that they have \$2B in assets

RECEIVED

MAR - 5 2018

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CDD-PLANNING DIV.

built/owned. If they really want this project, I believe they can find a way to make it work. I also believe that if they stand firm in their inability, then maybe they may not be the right firm to be taking on this city project.

Is this project important to Burlingame? Yes. Do I support the overall idea of the projects? Yes. But what is also important is sales tax revenue, filled storefronts and a thriving downtown. Yes, in a perfect world we would all ride our green bicycles to town, take the train and shop locally. In reality, we need to find ways to encourage those living up the hill and in adjacent cities to put down their computer shopping app and Visit Burlingame, Shop in Burlingame, Eat in Burlingame and Support Burlingame. These all require people being able to Park in Burlingame too.

Thank you for your time, both Monday night and again in reading this letter.

Best,



David Mendell  
Kern Jewelers / Mendell Partners  
214-216 Lorton Avenue

cc: Burlingame City Council  
Burlingame Traffic Safety & Parking Commission  
Burlingame DBID  
Burlingame Chamber of Commerce  
The San Mateo Daly Journal  
Businesses on Burlingame Avenue, Howard Avenue, Lorton Avenue, Park Road, Highland Ave,  
Primrose Road, Hatch Lane and Donnelly Avenue  
The Pacific Companies (TPC)

## CD/PLG-Ruben Hurin

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**From:** Becky Newman-Bickel <beckynbickel@gmail.com>  
**Sent:** Monday, April 30, 2018 5:24 PM  
**To:** GRP-Planning Commissioners  
**Subject:** Lack of Parking

Sent from my iPad

Hello,

My Name is Becky Newman-Bickel and I have a long history working in Burlingame, for almost thirty years, as an Independent Contractor/Hair Colorist. I have personally witnessed Burlingame grow and expand over my many years of contribution to the city's business economy.

The purpose of this letter is my growing concern with new changes I see materializing in the city of Burlingame. My coworkers and I have noticed the employee parking has become even more increasingly difficult. We all hear from our clients, on a daily basis, how difficult finding parking in the downtown area of Burlingame has become. Furthermore, we now find ourselves subjected to many large work trucks parked on Lorton Avenue between Burlingame Avenue and Bayswater, as well as many trucks in lot N and F. Lately, brought to our attention, The Planning Commission is planning to take both these lots and build a housing project on lot F and a parking structure on lot N—with construction occurring simultaneously. We understand this project's projection completion at two years. This will bring MANY more workers and work trucks, creating a further congested downtown Burlingame. WHERE WILL WE ALL PARK? Have you plans for an off-site parking area for all the workers and their trucks? A shuttle to bring workers into downtown Burlingame could provide some relief from the current, dwindling, amount of available parking. Wouldn't it benefit everyone to build the parking structure first for the much needed additional parking? In the best interest of Burlingame, PLEASE consider what's needed to ease the difficulty finding all day parking in downtown Burlingame.

Thank you for your consideration,

Becky Newman-Bickel,  
Contractor/Hair Colorist, Reconnect Hair Design Burlingame



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 #: 29-231-240; 29-231-060  
 Conditional Use Permit       Special Permit       Zoning / Other: \_\_\_\_\_

**PROJECT ADDRESS:** Parking Lot N between Lorton Avenue and Highland Avenue

**APPLICANT**

Name: Chris Grant  
 Address: 430 E State Street #100  
 City/State/Zip: Eagle, Idaho 83616  
 Phone: 208.577.2768  
 E-mail: ChrisG@tpchousing.com

**PROPERTY OWNER**

Name: City of Burlingame, A Municipal Corporation  
 Address: \_\_\_\_\_  
 City/State/Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 E-mail: \_\_\_\_\_

**ARCHITECT/DESIGNER**

Name: Watry Design, Inc  
 Address: 2099 Gateway PL #550  
 City/State/Zip: San Jose, CA 95110  
 Phone: 408-392-7900  
 E-mail: Gmorales@watrydesign.com  
 Burlingame Business License #: \_\_\_\_\_

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OCT - 6 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. GM (Initials of Architect/Designer)

**PROJECT DESCRIPTION:** New construction parking garage located between Lorton Avenue and Highland Avenue.

**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:**  Date: 10/6/2017

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:** Burlingame City Date: \_\_\_\_\_

**Date submitted:** 10/6/17



**FIGURE 5-25:** An above-grade parking structure may be considered when it can be located on the rear of the lot, with appropriate commercial uses along the front and sides.



**FIGURE 5-26:** Passageways connecting the parking lot development with nearby commercial streets should be carefully detailed to enhance the pedestrian experience by leading pedestrians to the active shopping areas.

### 5.2.6 MIXED-USE DEVELOPMENT ON PUBLIC PARKING LOTS

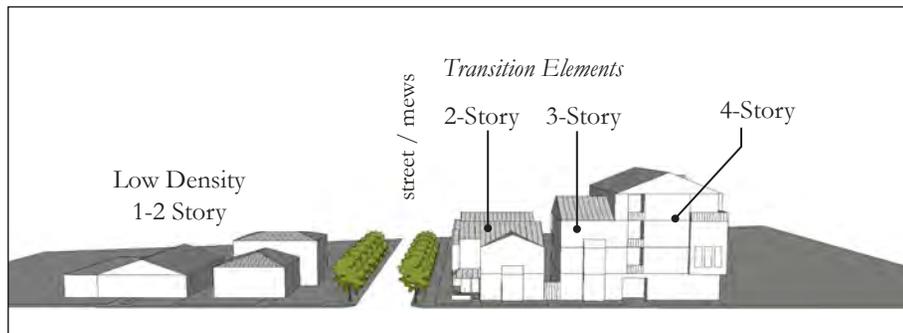
For infill development on City-owned public parking lots, all development regulations and guidelines for the respective district apply. In addition, all required parking for the new development as well as parking to replace all existing spaces shall be provided on-site in a parking structure, ideally with access from an alley and one of the adjacent side or cross-streets. Where possible, parking structures should be provided underground. An above-grade parking structure may be considered when it can be located on the rear of the lot, with appropriate commercial uses along the front and sides. Rooftop parking may also be possible in certain situations.

Infill buildings should be carefully designed and detailed so that scale and massing responds to the traditional small Downtown parcel scale and provides a sensitive transition to adjacent residential neighborhoods.

Passageways connecting the parking lot development with nearby commercial streets should be carefully detailed to enhance the pedestrian experience by leading pedestrians to the active shopping areas. Passageways should include windows and doors from the adjacent building, seating, planting and attractive lighting. Where the passageway meets the new building, a carefully designed transition such as a plaza open space should occur and a continuation of the passageway to the side street should be considered. Bicycle parking should be incorporated into the passageway design whenever possible.



**FIGURE 5-36:** Transitions of development intensity from higher density development building types to lower can be done through building types or treatments that are compatible with the lower intensity surrounding uses. Boundaries can be established by providing pedestrian paseos and mews to create separation, rather than walls or fences.



**FIGURE 5-37:** Transitions can also be made by stepping massing down within a project, with lower building elements providing a buffer between taller elements and adjacent lower-density development.

## 5.4 ADDITIONAL DESIGN STANDARDS FOR ALL AREAS OF DOWNTOWN

### 5.4.1 LAND USE TRANSITIONS

Where appropriate, when new projects are built adjacent to existing lower-scale residential development, care shall be taken to respect the scale and privacy of adjacent properties.

#### 5.4.1.1 Massing and Scale Transitions

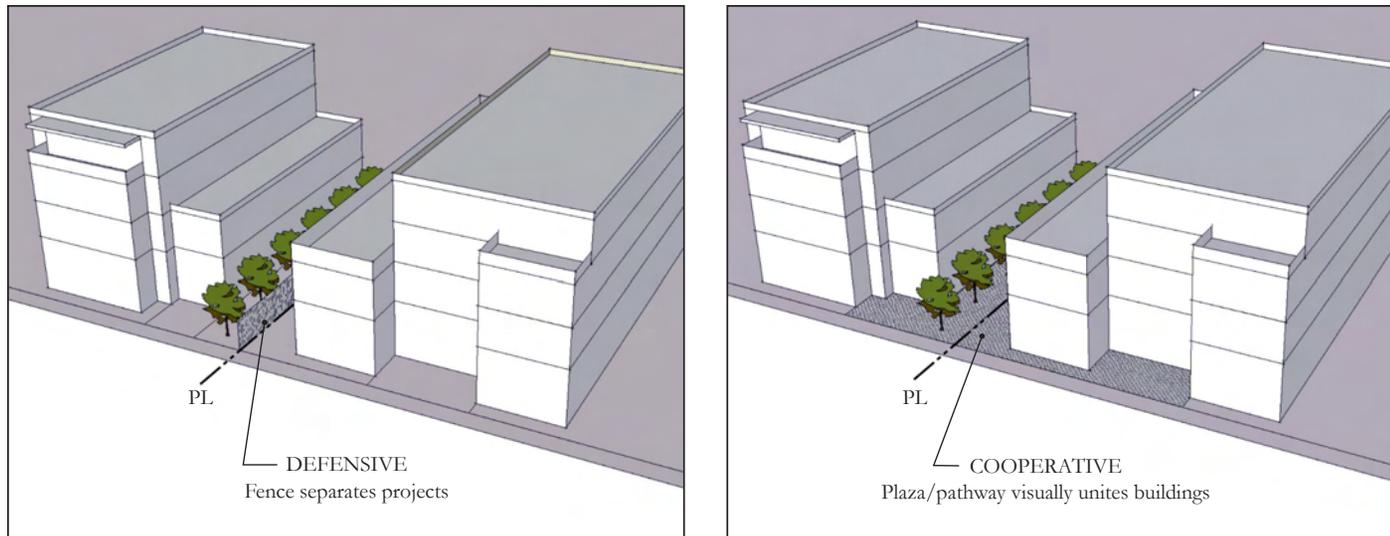
Transitions of development intensity from higher density development building types to lower can be done through different building sizes or massing treatments that are compatible with the lower intensity surrounding uses. Massing and orientation of new buildings should respect the massing of neighboring structures by varying the massing within a project, stepping back upper stories, reducing mass by composition of solids and voids, and varying sizes of elements to transition to smaller scale buildings.

#### 5.4.1.2 Privacy

Privacy of neighboring structures should be maintained with windows and upper floor balconies positioned so they minimize views into neighboring properties, minimizing sight lines into and from neighboring properties, and limiting sun and shade impacts on abutting properties.

#### 5.4.1.3 Boundaries

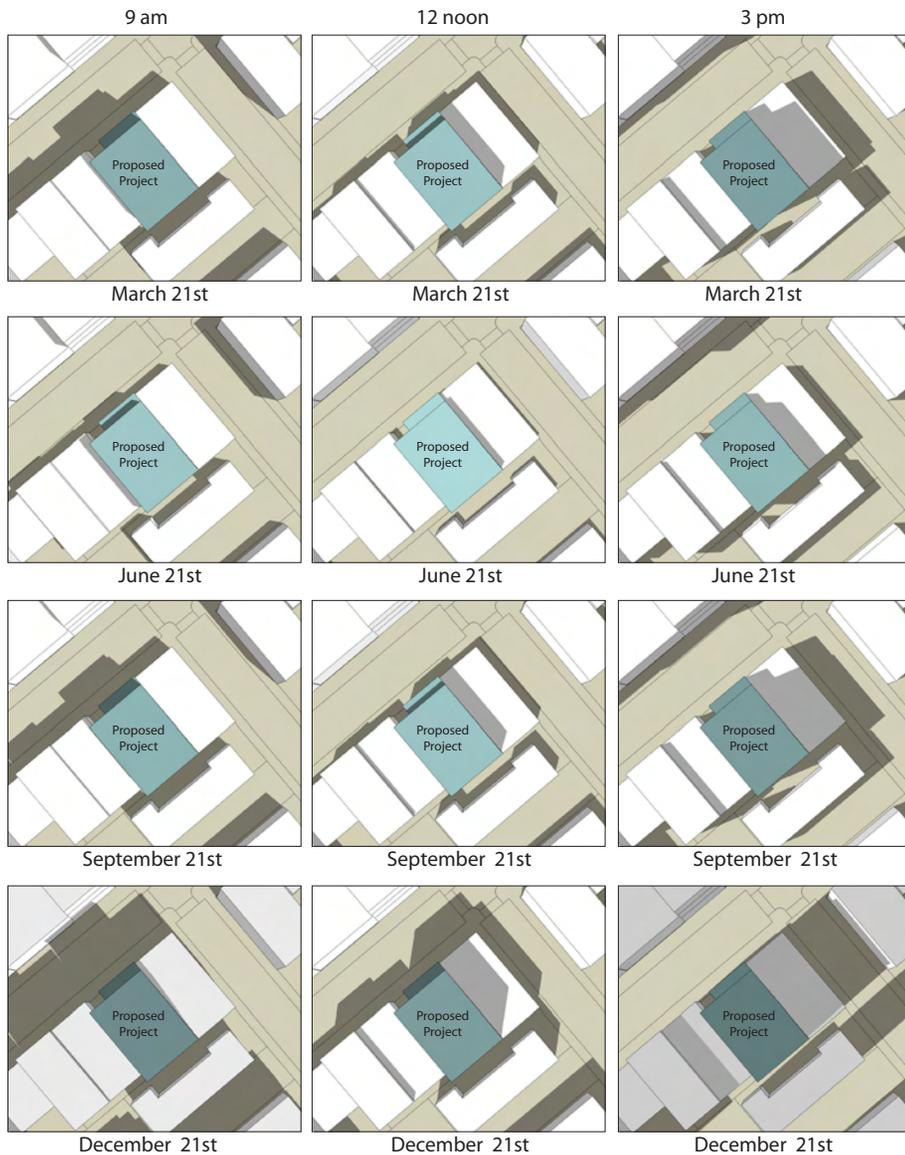
Where appropriate, when different land uses or building scales are adjacent, boundaries should be established by providing pedestrian paseos and mews to create separation, rather than walls or fences.



**FIGURE 5-38:** Following a cooperative, rather than defensive design approach for the spaces between buildings results in a more coherent downtown feel, as opposed to a collection of unrelated projects.



**FIGURE 5-39:** Example of two different land use intensities joined with a common paseo pathway.



**5.4.2 SHADOW IMPACTS**

Every building invariably casts some shadows on adjoining parcels, public streets, and/or open spaces. However, as the design of a project is developed, consideration should be given to the potential shading impacts on surroundings. Site plans, massing, and building design should respond to potential shading issues, minimizing shading impacts where they would be undesirable, or conversely maximizing shading where it is desired.

As part of the design review process, development in the Specific Plan Area that is proposed to be taller than existing surrounding structures should be evaluated for potential to create new shadows/shade on public and/or quasi-public open spaces and major pedestrian routes. At a minimum, shadow diagrams should be prepared for 9 AM, 12 noon, and 3 PM on March 21st, June 21st, September 21st, and December 21st (approximately corresponding to the solstices and equinoxes) to identify extreme conditions and trends. If warranted, diagrams could also be prepared for key dates or times of day — for example, whether a sidewalk or public space would be shaded at lunchtime during warmer months.

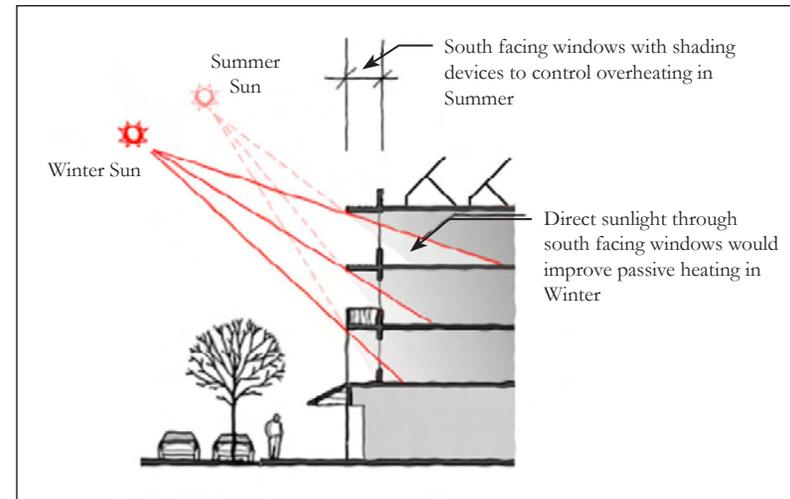
**FIGURE 5-40: Sample shadow analysis shows the range of shading conditions through the year.**

### 5.4.3 SUSTAINABILITY AND GREEN BUILDING DESIGN

Project design and materials to achieve sustainability and green building design should be incorporated into projects. Green building design considers the environment during design and construction and aims for compatibility with the local environment: to protect, respect and benefit from it. In general, sustainable buildings are energy efficient, water conserving, durable and nontoxic, with high-quality spaces and high recycled content materials. The following considerations should be included in site and building design:

- Resilient, durable, sustainable materials and finishes.
- Flexibility over time, to allow for re-use and adaptation.
- Optimize building orientation for heat gain, shading, daylighting, and natural ventilation.
- Design landscaping to create comfortable micro-climates and reduce heat island effects.
- Design for easy pedestrian, bicycle, and transit access, and provide on-site bicycle parking.
- Maximize on-site stormwater management through landscaping and permeable pavement.
- On flat roofs, utilize cool/white roofs to minimize heat gain.
- Design lighting, plumbing, and equipment for efficient energy use.
- Create healthy indoor environments.
- Pursue adaptive re-use of an existing building or portion of a building as an alternative to demolition and rebuilding.
- Use creativity and innovation to build more sustainable environments. One example is establishing gardens with edible fruits, vegetables or other plants as part of project open space, or providing garden plots to residents for urban agriculture.

To reduce carbon footprint, new projects are encouraged to follow the standards and guidelines of the Leadership in Energy and Environmental Design (LEED) Green Building Rating System, developed by the U.S. Green Building Council (USGBC), and pursue LEED certification if appropriate.



**FIGURE 5-41: Use of shading devices to control solar loads in summer and gain passive heat in winter.**



**FIGURE 5-42: Minimize stormwater runoff to impermeable areas with landscaping, green roofs, and rain gardens when possible.**



**FIGURE 5-43: Consistent with Burlingame's status as "Tree City USA," new projects are required to incorporate trees into landscape and private open space plans.**

#### 5.4.4 LANDSCAPE TREES

The City of Burlingame has a long history of proactive tree planting and proper tree care. From the late 1800's when trees were planted along El Camino Real and Easton Drive to the current day, Burlingame has enjoyed the many benefits trees provide to an urban area. Burlingame's longtime commitment to trees is evidenced by recognition as a "Tree City USA" for 30 consecutive years. This is the longest streak in the County, 5th longest in the State and one of the longest in the Country for receiving this award.

In Downtown Burlingame, trees include street trees lining sidewalks and roadways (typically within the public right-of-way), as well as trees on private property in settings such as landscaped setback areas, courtyards, and roof gardens.

Chapter 4: Streetscapes & Open Space) provides guidance for street trees within the public right-of-way. Landscape trees on private property have equal importance as part of the "urban forest," in contributing environmental and aesthetic benefits to downtown. Trees are important for their beauty, shade and coolness, economic benefits, and role in reducing energy use, pollution, and noise.

The City of Burlingame has an Urban Forest Management Plan that includes policies and management practices for both city and private trees. Maintaining existing trees is a priority, and large trees on private property are protected by City Ordinance. Any tree with a circumference of 48 inches or more when measured 54 inches above the ground is a "Protected Tree." A permit is required to remove or heavily prune a protected tree.

Consistent with Burlingame's status as "Tree City USA," new projects are required to incorporate trees into landscape and private open space plans. Property owners should consult the Burlingame Urban Forest Management Plan for design considerations, planting techniques, and maintenance guidance.

#### 5.4.5 PRESERVATION OF HISTORIC BUILDINGS

Downtown Burlingame is the symbolic and historic center of the City. The vision for Downtown is to preserve the mix of buildings, the pedestrian-scaled environment and the carefully designed public spaces that contribute to its special community character. Downtown's flexible and timeless late 19<sup>th</sup> and early 20<sup>th</sup> Century buildings contribute historic character and distinctiveness to this desirable pattern and mix of buildings. New buildings should be sensitive to the historic scale and architecture of Downtown.

Historic preservation and adaptive re-use is encouraged both to maintain the unique ambience of Downtown Burlingame but also for ecological benefits. Preservation maximizes the use of existing materials and infrastructure, reduces waste, and preserves historic character. Historic buildings were often traditionally designed with many sustainable features that responded to climate and site, and when effectively restored and reused, these features can bring about substantial energy savings.

The guidelines in this chapter, together with the *Commercial Design Guidebook* for commercial and mixed use developments and the *Inventory of Historic Resources* are intended to ensure that both new development and improvements to existing properties are compatible with the historical character of Downtown and will be the basis of design review.

Where a building is described in the *Inventory of Historic Resources*, the inventory should be consulted as part of the design review. Building characteristics described in the inventory should be a consideration in project design and review, together with other design considerations described in this chapter and in the *Commercial Design Guidebook*.



FIGURE 5-44: Downtown's late 19th and early 20th Century buildings contribute historic character and distinctiveness to this desirable pattern and mix of buildings.

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME  
APPROVING AN APPLICATION FOR CATEGORICAL EXEMPTION AND DESIGN REVIEW  
AND RECOMMENDING APPROVAL OF A LOT MERGER FOR CONSTRUCTION OF A NEW  
FIVE-LEVEL PARKING GARAGE AT  
160 LORTON AVENUE  
(ASSESSOR PARCEL NO: 029-231-060 AND 029-231-240)**

WHEREAS, on October 6, 2017, The Pacific Companies filed an application with the City of Burlingame Community Development Department – Planning Division requesting approval of the following requests:

- 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.

WHEREAS, on February 26, 2018 the Planning Commission conducted a duly noticed public hearing (design review study) to review a five-level parking garage. At that time direction was provided to the applicant for revisions to the project design; and

Following consideration of all information contained in the December 5, 2018 staff report to the Planning Commission regarding the project, all written correspondence, and all public comments received at the public hearing, the Planning Commission grants approval of the five-level parking garage project based on the following findings regarding the project entitlements:

Design Review Findings:

- 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.
- that 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.

WHEREAS, said matters were heard by the Planning Commission of the City of Burlingame on December 5, 2018, at which time it reviewed and considered the staff report and all other written materials and testimony presented at said hearing;

NOW, THEREFORE, IT IS RESOLVED AND DETERMINED BY THIS PLANNING COMMISSION THAT:

Section 1. On the basis of the Initial Study and the documents submitted and reviewed, and comments received and addressed by this Commission, it is hereby found that there is no substantial evidence that the project set forth above will have a significant effect on the environment, and categorical exemption, per CEQA Section 15332, In-Fill Development Projects, is hereby approved.

Section 1. Said Design Review is approved subject to the conditions set forth in Exhibit "A" attached hereto. Findings for such Design Review are set forth in the staff report, minutes, and recording of said meeting.

Section 2. It is further directed that a certified copy of this resolution be recorded in the official records of the County of San Mateo.

\_\_\_\_\_

Chairman

I, \_\_\_\_\_, Secretary of the Planning Commission of the City of Burlingame, do hereby certify that the foregoing resolution was introduced and adopted at a regular meeting of the Planning Commission held on the 5<sup>th</sup> day of December, 2018, by the following vote:

\_\_\_\_\_

Secretary

## EXHIBIT "A"

Conditions of Approval for Categorical Exemption and Design Review.

**160 Lorton Avenue**

Effective December 20, 2018

Page 1

1. that the project shall be built as shown on the plans submitted to the Planning Division date stamped December 5, 2018, sheets T.0, C1.1 through C1.3, L1, and A1.1 through A3.5;
2. that no entitlements are complete or may vest until the project sponsor enters into any required final agreements with the City and has consent from the City Council as to the mechanism for the transfer of property rights and any other required legal agreements or actions required to acquire the rights to build the project as specified in the plans date stamped December 5, 2018;
3. that the project applicant and its construction contractor(s) shall develop a construction management plan for review and approval by the City of Burlingame. The plan must include at least the following items and requirements to reduce, to the maximum extent feasible, traffic and parking congestion during construction:
  - a. A construction parking plan to provide worker parking off site and generally off neighborhood streets, with shuttles or other transportation as needed to transport workers to the site;
  - b. A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes;
  - c. Identification of haul routes for movement of construction vehicles that would minimize impacts on motor vehicular, bicycle and pedestrian traffic, circulation and safety, and specifically to minimize impacts to the greatest extent possible on streets in the project area;
  - d. Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures would occur;
  - e. Provisions for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project applicant; and
  - f. Designation of a readily available contact person for construction activities who would be responsible for responding to any local complaints regarding traffic or parking. This coordinator would determine the cause of the complaint and, where necessary, would implement reasonable measures to correct the problem.
4. that prior to issuance of a building permit, the applicant shall apply for a tentative and final map to merger the parcels with the Public Works, Engineering Division for processing in conformance with the Subdivision Map Act;

## EXHIBIT "A"

Conditions of Approval for Categorical Exemption, Design Review Density Bonus Incentives.

**150 Park Road**

Effective December 20, 2018

Page 2

5. that prior to issuance of a building permit for construction of the project, the project construction plans shall be modified to include a cover sheet listing all conditions of approval adopted by the Planning Commission, or City Council on appeal; which shall remain a part of all sets of approved plans throughout the construction process. Compliance with all conditions of approval is required; the conditions of approval shall not be modified or changed without the approval of the Planning Commission, or City Council on appeal;
6. that any changes to the size or envelope of the building, which would include expanding the footprint or floor area of the structure, replacing or relocating windows or changing the roof height or pitch, shall be subject to Planning Commission review (FYI or amendment to be determined by Planning staff);
7. that the project shall provide electric vehicle charging stations as required by the California Building Code and California Green Building Standards Code;
8. that during construction, the applicant shall provide fencing (with a fabric screen or mesh) around the project site to ensure that all construction equipment, materials and debris is kept on site;
9. that storage of construction materials and equipment on the street or in the public right-of-way shall be prohibited;
10. that if construction is done during the wet season (October 1 through April 30), that prior to October 1 the developer shall implement a winterization program to minimize the potential for erosion and polluted runoff by inspecting, maintaining and cleaning all soil erosion and sediment control prior to, during, and immediately after each storm event; stabilizing disturbed soils throughout temporary or permanent seeding, mulching matting, or tarping; rocking unpaved vehicle access to limit dispersion of mud onto public right-of-way; covering/tarping stored construction materials, fuels and other chemicals;
11. that trash enclosures and dumpster areas shall be covered and protected from roof and surface drainage and that if water cannot be diverted from these areas, a self-contained drainage system shall be provided that discharges to an interceptor;
12. that this project shall comply with the state-mandated water conservation program, and a complete Irrigation Water Management and Conservation Plan together with complete landscape and irrigation plans shall be provided at the time of building permit application;
13. that all site catch basins and drainage inlets flowing to the bay shall be stenciled. All catch basins shall be protected during construction to prevent debris from entering;
14. that project approvals shall be conditioned upon installation of an emergency generator to power the sump pump system; and the sump pump shall be redundant in all mechanical and electrical aspects (i.e., dual pumps, controls, level sensors, etc.). Emergency generators shall be housed so that they meet the City's noise requirement;

## EXHIBIT "A"

Conditions of Approval for Categorical Exemption, Design Review Density Bonus Incentives.

**150 Park Road**

Effective December 20, 2018

Page 3

15. that this proposal shall comply with all the requirements of the Tree Protection and Reforestation Ordinance adopted by the City of Burlingame in 1993 and enforced by the Parks Department; complete landscape and irrigation plans shall be submitted at the time of building permit application and the street trees will be protected during construction as required by the City Arborist;
16. that a Protected Tree Removal Permit shall be required from the City of Burlingame Parks Division to remove any existing protected size trees and that the project shall comply with the Tree Protection and Reforestation Ordinance adopted by the City of Burlingame and enforced by the Parks Department; complete landscape and irrigation plans shall be submitted at the time of building permit application;
17. that if there are any existing trees on adjacent properties abutting the project site that are determined to remain, the applicant shall have an arborist's report prepared which documents how the trees should be protected during construction; this report shall be reviewed and approved by the City Arborist and the contractor shall call for the City Arborist to inspect the protection measures installed before a building permit shall be issued;
18. that a certified arborist shall be on site during any grading or digging activities that take place within the designated tree protection zones, including the digging for the foundation and digging for removal or installation of any utilities; and that if at any time during the hand digging a root greater than 3 inches in diameter is encountered, the City Arborist shall be notified for further inspection;
19. that the applicant shall coordinate with the City of Burlingame Parks Division regarding the planting of the street trees along Lorton Avenue and Highland Avenue, as shown on the Landscape Plan, date stamped December 5, 2018;
20. that the project shall comply with the Construction and Demolition Debris Recycling Ordinance which requires affected demolition, new construction and alteration projects to submit a Waste Reduction plan and meet recycling requirements; any partial or full demolition of a structure, interior or exterior, shall require a demolition permit;
21. that demolition or removal of the existing structures and any grading or earth moving on the site shall not occur until a building permit has been issued and such site work shall be required to comply with all the regulations of the Bay Area Air Quality Management District;
22. that the applicant shall comply with Ordinance 1503, the City of Burlingame Storm Water Management and Discharge Control Ordinance;
23. that the project shall meet all the requirements of the California Building and Uniform Fire Codes, 2016 Edition, as amended by the City of Burlingame;

## EXHIBIT "A"

Conditions of Approval for Categorical Exemption, Design Review Density Bonus Incentives.

**150 Park Road**

Effective December 20, 2018

Page 4

24. that this project shall comply with Ordinance No. 1477, Exterior Illumination Ordinance;
25. that construction access routes shall be limited in order to prevent the tracking of dirt onto the public right-of-way, clean off-site paved areas and sidewalks using dry sweeping methods;

**The following conditions shall be met during the Building Inspection process prior to the inspections noted in each condition:**

26. that prior to scheduling the foundation inspection a licensed surveyor shall locate the property corners, set the building envelope;
27. that prior to underfloor frame inspection the surveyor shall certify the first floor elevation of the new structure(s) and the various surveys shall be accepted by the Building Division;
28. that prior to scheduling the framing inspection, the project architect, engineer or other licensed professional shall provide architectural certification that the architectural details such as window locations and bays are built as shown on the approved plans; if there is no licensed professional involved in the project, the property owner or contractor shall provide the certification under penalty of perjury. Certifications shall be submitted to the Building Division;
29. that prior to final inspection, Planning Division staff will inspect and note compliance of the architectural details (trim materials, window type, etc.) to verify that the project has been built according to the approved Planning and Building plans;
30. that the maximum elevation to the top roof parapet shall not exceed elevation 85.00', as measured from the average elevation at the top of the curb along Lorton Avenue (36.70') for a maximum height not to exceed 48'-0" to the top of the parapet; the top of each floor and final roof ridge shall be surveyed by a licensed surveyor who shall provide certification of that height to the Building Division; Should any framing exceed the stated elevation at any point it shall be removed or adjusted so that the final height of the structure with roof shall not exceed the maximum height shown on the approved plans;

**The following conditions of approval are from Downtown Specific Plan:**

31. the project sponsor shall implement all appropriate control measures from the most currently adopted air quality plan at the time of project construction;
32. the project sponsor shall ensure implementation of the following mitigation measures during project construction, in accordance with BAAQMD standard mitigation requirements:
  - a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day or as necessary.

## EXHIBIT "A"

Conditions of Approval for Categorical Exemption, Design Review Density Bonus Incentives.

**150 Park Road**

Effective December 20, 2018

Page 5

- b. All haul trucks transporting soil, sand, or other loose material offsite shall be covered or otherwise loaded consistent with California Vehicle Code Section 23114.
  - c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry sweeping is prohibited.
  - d. All vehicle speeds on unpaved roads shall be limited to 15 mph.
  - e. All roadways, driveways, sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
  - f. Idling times shall be minimized either by shutting off equipment when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
  - g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
  - h. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.
33. the project sponsor shall implement the following Greenhouse Gas reduction measures during construction activities:
- a. Alternative-Fueled (e.g., biodiesel, electric) construction vehicles/equipment shall make up at least 15 percent of the fleet.
  - b. Use at least 10 percent local building materials.
  - c. Recycle at least 50 percent of construction waste or demolition materials.
34. the project sponsor shall provide adequate secure bicycle parking in the plan area at a minimum ratio of 1 bicycle spot for every 20 vehicle spots;

## EXHIBIT "A"

Conditions of Approval for Categorical Exemption, Design Review Density Bonus Incentives.

**150 Park Road**

Effective December 20, 2018

Page 6

35. that construction shall avoid the March 15 through August 31 avian nesting period to the extent feasible. If it is not feasible to avoid the nesting period, a survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than 7 days prior to construction. The area surveyed shall include all clearing/construction areas, as well as areas within 250 ft. of the boundaries of these areas, or as otherwise determined by the biologist. In the event that an active nest is discovered, clearing/construction shall be postponed within 250 ft. of the nest, until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts;
36. that for projects within the Plan Area that require excavation, a Phase I Environmental Site Assessment (and Phase II sampling, where appropriate) would be required. If the Phase I Environmental Site Assessment determines that remediation is required, the project sponsor would be required to implement all remediation and abatement work in accordance with the requirements of the Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), or other jurisdictional agency;
37. the following practices shall be incorporated into the construction documents to be implemented by the project contractor.
  - a. Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures:
    - Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site; - Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors;
    - Locate stationary equipment to minimize noise impacts on the community; and
    - Minimize backing movements of equipment.
  - b. Use quiet construction equipment whenever possible.
  - c. Impact equipment (e.g., jack hammers and pavement breakers) shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other quieter procedures, such as drilling rather than using impact equipment, shall be used whenever feasible.
38. the project sponsor shall incorporate the following practice into the construction documents to be implemented by construction contractors: The project sponsor shall require that loaded trucks and other vibration-generating equipment avoid areas of the project site that are located near existing residential uses to the maximum extent compatible with project construction goals;

## EXHIBIT "A"

Conditions of Approval for Categorical Exemption, Design Review Density Bonus Incentives.

**150 Park Road**

Effective December 20, 2018

Page 7

39. that prior to issuance of a building permit, the development plans shall be reviewed by the Fire Marshal to determine if fire flow requirements would be met given the requirements of the proposed project, and the size of the existing water main(s). If the Fire Marshal determines improvements are needed for fire protection services, then the following shall apply:
  - that prior to issuance of a building permit the project sponsor shall be required to provide a plan to supply adequate water supply for fire suppression to the project site, consistent with the Fire Marshal's requirements. The plan shall be reviewed by the Fire Marshal. The project sponsor shall be responsible for implementation of the plan including installation of new water mains, and/or incorporation of fire water storage tanks and booster pumps into the building design, or other measures as determined by the Fire Marshal.
40. that if evidence of an archeological site or other suspected cultural resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Burlingame shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City of Burlingame shall consult with the archeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC;
41. that should a unique paleontological resource or site or unique geological feature be identified at the project construction site during any phase of construction, the project manager shall cease all construction activities at the site of the discovery and immediately notify the City of Burlingame. The project sponsor shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is carried out. The project sponsor shall be responsible for implementing any additional mitigation measures prescribed by the paleontologist and approved by the City; and
42. that if human remains are discovered at any project construction site during any phase of construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Burlingame and the County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field

## EXHIBIT "A"

Conditions of Approval for Categorical Exemption, Design Review Density Bonus Incentives.

**150 Park Road**

Effective December 20, 2018

Page 8

investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Burlingame shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code Section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of Burlingame, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.



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

**Site: 160 LORTON AVENUE (LOT N)**

The City of Burlingame Planning Commission announces the following public hearing on **MONDAY, DECEMBER 10, 2018 at 7:00 P.M.** in the City Hall Council Chambers, 501 Primrose Road, Burlingame, CA:

Application for Design Review and Lot Merger for construction of a new five level parking garage at **160 LORTON AVENUE (PUBLIC PARKING LOT N)**, zoned R-4. APNs 029-231-060 and 029-231-240

**Mailed: November 30, 2018**

*(Please refer to other side)*

**PUBLIC HEARING  
NOTICE**

**City of Burlingame**

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

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

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

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

William Meeker  
Community Development Director

**PUBLIC HEARING NOTICE**

*(Please refer to other side)*



**150 Park Road (Lot F), zoned HMU and R-4 Incentive District;  
160 Lorton Avenue (Lot N), zoned R-4 Incentive District**