



# City of Burlingame

BURLINGAME CITY HALL  
501 PRIMROSE ROAD  
BURLINGAME, CA 94010

## Meeting Minutes Planning Commission

---

Monday, February 12, 2018

7:00 PM

Council Chambers

---

- d. 250 California Drive, zoned CAR - Application for Design Review and Conditional Use Permit for office use in a portion of the ground floor for construction of a new, 4-story mixed use office building (retail and office) (20 Hobart LLC, applicant and property owner; MBH Architects, architect) (38 noticed) Staff Contact: Ruben Hurin

*All Commissioners had visited the property. Commissioner Kelly had a brief email exchange with the developer. Chair Gum and Commissioners Terrones, Comaroto, and Sargent met with the applicant to review the plans. Commissioner Loftis noted that he was unable to meet with the applicant.*

*Community Development Director Meeker provided an overview of the staff report.*

*Questions of Staff:*

*There were no questions of staff.*

*Chair Gum opened the public hearing.*

*Ryan Guibara and Andres Grechi represented the applicant.*

*Commission Questions/Comments:*

- > *Is there an attendant that monitors the car lifts? (Guibara: the system is intended to be fully operated by the public, though there will be an attendant available.)*
- > *What is meant by "temporary" users; how will they access parking? (Guibara: such users will need to call a receptionist to gain access to the garage. Tenants will have cards to open the garage.)*
- > *If some of the space is commercial, will some of the parking be made available to the public? (Guibara: is providing the in-lieu fee for eleven parking spaces. Employees of the first floor retail will likely use the parking, rather than visitors. Noted that 225 California was not required to provide retail parking.*
- > *Likes the amount of retail space provided with this project.*
- > *What is the height when compared to 225 California Drive? (Guibara: the same height.)*
- > *How will traffic impacts be evaluated? (Meeker: the project is categorically exempt, therefore no additional analysis will be provided.)*
- > *Will there be an analysis of the need for crosswalks by Public Works? (Meeker: that department has reviewed the project and has not weighed-in on that particular issue.)*
- > *Has a concern about a continuation of the trajectory toward building more office space. When do we need to become more concerned about density, scale, etc? (Meeker: noted that the project is Categorical Exempt from CEQA. It complies with all policies and analyses in the Downtown Specific Plan. Are limited only to discussion of the design of the project; there should be no discussion of the jobs/housing balance.)*
- > *Noted that the project has been found not to result in any environmental impacts that rise to a level of significance, pursuant to CEQA. (Meeker: the exemption analysis found that the past analysis done for the Downtown Specific Plan assumed this level of development at the site.)*
- > *Clarified that the Commission's job is to find the project consistent with zoning.*
- > *Feels that collectively a variety of smaller projects and their impacts must be considered.*
- > *The Downtown Specific Plan assumed a variety of projects that would be built under the analysis in*

the Plan.

- > Requested clarification regarding the design of the window system. (Grechi: designed to break down the windows into a more human scale.)
- > Seems like the south-facing wall nearest the railroad tracks needs to be broken up a bit more. (Guibara: have broken up that side pretty significantly already. Grechi: is broken into three parts. Can't put windows in the brick wall; will have much texture itself.)

Public Comments:

There were no public comments:

Chair Gum closed the public hearing.

Commission Discussion:

- > Feels that the brick wall on the southeast face should include some depth rather than just smooth brick.
- > Feels the use is appropriate.
- > Likes the materials and the massing. Has a functional design. Likes the parking lifts.
- > Likes that the vehicle entry and exits will be on the least busy street.
- > Believes that the use will promote pedestrian activity.
- > Appreciates the preservation of the mural and the work that has been done with the Historic Society.
- > Will significantly alter the building skyline in this area of the City. Lies close to the historic Train Depot.
- > Is concerned that the building looks like it is from the 1980s. Is missing the opportunity to have some interesting details for a brick building. Doesn't buy the oversize window mullions. There is detail missing; doesn't feel welcoming. Part of the problem, per the rendering, is the colors used; the mullions make the project feel somewhat prison-like, where darker mullions would make the windows appear more transparent. Look at treating in another way, perhaps consider using terra-cotta. The supports for the trellis on the top of the building do not appear substantial enough. The building appears very chunky. Missing opportunities to do something very special at the entrance. There is a level of detail that is necessary for a successful brick building.
- > Is a well-crafted, well-planned project. Though the project will significantly change this area, the project is much better than an underutilized parking lot.
- > Sees this as a Modern Industrial interpretation of a brick building. Wants be be certain that the brick does not look cheap. Could consider using a Blonde-colored brick. A problem with introducing terra-cotta would remove it from the clean, industrial look that the design embraces.
- > The trellis does need to be revisited and may be designed to contribute more to the aesthetic of the building. Likes the direction and program for the project.
- > The color rendering is likely a bit different from what is represented on the sample board.
- > Feels more work needs to be done on the southeast wall.
- > Need to look into the concept of adding crosswalks to the area.
- > Likes the project; is a good location for it. Likes the red brick. The more traditional brick softens the Modern elements and help it fit into the area.
- > The conditional use permit for office use is supportable since the space will be used by the Historical Society which will have interaction with the public.
- > Is the third project in this area that is to be built at this height; will fit in as time progresses.
- > Is not certain if the design needs to be complicated by adding more details. Perhaps a mix of brick could be considered. This project represents the direction that the Downtown is going.
- > There is too much building occurring in the City. The public wishes the building to stop. The project doesn't fit the sight and the surrounding development; overpowers the adjacent Train Depot, the most photographed building in the City.
- > The project is not compatible with the height, mass and scale of other buildings in the neighborhood.
- > Happy that the wallscape is being preserved and will be visible to those visiting the building. Although

*the project will largely block it from pedestrian view; and is a significant impact.*

- > Building heights have been increased when in the past 35-feet was the maximum that would be allowed in the City.*
- > Project is short eleven parking spaces; will be a cumulative effect over time.*
- > The Specific Plan policies are intended to preserve auto-related uses; feels allowing the office is contrary to this intent.*
- > The impact fees that will be collected as a result of the project will not help to alleviate the concerns expressed by community residents.*
- > Would prefer either building nothing on the property, or something significantly smaller.*
- > Noted that in an industrial-style building, the window mullions would have had a smaller profile.*
- > Statements made in opposition to the project based upon CEQA lead to a misunderstanding of how CEQA is used and its purposes. The project is exempt from further analysis based upon the prior analyses prepared under prior planning efforts. If changes are to be made to CEQA, then the State legislators must be lobbied.*

*No action required as the project will return on the the Regular Action Calendar when ready for action.*

February 27, 2018

## City of Burlingame Planning Division-Planning Commission Hearing Response - Revised

To: Mr. Ruben Hurin, Senior Planner  
City of Burlingame  
Community Development Department – Planning Division  
Email: rhurin@burlingame.org  
Phone: 650.558.7256

From: Michael Nieto  
MBH Architects  
960 Atlantic Avenue  
Alameda, CA 94501

Re: 250 California, Zoned CAR  
APN: 029-213-010  
Building Address: 250 California Drive  
Burlingame, CA 94010

MBH Project No: 51123

**The following Planning Revision drawings are dated 27 FEB 18 titled "Planning Commission Hearing Response" in response to the City of Burlingame Planning Comments Hearing comments as noted during the Commission Hearing Meeting on February 12, 2018.**

Item	Comments	Sheet or Detail Reference
<b>Planning Commission Hearing Comments – February 12, 2018</b>		
1	<p><b>Window Mullion Size / Design</b></p> <ul style="list-style-type: none"><li>• <i>The proposal project has a mullion system that appears too large (heavy) and does not promote a sense of transparency into the building.</i></li></ul> <p><b>Response:</b> The Building Elevation Window Wall system has been revised to reduce the amount of mullions, decreasing the Window Wall system's mass by 50% thus creating greater visual transparency into the building's interior.</p>	Sheets A3.1.1, A3.1.2, and A8.1.1

2	<p><b>Brise Soleil Trellis at 4<sup>th</sup> Floor- North and South Elevations</b></p> <ul style="list-style-type: none"> <li>• The Brise Soleil Trellis design as shown on the proposed project 4<sup>th</sup> Floor, North and South Elevations does not appear to relate to the overall building design.</li> </ul> <p><b>Response:</b> The Steel Brise Soleil Elements on the North and South Elevations have been removed and a new awning element with an open grid system to create shadow has been designed.</p>	Sheets A3.1.1, A3.1.2, and A8.1.1
3	<p><b>Window Wall / Canopy Color</b></p> <ul style="list-style-type: none"> <li>• The "Prussian Blue" color Window Wall System and associated project metal work as shown on the Color rendering does not match the Color Sample on the material and color board.</li> </ul> <p><b>Response:</b> The Color Rendering has been revised accordingly to match the proposed color sample.</p>	
4	<p><b>East Elevation: Wall</b></p> <ul style="list-style-type: none"> <li>• The Wall condition at the east elevation towards West Lane shows a blank wall whereas the wall at the opposite side towards California Drive has a brick articulation design.</li> </ul> <p><b>Response:</b> The wall condition has been revised to show a complimentary brick articulation design.</p>	Sheet A3.1.2

**End of Planning Commission Hearing Review Comments**



# APPLICATION TO THE PLANNING COMMISSION

**Type of application:**

- Design Review       Variance       Parcel #: 029-213-010  
 Conditional Use Permit     Special Permit     Zoning / Other: \_\_\_\_\_

**PROJECT ADDRESS:** 250 California Drive

**APPLICANT**

Name: 20 Hobart LLC  
 Address: 999 Baker Way, Suite 300  
 City/State/Zip: San Mateo, CA 94404  
 Phone: 650-430-5900  
 E-mail: ryan@deweyland.com

**PROPERTY OWNER**

Name: Same as Applicant  
 Address: \_\_\_\_\_  
 City/State/Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 E-mail: \_\_\_\_\_

**ARCHITECT/DESIGNER**

Name: \_\_\_\_\_  
 Address: 960 Atlantic Avenue  
 City/State/Zip: Alameda, CA 94501  
 Phone: 510-865-8663  
 E-mail: michael.nieto@mbharch.com

**RECEIVED**

JUL 10 2017

CITY OF BURLINGAME  
 CDD-PLANNING DIV.

Burlingame Business License #: \_\_\_\_\_

**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. \_\_\_\_\_ (Initials of Architect/Designer)

**PROJECT DESCRIPTION:** New 4 story office building with underground parking

**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:** June 5, 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:** \_\_\_\_\_ **Date:** June 5, 2017

**Date submitted:** 7.20.17



**CITY OF BURLINGAME  
CONDITIONAL USE PERMIT APPLICATION**

**BUILDING HEIGHT**

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

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

*See attached.*

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

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

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

The proposed uses at the project site (office and retail) are consistent with the goals for public health, safety, and general welfare of the vicinity. With respect to public health, the proposed development would be constructed immediately adjacent to the CalTrain line, helping to encourage mass transit use and reduce single occupancy vehicle trips. Further, the proposed parking system reduces CO2 emissions by parking cars without their engines running through multiple levels of the garage. With respect to safety, the new building proposed would meet the 2016 UBC, making it one of the safest buildings in Burlingame. Lastly, through the proposed project's enhancement of the experience around the Severn Lodge Dairy Wallscape ("Mural"), general welfare and convenience to the Mural will be improved.

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

The proposed project is consistent with the General Plan and Zoning, as well as with the Downtown Specific Plan that was adopted a few years ago. Specifically, the Downtown Specific Plan envisioned a downtown Burlingame that enhanced and promoted historical resources. The courtyard is designed to enhance the visual viewing of the Mural through the elimination of current light standards, sales tents, pole signs, banners, and cars immediately adjacent/blocking the Mural.

Additionally, the project, as proposed, closely follows the Downtown Specific Plan's guidelines on architecture. This includes varying the use of materials, and creating interesting movement along all wall planes with great articulation and depth in the window openings. Other policies and goals from the Downtown Specific Plan were followed as part of the design of this project as well, including payment of the in-lieu parking fee to help consolidate parking downtown, the use of a parking system to fit more parking onsite in a smaller, cleaner, more efficient manner, as well as properly sizing the building for both the current buildings along California, as well as the buildings that are still to come.

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

The proposed project uses classic material in the brick with elegant movement of the window lines, ultimately presenting an elegant building consistent with other examples of good architecture in downtown Burlingame. While there is a height limit up to 55', the project is proposed to be stepped or not built out to the property line on the fourth floor on all sides. This step, coupled with the architectural features of the first three floors separating itself from the fourth floor, allows this building to respect nearby buildings, yet also be consistent with current projects, such as 225 California across the street. Lastly, the proposed project will house the Burlingame Historical Society adjacent to the Mural, enhancing the entire experience around it.

RECEIVED

SEP 21 2017

CITY OF BURLINGAME  
CDD-PLANNING DIV.



CITY OF BURLINGAME  
CONDITIONAL USE PERMIT APPLICATION

RECEIVED

SEP 21 2017

OFFICE USE ON GROUND FLOOR

CITY OF BURLINGAME  
CDD-PLANNING DIV.

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

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

The office use requested on the ground floor is for the Burlingame Historical Society. Public health and safety are not impacted at all by this proposed use. The general welfare and convenience of the public will benefit from this use, as the Burlingame Historical Society will have the opportunity to enhance the public's experience with the Severn Lodge Dairy Wallscape ("Mural") by having its offices located adjacent to the Mural within the proposed project.

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

According to the Downtown Specific Plan, promotion of Historic Resources is encouraged. By locating the Historical Society within the proposed project, this allows for greater promotion of the Mural through events, meetings, and other typical interactions the Historical Society has with its immediate surroundings.

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

The proposed use does not affect the aesthetics, mass, or bulk of the proposed project. The character of the proposed project is enhanced by having the Historical Society located onsite, and given the Historical Society's location adjacent to the Mural, this enhances the entire experience around the Mural.

COMMUNICATION RECEIVED  
AFTER PREPARATION  
OF STAFF REPORT



February 7, 2018

Mr. William Meeker  
City of Burlingame  
501 Primrose Road  
Burlingame, CA 94010

Re: 250 California Project

Dear Mr. Meeker,

I would like to offer my support of the project proposed at 250 California Drive in Burlingame, the current used car lot near the Caltrain station. Richard Dewey of Dewey Land Company, Inc. has become known to us over the last few years. We looked at relocating our business to his building at 240 Lorton Avenue. We believe these developments have been fantastic, sprucing up downtown and really improving the quality of office tenants which ultimately supports the retail tenants.

The solutions that they have come up for the parking lift system and the mural courtyard are exceptional and add to the overall appeal of the project. The new building will definitely help all the businesses downtown by attracting new companies.

250 California is a quality office development and we hope the Planning Commission supports it wholeheartedly.

Sincerely,

  
Sean M. McAvoy  
Manager, Hillair Capital Management  
345 Lorton Avenue, Suite 303  
Burlingame, CA 94010

**RECEIVED**

FEB 12 2018

CITY OF BURLINGAME  
CDD-PLANNING DIV.

**02.12.18 PC Meeting  
Item 9d  
250 California Drive  
Page 1 of 1**

*COMMUNICATION RECEIVED  
AFTER PREPARATION  
OF STAFF REPORT*

**RECEIVED**

**FEB 09 2018  
CITY OF BURLINGAME  
CDD – PLANNING DIV.**

-----Original Message-----

From: Ron Karp [<mailto:ronaldkarp@gmail.com>]  
Sent: Friday, February 09, 2018 2:10 PM  
To: CD/PLG-Ruben Hurin <[RHurin@burlingame.org](mailto:RHurin@burlingame.org)>  
Subject: 250 California Drive, Burlingame

Hi Ruben,

I have reviewed the drawings and application on 250 California Drive, as a near by property owner of this project I am 100% in favor of this project.

Dewey Land Company once again has designed a building Burlingame staff and Planning Commission should support.

Please feel free to contact me if you have any questions.

Enjoy your weekend.

Best,

Ron

## CD/PLG-Ruben Hurin

---

**From:** Kirk Syme <ksyme@woodstockdevelopment.com>  
**Sent:** Thursday, February 15, 2018 6:32 PM  
**To:** CD/PLG-Ruben Hurin; CD/PLG-Kevin Gardiner  
**Subject:** 250 California

RECEIVED

FEB 15 2018

CITY OF BURLINGAME  
CDD-PLANNING DIV.

Dear Rubin and Kevin:

Woodstock Development's offices have been located at 330 Primrose for over a 20+ years. I am writing this email to support the project at 250 California Drive. I have heard about the project through Dewey Land Company's outreach to the community, and I have reviewed the planning package that they shared with me. I think our downtown deserves only the best quality buildings, and I certainly think 250 California meets that high standard of design. I particularly like the blue windows with the brick façade, as the combination makes for a handsome building. I also like the creative parking solution.

Please pass along this email to the planning commission. Thanks for all of your help.

Sincerely  
Kirk Syme

President  
Woodstock Development, Inc  
330 Primrose Rd Suite 203  
Burlingame, CA 94010  
650.579.1901

January 24, 2018

Mr. William Meeker  
Community Development Director  
City of Burlingame  
501 Primrose  
Burlingame, CA 94010

RECEIVED

FEB -2 2018

CITY OF BURLINGAME  
ODD-PLANNING DIV.

**Re: Proposed New Project: 250 California**

Dear Mr. Meeker:

I am the founder of MacCorkle Insurance Service. The firm relocated from San Mateo to Burlingame in 2010 to the east of Highway 101/Airport Boulevard area.

I recently met with Richard R. Dewey, Jr. of Dewey Land Company, Inc. to discuss the proposed project at 250 California in downtown Burlingame. I found the new building design to be very attractive and given its layout, it works well for users in our size range.

When MacCorkle Insurance was considering our options to relocate, we found the City of Burlingame was our preference because of its proximity to our clients on the Peninsula and in San Francisco, but also because of the amenities and shopping options for our staff. Our need then was for approximately 15,000 square feet; however, when we asked our real estate broker to show us properties in the downtown Burlingame area, we were told that no building in the downtown Burlingame area could give us even 10,000 square feet on one floor. As a result, we leased space on Airport Boulevard. If the Dewey Land Company, Inc. building had been available when we were moving from San Mateo to Burlingame, we would have most certainly considered leasing space in Downtown Burlingame

Mr. Dewey and I discussed at length the building architecture and its self-sufficient on-site parking. I have to tell you, I think they have done a great job, and the building will be a significant addition to the California Avenue area.

Sincerely,

MACCORKLE INSURANCE SERVICES



Emmett W. MacCorkle  
Founder

EWC/sz

January 28, 2018

Mr. William Meeker  
City of Burlingame  
501 Primrose Road  
Burlingame, CA 94010

Re: 250 California Project

RECEIVED

FEB - 2 2018

CITY OF BURLINGAME  
CDD-PLANNING DIV.

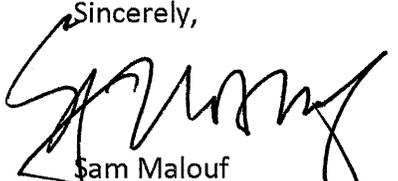
Dear Mr. Meeker,

I would like to offer my support of the project proposed at 250 California Drive in Burlingame. Mr. Dewey of Dewey Land Company, Inc. has stopped by my store numerous times in the past year to keep me informed of the projects. Concurrently I have been carefully watching and walking the streets on the current projects to feel and understand the impact of his develops. I think the work he is doing in Burlingame is phenomenal. I appreciate his individual approach on each project and thinking forward on issues like parking. I have always been a proponent of more quality office to help support and keep the retail on Burlingame Avenue thriving and keeping Burlingame as a competitive and charming city.

Mr. Dewey carefully explained the architecture of the building and its' massing. The two roof top decks are a great look, and the brick will add warmth and interest to the building façade. It is clear that a great deal of time and attention has been expended on developing the architecture; it is very inviting and of the highest quality. The fact that it is largely self-parked is a huge plus. This could be an innovative solution to some of our public parking concerns. The concept of the courtyard for the mural is an elegant solution. It remains visible from so many perspectives and now is more protected. Great solution!

250 California represents a very high quality office development, and is something I hope the Planning Commission will enthusiastically approve.

Sincerely,



Sam Malouf  
1460 Burlingame Avenue  
Burlingame, CA 94010

## Historic Memorandum

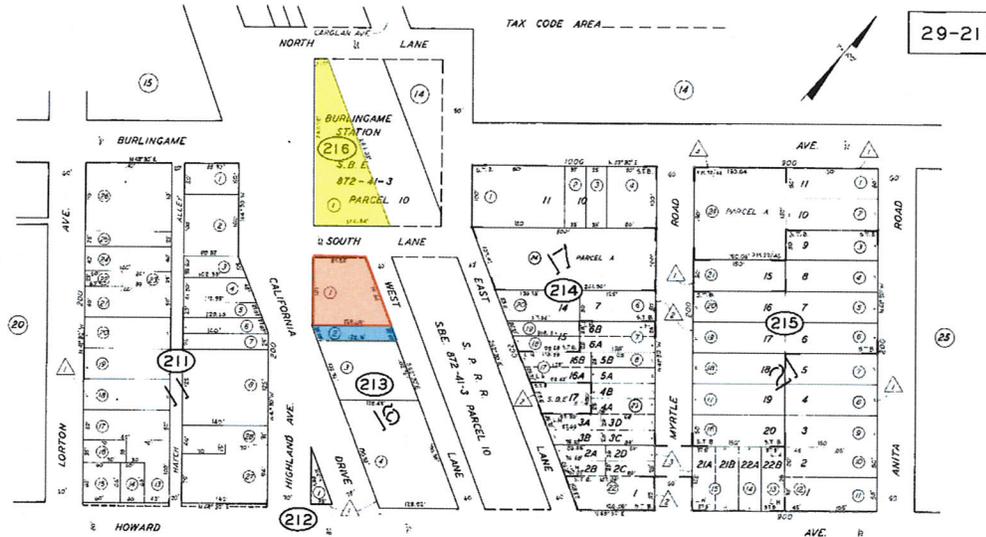
Date	August 7, 2017	Project No.	16058
To	Ryan Guibara, Director of Real Estate	Project	Severn Lodge Dairy Wallscape (Burlingame Square)
Of	Dewey Land Company, Inc. 999 Baker Way, Suite 300 San Mateo, CA 94404	From	Christina Dikas, Dan Herrick, & Todd Smith
Cc		Via	Email

### Regarding: Historic Memorandum for 250 California Drive

---

This Historic Memorandum was prepared by Page & Turnbull at the request of the Dewey Land Company, Inc. for the proposed project at 250 California Drive in Burlingame, California. The subject property (APN: 029-213-010) is a corner lot located in the heart of downtown Burlingame. The property is currently being utilized as additional surface parking for a nearby automobile dealership; the pre-existing building on the lot was demolished in 2000 (**Figure 1**). Although the subject property is devoid of any historic/cultural resources on site, the property is immediately adjacent to a ca. 1917 building at 220 California Drive (APN: 029-213-020), which features a prominent painted advertisement mural across its west façade, facing the subject property. This mural, identified as the Severn Lodge Dairy Wallscape, is a ca.1917 advertisement for the Severn Lodge Dairy and the Dairy Delivery Company. The Severn Lodge Dairy Wallscape is a designated California Point of Historical Interest and is listed on the California Register of Historical Resources. As such, the Severn Lodge Dairy Wallscape qualifies as a cultural resource subject to review under the California Environmental Quality Act (CEQA). It should also be noted that the subject property is located directly across South Lane from the Burlingame Railroad Station; the 1894 Mission Revival style train depot is listed on the National Register of Historic Places and is a designated California Historic Landmark.

This memorandum includes a brief historic background of the subject property and the adjacent Severn Lodge Dairy Wallscape. The historic status of the Severn Lodge Dairy Wallscape and regulatory framework are outlined, with particular attention given to the designation of the wallscape as a California Point of Historical Interest. Lastly, this memorandum includes details the developer has undertaken to respect and incorporate the Severn Lodge Dairy Wallscape into the design of the proposed project.



**Figure 1: Assessors Map of downtown Burlingame. The subject property at 250 California Drive is outlined in orange, 220 California Drive highlighted in blue, and the National Register-listed Burlingame Railroad Station in yellow. Source: San Mateo County Assessor-Clerk-Recorder-Elections Office; edited by author, 2016.**

### HISTORIC STATUS

The following section summarizes the established historic status for the Severn Lodge Dairy Wallscape.

#### National Register of Historic Places

The National Register of Historic Places (National Register) is the nation’s most comprehensive inventory of historical resources. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

The Severn Lodge Dairy Wallscape at 220 California Drive is not listed on the National Register.

#### California Register of Historical Resources

The California Register of Historical Resources (California Register) is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register, whereas California Points of Historical Interest designated after 1997 are listed only after receiving recommendation by staff with the California Office of Historic Preservation and the State Historical Resources Commission. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places.

The Severn Lodge Dairy Wallscape at 220 California Drive is listed on the California Register.

#### California Historical Resource Status Code

Properties listed or under review by the State of California Office of Historic Preservation are assigned a California Historical Resource Status Code (CHRSC) of “1” to “7” to establish their historical significance in relation to the National Register or California Register.

The Severn Lodge Dairy Wallscape has two attributed CHRSCs:

- 1CL, meaning it was “automatically listed in the California Register – includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the State Historic Resource Commission.”
- 3CS, meaning it “appears eligible for the California Register as an individual property through survey evaluation.”

#### California Historical Landmarks & California Points of Historical Interest

Properties that are designated California Historical Landmarks (CHL) California Points of Historical Interest (CPHI) are sites, buildings, features, or events that are significant at the local level with demonstrable value to the immediate community (municipal or county). The criteria for designation for both CLH and CPHI is comparable to the California Register, albeit with either a state or local/regional focus. The CHL designation does, however, does require approval by the property owners, and an official designation by the Director of the California State Parks, and a recommendation by the State Historical Resources Commission. As described previously, CHLs are automatically listed in the California Register, whereas only CPHI that were designated after December 1997 and recommended by the State Historical Resources Commission are listed on the California Register. The CHL designation is the highest level in the State of California cultural resources registration program, whereas CPHI is a secondary designation; a property cannot be both a CHL and a CPHI.

The Severn Lodge Dairy Wallscape is not a California Historical Landmark.

The Severn Lodge Dairy Wallscape is a designated California Point of Historical Interest. It received the CPHI designation in 2003 and was recommended to be listed in the California Register.

#### Downtown Burlingame Historic Resources Register

In 2014, the City of Burlingame enacted a historic preservation ordinance, which regulates historic properties only in the downtown district of Burlingame, and formally established a Downtown Historic Resources Register. This register is based upon a historic resources survey and the resulting Inventory of Historic Resources, which was conducted in 2008 as part of the due diligence procedure for the Burlingame Downtown Specific Plan. Approximately 500 properties in the downtown area of Burlingame were surveyed, of which 23 were found to be eligible for the National Register and/or California Register; two of these 23 properties were already listed on the California Register. These properties are considered cultural resources and are subject to environmental review under the California Environmental Quality Act (CEQA). The survey also identified an additional 51 properties that did convey aspects of local significance, but were not determined eligible for listing on the National Register or California Register.

The Severn Lodge Dairy Wallscape is listed on the Burlingame Historic Resources Register; it was one of the two properties that was found to be previously listed on the California Register.

## REGULATORY FRAMEWORK

In December 2016, Page & Turnbull inquired with staff at the California Office of Historic Preservation (OHP) about the regulatory framework surrounding California Points of Historical Interest and potential environmental reviews. These discussions revealed that projects which have the potential to impact designated California Points of Historical Interest are not subject to any additional environmental review at the state level. As such, OHP will not conduct any design review or analysis of the proposed project at 250 California Drive and its potential impacts to the Severn Dairy Lodge Wallscape. However, the Severn Dairy Lodge Wallscape at 220 California Drive does qualify as a cultural resource for the purposes of the CEQA, with review at the local level.

The following are summary descriptions of potentially relevant review processes.

### California Environmental Quality Act (CEQA)

CEQA is state legislation (Pub. Res. Code §21000 et seq.) that provides for the development and maintenance of a high quality environment for the present-day and future through the identification of significant environmental effects.<sup>1</sup> CEQA applies to “projects” proposed to be undertaken or requiring approval from state or local government agencies. “Projects” are defined as “...activities which have the potential to have a physical impact on the environment and may include the enactment of zoning ordinances, the issuance of conditional use permits, and the approval of tentative subdivision maps.”<sup>2</sup> Historic and cultural resources are considered to be part of the environment. In general, the lead agency must complete the environmental review process as required by CEQA. In the case of the proposed project at 250 California Drive, the City of Burlingame would act as the lead agency and make a determination regarding impact pursuant to CEQA.

According to CEQA, a “project with an effect that may cause a substantial adverse change in the significance of an historic resource is a project that may have a significant effect on the environment.”<sup>3</sup> Substantial adverse change is defined as: “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired.”<sup>4</sup> The significance of a historical resource is materially impaired when a project “demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance” and that justify or account for its inclusion in, or eligibility for inclusion in, the California Register.<sup>5</sup> Thus, a project may cause a substantial change in a historic resource, but still not have a significant adverse effect on the environment as defined by CEQA as long as the impact of the change on the historic resource is determined to be less-than-significant, negligible, neutral, or even beneficial by the lead agency.

---

<sup>1</sup> State of California, California Environmental Quality Act, web site accessed August 31, 2007 from: [http://ceres.ca.gov/topic/env\\_law/ceqa/summary.html](http://ceres.ca.gov/topic/env_law/ceqa/summary.html).

<sup>2</sup> Ibid.

<sup>3</sup> CEQA Guidelines subsection 15064.5(b).

<sup>4</sup> CEQA Guidelines subsection 15064.5(b)(1).

<sup>5</sup> CEQA Guidelines subsection 15064.5(b)(2).

### Burlingame Downtown Specific Plan

The Burlingame Downtown Specific Plan outlines a series of strategies and regulatory policies that are aimed at guiding the future development and overall environment of the downtown district. The plan specifically addresses the collection of historic resources that are located within downtown in Chapter 6.0, outlining a series of strategies, processes, and programs to promote and incentivize the rehabilitation and retention of these properties.

Element 6.1 of the Downtown Specific Plan outlines a design review framework; key features include:

- Design review is required for all new buildings, not just historic buildings. Design guidelines are outlined in Chapter 5.0 of the Downtown Specific Plan.
- Allowing historic character and features to be considered in the context of the project as a whole, which will enable the decision makers to weight benefits and costs of different approaches.
- Consideration of historic character and features of each building individually, and encouraging property owners to preserve buildings and features as appropriate.

According to the City of Burlingame's municipal code (§21.04.100- Exterior Alteration of designated historic resources), alterations to a historic property will be reviewed by the City once the appropriate entitlement application has been submitted. The City will evaluate the proposed project for consistency with the *Secretary of the Interior's Standards for Rehabilitation*, with particular focus on the exterior appearance of the building site. Additionally, the proposed project should not adversely affect the historic character-defining features, or the aesthetic value of the building and its site. Proposed projects are also subject to the City's standard design review process.

### HISTORIC BACKGROUND

The building at 220 California Drive was constructed ca. 1917 as a creamery and distribution plant for the Severn Lodge Dairy Company (**Figure 2**).<sup>6</sup> The accompanying Severn Lodge Dairy Wallscape at the west façade of the building was painted soon thereafter by Foster and Klesier Outdoor Advertising, a company that specialized in early mural advertisements.<sup>7</sup> Prior to 1917, much of the subject block was undeveloped and served as a lumber yard and mill. In 1913, the Excelsior Redwood Company was operating the site, and no buildings had been constructed at either the subject block or 220 California Drive. The wallscape is a large painted advertisement for both the Severn Lodge Dairy Company and the Dairy Delivery Company. This type of large-scale painted mural was a typical form of advertisement for this period of commercial development during the late nineteenth and early twentieth centuries.

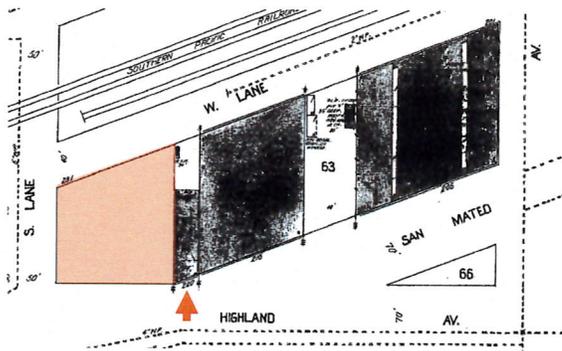
---

<sup>6</sup> Prior to 1925, California Drive was named San Mateo Drive. "Where did our street names come from?" Burlingame Historical Society, accessed December 21, 2016, <https://burlingamehistory.org/2013/06/21/where-did-our-street-names-come-from/>.

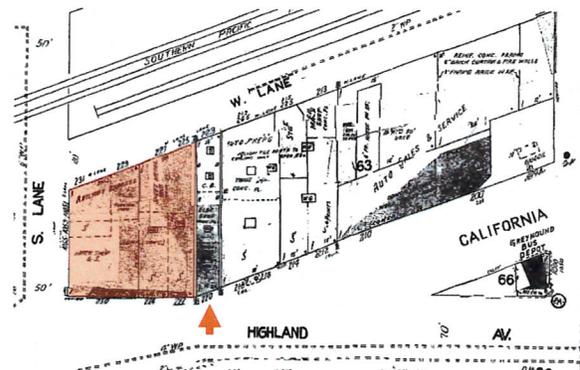
<sup>7</sup> The following information is largely derived from "Exhibitions – Severn Dairy," Burlingame Historical Society, accessed December 14, 2016, <https://burlingamehistory.org/exhibitions/severn-dairy/>. Any additional sources are cited accordingly.

At the turn of the twentieth century, Burlingame and other communities in San Mateo County were predominantly rural and sustained by agricultural production that serviced the growing population of nearby San Francisco. Dairies were particularly common in the Burlingame area. The Severn Lodge Dairy got its beginnings ca. 1890 on the estate of Agnes and Henry Pike Bowie, which was located in Hillsborough and bordered Severn Lane. The dairy was established along the namesake street and cows were a common fixture on the estate grounds. As the company grew, offices and distribution centers were founded in the neighboring communities, including an office on Burlingame Avenue established ca. 1914. Three years later, the creamery and distribution plant was constructed at 220 California Drive. The Dairy Delivery Company – the other company featured on the mural - was headquartered in Burlingame, a short distance from the subject property. As the name suggests, the Dairy Delivery Company was a distribution company that delivered milk throughout the San Francisco Peninsula. It began operating in the immediate aftermath of the 1906 Earthquake and Fire as a philanthropic effort, distributing free milk to survivors on the Peninsula. It became an established company soon after and continued to operate until 1970.

In 1925-1926, a building was constructed on the adjacent property to the west at 250 California Drive (APN: 029-213-010), which was previously an open lot, effectively blocking the wallscape from public view (**Figure 3**). In June 2000, this building at 250 California Drive was demolished, making the mural visible for the first time in almost 75 years (**Figure 4**). The condition of the mural, now exposed after years of being sheltered from the adjacent building, began to deteriorate at a noticeable rate. In 2002, the Burlingame Historical Society began a campaign to restore and repaint the mural, which was realized the following year (**Figure 5**). In 2004, the Severn Lodge Dairy Wallscape was designated a California Point of Historical Interest, and subsequently individually listed on the California Register of Historical Resources.



**Figure 2: 1921 Sanborn Fire Insurance Map of the subject block. Arrow illustrates 220 California Drive with the unimproved subject property highlighted.**



**Figure 3: 1949 Sanborn Fire Insurance Map of the subject block. Arrow illustrates 220 California Drive with the subject property highlighted.**

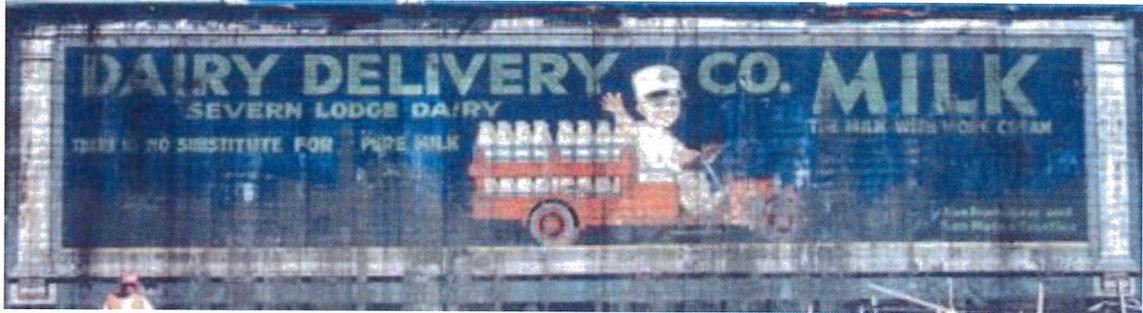


Figure 4: The Severn Lodge Dairy Wallscape, prior to the restoration and repainting, ca. 2003. Source: The Burlingame Historical Society.



Figure 5: The Severn Lodge Dairy Wallscape in its existing condition after repainting, looking southeast across the subject property. Source: Page & Turnbull, December 2016.

### PROPOSED PROJECT COMMENTS

The Severn Lodge Dairy Wallscape, a ca.1917 mural type wall advertisement, is along the south side of the subject property and painted on the adjacent building at 220 California Drive. The mural faces

north and is currently visible across the subject property's surface parking lot to the public right of way on the surrounding streets of California Drive, South Lane, and West Lane. The 53' wide and 14' high mural is slightly closer to California Drive along the 128' property line.

In January, Page & Turnbull provided the developer with a series of design recommendations and ways to minimize the impact of the proposed project on the Severn Lodge Dairy Wallscape. Since that time, the developer has worked with the President of the Burlingame Historical Society on ways to preserve the mural and allow the public to experience it.

In addition to designing the building around the Severn Lodge Dairy Wallscape, the developer has included it as a key design feature of the building itself. The Severn Lodge Dairy Wallscape can be seen from every floor of the office building, and a courtyard on the first floor has been created to provide a 14'-7" by 62'-1" publicly accessible outdoor space in front of the Severn Lodge Dairy Wallscape. The courtyard has been designed with new hardscape and landscape to compliment the mural. In an effort to ensure that the Severn Lodge Dairy Wallscape can be seen from the street and as soon as one enters the building, glass has been added throughout the building's first floor to look directly at the mural.

Lastly, it is our understanding that the developer has agreed to enter into a lease with the Burlingame Historical Society to occupy a ground floor unit adjacent to the Severn Lodge Dairy Wallscape, and to allow them access to programming in the courtyard. The intention is to provide additional opportunities for the public to experience the California Point of Historical Interest.

The proposed project at 250 California Drive is also southeast of the Burlingame Railroad Station, which is listed on the National Register and is a designated California Historical Landmark (**Figure 6**).



**Figure 6: The Burlingame Railroad Station, looking southeast towards 250 and 220 California Drive. The Severn Lodge Dairy Wallscape and the subject property are visible to the right.**

**Source: Google Street View, 2016.**

Although the subject property is separated from the train station by South Lane and the likelihood of potential impacts to the cultural resource are inherently reduced, Page & Turnbull suggested some strategies to increase compatibility and decrease the impact on the setting of the train station.

Taking these into account, the developer has proposed an architectural style that does not try to mimic the Burlingame Railroad Station, but uses a selection of textured materials, complimentary colors, depth,

and articulation in an effort to create a compatible design. The scale and height of the building have been reduced on all four sides of the proposed project – including the light-well for the Severn Lodge Dairy Wallscape, balconies at both the California Drive and West Lane frontages, and a step back on the fourth floor of the frontage facing the train station.

### CONCLUSION

The developer originally reached out to Page & Turnbull at the end of 2016 so that we could offer some design recommendations for the proposed project. Since that time, the developer has undertaken many of the recommendations. In addition, the developer has worked with the president of the Burlingame Historical Society in an effort to further minimize any impact on the Severn Lodge Dairy Wallscape.

# User Benefits & Features



5BY2 is the global leader in “automated puzzle parking” systems. Our systems have been installed and provided reliable service for over 20 years in high end residential, commercial and hotel developments.

This is the most efficient space use of any fully automated parking system (robotic, automatic or mechanical parking system or garage).

Our space saving technology requires as little as 13m<sup>2</sup> per vehicle. This is up to a 60% saving over conventional car park space requirements and therefore a capacity gain of more than 200% in the same volume.

Reliability and sustainability are the cornerstones of our business. By an integrated approach to design, installation and long term maintenance we can achieve availability in excess of the industry standard of 99.85%.

All our systems are designed to operate without an attendant and are designed to give high availability over long periods with minimal intervention or maintenance.

With the use of a remote management system with camera aid, we can resolve more than 80% of the issues, mostly derived from end user mistakes, from our offices, eliminating delays from engineers having to travel to site and offering speedy resolution.



Independent assessments confirm the many sustainability benefits our solutions offer.

The 5BY2 system has many benefits over other fully automated parking systems:

- It is highly flexible and able to accommodate differing site shapes, sizes and immovable barriers, i.e. lift cores, blade wall and columns etc., without compromising efficiency.
- The footprint of the car park can be varied over multiple floors.
- It can be installed on concrete floor slabs, or on a steel frame or a combination of both.
- It is infinitely scalable so the system can be designed for any number of car spaces. To date the smallest project completed has been for 4 cars, and the largest for 131 cars.
- Smart phone Apps allow remote calling for parking and retrieving of vehicles.
- Intelligent software ensures minimum waiting times.



Internal view showing multi-level steel support structure



View of a typical 5BY2 system showing dual scissor lifts



Direct volume comparison

We consider all our installations to be bespoke, based on proven technology but adapted to give our clients maximum design flexibility.

There are a number of other sustainable benefits that the 5BY2 System has over other conventional multi-storey car parking systems, which can assist in achieving a number of credits under the standards of BREEAM (British Research Establishment Environmental Assessment Method) LEED (Leadership in Energy and Environmental Design) and Green Star.

Potential reduction in operational energy consumption through:

- Internal lighting not required for whole period of operation.
- Simple ventilation strategy as only background aeration required for maintenance access.
- Other energy consuming assets including passenger lifts, amenities and barrier control systems are not required.
- Reduced vehicles emissions (CO<sub>2</sub>, NO<sub>x</sub>, PM<sub>10</sub>) as engines are switched off during parking and no manoeuvring is required.
- Energy efficient automated machinery.
- Ability for system to be powered by Low or Zero Carbon (LZC) emitting electrical generation, e.g. wind turbines, solar or biomass.
- Low embodied energy content in materials.



Highly flexible and able to accommodate differing site shapes



Head Office  
Melbournestraat 9  
1175 RM Lijnden  
P.O. Box 9911  
1006 PA Amsterdam  
The Netherlands  
T: +31 (0) 88 655 0707  
F: +31 (0) 88 655 0717  
E: info@5by2parking.com



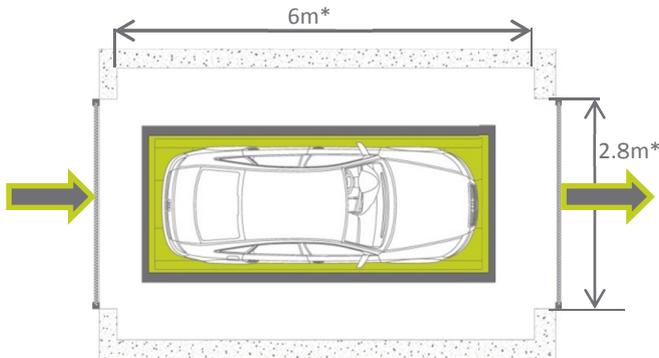
The SBY2 fully automated car park operates on the puzzle-system, not dissimilar in concept to a child's sliding tile puzzle. It uses individually controlled sliding pallets to manoeuvre each car independently to create a flexible and highly efficient parking and retrieval solution.

A SBY2 system is typically comprised of parking modules, carriers and pallets, elevators or lifts, turntables and a control system.

### Parking Modules

The parking module is the only area that can be accessed by users of the parking system. This is the room where the vehicle is driven on and off the parking pallet, where the vehicle dimensions are checked and where the user's actions are monitored. There are also various forms of parking modules.

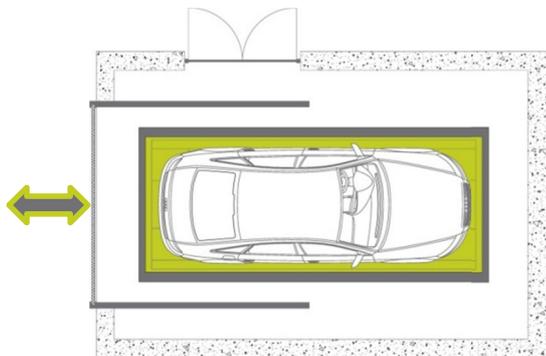
**Drive through modules.** Vehicles enter using the module front door, exit by using the module back door with no requirement for a turntable.



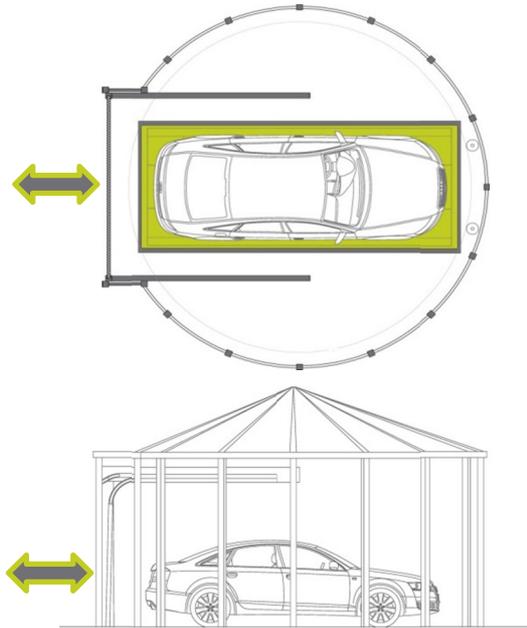
Drive Through Module

\*Typical dimensions but not fixed

**Combined entry/exit modules** (with or without an elevator). Variations include: either the car is turned in the garage such that the car can drive out easily, or the car is driving out backwards. For a turntable there are the following options: (i) the turntable stays at street level in the entrance while the elevator lowers into the garage; (ii) the turntable is placed on the elevator, turning the car after lowering into garage (iii) turntable is placed within the system. Once it is turned the car moves into the parking system.



Rectangular Combined Entry/Exit Module (with Access Door)



Circular Combined Entry/Exit Module

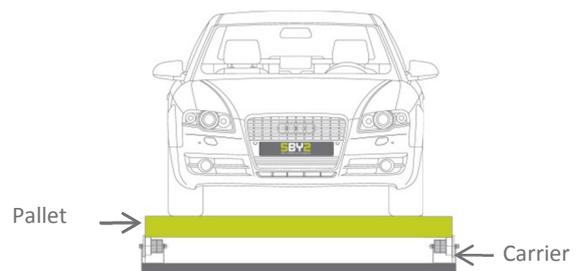
**Entry only and exit only modules.** The entry module is in a completely different location from the exit module and the modules can be on the same or different levels of the system. This tends to be more applicable in situations where there is a constant flow and not in residential or commercial developments where demand for either exit or entry can come in bursts.

Parking modules can be above, on the same level or below the parking system and can be manufactured from any material the client requires. Previous modules construction materials include glass, steel, brick and concrete.

### Pallets and Carriers

The pallets are horizontally stored in parking levels and sit on top of three different types of carriers:

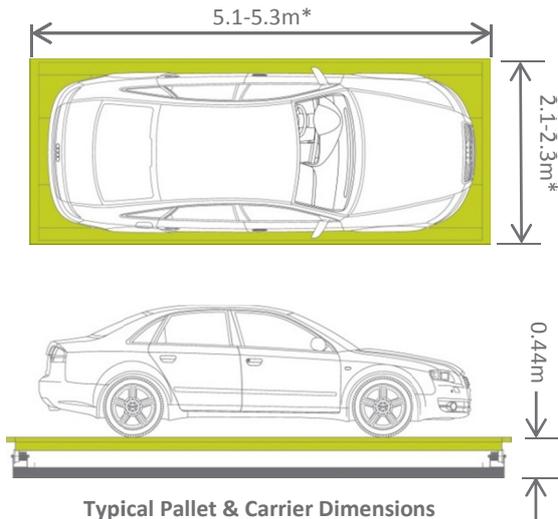
- Lateral carrier. On which the pallets are moved laterally, or sideways.
- Longitudinal carrier. On which the pallets are moved longitudinally, or lengthways.
- Pop-up carrier. On which the pallets can be moved both laterally and longitudinally.



Pallet and Carrier

### SBY2 Parking System Information

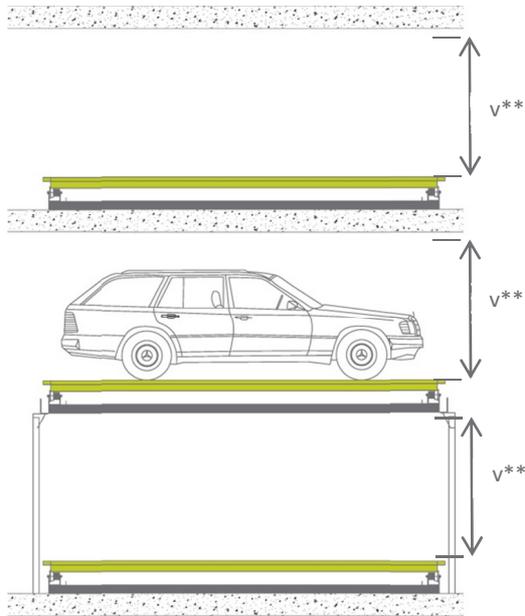
The carriers are positioned adjacent to one another and are able to move pallets, with or without cars, from one carrier to the adjacent one in either X or Y directions. This enables the densest parking available and also allows pallets to be manoeuvred around structural columns or blade walls. The choice of which type of carrier is installed, in which location, is dependent on system requirements and the site layout.



**Typical Pallet & Carrier Dimensions**

\*Typical dimensions but not fixed

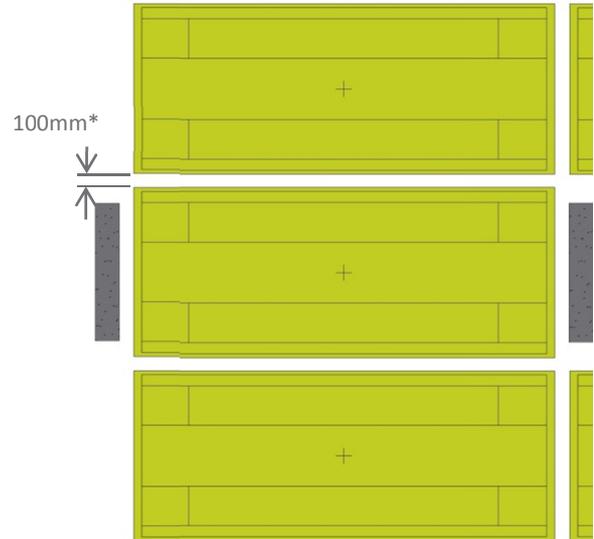
The carriers can be fitted directly to concrete floors, steel frames or a combination of both. Steel frames are typically two or three levels high and are secured on concrete floors.



**Carriers on Concrete and Steel Frame Example**

\*\* variable height, to client's requirements.

Carriers are fitted with a number of sensors, motors, switches, wheels, belts and cams (depending on the type of carrier) which support and move the pallets in a controlled manner, with or without a vehicle, from one carrier to another. This process is repeated until a pallet has reached its desired location.

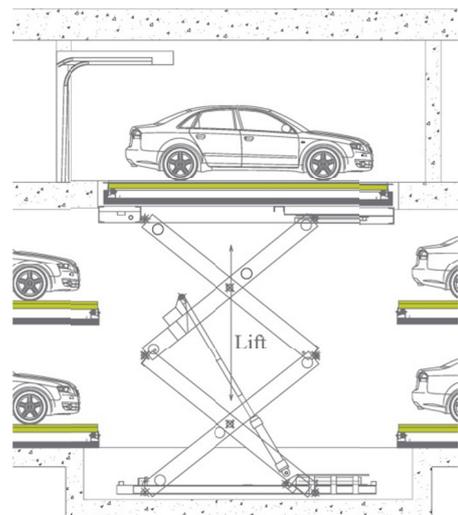


**Typical Pallet Clearances**

Carriers and pallets are typically spaced approximately 100mm from one another or structural members but this is flexible.

### Elevators

Elevators, or lifts, are used when the vehicles are parked within the SBY2 system on different levels. The elevators can be either electrically or hydraulically operated and are typically located in the parking module. The type and location of the elevator is dependent on the site and system requirements.



**Hydraulic Scissor Lift Example**

## Turntables

The turntable rotates the pallets so that a vehicle is delivered back in the parking module facing the right direction for driving out without having to reverse. Turntables can be installed in the parking modules, on a lift, or internally within the system. Sometimes the turntable is also used in situation where the entrance is perpendicular to the orientation of the parking system.

## Control System

The control system typically comprises of a control PC connected to PLCs which in turn are connected to the SBY2 system components, such as carriers, elevators, ancillary switches, etc. The software on the control PC is SBY2's bespoke software that is configurable to any system layout. The software provides the optimum performance of a SBY2 system by ensuring the pallets are manoeuvred in the system in the most efficient way possible thus enabling vehicles to be parked and retrieved in the shortest time possible. Typically there are two empty carriers on each parking level which allows for the most efficient manoeuvring of pallets, due to the ability of the SBY2 control software to direct different carriers at the same time and allow for synchronous movement of entire rows and/or columns. The location of every pallet and vehicle is stored in the control software at all times which ensures the correct vehicle is retrieved.

The control software can be accessed by the maintenance helpdesk to allow remote access to every SBY2 system. The software will automatically notify the helpdesk of any issues allowing maintenance personnel to rectify any issues immediately and remotely. A log of all the faults, uptime, users, entries and exits, is written by the control software as a record.

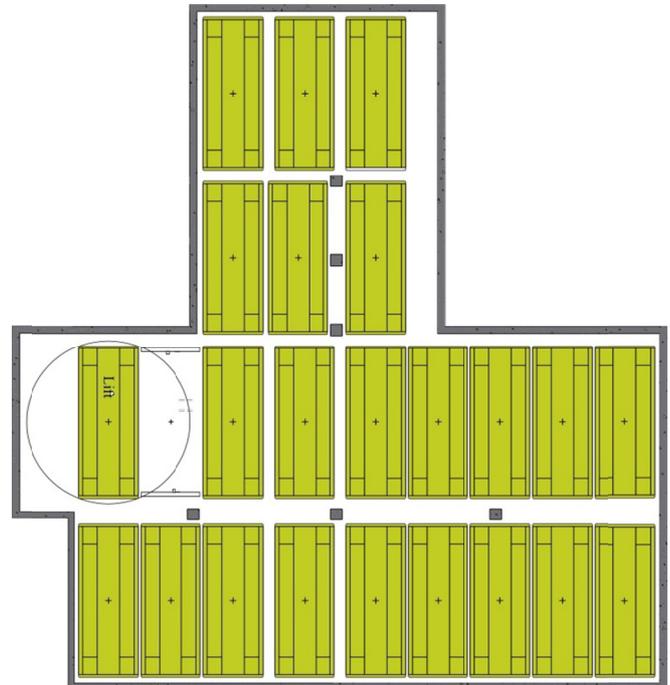
## Client's Supply Items

Typically clients provide the following items in a SBY2 system:

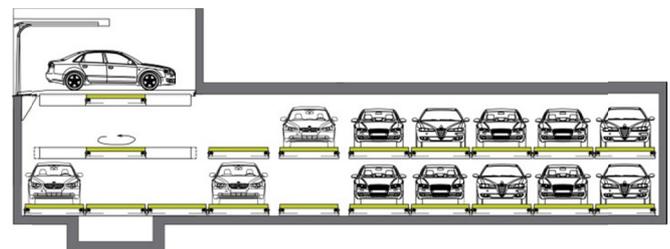
- Lighting. In the parking module (typ. minimum of 500 lux) and in the garage (typ. minimum of 50 lux).
- Ventilation. Although no cars are running in the SBY2 system a low level of ventilation is typically required to control humidity levels and for maintenance and service engineers.
- Fire Protection. The parking systems are protected by fire detection and extinguishing system depending on the specific requirements of the local fire authority and the type of location. The SBY2 system is compatible with all relevant fire extinguishing systems and normally where such fire detection and/or extinguishing system is linked to the parking system, the SBY2 parking system is switched off once fire occurs.
- Drainage. It is possible that water will gather on the lowest level of the SBY2 system and it's recommended that sump pumps are fitted to prevent a build-up of water.

Note: This document is for guidance only. For full system details or a detailed proposal please contact SBY2.

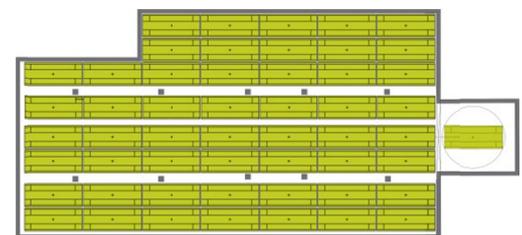
## Example Layouts



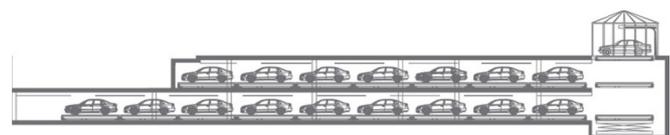
(Level -1)



Example Layout 1

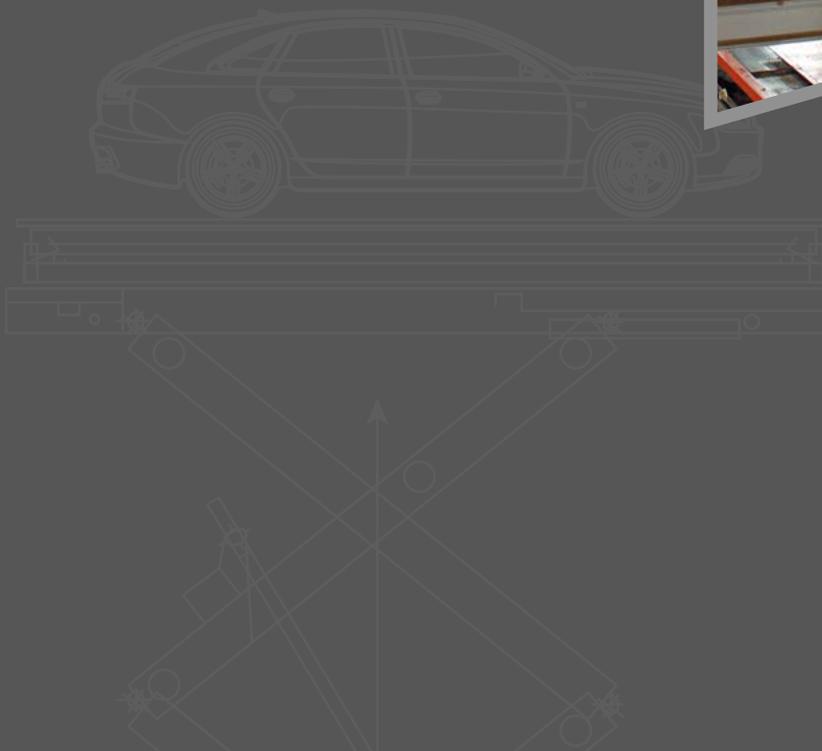
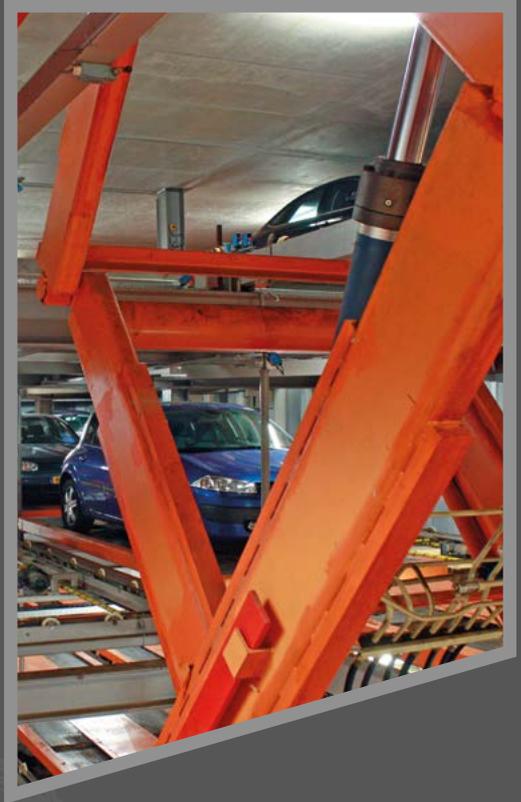


(Level-1)



Example Layout 2

# Technical Details

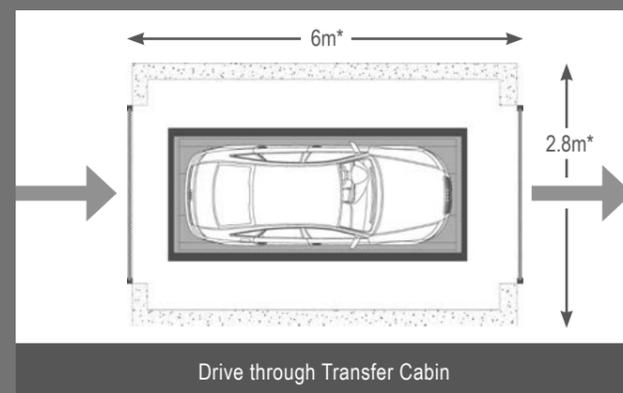


A 5BY2 system is typically comprised of transfer cabins, carriers and pallets, elevators or lifts, turntables and a control system.

### Transfer Cabin

The transfer cabin is the only area that can be accessed by users of the parking system. This is the room where the vehicle is driven on and off the parking pallet, where the vehicle dimensions are checked and where the user's actions are monitored. There are also various forms of transfer cabins.

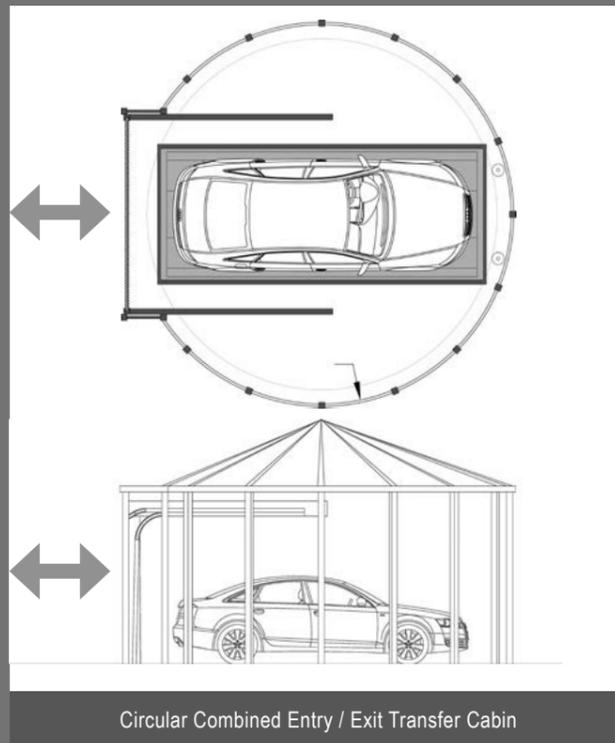
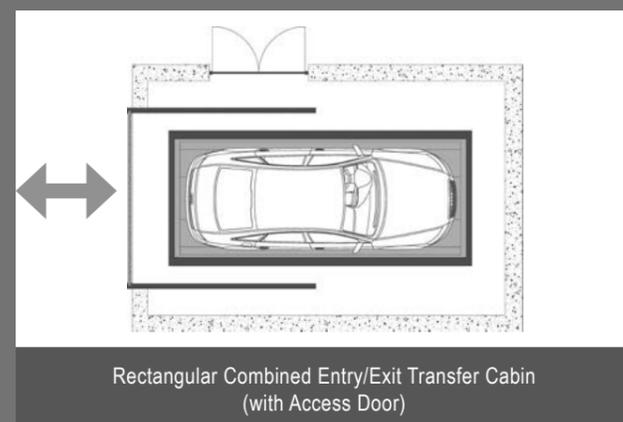
**Drive Through Cabin:** Vehicles enter using the Transfer Cabin front door, exit by using the Transfer Cabin back door with no requirement for a turntable.



*\*Typical dimensions but not fixed*

### Combined Entry / Exit Cabin (with or without an elevator):

Variations include; either the car is turned in the garage such that the car can drive out easily, or the car is driven out backwards. For a turntable there are the following options: (i) the turntable stays at street level in the entrance while the elevator lowers into the garage; (ii) the turntable is placed on the elevator, turning the car after lowering into garage (iii) turntable is placed within the system. Once it is turned the car moves into the parking system.



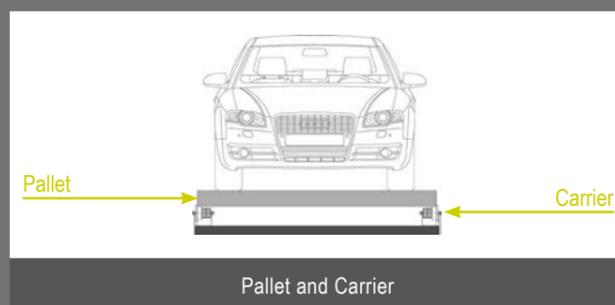
**Entry Only and Exit Only Cabin.** The entry Transfer Cabin is in a completely different location from the exit Transfer Cabin and the cabin can be on the same or different levels of the system. This tends to be more applicable in situations where there is a constant flow and not in residential or commercial developments where demand for either exit or entry can come in bursts.

Transfer cabins can be above, on the same level or below the parking system and can be manufactured from any material the client requires. Previous cabin construction materials include glass, steel, brick and concrete.

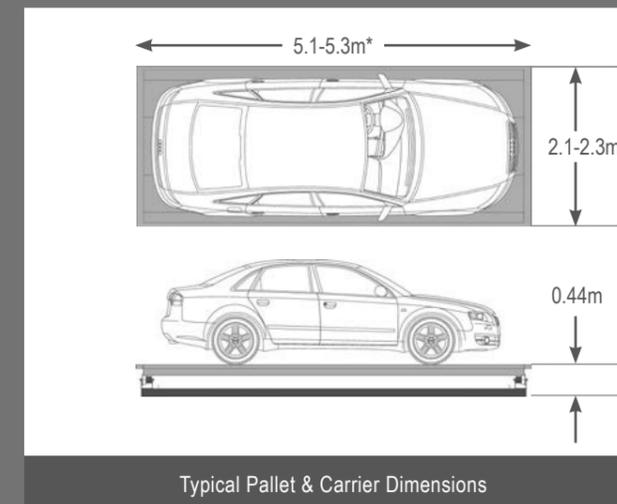
### Pallets and Carriers

The pallets are horizontally stored in parking levels and sit on top of three different types of carriers:

- Lateral carrier, on which the pallets are moved laterally, or sideways.
- Longitudinal carrier, on which the pallets are moved longitudinally, or lengthways.
- Pop-up carrier, on which the pallets can be moved both laterally and longitudinally.

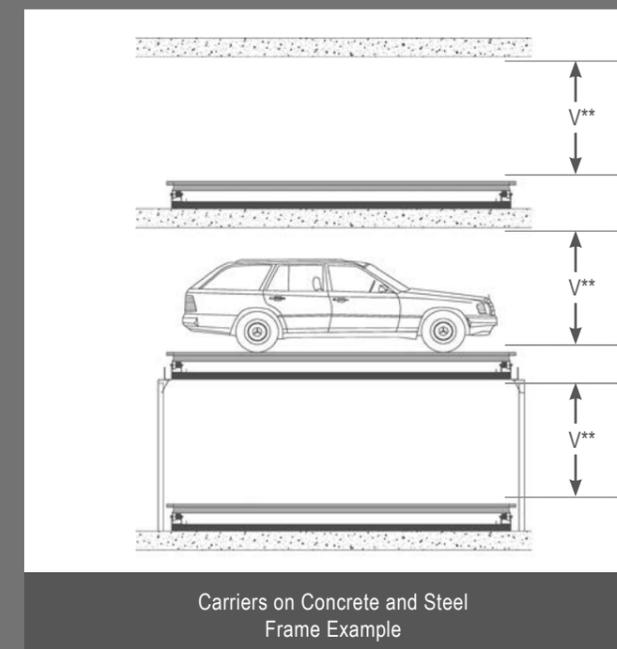


The carriers are positioned adjacent to one another and are able to move pallets, with or without cars, from one carrier to the adjacent one in either X or Y direction. This enables the densest parking available and also allows pallets to be manoeuvred around structural columns or blade walls. The choice of which type of carrier is installed, in which location, is dependent on system requirements and the site layout.



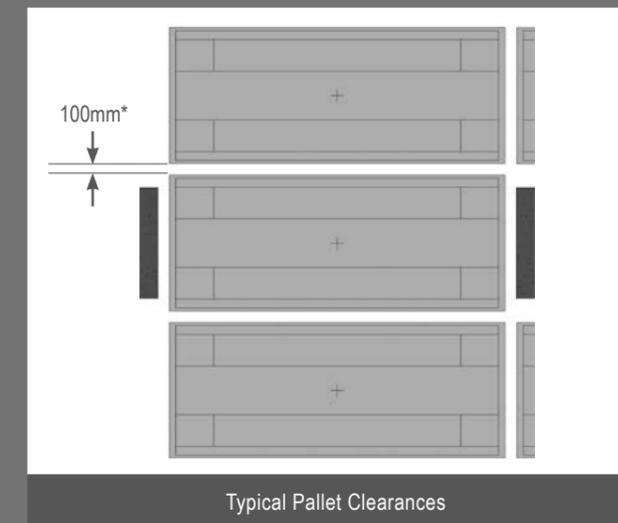
*\*Typical dimensions but not fixed*

The carriers can be fitted directly to concrete floors, steel frames or a combination of both. Steel frames are typically two or three levels high and are secured on concrete floors.



*\*\* variable height, to client's requirements*

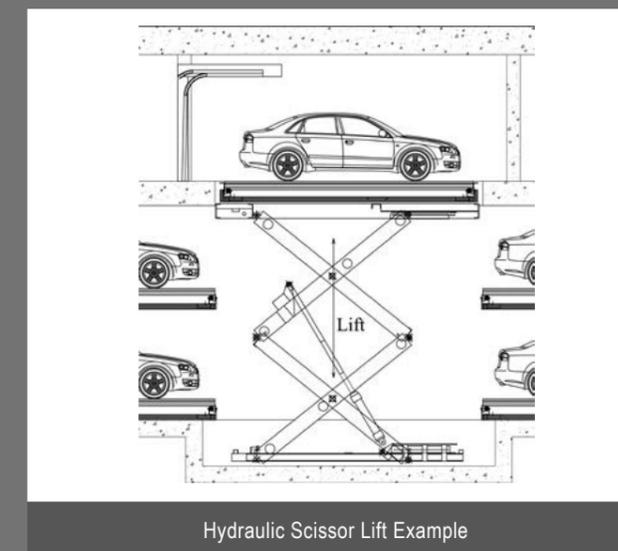
Carriers are fitted with a number of sensors, motors, switches, wheels, belts and cams (depending on the type of carrier), which support and move the pallets in a controlled manner, with or without a vehicle, from one carrier to another. This process is repeated until a pallet has reached its desired location.



Carriers and pallets are typically spaced approximately 100mm from one another or structural members but this is flexible.

### Elevators

Elevators, or lifts, are used when the vehicles are parked within the 5BY2 system on different levels. The elevators can be either electrically or hydraulically operated and are typically located in the transfer cabin. The type and location of the elevator is dependent on the site and system requirements.



### Turntables

The turntable rotates the pallets so that a vehicle is delivered back in the transfer cabin facing the right direction for driving out without having to reverse. Turntables can be installed in the transfer cabins, on a lift, or internally within the system. Sometimes the turntable is also used in situation where the entrance is perpendicular to the orientation of the parking system.

## System Weight Capacity

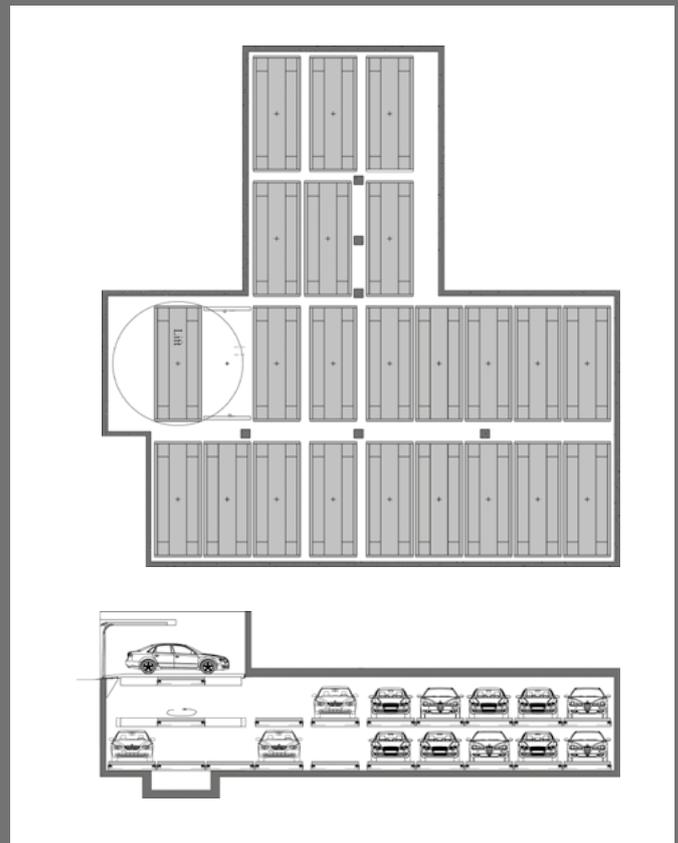
A standard 5BY2 system has a maximum vehicle weight of 2500kg; this will accommodate the majority of standard SUV and 4WD vehicles. However, certain more specialist vehicles may exceed this weight and these can be accommodated, subject to discussion with our engineering team.

The typical point load that is transferred to floor slab, based on a 2500kg vehicle is 1000kg per corner.

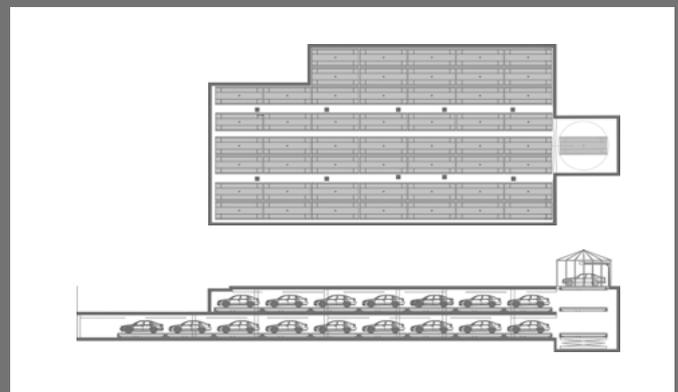
## Excavation Volume Savings

An actual case study comparing a conventional multi-level garage against a 5BY2 system for the same number of spaces showed a volume of 10,230m<sup>3</sup> for a conventional parking garage against a volume of 3,630m<sup>3</sup>, for a 5BY2 solution, saving 6,600m<sup>3</sup> or 65%.

## Example Layouts



Example Layout 1



Example Layout 2

**5BY2**  
NEXT GENERATION IN PARKING

Head Office  
Melbournestraat 9  
1175 RM Lijnden  
P.O. Box 9911  
1006 PA Amsterdam  
The Netherlands  
T: +31 (0) 88 655 0707  
F: +31 (0) 88 655 0717  
E: [info@5by2parking.com](mailto:info@5by2parking.com)



# SBY2 SUSTAINABILITY ASSESSMENT

SEPTEMBER 2010





# INTRODUCTION

5BY2 have requested Faithful + Gould to undertake a sustainability review of their fully automated parking system. The 5BY2 system provides the optimum parking solution for making the best use of available space above and/or below ground. One of the main benefits of the 5BY2 System is that the total volume required can be as little as 40% of a conventional multi-storey car park for the same number of spaces. This means that the 5BY2 System is able to accommodate up to 2-3 times more parking spaces in the same volume as conventional parking or save up to 60% in volume that can either increase development space or reduce construction time and costs. There are also a number of other sustainable benefits that the 5BY2 System has over other conventional multi-storey car parking systems, which can assist in achieving a number of credits under the standards of BREEAM (British Research Establishment Environmental Assessment Method) and LEED (Leadership in Energy and Environmental Design).

Some of the sustainability benefits are explored below:

<p><b>Carbon</b></p> 	<ul style="list-style-type: none"> <li>• Potential reduction in operational energy consumption through:                         <ul style="list-style-type: none"> <li>- Internal lighting not required for whole period of operation;</li> <li>- Simple ventilation strategy as only background aeration required for maintenance access;</li> <li>- Other energy consuming assets including passenger lifts, amenities and barrier control systems are not required.</li> </ul> </li> <li>• Reduced vehicles emissions (CO<sub>2</sub>, NO<sub>x</sub>, PM<sub>10</sub>) as engines are switched off during parking and no manoeuvring is required.</li> <li>• Ability for air tempering systems to utilise heat gains from stationary vehicles.</li> <li>• Energy efficient automated machinery.</li> <li>• Ability for system to be powered by Low or Zero Carbon (LZC) emitting electrical generation, e.g. wind turbines, solar or biomass.</li> <li>• Low embodied energy content in materials.</li> </ul>
<p><b>Waste</b></p> 	<ul style="list-style-type: none"> <li>• Smaller building footprint reduces the need for excavation and groundworks, potentially reducing the amount of construction waste sent to landfill.</li> <li>• Minimisation of waste as standardised units constructed offsite using modern methods of construction.</li> <li>• Less hazardous waste being sent to landfill (fluorescent lamps in conventional multi-storey car parks).</li> </ul>
<p><b>Materials</b></p> 	<ul style="list-style-type: none"> <li>• High levels of recycled content through the use of steel in the 5BY2 System equipment (steel has high levels of recycled content).</li> <li>• The 5BY2 System comes with a fully comprehensive maintenance system increasing the opportunity for 'take back' and closed loop resource systems.</li> <li>• Non toxic materials used (e.g. volatile organic compounds in paints).</li> <li>• Certified Sustainable Timber used in packaging material.</li> <li>• Biodegradable cleaners products.</li> </ul>
<p><b>Water</b></p> 	<ul style="list-style-type: none"> <li>• Dramatic reduction in watercourse pollution risk as oil interceptors are used throughout the 5BY2 System on the parking pallets.</li> <li>• Minimising local flood impacts through reduced runoff velocity.</li> </ul>

<p><b>Transport</b></p> 	<ul style="list-style-type: none"> <li>• Reduced risk of accidents to pedestrians as manoeuvring and parking carried out by automated machines.</li> <li>• Provision for cyclists as the parking pallets can contain bike racks.</li> <li>• Preferred parking for car sharing and low emission vehicles.</li> <li>• Electric vehicle charging facilities.</li> </ul>
<p><b>Culture and Heritage</b></p> 	<ul style="list-style-type: none"> <li>• Small building footprint and discrete public entrance makes the 5BY2 System a possible solution for historic areas as impact on surrounding buildings is reduced.</li> </ul>
<p><b>Health and Safety</b></p> 	<ul style="list-style-type: none"> <li>• Increased personal security and safety at night.</li> <li>• Reduced risk of accidents to pedestrians as manoeuvring and parking carried out by automated machines.</li> <li>• Reduced acoustic and vibration impacts.</li> </ul>
<p><b>Equity and Fair Trade</b></p> 	<ul style="list-style-type: none"> <li>• Spaces accessible to all users (disabled or parents with children).</li> </ul>





# BREEAM



The 5BY2 System should contribute towards the following BREEAM credits.

## Man 8 – Security

To recognise and encourage the implementation of effective design measures that will reduce the opportunity for and fear of crime on the new development.

- The 5BY2 System will assist in achieving this credit due to improved personal security and safety. As with conventional multi-storey car parks, the 5BY2 System does not need to ensure that there is adequate security provisions in place such as lighting, CCTV and security personnel. If the design team consult with and sought the advice of the local police Architectural Liaison Officer (ALO) or Crime Prevention Design Advisor (CPDA) on designing out the opportunity for crime then this credit should be awarded.

## Man 14 – Inclusivity

To encourage and reward development that promotes equality and diversity through good access to the built environment for all, through the application inclusive design principles.

- The 5BY2 System will assist in achieving this credit as one of the great benefits of the system is the inclusivity of the parking spaces. Unlike conventional multi-storey car parks, the 5BY2 System does not need to designate special 'disabled' and 'parents with child' parking spaces. The design of the entry/exit modules allows every space to be inclusive of all users as there is sufficient space to enable a disabled motorist or passenger to open the car door fully, to get in or out of the vehicle, and to manoeuvre around vehicle.

The 5BY2 System is also in accordance with BS8300 'Design of buildings and their approaches to meet the needs of disabled people', as all the entry/exit modules can be on the same level as the main access route to and from the car park, thus relinquishing the requirements for passenger lifts and/or ramps.

## Hea 13 – Acoustic Performance

To ensure the acoustic performance of the building meets the appropriate standards for its purpose.

- The 5BY2 System will assist in the scoring of this credit as the acoustic impacts associated with the system are minimal. The system would be classified as an unoccupied space and if the measured levels are below the required threshold, the credit should be achieved.

## Ene 1 – Reduction of CO<sub>2</sub> emissions

To recognise and encourage buildings that are designed to minimise the CO<sub>2</sub> emissions associated with their operational energy consumption.

- The 5BY2 System will assist in achieving this credit as it can minimise CO<sub>2</sub> emissions associated with operational energy consumption. A recent environmental review compared an APS with conventional multi-storey car parks and concluded that the APS could reduce CO<sub>2</sub> emissions by up to 80% for a basement car park.

The review identified a number of energy savings associated with the 5BY2 System when compared with multi-storey car parks. Primarily, the greatest saving relates to lighting. Within conventional multi-storey car parks, uniform lighting is required on each floor throughout the whole period of operation for safety reasons, whilst the only requirement for lighting in the 5BY2 System is associated with the main entrance.

Ventilation of below ground multi-storey car parks was also highlighted as having a high operational energy consumption compared when compared with 5BY2 System where only background ventilation is required as the main parking areas are unoccupied and the vehicle engines are not running. Other high operational energy consumption activities associated with conventional multi-storey car parks included the power required for fire alarm systems, lifts, pay station and barrier control systems.



## Ene 2 – Sub-metering of substantial energy use

To recognise and encourage the installation of energy sub-metering that facilitates the monitoring of inuse energy consumption.

- The 5BY2 System will assist in achieving this credit as separate energy sub-meters can be installed across the 5BY2 System to measure the end energy consuming use of the automated machinery and other areas including the entry/exit modules.

## Ene 4 – External lighting

To recognise and encourage the specification of energy-efficient light fittings for external areas of the development.

- The 5BY2 System will assist in achieving this credit as the only external lighting required relates to the main entrance area as all the cars are parked within the system which isn't normally lit.

## Tra 4 – Pedestrian and Cyclist Safety

To recognise and encourage the provision of safe and secure pedestrian and cycle access routes on the development.

- The 5BY2 System will assist in complying with this credit as the drop-off and pick-up areas are off access roads and provide direct access to pedestrian pathways avoiding the need for the pedestrians to cross vehicle access routes.

## Tra 5 – Travel Plan

To recognise the consideration given to accommodating a range of travel options for building users, thereby encouraging the reduction of user reliance on forms of travel that have the highest environmental impact.

- The 5BY2 System can contribute towards this credit as the system is designed to be fully inclusive of all users, including disabled users and parents with children (see inclusivity credit above). The system can also provide preferred parking for car sharers and dedicated cycle storage facilities.



**Tra 8 – Deliveries & Manoeuvring**

To ensure that safety is maintained and disruption due to delivery vehicles minimised through wellplanned layout and access to the site.

- The 5BY2 System can assist in achieving this credit as there is a separate parking area for vehicles waiting to enter the 5BY2 System. The entrance area is not accessed through parking areas and is easily accessible to building users and the general public.

**Mat 5 – Responsible Sourcing of Materials**

To recognise and encourage the specification of responsibly sourced materials for key building elements.

- The 5BY2 System will assist in scoring this credit as the building elements can be predominately made of steel (90%). If this material is reasonably sourced then the credit can be achieved.

**Mat 7 – Design for Robustness**

To recognise and encourage adequate protection of exposed parts of the building and landscape, therefore minimising the frequency of use of replacement materials.

- The 5BY2 System will assist in achieving this credit as all internal vehicle movements are carried out by the automated machinery. The design measures of the automated machinery eliminate the risk of high pedestrian access in thoroughfares and internal vehicle/trolley movement within 1m of the internal building fabric. They also eliminate the risk of vehicle collision where vehicle parking and manoeuvring occurs.

**Wst 1 – Construction Site Waste Management**

To promote resource efficiency via the effective and appropriate management of construction site waste.

- The 5BY2 System will assist in achieving this credit through its design to minimise waste flows to landfill and incineration. The standardised units are manufactured offsite using modern methods of construction, thus reducing the amount of waste generated onsite during construction.

**LE 1 – Reuse of land**

To encourage the reuse of land that has been previously developed, and discourage the use of previously undeveloped land for building.

- The 5BY2 System will assist in achieving this credit due to the nature of the system, which can be installed within existing structures to upgrade parking facilities as part of a building refurbishment. The credit can be awarded if at least 75% of the development is on an area of land that has previously been developed for use by industrial, commercial or domestic purposes in the last 50 years.



## Pol 6 – Minimising Watercourse Pollution

To reduce the potential for silt, heavy metals, chemicals or oil pollution to natural watercourses from surface water run-off from buildings and hard surfaces.

- The 5BY2 System will assist in achieving this credit as pallets are designed to reduce the risk of oil pollution reaching natural water courses. All parking pallets are designed with an oil interception trough that collects any oil given off by vehicles; the troughs are then cleaned on a quarterly basis thus reducing the potential for oil pollution to reach natural watercourses.

## Pol 7 – Reduction of Night time Light Pollution

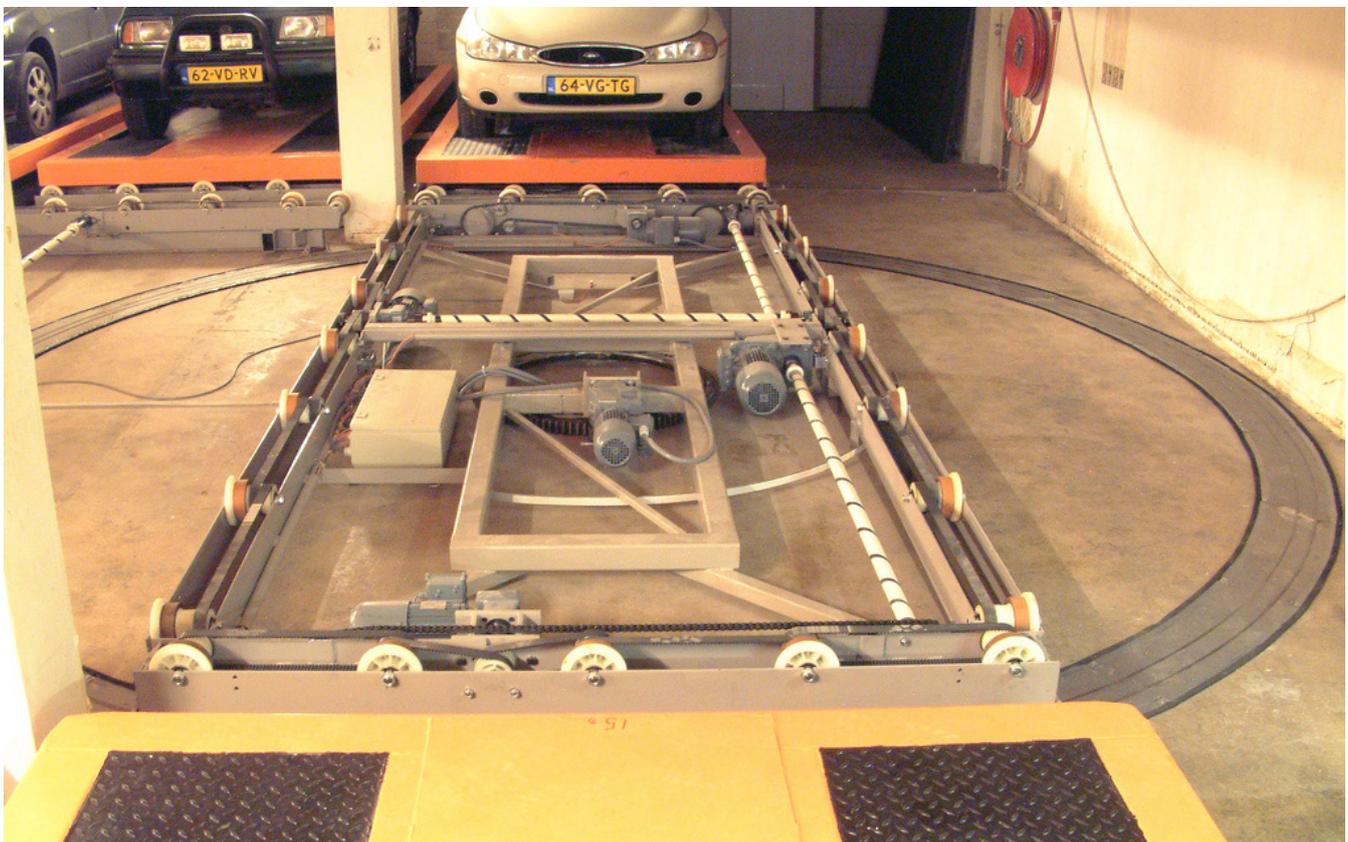
To ensure that external lighting is concentrated in the appropriate areas and that upward lighting is minimised, reducing unnecessary light pollution, energy consumption and nuisance to neighbouring properties.

- The 5BY2 System will assist in achieving this credit as there is minimal external lighting. Conventional multi-storey car parks are required to light all external areas during the whole period of operation for safety and security reasons. The lighting requirements of the 5BY2 System are minimal as the main entrance is the only area that needs external lighting. Providing it complies with the requirement, this credit should be achieved.

## Pol 8 – Noise Attenuation

To reduce the likelihood of noise from the new development affecting nearby noise-sensitive buildings.

- The 5BY2 System will assist in gaining this credit as there are likely to be minimal noise impacts associated with the operation of the system. The automated machinery that manoeuvres cars has a low noise impact and will not increase the background noise levels present. If this is confirmed by a suitably qualified acoustic consultant in a noise assessment the credit should be awarded.





## LEED



The 5BY2 System system should contribute towards the following LEED credits.

### SS Credit 1 – Site Selection

To avoid the development of inappropriate sites and reduce the environmental impact from the location of a building on a site.

- The 5BY2 System would assist in the scoring of this credit by reducing the building footprint and thus increasing the distance between the site and any sensitive receptors. When selecting the site, the design team should ensure that preference is given to sites that do not include sensitive receptors or restrictive land types.

### SS Credit 2 – Development Density & Community Connectivity

To channel development to urban areas with existing infrastructure, protect greenfields and preserve habitat and natural resources.

- The 5BY2 System will assist in the scoring of this credit as the nature of the system allows it to be installed into existing building structures. It can reduce building footprints as the total required volume is about half that of a conventional multi-storey car park. This makes it a more environmentally economical solution. The 5BY2 System can also be installed into areas that are unsuitable for multi-storey car parks due to limitations in space, height or depth as it is adaptable in terms of its form and shape.

### SS Credit 4.2 – Alternative Transportation, Bicycle Storage & Changing Rooms

To reduce pollution and land development impacts from automobile use.

- The 5BY2 System can achieve this credit through the adaptability of the parking pallets. The pallets are currently designed to store motor vehicles but could be tailored to provide storage solutions for motorbikes and bicycles for a percentage of system. The drop-off and pick-up points are located at the main entrance and providing that shower and changing facilities were provided, this credit should be achieved.

### SS Credit 4.3 – Alternative Transportation, Low emitting and fuel efficient vehicles

To reduce pollution and land development impacts from automobile use.

- The 5BY2 System will assist in achieving this credit as the system itself could be considered for 'preferred parking' as the vehicle drop-off and pick-up locations are located near the main entrance, with the car being stored elsewhere. The 5BY2 System could also comply with the credit as the system can apply discounted parking rates for low emitting/fuel efficient vehicles. A third compliance option for the system includes installing alternative refuelling points on the parking pallets. Charging points for electric vehicles could be installed in all parking pallets within the system, thus providing alternative refuelling for the whole parking capacity.



### **SS Credit 4.4 – Alternative Transportation, Parking capacity**

To reduce pollution and land development impacts from automobile use.

- Similarly for Credit SS 4.3, the 5BY2 System is able to achieve this credit as the system itself could be considered for preferred parking as the vehicle drop-off and pick-up locations are located near the main entrance, with the car being stored elsewhere. It can also achieve this credit if discounted parking rates were applied for carpools and vanpools.

### **SS Credit 5.2 – Site Development, Maximise open space**

To promote biodiversity by providing a high ratio of open space to development footprint.

- The 5BY2 System will assist in the scoring of this credit due to the reduced building footprint. The total required volume of the system is up to 40% that of conventional multi-storey car parks, resulting in up to 2-3 times more parking spaces in the same volume. The reduction in the building footprint provides an opportunity to use the additional space as open space and promoting biodiversity.

### **SS Credit 6.1 – Stormwater Design; Quality Control**

To limit disruption of natural hydrology by reducing impervious cover; increasing on-site infiltration, reducing or eliminating pollution from stormwater runoff and eliminating contaminants.

- The 5BY2 System will assist in scoring this credit by reducing the developed and impervious footprint, which will help to reduce the amount of impervious surfaces normally associated with conventional multi-storey car parks. This will also reduce the cost (and space requirements) of providing suitable attenuation of drainage.

### **SS Credit 7.1 – Heat Island Effect, Nonroof**

To reduce heat island to minimise impacts on microclimates and human and wildlife habitats.

- The 5BY2 System will assist with this credit by reducing the amount of roof area required to cover vehicles, thus reducing the heat absorption of exterior materials and causing an increase in the heat island effect. The system is designed to store vehicles underground, and providing all parking spaces are 'undercover' (defined as parking underground or under building), then an extra innovation credit could also be achieved.



**SS Credit 8 – Light Pollution Reduction**

To minimise light trespass from the building and site, reduce sky-glow to increase night sky access, improve night time visibility through glare reduction and reduce development impact from lighting on nocturnal environments.

- The 5BY2 System will assist in the scoring of this credit by reducing the amount of light pollution. The system requires a limited amount of light within the car park (significantly lower than conventional multi-storey car parks), and due to the smaller building footprint associated with 5BY2 System, it will be considerably easier to achieve the conditions of this credit.

**EA credit – Green Power**

To encourage the development and use of grid-sourced, renewable energy technologies on a net zero pollution basis.

- The 5BY2 System will assist in scoring this credit as the system is operated by grid-sourced electricity. It is possible to source this supply from renewable sources, which makes it easy to comply with this credit.

**MR Credits 1.1 – Building reuse, Maintain existing walls, floors, and roof**

**MR Credit 1.2 – Maintain Interior Nonstructural Elements**

To extend the life cycle of existing building stock, conserve resources, retain cultural resources, reduce waste and reduce environmental impacts of new building as they relate to materials manufacturing and transport.

- The 5BY2 System will assist in the scoring of these credits as the nature of the system allows it to be installed within existing building structures (which are retained) to upgrade parking facilities as part of a building refurbishment.

**MR Credit 2 – Construction Waste Management**

To divert construction and demolition debris from disposal in landfills and incineration facilities. Redirect recyclable recovered resources back to manufacturing process and reusable materials to appropriate sites.

- The 5BY2 System will assist in the scoring of this credit by reducing the amount of construction waste generated and sent for disposal in landfill and incineration facilities. The standardised units are manufactured offsite using modern methods of construction and assembled onsite creating minimal construction waste.



## MR Credit 4 – Recycled Content

To increase demand for building products that incorporate recycled content materials, thereby reducing impacts resulting from extraction and processing of virgin materials.

- The 5BY2 System could assist in achieving this credit as recycled content materials could be incorporated into the elements of the manufactured units. The standardised units are predominately made from steel, which if included a high recycled content, would easily achieve the credit and gain the extra innovation point if the value was greater than 30%.

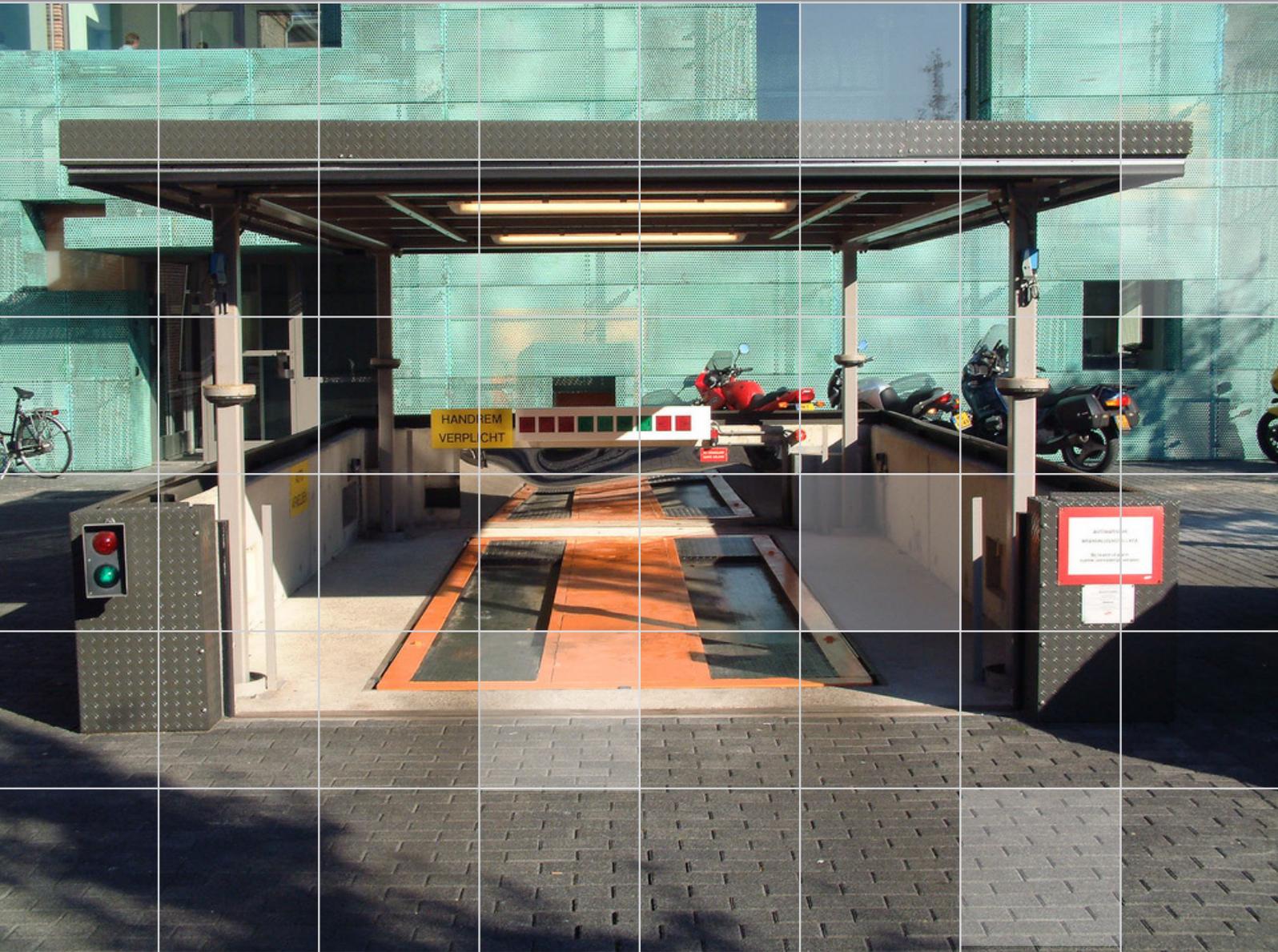
## MR Credit 5 – Regional Materials

To increase demand for building materials and products that are extracted and manufactured within the region, thereby supporting the use of indigenous resources and reducing the environmental impacts resulting from transportation.

- The 5BY2 System could assist in scoring this credit as materials and products that have been extracted and manufactured locally could be incorporated into the standardised units. The units are predominately constructed of steel, which if sourced locally (within 500 miles), would easily achieve the credit and receive an extra innovation point.







For more information on the content of this report, please contact:

**Sean Lockie**

Faithful+Gould

Euston Tower, 286 Euston Road, London NW13AT

Tel: +44 (0)207 121 3002

Fax: +44 (0)207 121 2868

Email: [Sean.Lockie@fgould.com](mailto:Sean.Lockie@fgould.com)



**FIGURE 5-1:** The core commercial areas centered on Burlingame and Howard Avenues features a range of architectural styles and periods.



**FIGURE 5-2:** Commercial and mixed use development projects in the Downtown Specific Plan area are subject to the City of Burlingame's *Commercial Design Guidebook*.

In the commercial areas, there is a consistency and cohesion of architectural styles. Many buildings utilize classical proportions, and are enriched with detailing such as pilasters, wood detailing, and embossed relief. There are also some fine modern buildings, which overall are compatible in scale and detail with more historical examples. The "core" area centered around Burlingame and Howard Avenues functions as a defined retail center.

In the residential neighborhoods, styles are more varied. Cohesion is achieved by compatibility in building scale and massing, along with consistently lush landscaping.

All buildings within each area of Downtown should contribute to the area's identity as a part of Downtown Burlingame. The core commercial areas centered on Burlingame and Howard Avenues should have a lively mix of buildings at different heights and styles. Ground floor retail should relate to Downtown's traditional storefronts by using large display windows, kickplates, and clerestory and transom windows. In the California Drive commercial areas, development may be lower in intensity but should continue to build on the Downtown core's classic, restrained styling. In the residential areas, new projects should reinforce the fine-grained scale and quiet amenity that exists.

The variety of architectural styles is an asset to Downtown, and both historically inspired and modern styles should be accommodated. Regardless of architectural style and approach, new buildings should exhibit fine-grained, pedestrian-friendly scale and details.

## 5.2 DESIGN STANDARDS FOR COMMERCIAL AND MIXED USE AREAS

The commercial areas of Downtown Burlingame have historically been the most active, public places in the community. New commercial and mixed use buildings should contribute to the existing "Main Street" character. They should enhance the pedestrian nature of Downtown, defining the street as a public place, with active storefronts, windows,

and doors at ground level. Architecture should include the type of well-crafted architectural details that are common to Burlingame, and convey that architectural heritage in terms of material, color, proportion, window type, and overall composition.

Commercial and mixed use development projects in the Downtown Specific Plan area are subject to the City of Burlingame's *Commercial Design Guidebook*. In addition, the following recommendations apply specifically to Downtown development:

## 5.2.1 PEDESTRIAN USE AND CHARACTER

### 5.2.1.1 Entrances

Commercial entrances should be recessed from the façade, creating a small alcove. This establishes a more definitive sense of entry and affords an alternative view of merchandise in the display windows. Existing recessed entries should be retained.

The doors of a commercial storefront typically contain large glass panels with vertical proportions that present a visual connection to the streetscape. Storefronts should continue to exhibit this pattern, whether a new project or the re-use of an existing space.

### 5.2.1.2 Ground-Level Corner Uses

High activity-generating uses are especially encouraged at the Burlingame Avenue and Howard Avenue intersections with side streets. Store façades along side streets should be designed to help entice pedestrians onto the side streets. To achieve this, the façades should include windows and continuation of the architectural details from the main storefront extending across the sidestreet façade. Entries to elevator lobbies should not be located at these intersections where they would serve to diminish pedestrian activity at these highly visible locations.



FIGURE 5-3: Commercial entrances should be recessed from the façade, creating a small alcove.



FIGURE 5-4: Corner parcels are encouraged to incorporate special features such as rounded or cut corners, special corner entrances, display windows, corner roof features, etc. but should avoid monumentally-scaled elements such as towers.



FIGURE 5-5: Particular attention should be given to craftsmanship and detailing within the pedestrian's range of touch and view.



FIGURE 5-6: Downtown Burlingame is characterized by relatively narrow building increments, predominantly 15 to 50 feet in width.

### 5.2.1.3 Ground Level Treatment

The unique community character created by the mixture of building ages and architectural styles should be maintained. All street-frontage establishments should provide primary access directly to the street.

Particular attention should be given to craftsmanship and detailing within the pedestrian's range of touch and view. For instance, the use of special storefront detailing and façade ornamentation such as planters, flower boxes, and special materials can reinforce the pedestrian nature of the street.

To ensure ease in caring for landscaping, major remodels and new projects should provide outdoor water spigots and electric sockets. When businesses have access to water, they can more easily care for their plants and trees, and keep the streets cleaned as well.

### 5.2.1.4 Site Access

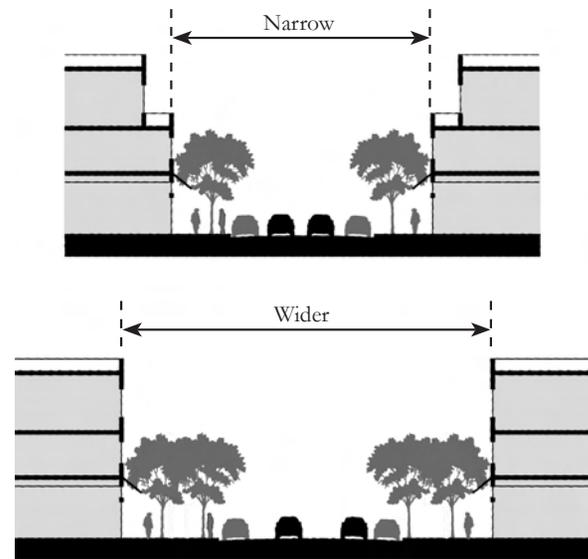
Curb cuts are prohibited on Burlingame Avenue and should be avoided to the extent feasible on Howard Avenue and California Drive. Any on-site parking garage should be accessed in a safe, attractive manner and should not significantly detract from pedestrian flow, nor interfere with the orderly flow of traffic on public streets and within parking lots. Where possible, parking garage access should be from the side streets or alleys. In some cases, access to on-site parking could be provided from city-owned parking lots.

## 5.2.2 ARCHITECTURAL COMPATIBILITY

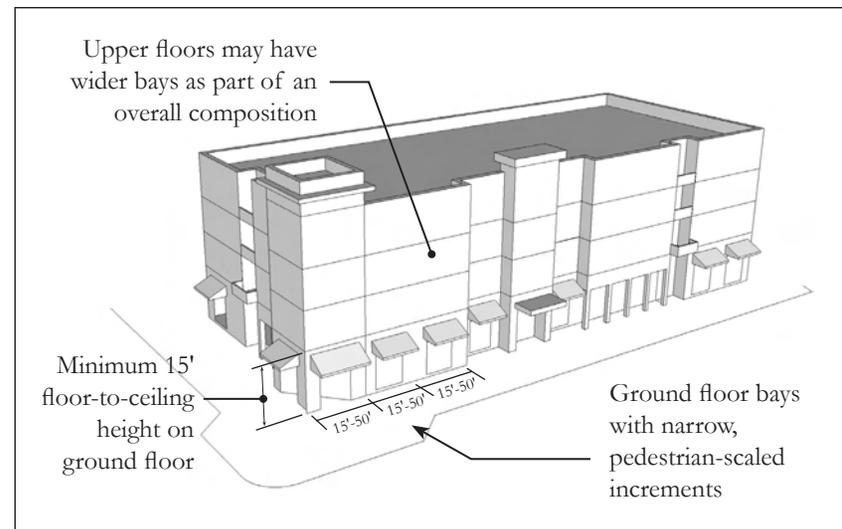
### 5.2.2.1 Building Scale

Table 3-2 in Chapter 3 specifies basic building standards such as setbacks and height. Beyond conforming to the basic building mass, new development should preserve the rhythm and fine-grained pedestrian scale of existing buildings within the commercial districts by respecting the relatively narrow building increments, which typically range from 15 feet to no more than 50 feet in width. To be consistent with the existing character of Downtown Burlingame, to provide a welcoming retail environment, and to accommodate a range of potential uses over the lifetime of the building, first floors should have a floor to finished ceiling height of at least 15 feet.

New development should also be sensitive to the human scale of Downtown with sensitivity to building height. Buildings should not overwhelm the pedestrian experience on the street and should account for the relationship between building height and street width. Where building mass and height might overwhelm the pedestrian experience on the street, design strategies such as upper floor setbacks and articulated building mass should be considered to ensure comfortable human scale.



**FIGURE 5-7:** Buildings should not overwhelm the pedestrian experience on the street and should account for the relationship between building height and street width.

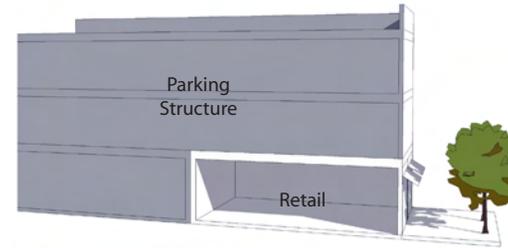


**FIGURE 5-8:** Building scale should preserve the rhythm and fine-grained pedestrian character of downtown, particularly at the pedestrian level.

**FIGURE 5-9: ON-SITE STRUCTURED PARKING IN COMMERCIAL AND MIXED USE AREAS****A. Wrapped on Ground Level**

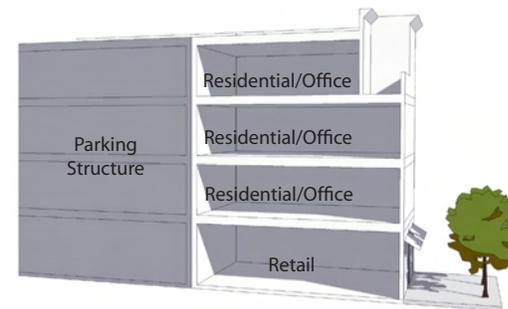
An above-ground parking structure where non-parking uses such as retail spaces are integrated into the ground level of the building along the street frontage of the parcel. The parking structure may be exposed to the building street frontage on upper levels, with appropriate design and screening.

**Application:** Municipal parking structure.

**B. Wrapped on All Levels**

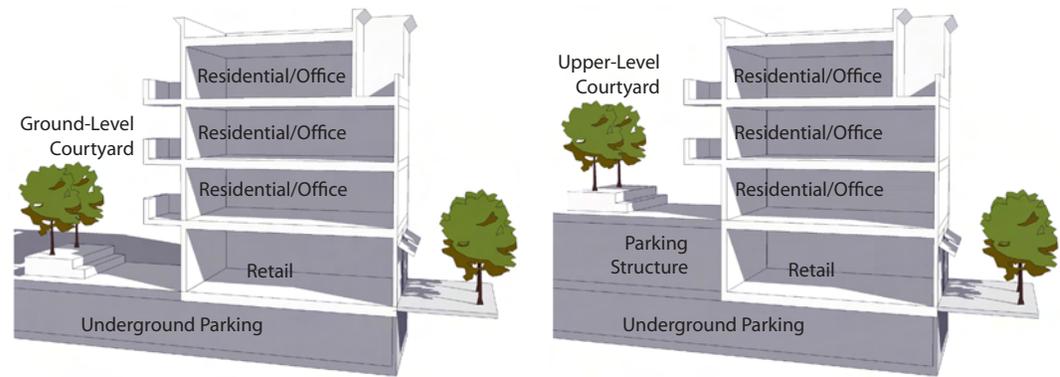
An above-ground parking structure where non-parking uses are integrated into the building along the entire street frontage of the parcel on all levels of the building. The parking structure is totally hidden behind a "liner building" of non-parking uses.

**Application:** Projects with relatively large amount of parking provided on-site. Typically requires a relatively large site to accommodate the parking structure and liner building.

**C. Underground**

A parking structure that is fully submerged underground and is not visible from the street. Depending on amount of parking provided, may also include a level of at-grade parking hidden behind non-parking uses such as retail.

**Application:** Can be suitable for projects on relatively small sites, as well as larger sites. Could also be combined with in-lieu arrangement, where some parking is provided on-site (such as for residential uses) and other parking is provided off-site in a municipal facility through in-lieu fees.



### 5.2.2.2 On-Site Structured Parking

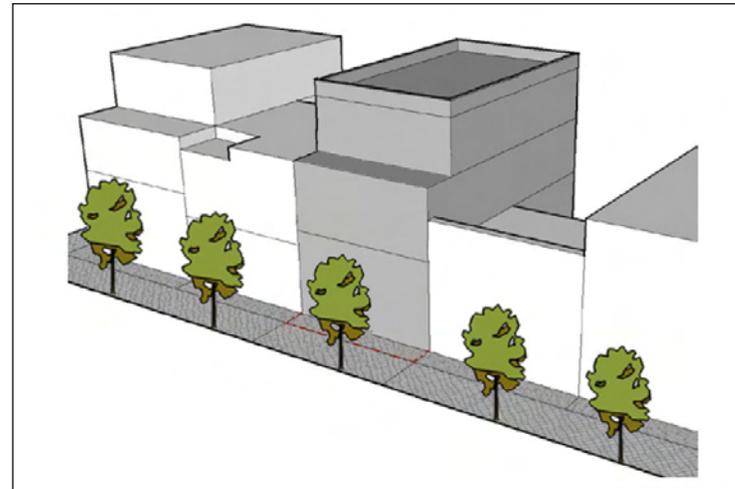
Given the density and premium land values Downtown, new projects will likely provide on-site parking in enclosed garage structures or underground. However, the parking should not overwhelm the character of the project or detract from the pedestrian environment. Ground level enclosed parking should be 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, 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.



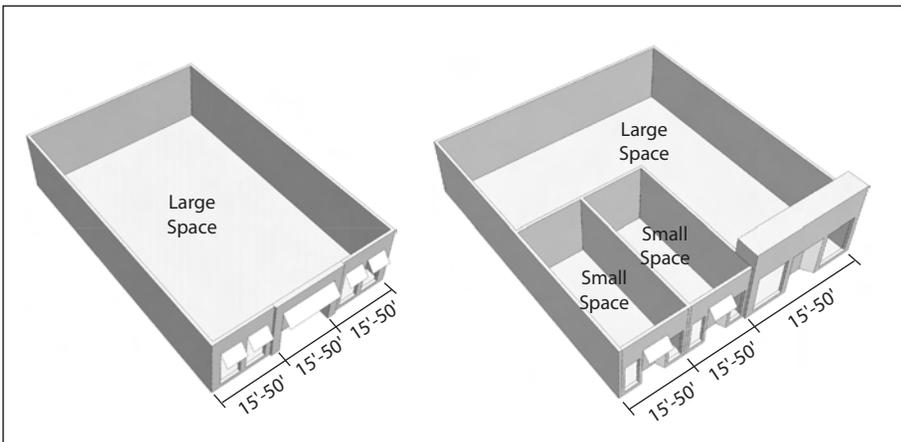
**FIGURE 5-10:** Where neighboring buildings are three stories or lower in height, newer taller buildings should consider matching lower façades to those of adjoining lower buildings with upper floors set back.



**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.



**FIGURE 5-12: Facades on both new and rehabilitated buildings should include the elements that make up a complete storefront including doors, display windows, bulkheads, signage areas and awnings.**



**FIGURE 5-13: Even if separate businesses function within the same building, the overall design of the façade should be consistent. Individual businesses should not break the basic lines, material and concept of the facade.**

## 5.2.3 ARCHITECTURAL DESIGN CONSISTENCY

### 5.2.3.1 Facade Design

To maintain the present scale and character of buildings in Downtown, large uninterrupted expanses of horizontal and vertical wall surface should be avoided. Building façades should respond to the relatively narrow increments of development (15 to 50 feet) with variation in fenestration, building materials and/or building planes. Facades should have generous reveals such as inset doorways and windows. Doors, windows, and details should be in keeping with pedestrian scale, as opposed to a monumental scale that is out of proportion to the surrounding context. Design details should be authentic and have purpose, rather than being applied or strictly decorative. Facades should have a variation of both positive space (massing) and negative space (plazas, inset doorways and windows).

Facades on both new and rehabilitated buildings should include the elements that make up a complete storefront including doors, display windows, bulkheads, signage areas and awnings. New buildings need not mimic an “historic” architectural style (and in fact should avoid imitation that results in caricatures) but should include a level of architectural detailing and quality of materials that complements existing buildings. Where older existing buildings are renovated, preservation of existing architectural details and materials is encouraged.

Even if separate businesses function within the same building, the overall design of the façade should be consistent. Individual businesses should not break the basic lines, material and concept of the façade. Storefronts can be demarcated from each other within the same building by subtle variations in the color or pattern of surfaces of doors, tiling, signage or entries. Corner parcels are encouraged to incorporate features such as rounded or cut corners, corner entrances, display windows, corner roof features, wrap-around awnings/overhangs, blade signs, etc.

### 5.2.3.2 Windows

#### *General*

Windows are important for providing "eyes on the street" and enlivening streetscapes. Building walls should be punctuated by well-proportioned openings that provide relief, detail and variation on the façade. Windows should be inset from the building wall to create shade and shadow detail. The use of high-quality window products that contribute to the richness and detail of the façade is encouraged. Reflective glass is considered an undesirable material because of its tendency to create uncomfortable glare conditions and a forbidding appearance. The use of materials that are reflected in the historic architecture present in the Downtown area is encouraged.

#### *Display Windows*

Display windows should be designed to enliven the street and provide pedestrian views into the interior of the storefront. Size, division and shape of display windows should maintain the established rhythm of the streetscape. Glass used in the display windows should be clear so it is possible to see inside, and display cases that block views into stores are strongly discouraged. Noticably tinted glazing is discouraged and mirrored/reflective glass is not permitted.

### 5.2.3.3 Awnings

Awnings should be designed to be decorative, complimentary to the overall facade design, and provide effective weather and sun protection. The placement of awnings should relate to the major architectural elements of the facade, avoiding covering any transom windows or architectural elements such as belt courses, decorative trim and similar features. The position of awnings should also relate to the pedestrian and provide a sense of shelter, with awnings situated to correspond to the tops of doorways and scale of pedestrians rather than high up on the facade with a monumental scale. Separate awnings should be used over individual storefront bays as defined by the columns or pilasters rather than placing a continuous awning across the



**FIGURE 5-14:** Size, division and shape of display windows should maintain the established rhythm of the streetscape



**FIGURE 5-15:** Awnings should be designed to be decorative, complimentary to the overall facade design, and provide effective weather and sun protection.



**FIGURE 5-16:** Rear and side facades that are visible from the public realm should exhibit sophisticated levels of design and materials of a quality similar to front facades. Buildings facing public parking lots are strongly encouraged to have rear entrances in addition to their principal street entrances.



**FIGURE 5-17:** Service facilities such as trash enclosures and mechanical equipment should be screened with enclosures and devices consistent with the building architecture in form, material and detail.

building frontage. Backlit awnings that visually appear as large light sources will not be permitted.

### 5.2.3.3 Materials

Building materials should be richly detailed to provide visual interest; reference should be made to materials used in notable examples of historic Downtown architecture. Metal siding and large expanses of stucco or wood siding are also to be avoided, except in the Myrtle Mixed Use area. Roofing materials and accenting features such as canopies, cornices, and tile accents should also offer color variation.

Character and richness in Downtown can be enhanced from the incorporation of details and ornamentation into the design of the buildings. These elements can include elements that have been traditionally used such as cornices, brackets or moldings.

### 5.2.3.4 Rear and Side Facades

Because the side streets and alleys in Downtown are highly visible and are used for both pedestrian access and vehicular access, rear and side façades that are visible from the public realm should exhibit sophisticated levels of design and materials. Rear and side façades of existing buildings should be improved with design features and quality materials where possible. Buildings should have windows and doors oriented to the alleys and side streets. Entry doors, garage doors and windows should be attractive and durable. Where buildings abut public parking lots, they are strongly encouraged to have rear entrances in addition to their principal street entrances. Rear facades may look like the back of a building, but still be pleasant and inviting.

Service facilities such as trash enclosures and mechanical equipment should be screened with enclosures and devices consistent with the building architecture in form, material and detail. Roofs and trellises are recommended for screening views from above. Whenever possible, trash and recycling enclosures should be consolidated and designed to serve several adjacent businesses provided they do not become over-

sized or too ungainly. Care should be taken to ensure refuse areas do not become noxious or smelly.

Where security devices are desired or warranted, designs should be artful with decorative grillwork that enhances the overall building design. Alley areas should be well lit but should be designed so they are attractive and do not adversely impact adjacent properties and detract from the ambiance of Downtown.

## 5.2.4 SITE DESIGN AND AMENITIES

### 5.2.4.1 Building Coverage

In order to create well-defined street spaces consistent with the scale of Downtown Burlingame, side yards are generally discouraged in favor of contiguous building façades along the street. However, narrow mid-block pedestrian passages that encourage through-block pedestrian circulation and/or arcaded spaces that create wider sidewalk areas for cafés, etc. are encouraged.

### 5.2.4.2 Open Space

Private open space within Downtown is not intended to provide recreational or large landscaped areas, since this is a more urban environment. However, open space is an important element and should be used to articulate building forms, promote access to light and fresh air, and maintain privacy for Downtown residents.

In residential mixed-use developments, most open space should be used to provide attractive amenities for residents, including interior courtyards and perimeter landscaping. Balconies and rooftop terraces are encouraged. Commercial development should typically have less open space in order to maintain a direct pedestrian relationship and continuous storefront streetscape. Entry alcoves, courtyards, and employee open space are examples. Open space for nonresidential projects should provide a visual amenity for the development and an attractive buffer to adjacent residential uses where applicable.



**FIGURE 5-18:** Open spaces such as retail plazas and outdoor seating areas should be located at building entries, or along or near well-traveled pedestrian routes to encourage frequent and spontaneous use.



**FIGURE 5-19:** In residential mixed-use developments, most open space should be used to provide attractive amenities for residents, including interior courtyards and perimeter landscaping.



**FIGURE 5-20:** To reinforce the Downtown commercial character of Downtown Burlingame, mixed-use buildings with a residential component shall conform to the setback standards for commercial projects.

Open spaces such as retail plazas and outdoor seating areas should be located at building entries, or along or near well-traveled pedestrian routes to encourage frequent and spontaneous use. Amenities should be functional as well as visually appealing, with seating, tables, canopies and covering trellises. Plazas and open spaces should be generously landscaped with trees, planters and vines. Permeable paving and/or creative site planning elements such as rain gardens are encouraged to alleviate the impacts of paved areas on drainage.

Low walls may be used to screen service and mechanical areas, create spatial definition and to provide seating. Low walls should be designed of quality materials that are complementary to the architecture of the primary structure(s) on the property.

## **5.2.5 RESIDENTIAL MIXED-USE DEVELOPMENTS WITHIN COMMERCIAL AREAS**

### **5.2.5.1 Setbacks**

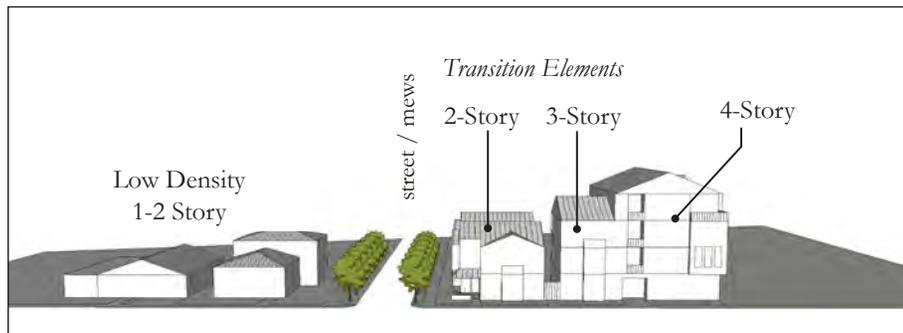
To reinforce the Downtown commercial character of Downtown Burlingame, mixed-use buildings with a residential component shall conform to the setback standards for commercial projects (outlined in Table 3-1 in Chapter 3). The Community Development Director may allow increased side and rear setbacks to enhance the residential portion of a mixed-use project provided the setbacks do not detract from the commercial storefront character of the Downtown district. Setbacks and overall building form should maintain the human scale of Downtown and be in keeping with the character of the surroundings, with emphasis on maintaining an active street edge and sidewalk boundary.

### **5.2.5.2 Noise and Ground Vibrations**

Projects with a residential component on California Drive should be designed to minimize noise impacts on residents from the Caltrain



**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

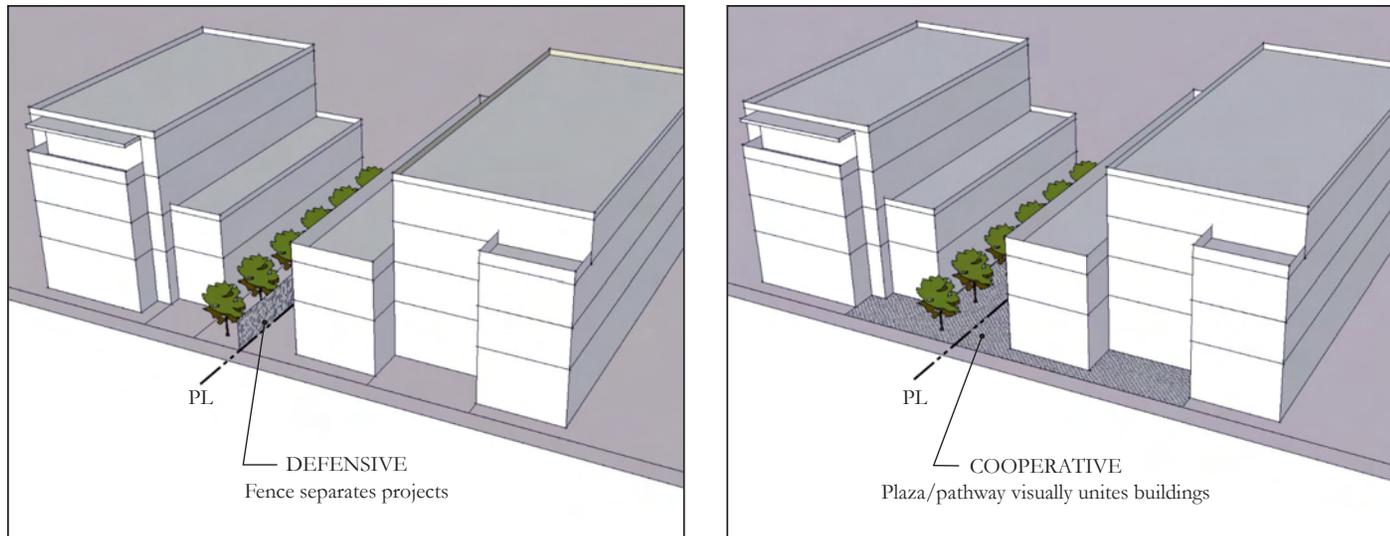
Transitions of development intensity from higher density development building types to lower can be done through different building sizes or massing treatments that are compatible with the lower intensity surrounding uses. Massing and orientation of new buildings should respect the massing of neighboring 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

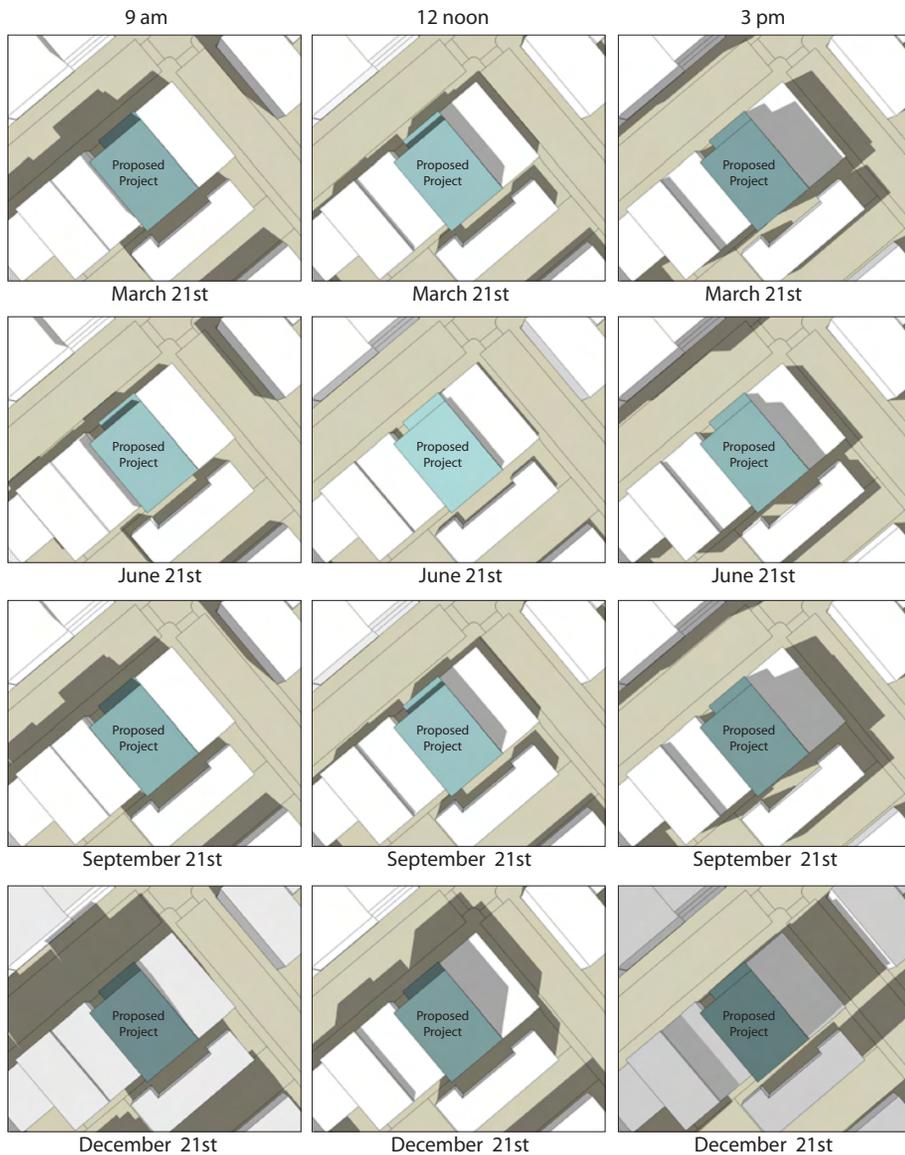
Where appropriate, when different land uses or building scales are adjacent, boundaries should be established by providing pedestrian paseos and mews to create separation, rather than walls or fences.



**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.

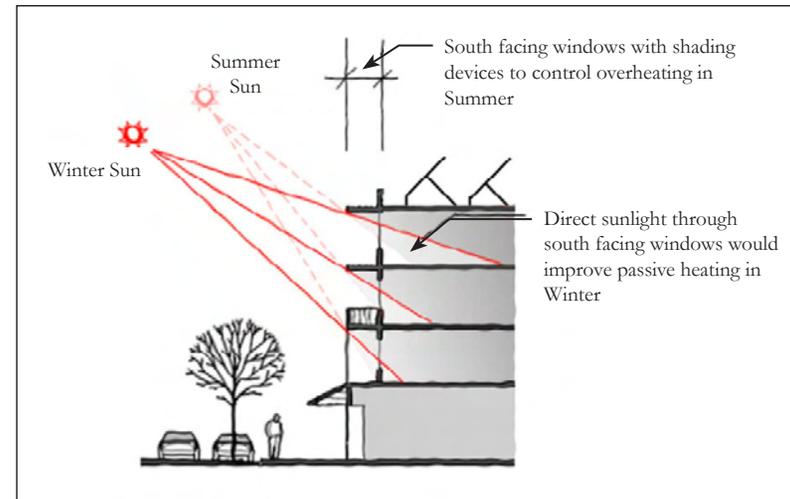
**FIGURE 5-40: Sample shadow analysis shows the range of shading conditions through the year.**

### 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.



## ***Project Comments – Planning Application***

**Project Address:** 250 California Drive, zoned CAR, APN: 029-213-010

**Description:** Request for Application for Commercial Design Review and Conditional Use Permit for office use on the ground floor for a new, 4-story office building.

**From:** Rick Caro III  
Building Division

---

**Please address the following comments at this time; provide a written response and revised plans with your resubmittal: No Comment**

**The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.**

- 1) Show that the site and the building will comply with all accessibility regulations found in the 2016 CBC
- 2) Specify an accessible path of travel from all required exits to the public right of way.
- 3) Provide an exit plan showing the paths of travel
- 4) Please Note: Architects are advised to specify construction dimensions for accessible features that are below the maximum and above the minimum dimension required as construction tolerances generally do not apply to accessible features. See the *California Access Compliance Manual – Interpretive Regulation 11B-8*.

**Reviewed By:** Rick Caro III  
650 558-7270

**Date:** September 20, 2017



## Project Comments – Planning Application

Project Address: 250 California Drive, zoned CAR, APN: 029-213-010

Description: Request for Application for Commercial Design Review and Conditional Use Permit for office use on the ground floor for a new, 4-story office building.

From: Rick Caro III  
Building Division

---

Please address the following comments at this time; provide a written response and revised plans with your resubmittal:

- 1) Place the following information on the first page of the plans. **Note: As of October 19, 2016, the working hours have changed as follows.**

**“Construction Hours”**  
**Weekdays: 8:00 a.m. – 7:00 p.m.**  
**Saturdays: 9:00 a.m. – 6:00 p.m.**  
**Sundays and Holidays: No Work Allowed**

(See City of Burlingame Municipal Code, Section 13.04.100 for details.)

*Construction hours in the City Public right-of-way are limited to weekdays and non-City Holidays between 8:00 a.m. and 5:00 p.m.*

**Note: Construction hours for work in the public right of way must now be included on the plans.**

When you submit your plans to the Building Division for plan review provide a completed Supplemental Demolition Permit Application. **NOTE: The Demolition Permit will not be issued until a Building Permit is issued for the project.**

- 2) Prior to applying for a Building Permit the applicant must either confirm that the address is 250 California Drive or obtain a change of address from the Engineering Department Note: The correct address must be referenced on all pages of the plans.
- 3) Show that the site and the building will comply with all accessibility regulations found in the 2016 CBC
- 4) Specify an accessible path of travel from all required exits to the public right of way.
- 5) Provide an exit plan showing the paths of travel
- 6) Please Note: Architects are advised to specify construction dimensions for accessible features that are below the maximum and above the minimum dimension required as construction tolerances generally do not apply to accessible features. See the *California Access Compliance Manual – Interpretive Regulation 11B-8*.

**The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.**

**Reviewed By:** Rick Caro III  
650 558-7270

**Date:** July 13, 2017



## ***Project Comments – Planning Application***

Project Address: **250 California Drive, zoned CAR, APN: 029-213-010**  
Description: **Request for Application for Commercial Design Review and Conditional Use Permit for office use on the ground floor for a new, 4-story office building.**

From: Christine Reed  
Fire Dept.

---

**Please address the following comments at this time; provide a written response and revised plans with your resubmittal:**

1. Note: If responding firefighting operations require interior access to the roof, the proposed roof access ladder may hinder the transportation and transfer of firefighting equipment to the roof. While the ladder meets the minimum requirement of the building code, responding fire personnel may be delayed in responding onto the roof due to this ladder design.
2. Roof access hatch shall be a minimum of 16 square feet.

**10/4/17 – No further comments at this time.**

**The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.**

1. The building shall be equipped with an approved NFPA 13 sprinkler system throughout. Sprinkler drawings shall be submitted and approved by the Central County Fire Department prior to installation. The system shall be electronically monitored by an approved central receiving station.
2. The applicant shall ensure proper drainage in accordance with the City of Burlingame Engineering Standards is available for the fire sprinkler main drain and inspector test on the building plumbing drawings. These items may drain directly to landscape or in the sewer with an air gap.
3. The building shall be equipped with an approved Class I NFPA 14 Standpipe System. The standpipe system shall be submitted and approved by the Central County Fire Department prior to installation. The system shall be installed and operable prior to construction of the fourth story of the structure.
4. The fire protection underground service line shall be submitted and approved through the Burlingame Building Department prior to installation.
5. The fire sprinkler system and fire standpipe system will not be approved by the Central County Fire Department until the fire protection underground has been submitted and approved through the Burlingame Building Department.
6. A manual fire alarm system required throughout the building.
7. Approved emergency radio communication capability is required throughout the building. If building construction/layout cannot accommodate required radio communication strength, an Emergency Responder Radio System is required throughout. Permit required to be obtained through the Central County Fire Dept. prior to installation.

**Reviewed By: Christine Reed**  
650-558-7617

**Date: 10/4/17**



## ***Project Comments – Planning Application***

**Project Address:** 250 California Drive, zoned CAR, APN: 029-213-010  
**Description:** Request for Application for Commercial Design Review and Conditional Use Permit for office use on the ground floor for a new, 4-story office building.

**From:** Christine Reed  
Fire Dept.

---

**Please address the following comments at this time; provide a written response and revised plans with your resubmittal:**

1. Note: If responding firefighting operations require interior access to the roof, the proposed roof access ladder may hinder the transportation and transfer of firefighting equipment to the roof. While the ladder meets the minimum requirement of the building code, responding fire personnel may be delayed in responding onto the roof due to this ladder design.
2. Roof access hatch shall be a minimum of 16 square feet.

**The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.**

1. The building shall be equipped with an approved NFPA 13 sprinkler system throughout. Sprinkler drawings shall be submitted and approved by the Central County Fire Department prior to installation. The system shall be electronically monitored by an approved central receiving station.
2. The applicant shall ensure proper drainage in accordance with the City of Burlingame Engineering Standards is available for the fire sprinkler main drain and inspector test on the building plumbing drawings. These items may drain directly to landscape or in the sewer with an air gap.
3. The building shall be equipped with an approved Class I NFPA 14 Standpipe System. The standpipe system shall be submitted and approved by the Central County Fire Department prior to installation. The system shall be installed and operable prior to construction of the fourth story of the structure.
4. The fire protection underground service line shall be submitted and approved through the Burlingame Building Department prior to installation.
5. The fire sprinkler system and fire standpipe system will not be approved by the Central County Fire Department until the fire protection underground has been submitted and approved through the Burlingame Building Department.
6. A manual fire alarm system required throughout the building.
7. Approved emergency radio communication capability is required throughout the building. If building construction/layout cannot accommodate required radio communication strength, an Emergency Responder Radio System is required throughout. Permit required to be obtained through the Central County Fire Dept. prior to installation.

**Reviewed By:** Christine Reed  
650-558-7617

**Date:** 8/14/17



## ***Project Comments – Planning Application***

Project Address: 250 California Drive, zoned CAR, APN: 029-213-010  
Description: Request for Application for Commercial Design Review and Conditional Use Permit for office use on the ground floor for a new, 4-story office building.

From: Bob Disco  
Parks Division

---

**Please address the following comments at this time; provide a written response and revised plans with your resubmittal:**

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

1. No further comments at this time - Irrigation Plan and WELO required for Building Permit

**Reviewed By:** BD  
650.558.7333  
bdisco@burlingame.org

**Date:** 9.27.2017



## ***Project Comments – Planning Application***

Project Address: 250 California Drive, zoned CAR, APN: 029-213-010  
Description: Request for Application for Commercial Design Review and Conditional Use Permit for office use on the ground floor for a new, 4-story office building.

From: Bob Disco  
Parks Division

---

**Please address the following comments at this time; provide a written response and revised plans with your resubmittal:**

1. Irrigation Plan and WELO required for Building Permit

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

Landscape plan approved – grates, staking detail and irrigation detail all to City spec.

**Reviewed By:** BD  
650.558.7333  
bdisco@burlingame.org

**Date:** 7.25.2017



## ***Project Comments – Planning Application***

**Project Address:** 250 California Drive, zoned CAR, APN: 029-213-010  
**Description:** Request for Application for Commercial Design Review and Conditional Use Permit for office use on the ground floor for a new, 4-story office building.

**From:** Martin Quan  
Public Works Engineering

---

**Please address the following comments at this time; provide a written response and revised plans with your resubmittal:**

- ~~1. On the site plan, please show all existing parking T's fronting the project site.~~
- ~~2. Please be aware that there will be no street parking at the rear of the property on West Lane (red curb will be required.)~~
- ~~3. Please explain how vehicle owners will utilize the parking lift system. Will there be a dedicated station attendant to assist, self-service, etc.~~
- ~~4. How far does the bris-soleil and guard rail protrude from the property line?~~
- ~~5. Please confirm that Lobby 2 door does not swing out beyond the property line.~~
- ~~6. Please dimension sidewalk and clearances.~~
- ~~7. Please show proposed utility connections for the building.~~
- ~~8. Please relocate the street trees on California so that they are placed in the center of the windows in order to provide as much sidewalk width as possible. Minimum desirable sidewalk width is 6'. Please relocate or remove the proposed street tree at the right side of the front entrance. The proposed street tree creates a pinched point and jog for pedestrians.~~
- ~~9. The sidewalk on South Lane is too narrow. Relocate the proposed street tree to the center of the windows or you can push the sidewalk out to the street right-of-way by 1' to accommodate a 6' walkway.~~
- ~~10. The retail space on the first floor shows doors that encroach beyond the property line. Please recess the doors, both on South Lane and California.~~
11. No further comments at this time.

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

12. A remove/replace utilities encroachment permit is required to (1) replace all curb, gutter, driveway and sidewalk fronting site, (2) plug all existing sanitary sewer lateral connections and install a new 4" lateral, (3) all water line connections to city water mains for services or fire line are to be installed per city standard procedures and specification, (4) any other underground utility works within city's right-of-way.
13. A stormwater maintenance agreement shall be recorded with the County for all c3 treatment measures. This agreement must be recorded prior to building permit signoff.
14. A storm, sewer, and water study will be required.
15. Based on the use and square footage of the building, please confirm with Recology with a formal letter acknowledging the proposed refuse room size is adequate and ability to service the building.

**Reviewed By:** Martin Quan  
650-558-7245

**Date:** 1/11/18



## ***Project Comments – Planning Application***

**Project Address:** 250 California Drive, zoned CAR, APN: 029-213-010  
**Description:** Request for Application for Commercial Design Review and Conditional Use Permit for office use on the ground floor for a new, 4-story office building.

**From:** Martin Quan  
Public Works Engineering

---

**Please address the following comments at this time; provide a written response and revised plans with your resubmittal:**

- ~~1. On the site plan, please show all existing parking T's fronting the project site.~~
- ~~2. Please be aware that there will be no street parking at the rear of the property on West Lane (red curb will be required.)~~
- ~~3. Please explain how vehicle owners will utilize the parking lift system. Will there be a dedicated station attendant to assist, self-service, etc.~~
- ~~4. How far does the bris soleil and guard rail protrude from the property line?~~
- ~~5. Please confirm that Lobby 2 door does not swing out beyond the property line.~~
- ~~6. Please dimension sidewalk and clearances.~~
- ~~7. Please show proposed utility connections for the building.~~
- ~~8. Please relocate the street trees on California so that they are placed in the center of the windows in order to provide as much sidewalk width as possible. Minimum desirable sidewalk width is 6'. Please relocate or remove the proposed street tree at the right side of the front entrance. The proposed street tree creates a pinched point and jog for pedestrians.~~
- ~~9. The sidewalk on South Lane is too narrow. Relocate the proposed street tree to the center of the windows or you can push the sidewalk out to the street right of way by 1' to accommodate a 6' walkway.~~
- ~~10. The retail space on the first floor shows doors that encroach beyond the property line. Please recess the doors, both on South Lane and California.~~

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

11. A remove/replace utilities encroachment permit is required to (1) replace all curb, gutter, driveway and sidewalk fronting site, (2) plug all existing sanitary sewer lateral connections and install a new 4" lateral, (3) all water line connections to city water mains for services or fire line are to be installed per city standard procedures and specification, (4) any other underground utility works within city's right-of-way.
12. A stormwater maintenance agreement shall be recorded with the County for all c3 treatment measures. This agreement must be recorded prior to building permit signoff.
13. A storm, sewer, and water study will be required.
14. Based on the use and square footage of the building, please confirm with Recology with a formal letter acknowledging the proposed refuse room size is adequate and ability to service the building.

**Reviewed By:** Martin Quan  
650-558-7245

**Date:** 11/17/17



## ***Project Comments – Planning Application***

**Project Address:** 250 California Drive, zoned CAR, APN: 029-213-010  
**Description:** Request for Application for Commercial Design Review and Conditional Use Permit for office use on the ground floor for a new, 4-story office building.

**From:** Martin Quan  
Public Works Engineering

---

**Please address the following comments at this time; provide a written response and revised plans with your resubmittal:**

- ~~1. On the site plan, please show all existing parking T's fronting the project site.~~
- ~~2. Please be aware that there will be no street parking at the rear of the property on West Lane (red curb will be required.)~~
- ~~3. Please explain how vehicle owners will utilize the parking lift system. Will there be a dedicated station attendant to assist, self-service, etc.~~
- ~~4. How far does the bris soleil and guard rail protrude from the property line?~~
- ~~5. Please confirm that Lobby 2 door does not swing out beyond the property line.~~
- ~~6. Please dimension sidewalk and clearances.~~
- ~~7. Please show proposed utility connections for the building.~~
8. Please relocate the street trees on California so that they are placed in the center of the windows in order to provide as much sidewalk width as possible. Minimum desirable sidewalk width is 6'. Please relocate or remove the proposed street tree at the right side of the front entrance. The proposed street tree creates a pinched point and jog for pedestrians.
9. The sidewalk on South Lane is too narrow. Relocate the proposed street tree to the center of the windows or you can push the sidewalk out to the street right-of-way by 1' to accommodate a 6' walkway.

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

10. A remove/replace utilities encroachment permit is required to (1) replace all curb, gutter, driveway and sidewalk fronting site, (2) plug all existing sanitary sewer lateral connections and install a new 4" lateral, (3) all water line connections to city water mains for services or fire line are to be installed per city standard procedures and specification, (4) any other underground utility works within city's right-of-way.
11. A stormwater maintenance agreement shall be recorded with the County for all c3 treatment measures. This agreement must be recorded prior to building permit signoff.
12. A storm, sewer, and water study will be required.
13. Based on the use and square footage of the building, please confirm with Recology with a formal letter acknowledging the proposed refuse room size is adequate and ability to service the building.

**Reviewed By:** Martin Quan  
650-558-7245

**Date:** 9/25/17



## ***Project Comments – Planning Application***

**Project Address:** 250 California Drive, zoned CAR, APN: 029-213-010  
**Description:** Request for Application for Commercial Design Review and Conditional Use Permit for office use on the ground floor for a new, 4-story office building.

**From:** Martin Quan  
Public Works Engineering

---

**Please address the following comments at this time; provide a written response and revised plans with your resubmittal:**

1. On the site plan, please show all existing parking T's fronting the project site.
2. Please be aware that there will be no street parking at the rear of the property on West Lane (red curb will be required.)
3. Please explain how vehicle owners will utilize the parking lift system. Will there be a dedicated station attendant to assist, self-service, etc.
4. How far does the bris soleil and guard rail protrude from the property line?
5. Please confirm that Lobby 2 door does not swing out beyond the property line.
6. Please dimension sidewalk and clearances.
7. Please show proposed utility connections for the building.

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

8. A remove/replace utilities encroachment permit is required to (1) replace all curb, gutter, driveway and sidewalk fronting site, (2) plug all existing sanitary sewer lateral connections and install a new 4" lateral, (3) all water line connections to city water mains for services or fire line are to be installed per city standard procedures and specification, (4) any other underground utility works within city's right-of-way.
9. A stormwater maintenance agreement shall be recorded with the County for all c3 treatment measures. This agreement must be recorded prior to building permit signoff.
10. A storm, sewer, and water study will be required.
11. Based on the use and square footage of the building, please confirm with Recology with a formal letter acknowledging the proposed refuse room size is adequate and ability to service the building.

**Reviewed By:** Martin Quan  
650-558-7245

**Date:** 7/28/17



## Project Comments – Planning Application

Project Address: **250 California Drive, zoned CAR, APN: 029-213-010**  
Description: **Request for Application for Commercial Design Review and Conditional Use Permit for office use on the ground floor for a new, 4-story office building.**

From: Carolyn Critz  
Stormwater

---

Please address the following comments at this time; provide a written response and revised plans with your resubmittal:

1. This project appears to be required to comply with the **C.3 and C.6 provisions** of the San Francisco Bay Municipal Regional Stormwater NPDES Permit (MRP). **If the project will create and/or replace 10,000 square feet or more of impervious surface and the project will replace 50 percent or more of site impervious surface, then stormwater source control and treatment requirements shall apply to the entire project site.** A summary of applicable requirements is at <http://flowstobay.org/newdevelopment>. The project proponent must complete, sign and submit, to the City, the appropriate form for each applicable requirement. – Submittal of
2. Please complete, sign and return the following forms, available at the link above:
  - a. **C.3 and C.6 Development Review Checklist. - Submitted**
  - b. **Worksheet F, Special Projects (if applicable). - Submitted**
  - c. **Any other worksheets that apply to your project. - Submitted**

**This is a Special Project.**

3. Required Best Management Practices (BMPs) apply to all construction projects utilizing **architectural copper**. Please read attachment "Requirements for architectural Copper." A downloadable electronic file is available at:  
<http://www.flowstobay.org/files/newdevelopment/flyersfactsheets/ArchitecturalcopperBMPs.pdf>

For additional information, including downloadable electronic files, please see the C.3 Stormwater Technical Guidance at [http://www.flowstobay.org/sites/default/files/SMCWPPP\\_C3\\_Handbook\\_2016.pdf](http://www.flowstobay.org/sites/default/files/SMCWPPP_C3_Handbook_2016.pdf)

**The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.**

1. Any construction project in the City, regardless of size, shall comply with the city's stormwater NPDES permit to prevent construction activity stormwater pollution. Project proponents shall ensure that all contractors implement appropriate and effective Best Management Practices (BMPs) during all phases of construction, including demolition. **When submitting plans for a building permit**, please include a list of **construction BMPs as project notes**, preferably, on a separate full size (2'x 3' or larger), plan sheet. A downloadable electronic file is available at: <http://www.flowstobay.org/Construction>
2. Label all **pervious** and **impervious** surfaces and site design measures for stormwater.
3. Post-construction treatment measures must be designed, installed, and hydraulically sized to treat a specified amount of runoff. The project plan submittals shall identify the owner and maintenance party responsible for the ongoing inspection and maintenance of the post-construction stormwater treatment measures in perpetuity. **A maintenance agreement or other maintenance assurance must be submitted and approved by the City prior to the issuance of a final construction inspection.**

Reviewed By: Carolyn Critz  
(650) 342 3727, ext. 118

Date: July 20, 2017 September 27, 2017



## Project Comments – Planning Application

Project Address: 250 California Drive, zoned CAR, APN: 029-213-010  
Description: Request for Application for Commercial Design Review and Conditional Use Permit for office use on the ground floor for a new, 4-story office building.

From: Carolyn Critz  
Stormwater

---

Please address the following comments at this time; provide a written response and revised plans with your resubmittal:

1. This project appears to be required to comply with the **C.3 and C.6 provisions** of the San Francisco Bay Municipal Regional Stormwater NPDES Permit (MRP). **If the project will create and/or replace 10,000 square feet or more of impervious surface and the project will replace 50 percent or more of site impervious surface, then stormwater source control and treatment requirements shall apply to the entire project site.** A summary of applicable requirements is at <http://flowstobay.org/newdevelopment>. The project proponent must complete, sign and submit, to the City, the appropriate form for each applicable requirement.
2. Please complete, sign and return the following forms, available at the link above:
  - a. **C.3 and C.6 Development Review Checklist.**
  - b. **Worksheet F, Special Projects (if applicable).**
  - c. **Any other worksheets that apply to your project.**
3. Required Best Management Practices (BMPs) apply to all construction projects utilizing **architectural copper**. Please read attachment "Requirements for architectural Copper." A downloadable electronic file is available at:  
<http://www.flowstobay.org/files/newdevelopment/flyersfactsheets/ArchitecturalcopperBMPs.pdf>

For additional information, including downloadable electronic files, please see the C.3 Stormwater Technical Guidance at [http://www.flowstobay.org/sites/default/files/SMCWPPP\\_C3\\_Handbook\\_2016.pdf](http://www.flowstobay.org/sites/default/files/SMCWPPP_C3_Handbook_2016.pdf)

**The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.**

1. Any construction project in the City, regardless of size, shall comply with the city's stormwater NPDES permit to prevent construction activity stormwater pollution. Project proponents shall ensure that all contractors implement appropriate and effective Best Management Practices (BMPs) during all phases of construction, including demolition. **When submitting plans for a building permit**, please include a list of **construction BMPs as project notes**, preferably, on a separate full size (2'x 3' or larger), plan sheet. A downloadable electronic file is available at: <http://www.flowstobay.org/Construction>
2. Label all **pervious** and **impervious** surfaces and site design measures for stormwater.
3. Post-construction treatment measures must be designed, installed, and hydraulically sized to treat a specified amount of runoff. The project plan submittals shall identify the owner and maintenance party responsible for the ongoing inspection and maintenance of the post-construction stormwater treatment measures in perpetuity. **A maintenance agreement or other maintenance assurance must be submitted and approved by the City prior to the issuance of a final construction inspection.**

Reviewed By: Carolyn Critz  
(650) 342 3727, ext. 118

Date: July 20, 2017

**RESOLUTION APPROVING CATEGORICAL EXEMPTION, COMMERCIAL DESIGN REVIEW  
AND CONDITIONAL USE PERMITS**

RESOLVED, by the Planning Commission of the City of Burlingame that:

WHEREAS, a Categorical Exemption has been prepared and application has been made for Commercial Design Review and Conditional Use Permits for office use in a portion of the ground floor and building height for construction of a new, four-story mixed use office building (retail and office) at 250 California Drive, Zoned CAR, 20 Hobart LLC, 999 Baker Way, Suite 300, San Mateo, CA, 94404, property owner, APN: 029-213-010;

WHEREAS, said matters were heard by the Planning Commission of the City of Burlingame on March 12, 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:

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.
2. Said Commercial Design Review and Conditional Use Permits are approved subject to the conditions set forth in Exhibit "A" attached hereto. Findings for such Commercial Design Review and Conditional Use Permits are set forth in the staff report, minutes, and recording of said meeting.
3. 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 12th day of March, 2018, by the following vote:

\_\_\_\_\_  
Secretary

## EXHIBIT "A"

Conditions of Approval for Categorical Exemption, Commercial Design Review and Conditional Use Permits.

**250 California Drive**

Effective **March 22, 2018**

Page 1

1. that the project shall be built as shown on the plans submitted to the Planning Division date stamped February 27, 2018, sheets A0.0.0 through A9.2.1, ALTA, C-4, L1.01 and L2.01;
2. that any changes to the size or envelope of building, which would include changing or adding exterior walls or parapet walls, shall require an amendment to this permit;
3. that any changes to building materials, exterior finishes, windows, architectural features, roof height or pitch, and amount or type of hardscape materials shall be subject to Planning Division or Planning Commission review (FYI or amendment to be determined by Planning staff);
4. that the maximum elevation at the top of the roof screen shall not exceed elevation 89.24', and that the maximum elevation at the top of the roof ridge shall not exceed elevation 85.22' for a maximum height of 55'-0", and that the top of each floor and final roof ridge and top of roof screen shall be surveyed and approved by the City Engineer as the framing proceeds and prior to final framing and roofing inspections. The main lobby finished floor shall be elevation 31.0'; the second floor finished floor shall be elevation 46.92'; the third floor finished floor shall be elevation 59.22', and the fourth floor finished floor shall be elevation 71.52'. 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;
5. that the on-site parking spaces shall be used only for the tenants and visitors of the office and retail facilities on this site and shall not be leased or rented for storage of automobiles or goods either by individuals or businesses not on this site or by other businesses for off-site parking;
6. that prior to issuance of a building permit for the project, the applicant shall pay the parking in-lieu fee in the amount of \$577,143.27, made payable to the City of Burlingame and submitted to the Planning Division;
7. that prior to issuance of a building permit for the project, the applicant shall pay the commercial linkage fee in the amount of \$683,675.00, made payable to the City of Burlingame and submitted to the Planning Division;
8. that prior to issuance of a building permit for the project, the applicant shall pay the first half of the public facilities impact fee in the amount of \$195,233.05, made payable to the City of Burlingame and submitted to the Planning Division;
9. that prior to scheduling the final framing inspection, the applicant shall pay the second half of the public facilities impact fee in the amount of \$195,233.05, made payable to the City of Burlingame and submitted to the Planning Division;
10. 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;

## EXHIBIT "A"

Conditions of Approval for Categorical Exemption, Commercial Design Review and Conditional Use Permits.

**250 California Drive**

Effective **March 22, 2018**

Page 2

11. that storage of construction materials and equipment on the street or in the public right-of-way without an encroachment permit shall be prohibited;
12. that the conditions of the Building Division's September 20, 2017 and July 13, 2017 memos, the Engineering Division's January 11, 2018, November 17, 2017, September 25, 2017 and July 28, 2017 memos, the Fire Division's October 4, 2017 and August 14, 2017 memos, the Parks Division's September 27, 2017 and July 25, 2017 memos, and the Stormwater Division's September 27, 2017 and July 20, 2017 memos shall be met;
13. 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;
14. 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;
15. 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;
16. that the applicant shall comply with Ordinance 1503, the City of Burlingame Storm Water Management and Discharge Control Ordinance;
17. 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;

### **THE FOLLOWING CONDITIONS SHALL BE MET DURING THE BUILDING INSPECTION PROCESS PRIOR TO THE INSPECTIONS NOTED IN EACH CONDITION:**

18. that prior to scheduling the foundation inspection, a licensed surveyor shall locate the property corners, set the building footprint and certify the first floor elevation of the new structure(s) based on the elevation at the top of the form boards per the approved plans; this survey shall be accepted by the City Engineer;
19. that prior to scheduling the framing inspection the project architect or residential designer, or another architect or residential design professional, shall provide an architectural certification that the architectural details shown in the approved design which should be evident at framing, such as window locations and bays, are built as shown on the approved plans; architectural certification documenting framing compliance with approved design shall be submitted to the Building Division before the final framing inspection shall be scheduled;

## EXHIBIT "A"

Conditions of Approval for Categorical Exemption, Commercial Design Review and Conditional Use Permits.

**250 California Drive**

Effective **March 22, 2018**

Page 3

20. that prior to scheduling the roof deck inspection, a licensed surveyor shall shoot the height of the roof ridge and provide certification of that height to the Building Division; and
21. 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.

### **THE FOLLOWING CONDITIONS OF APPROVAL ARE FROM DOWNTOWN SPECIFIC PLAN:**

22. the project sponsor shall prepare a Geotechnical Study identifying the depth to the seasonal high water table at the project site. No permanent groundwater dewatering would be allowed. Instead, all residential uses must be elevated to above the seasonal high water table and all areas for non-residential uses shall be flood-proofed and anchored, in accordance with floodplain development requirements, to the design depth as recommended by geotechnical engineer. Final design shall be prepared by a qualified professional engineer and approved by the Burlingame Department of Public Works prior to receiving a building permit;
23. the project sponsor shall implement all appropriate control measures from the most currently adopted air quality plan at the time of project construction;
24. 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.
  - 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.

## EXHIBIT "A"

Conditions of Approval for Categorical Exemption, Commercial Design Review and Conditional Use Permits.

**250 California Drive**

Effective **March 22, 2018**

Page 4

- 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.
- 25. 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.
- 26. 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;
- 27. that employers shall post and update information on alternate modes of transportation for the area (i.e. bus/shuttle schedules and stop locations, maps);
- 28. the project sponsor shall incorporate commercial energy efficiency measures such that energy efficiency is increased to 15% beyond 2008 title 24 standards for electricity and natural gas;
- 29. the project sponsor shall incorporate recycling measures and incentives such that a solid waste diversion rate of 75% is achieved upon occupation of each phase of plan development;
- 30. the project sponsor shall incorporate commercial water efficiency measures such that water consumption is decreased by a minimum of 10 percent over current standard water demand factors;
- 31. 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;

## EXHIBIT "A"

Conditions of Approval for Categorical Exemption, Commercial Design Review and Conditional Use Permits.

**250 California Drive**

Effective **March 22, 2018**

Page 5

32. 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;
33. that 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.
34. 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;
35. that if the project increases sewer flows to the sanitary sewer system, the project sponsor shall coordinate with the City Engineer to determine if improvements to public sanitary sewer infrastructure are needed. If improvements are needed, the following shall apply:
  - that prior to issuance of a building permit, the project sponsor shall develop a plan to facilitate sanitary sewer improvements. The plan shall include a schedule for implementing sanitary sewer upgrades that would occur within the development site and/or contribution of a fair share fee toward those improvements, as determined by the City Engineer. The plan shall be reviewed by the City Engineer.

## EXHIBIT "A"

Conditions of Approval for Categorical Exemption, Commercial Design Review and Conditional Use Permits.

**250 California Drive**

Effective **March 22, 2018**

Page 6

36. 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.
37. 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;
38. 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
39. 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 investigation of the specific site and consult

## EXHIBIT "A"

Conditions of Approval for Categorical Exemption, Commercial Design Review and Conditional Use Permits.

**250 California Drive**

Effective **March 22, 2018**

Page 7

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: 250 CALIFORNIA DRIVE**

The City of Burlingame Planning Commission announces the following public hearing on **MONDAY, MARCH 12, 2018 at 7:00 P.M.** in the City Hall Council Chambers, 501 Primrose Road, Burlingame, CA:

Application for Design Review and Conditional Use Permit for office use in a portion of the ground floor for construction of a new, 4-story mixed use office building (retail and office) at **250 CALIFORNIA DRIVE** zoned CAR. APN 029-213-010

**Mailed: March 2, 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

*(Please refer to other side)*

**PUBLIC HEARING NOTICE**



**250 California Drive, CAR**