

**Item No. 9b  
Design Review Study**



**PROJECT LOCATION**  
240 Lorton Avenue

# City of Burlingame

*Commercial Design Review and Conditional Use Permit for a  
New Four-Story Commercial Building*

**Item No. 9b  
Design Review Study**

**Address:** 240 Lorton Avenue

**Meeting Date:** September 26, 2016

**Request:** Application for Commercial Design Review and Conditional Use Permit for building height for construction of a new, four-story commercial building (retail and office).

**Applicant and Property Owner:** DLC Lorton

**APN:** 029-211-200

**Architect:** MBH Architects

**Lot Area:** 7,006 SF (0.16 acres)

**General Plan:** Service and Special Sales - Downtown Specific Plan (Burlingame Avenue Commercial District)

**Zoning:** BAC (Burlingame Avenue Commercial)

**Adjacent Development:** Restaurant, retail, personal service, office, and residential

**Current Use:** Retail on the ground floor and temporary construction office on the upper floor

**Proposed Use:** Four-story commercial building; retail on the ground floor and office on upper three floors

**Allowable Use:** Retail, personal services, business services, hotels, travel agencies, government agencies, offices above the first floor, and personal trainer and assessment businesses above and below the first floor.

**Project Summary:** The site is currently occupied by a two-story building with at-grade parking at the rear. The ground floor space is currently occupied by a window retail business (formerly RadioShack). There are four residential units on the upper floor, and currently three of the four units are being used as a temporary construction office for the construction project at 225 California Drive. Adjacent to the south is a one and two-story building with a restaurant and offices and adjacent to the north is a one-story building with two restaurants. Across Lorton Avenue to the west is the former Burlingame Main Post Office. Hatch Lane (a one-way thoroughfare with traffic flowing south-bound) runs behind the property to the rear.

The applicant is proposing to demolish the existing two-story building and construct a new four-story commercial building with at-grade covered parking. The proposed building will contain 1,375 SF of retail space on the ground floor and 13,801 SF of office space on the three floors above. The proposal also includes 1,820 SF of roof deck areas primarily located at the front of the building. With the roof deck, the front of the building is three stories tall and the rear is four stories. The BAC District Regulations states that retail and office uses (above the first floor only) are permitted uses (Code Section 25.32.020 (a) and (g)(1)).

The retail space will be accessible from Lorton Avenue. The lobby to access the upper floor office spaces will be located behind the retail space by way of a covered walkway alongside the retail space. The office space floors have been designed as a shell to be able to accommodate either a single tenant or multiple tenants.

The building will have at-grade parking located behind the lobby and retail space on the ground floor, with access from Lorton Avenue. This includes one accessible space and 14 hydraulic "puzzle stacker" parking lift spaces. Vehicular traffic from the project would exit on Hatch Lane. Hatch Lane is one-way towards Howard Avenue, so all vehicles would exit the project to the Hatch Lane/Howard Avenue intersection.

The following applications are required for this project:

- Commercial Design Review for a new commercial building (Code Sections 25.32.045 and 25.57.010(c)); and
- Conditional Use Permit for building height exceeding 35'-0" in height (55'-0" proposed where 55'-0" is the maximum allowed building height) (Code Section 25.32.055).

**Commercial Design Review:** Commercial Design Review is required for new commercial buildings pursuant to Code Sections 25.32.045 and 25.57.010(c)(1). Design Review was instituted for commercial projects in 2001 with the adoption of the Commercial Design Guidebook. The project is located within the boundaries of the *Burlingame Downtown Special Plan* and therefore subject to Chapter 5 of the Downtown Specific Plan (Design & Character). Section 5.2 (pages 5-3 through 5-12) provides design guidelines specifically for commercial and mixed use areas within the Downtown Specific Plan area. Section 5.4 (pages 5-22 through 5-26) provides more general design guidelines that apply to all areas of the downtown. The relevant pages of the plan have been included as an attachment for convenience of commissioners.

The proposed exterior facades will include a variety of materials including stone on the ground floor and hand troweled polished and mottled cement plaster on the upper floors. Expansion and control joints will create rectangular shapes along the cement plaster facades. The retail storefront system and windows throughout the building will be aluminum with clear UV-coated glass. There will be a painted metal awning on the ground floor at the front of the building. Painted C-Channels are located between the ground floor and upper floors and along the top edge of the building. Recessed metal and cement plaster panels are proposed as design features on all building facades. Overhead doors to the electrical and garbage/recycling rooms will be steel. A materials board will be available at the meeting.

Along the rear façade on the ground floor, the applicant is proposing to install a vitrine (display area) for use by the Burlingame Historical Society (see Ground Floor Plan on sheet A2.0.1 and North Exterior Elevation on sheet A3.1.2). In addition, the left side wall along the rear half of the ground floor will be reserved for a mural to be installed at a future date (the adjacent building does not extend to the rear property line). The applicant has yet determined what the content of the mural will be.

The proposed project includes two roof deck areas located on the fourth floor totaling 1,820 SF; a larger roof deck at the front of the building (1,596 SF) and a smaller deck along the left side of the building (224 SF). The larger roof deck will contain various plants in planter boxes and seating areas. Please refer to the Landscape and Planting Plans on sheets L1.01 and L2.01.

**Building Height:** The maximum building height allowed in the BAC District is 55 feet. However, a Conditional Use Permit is required for any building or structure which exceeds 35 feet in height. As measured to the top of the roof parapet, the proposed four-story building is 55 feet in height. A request for a Conditional Use Permit for building height has been submitted by the applicant.

With the proposed roof deck area at the front of the building, the massing and height of the building transitions from three stories (44'-6" in height) at the front of the building to four stories (55'-0" in height) at the rear. Please refer to the rendering and proposed building elevations.

**Off-Street Parking:** The proposed project consists of 1,375 SF of retail on the ground floor and 13,801 SF of office on the second through fourth floors. Retail, personal service and food establishment uses located on the ground floor within the parking sector of the Burlingame Downtown Specific Plan are exempt from vehicle parking requirements as set forth in code section 25.70.090 (a). The subject property is located within the parking sector; therefore no additional off-street parking is required for the proposed retail use on the ground floor. The retail tenant has not yet been determined.

Off-street parking is required for the proposed office uses on the second through fourth floors (13,801 GSF). Based on the 1:300 GSF parking ratio for the proposed office use on the upper floors, 46 off-street parking spaces are required. A total of 15 parking spaces are provided on-site; 14 spaces in a mechanical vehicle lift system, also referred to as a puzzle stacker, and 1 at-grade disabled-accessible space. This represents a 31-space balance.

Land Use section 3.6.1 of the Downtown Specific Plan allows that in instances where uses proposed are not exempt from providing parking, in-lieu fees may be paid instead of providing parking on-site where there is expansion, intensification, or construction of new buildings. In this case, the proposed office use on the second through fourth floors is not exempt from providing parking. The applicant notes that the parking in-lieu fees will be paid for the balance of spaces required for the proposed project. A Parking Variance is not required, as the payment of in-lieu fees is provided as an option through the Downtown Specific Plan for projects within the parking sector. Currently, the fee is \$51,331.44 per parking space. The parking in-lieu fee for the proposed project is \$1,591,274.64 (31 spaces x \$51,331.44).

A puzzle stacker is a mechanical parking option that provides independent access to all cars parked on the system. In order to provide parking for 14 vehicles, the puzzle stacker requires a pit and one empty slot (see Building Sections on sheet A3.2.1). The puzzle stacker to be installed is a KlausTrendVario 4300 (see attached specifications). All vehicles would enter the project through a driveway entrance on Lorton Avenue, and exit through onto Hatch Lane. Hatch Lane is one-way towards Howard Avenue, so all vehicles would exit the project to the Hatch Lane/Howard Avenue intersection.

The Municipal Code does not include specifications for parking lifts, so the City currently does not have a standard mechanism for review and approval. However, as a policy the Downtown Specific Plan encourages “creative approaches” to providing on-site parking including parking lifts. The parking lifts could each be considered “creative approaches” to providing the required on-site parking. To date, the City has approved several commercial and residential projects with parking lifts.

The minimum required driveway width is 12'-0" for parking areas with not more than 30 vehicles. The site plan shows a 10'-0" driveway width at the front and rear of the property (measured from building wall to side property line). Although there is no recorded cross-access easement recorded on either of the properties, the subject property and adjacent property at 226 Lorton Avenue currently share the driveway to access their parking spaces. Therefore, a condition of approval will be added to this application requiring that a cross-access easement be recorded on both properties.

*This space intentionally left blank.*

**240 Lorton Avenue**

**Lot Area:** 7,006 SF (0.16 acres)

**Plans date stamped:** September 19, 2016

	<b>PROPOSED</b>	<b>ALLOWED/REQUIRED</b>
<b>Use:</b>	Retail on Ground Floor (1,375 SF)  Office on 2 <sup>nd</sup> through 4 <sup>th</sup> Floors (13,801 SF)	Retail Use – Permitted C.S. 25.32.020 (a)  Office Use – Permitted C.S. 25.33.020 (g)
<b>SETBACKS</b>		
<b>Front Build-To Line:</b>	100% of structure must be located at front property line	At least 60% of structure must be located at front property line
<b>Side (Left):</b> <b>(Right):</b>	0'-0" 10'-0"	No minimum required
<b>Rear:</b>	0'-0"	No minimum required
<b>BUILDING ENVELOPE:</b>		
<b>Lot Coverage:</b>	5,530 SF 78.9%	No maximum
<b>Building Height:</b>	55'-0" <sup>1</sup> (44'-6" at front/55'-0" at rear)	55'-0" (CUP required if building exceeds 35'-0")
<b>OFF-STREET PARKING</b>		
<b>Off-Street Parking:</b>	Puzzle stacker - 14 spaces <u>Accessible space - 1 spaces</u> <b>Total = 15 spaces <sup>2</sup></b>	Office - 1 space per 300 GSF Retail - none required  <u>Office: 13,801 SF/300 GSF ratio</u> <b>Total = 46 spaces</b>
<b>Driveway Width:</b>	20'-0" driveway width (shared driveway with 226 Lorton Avenue)	Parking areas with not more than 30 vehicle spaces shall have a minimum driveway width of 12'-0"

<sup>1</sup> Conditional Use Permit for building height exceeding 35'-0" in height (55'-0" proposed where 55'-0" is the maximum allowed building height).

<sup>2</sup> Parking in-lieu fee, in the amount of \$1,591,274.64 (31 spaces x \$51,331.44), will be submitted in lieu of providing 31 off-street parking spaces.

*This space intentionally left blank.*

**General Plan/Specific Plan:** The *Burlingame General Plan* designates this site for Service and Special Sales. In 2010 the City Council adopted the *Burlingame Downtown Specific Plan* (amended in 2011), which serves as an element of the General Plan. The subject property is located within the boundaries of the planning area for the Downtown Specific Plan, specifically in the Burlingame Avenue Commercial District. The Plan describes the Burlingame Avenue Commercial District as follows:

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

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

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

GOAL/POLICY	PROJECT PROPOSED
<b>Policy P-1.3:</b> Conceal parking areas through the use of attractively designed above- or below-ground parking structures.	Ground level parking is concealed behind retail space and lobby.
<b>Policy P-2.1:</b> Explore creative parking solutions including parking pricing strategies.	14-car puzzle stacker on ground level.
<b>Policy C-2.6:</b> Consider the needs of pedestrian, bicycles, and people with disabilities.	Building contains an elevator and a disable-accessible parking space is provided on-site.
<b>Policy S-1.3:</b> Streetscapes should reflect Burlingame’s destination as a “tree city.” Trees should be planted throughout the downtown as an integral part of the streetscape, and mature streets trees should be persevered whenever possible.	Two new 24-inch box size street trees in decorative tree grates will be planted in front of the site.
<b>Policy S-1.7:</b> Require new developments and major remodel projects to include pedestrian-oriented retail design treatments on all exposed elevations.	Exposed ground level building facades consist of windows and entry doors which provide a connection between pedestrians and retail space, an awning, a variety of exterior facade materials.
<b>Policy D-3.1:</b> Ensure that new development is appropriate to Burlingame with respect to size and design.	Building does not exceed the maximum allowed building height; project is subject to design review.
<b>Policy D-4.1:</b> Encourage buildings to be built out to the sidewalk, with doors and windows facing the sidewalk to create a lively pedestrian environment.	Building is built out to the sidewalk with doors and windows facing the sidewalk.

**Staff Comments:** See attached comments from the Building, Engineering, Fire, Parks, and Stormwater Divisions.

**Environmental Review Status:** The project is Categorically Exempt from review pursuant to the California Environmental Quality Act (CEQA), per Section 15332, In-Fill Development Projects, which consists of projects characterized as in-fill development meeting the conditions described below.

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
  - *The Burlingame General Plan designates this site for Service and Special Sales. The site is located within the boundaries of the planning area for the Downtown Specific Plan, specifically in the Burlingame Avenue Commercial District, which designates this site for retail or personal services on the ground floor and office uses on the upper floors. The proposed project includes a retail use on the ground floor and offices on the second through fourth floors. The proposed project complies with applicable zoning regulations.*
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
  - *The proposed development is on a project site of 0.16 acres and is surrounded by urban uses, including retail stores, restaurants, and office buildings.*
- (c) The project site has no value as habitat for endangered, rare or threatened species.
  - *The project site is located in an urban area and is surrounded by dense commercial and residential development. The project site is completely developed and is currently occupied with a two-story building and a paved parking lot. There are no trees, riparian habitat or other sensitive plant communities on the project site. There are no creeks or wetlands present on the project site.*
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
  - *A Mitigated Negative Declaration was prepared for the Downtown Specific Plan, which analyzed potential impacts of new infill development and included standard conditions of approval to mitigate potential environmental impacts from projects. The proposed project is located within the Downtown Specific Plan and conforms with development assumptions incorporated into the Initial Study and Mitigated Negative Declaration prepared for the Downtown Specific Plan. With incorporation of these standards conditions of approval, the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
- (e) The site can be adequately served by all required utilities and public services.
  - *The project site is located in an urban area and is surrounded by dense commercial and residential development which is served by utility and public services. The existing two-story building will be replaced with a four-story building on the same lot with similar uses and therefore will be adequately served by required utility and public services.*

### **Planning Commission Action:**

1. **Design Review Study:** The Planning Commission should comment on the design of the project as required by Chapter 25.57 of the Zoning Ordinance, Design Review, and to the following design criteria for commercial projects:
  - a. Support of the pattern of diverse architectural styles that characterize the city's commercial, industrial and mixed use areas; and

- b. Respect and promotion of pedestrian activity by placement of buildings to maximize commercial use of the street frontage, off-street public spaces, and by locating parking so that it does not dominate street frontages; and
- c. On visually prominent and gateway sites, whether the design fits the site and is compatible with the surrounding development; and
- d. Compatibility of the architecture with the mass, bulk, scale, and existing materials of existing development and compatibility with transitions where changes in land use occur nearby; and
- e. Architectural design consistency by using a single architectural style on the site that is consistent among primary elements of the structure, restores or retains existing or significant original architectural features, and is compatible in mass and bulk with other structures in the immediate area; and
- f. Provision of site features such as fencing, landscaping, and pedestrian circulation that enriches the existing opportunities of the commercial neighborhood.

Ruben Hurin  
Senior Planner

- c. DLC Lorton, applicant and property owner  
MBH Architects, project architect

Attachments:

- Application to the Planning Commission
- Project Description submitted by the applicant, date stamped June 23, 2016
- Conditional Use Permit Application
- Klaus Parking Lifts Product Data Sheets
- Downtown Specific Plan Applicable Design Guidelines
- Staff Comments
- Notice of Public Hearing – Mailed September 16, 2016
- Aerial Photo



# APPLICATION TO THE PLANNING COMMISSION

**Type of application:**

- Design Review
- Variance
- Parcel #: 029-211-200
- Conditional Use Permit
- Special Permit
- Zoning / Other: BAC

**PROJECT ADDRESS:** 240 LORTON AVENUE, BURLINGAME, CALIFORNIA 94010

**APPLICANT**

Name: DLC LORTON

Address: 999 BAKER WAY, SUITE 300

City/State/Zip: SAN MATEO, CA 94404

Phone: 650- 571-1010

E-mail: RYAN@DEWEYLAND.COM

**PROPERTY OWNER**

Name: DLC LORTON

Address: 999 BAKER WAY, SUITE 300

City/State/Zip: SAN MATEO, CA 94404

Phone: 650-571-1010

E-mail: RYAN@DEWEYLAND.COM

**ARCHITECT/DESIGNER**

Name: KEN LIDICKER (MBH ARCHITECTS)

Address: 960 ATLANTIC AVENUE

City/State/Zip: ALAMEDA, CALIFORNIA 94501

Phone: 510-865-8663

E-mail: KENL@MBHARCH.COM

Burlingame Business License #: 28491

**RECEIVED**

JUN 23 2016

CITY OF BURLINGAME  
CDD-PLANNING DIV.

**Authorization to Reproduce Project Plans:**

I hereby grant the City of Burlingame the authority to reproduce upon request and/or post plans submitted with this application on the City's website as part of the Planning approval process and waive any claims against the City arising out of or related to such action. KL (Initials of Architect/Designer)

**PROJECT DESCRIPTION:**

PLEASE SEE ATTACHED

PROJECT ARE PRIVATELY FUNDED.

**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: [Signature] Date: 6/23/2016

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: [Signature] Date: 6/23/16

Date submitted: 6/23/16

PROJECT DESCRIPTION:

THE CURRENT STRUCTURE ON THE PROPERTY WILL BE DEMOLISHED. A NEW BUILDING, MAINTAINING THE CURRENT SHARED DRIVEWAY THAT CONNECTS LORTON AND HATCH SHALL BE CONSTRUCTED. ON THE GROUND LEVEL, AN APPROPRIATELY SIZED RETAIL SPACE WITH GOOD PRESENCE ON LORTON, ALONG WITH AN OFFICE LOBBY AND PARKING ALONG THE REAR WILL BE CONSTRUCTED. ON FLOORS TWO AND THREE, THERE WILL BE FULL FLOOR OFFICE USES. THE FOURTH LEVEL WILL BE A ROOF DECK ALONG THE FRONT HALF OF THE BUILDING, WITH A SMALL OFFICE PORTION ALONG THE HATCH LANE ELEVATION.

IN ADDITION TO THE WORK DESCRIBED ABOVE, A SECTION OF HATCH LANE WILL HAVE ITS POWER LINES PLACED UNDERGROUND AS A RESULT OF THIS PROJECT. THIS WORK WILL FURTHER DEVELOP THE CITY'S POLICY GOAL OF SEEING HATCH LANE CONVERTED INTO A PEDESTRIAN FRIENDLY PROMENADE.

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JUN 23 2016

CITY OF BURLINGAME  
CDD-PLANNING DIV.



**CITY OF BURLINGAME  
CONDITIONAL USE PERMIT APPLICATION**

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 responses,*

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SEP 19 2016

CITY OF BURLINGAME  
CDD-PLANNING DIV.

- 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 proposed location (office and retail) are consistent with the goals for public health, safety, and general welfare of the vicinity. The retail use on the ground floor will eliminate retail space that is no longer leasable given its size and dimensions, and replace it with activated retail along the Lorton frontage that will have the appropriate depth. Further, it will maintain the shared driveway with the neighboring property that has served as access to Hatch Lane for many years, maintaining the convenience that the project currently offers to the community.

**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 Hatch Lane that was walkable and pedestrian friendly. The applicant, as part of this project, will underground almost 1/3 of the power along Hatch Lane. Further, the applicant has designed the building to be able to accommodate a future where Hatch Lane is a walkable, pedestrian friendly thoroughfare.

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. 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, as well as properly sizing the building for both the current look and feel of Lorton, as well as with a nod towards the future.

**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 some classic forms, such as the window lines of the proposed project, and couples these with rich stone finishes, 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 only 45' at the front of the project. Further, the fourth floor of the projects steps back from the street by approximately 60'. This design feature allows the project to present to Lorton in a manner consistent with other buildings along Lorton that exist today, yet also be consistent with current projects, such as 225 California behind it, and future projects, such as the proposed 5 story US Post Office development across the street. Lastly, the proposed project offers a wall area for the Burlingame Historical Society for the inclusion of a mural along the north facing wall on Hatch Lane, in conjunction with their goal of adding several murals to downtown buildings.

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Product Data

TRENDVARIO

4300



Loadable up to 5,720 lbs

Single parking spaces can also be upgraded to handle heavier loads at a later date!

**NUMBER OF PARKING SPACES:**  
min. 5 to max. 29 vehicles

**DIMENSIONS:**  
All space requirements are minimum finished dimensions. Tolerances for space requirements plus 1" minus 0

TYPE	GT	H	DH*
4300	5'-9"	11'-4"	5'-9"
4300	5'-9"	12'-0"	6'-5"
4300	5'-9"	12'-6"	6'-11"
4300	6'-7"	12'-4"	5'-11"
4300	6'-7"	13'-4"	6'-11"
4300	7'-7"	14'-3"	6'-11"

\* = without car on top

**SUITABLE FOR:**  
Standard passenger car, station wagon/ van. Height and length according to contour.

**CAR HEIGHT**

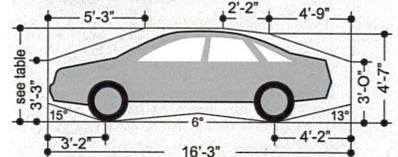
TYPE	GT	H	UF	GF	LF
4300	5'-9"	11'-4"	4'-11"	5'-7"	4'-11"
4300	5'-9"	12'-0"	4'-11"	6'-3"	4'-11"
4300	5'-9"	12'-6"	4'-11"	6'-9"	4'-11"
4300	6'-7"	12'-4"	5'-9"	5'-9"	5'-9"
4300	6'-7"	13'-4"	5'-9"	6'-9"	5'-9"
4300	7'-7"	14'-4"	6'-9"	6'-9"	6'-9"

**WIDTH** 6'-3"

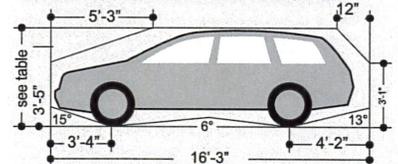
**WEIGHT** 3 Max. 4400/5720LBS

**WHEEL LOAD** Max. 1100/1430LBS

**STANDARD PASSENGER CAR**

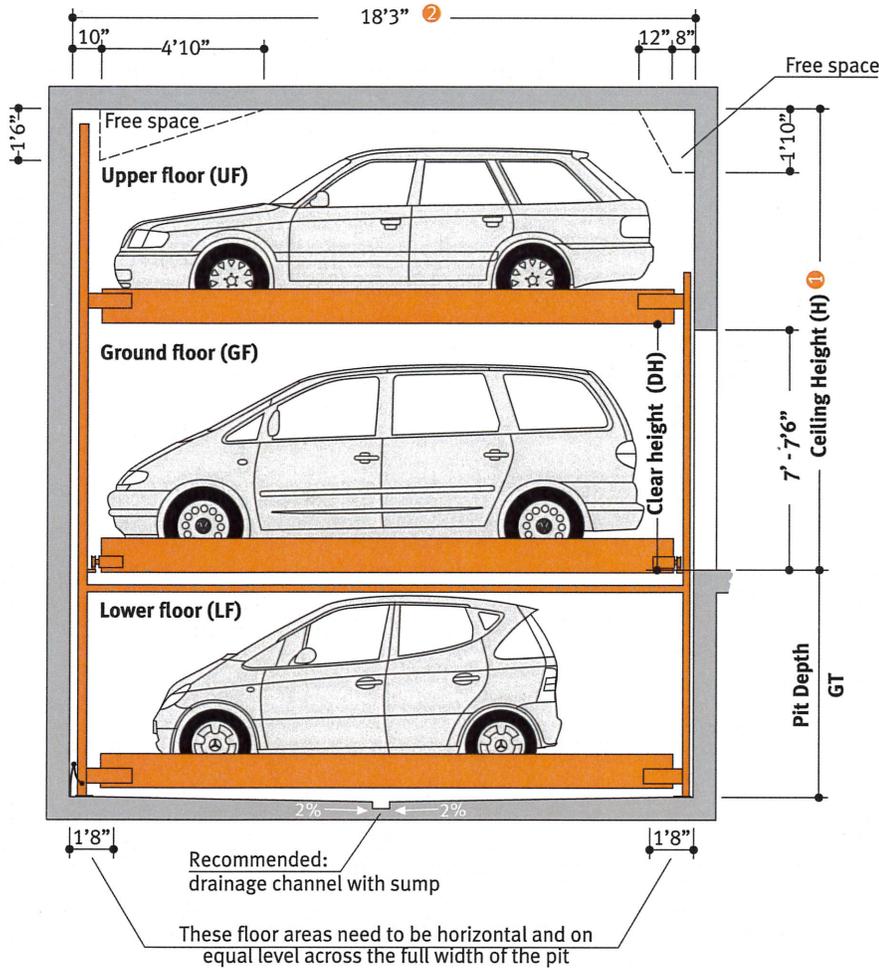


**STANDARD STATION WAGON/VAN/SUV\*\***

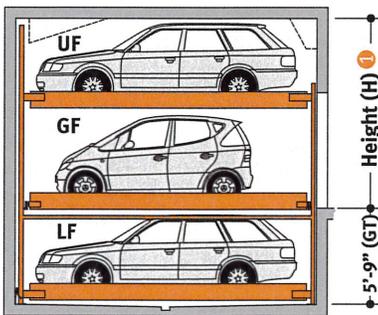


Standard passenger cars are vehicles without any sports options such as spoilers, low-profile tires etc.

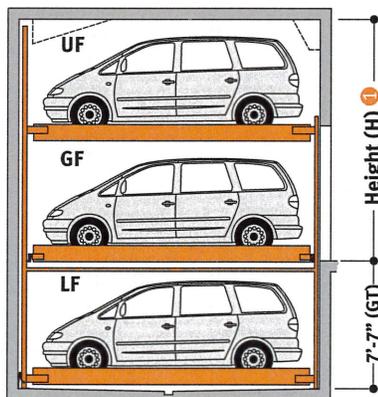
\*\* = Make sure to observe the weights and dimensions!



**COMPACT TYPE 4300**



**EXCLUSIVE TYPE 4300**



**NOTES**

- 1 If height H is larger, vehicles with the maximum height as applicable the GF can be parked on the UF, or the extra space can be used for
- 2 Standard is 18'-3"; 18'-11" available
- 3 Standard is 4400 lbs; 5720 lbs is available

**VEHICLE LIFT SYSTEM  
PRODUCT SPEC.  
APPENDIX A**  
Project: 240 Lorton  
Date: 17 AUG 16  
Issue: Planning Review  
Response A



**KLAUS MULTIPARKING INC.**

3652A CHESTNUT STREET  
LAFAYETTE CA 94549

PHONE 925.284.2092

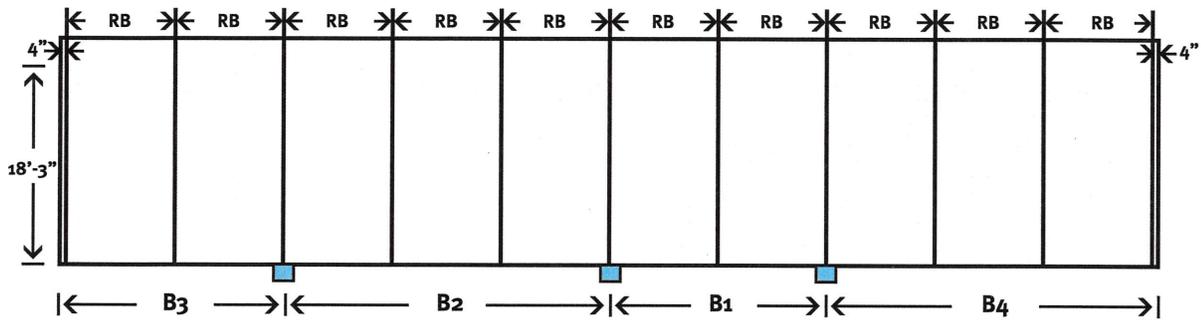
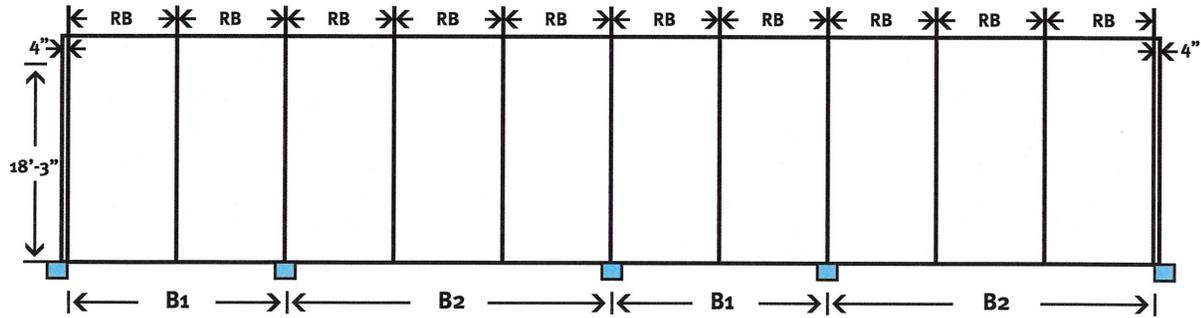
FAX 925.284.3365

WEB PARKLIFT.COM



**ALLOWABLE COLUMN SPACING**

Use for preliminary layout. Prior to finalizing design contact Klaus for a job specific layout drawing.



Clear Platform	RB	Max Column Width	B1	B2	B3	B4
230	8'-2-1/2"	8"	16' - 5"	24' - 7"	16' - 9"	24' - 11"
240	8'-6-3/8"	16"	17' - 1"	25' - 7"	17' - 5"	25' - 11"
250	8'-10-3/8"	24"	17' - 9"	26' - 7"	18' - 1"	26' - 11"

The column widths shown are the maximum width's allowed for each model. The columns may be spaced every two or three bays or a combination of every two or every three bays. On the ends of the machine the column is optional if there is a concrete wall present. Otherwise the end columns should be offset so that their edge lines up with the last platforms outside RB dimension line shown above in order to allow better access to the end platforms. Please note that the machine requires an additional 4 inches at each end beyond the RB grid dimensions.

# KLAUS

## multiparking

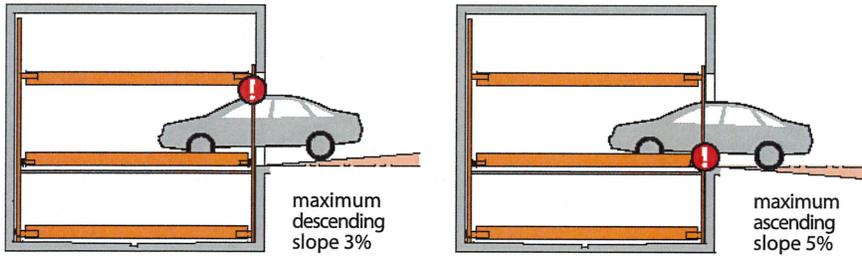
### DESIGN AID FOR WIDTH DIMENSIONS

CARS PARKED	NUMBER OF BAYS	CLEAR PLATFORM WIDTH		GRID WIDTH		OVERALL WIDTH	
		CM	FT	CM	FT	CM	FT
5	2	230	7'-6-5/8"	250	8'-2-1/2"	520	17'-0-3/4"
8	3	230	7'-6-5/8"	250	8'-2-1/2"	770	25'-3-1/8"
11	4	230	7'-6-5/8"	250	8'-2-1/2"	1020	33'-5-5/8"
14	5	230	7'-6-5/8"	250	8'-2-1/2"	1270	41'-8"
17	6	230	7'-6-5/8"	250	8'-2-1/2"	1520	49'-10-1/2"
20	7	230	7'-6-5/8"	250	8'-2-1/2"	1770	58'-0-7/8"
23	8	230	7'-6-5/8"	250	8'-2-1/2"	2020	66'-3-1/4"
26	9	230	7'-6-5/8"	250	8'-2-1/2"	2270	74'-5-3/4"
29	10	230	7'-6-5/8"	250	8'-2-1/2"	2520	82'-8-1/8"
5	2	240	7'-10-1/2"	260	8'-6-3/8"	540	17'-8-5/8"
8	3	240	7'-10-1/2"	260	8'-6-3/8"	800	26'-3"
11	4	240	7'-10-1/2"	260	8'-6-3/8"	1060	34'-9-1/4"
14	5	240	7'-10-1/2"	260	8'-6-3/8"	1320	43'-3-3/4"
17	6	240	7'-10-1/2"	260	8'-6-3/8"	1580	51'-10-1/8"
20	7	240	7'-10-1/2"	260	8'-6-3/8"	1840	60'-4-1/2"
23	8	240	7'-10-1/2"	260	8'-6-3/8"	2100	68'-10-3/4"
26	9	240	7'-10-1/2"	260	8'-6-3/8"	2360	77'-5-1/8"
29	10	240	7'-10-1/2"	260	8'-6-3/8"	2620	85'-11-1/2"
5	2	250	8'-2-1/2"	270	8'-10-3/8"	560	18'-4-1/2"
8	3	250	8'-2-1/2"	270	8'-10-3/8"	830	27'-2-3/4"
11	4	250	8'-2-1/2"	270	8'-10-3/8"	1100	36'-1-1/8"
14	5	250	8'-2-1/2"	270	8'-10-3/8"	1370	44'-11-3/8"
17	6	250	8'-2-1/2"	270	8'-10-3/8"	1640	53'-9-3/4"
20	7	250	8'-2-1/2"	270	8'-10-3/8"	1910	62'-8"
23	8	250	8'-2-1/2"	270	8'-10-3/8"	2180	71'-6-1/4"
26	9	250	8'-2-1/2"	270	8'-10-3/8"	2450	80'-4-3/4"
29	10	250	8'-2-1/2"	270	8'-10-3/8"	2720	89'-2-7/8"

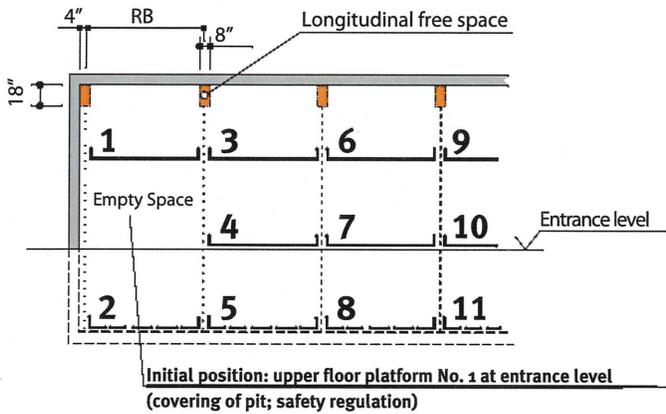


## APPROACH

The illustrated maximum approach angles should not be exceeded. Exceeding these slopes will cause maneuvering problems and will restrict car sizes on the parking system.



## LONGITUDINAL FREE SPACE; STANDARD PARKING SPACE NUMBERS; DENOMINATION



### MOVING DIRECTION

Upper Floor



Descends to entrance level

Ground Floor



Transverse repositioning

Lower Floor



Raises to entrance level

## GENERAL DISCRPTION

The Klaus TrendVario 4300 provides independent access to all cars parked on the system. Each individual parking bay must be accessible from the drive aisle. The drive aisle shall comply with local regulations, but is typically 24' wide. The parking spaces are arranged on three levels. The upper and lower level parking spaces move vertically. The middle parking spaces move horizontally (left and right) to allow upper or lower level cars to come up or down to driveway level and be driven off the platforms. The middle level of the machine includes one less car than the upper and lower level to enable the lower cars to move left and right to create the vacant space.

## TECHNICAL DATA

### RANGE OF APPLICATION

This parking system is suitable for self parking by owners, renters, regular employees or anyone that can be trained on the system. The public may not park on this system without a valet.

### ENVIRONMENTAL CONDITIONS

Environmental conditions for the systems: Temperature range 14° to 104° F. The system must be installed indoors. If lifting or lowering times are specified, they refer to an environmental temperature of 72° F and with system set up directly next to the hydraulic unit. At lower temperatures or with longer hydraulic lines, these times increase.

### DOORS AND CONTROL SYSTEMS

The machine comes standard with manual doors and 2 keys fobs per parking space. The key fobs are inserted into a user control box centrally placed on the system. Electric doors are available. Infrared control transmitters are available.

### SPACE NUMBERING

Standard space numbering is left to right with the empty space located in the first bay on the left. The empty space can be moved to another bay or even outside the normal machine if needed. The numbering sequence planned will be shown on the shop drawings and approved by the client.

### SPRINKLER SYSTEM

The sprinklers may be mounted at the front and rear of each level if needed. See Sprinkler Details Drawing.

### ELECTRICAL REQUIREMENTS AND HYDRAULIC UNIT

The hydraulic power unit is normally installed against the back wall on a metal bracket with rubber sound insulation. It consists of an electric motor, hydraulic motor and hydraulic oil reservoir in one unit. The hydraulic oil is biodegradable and environmentally friendly. The motor is 3 phase, 208 volt, 4.0 KW. It is possible to use single phase power if needed. The power unit has a pressure gauge and pressure relief valve.

### CORROSION PROTECTION

The platforms are galvanized and the steel framing members are powder coated. The platforms should be cleaned annually to maximize their life.

### SERVICE

To maintain safe and reliable operation of the machine, it must be serviced twice per year.

### WARRANTY

To machine has a complete one year parts and labor warranty. Klaus provides extended warranties.

### SOUND CONTROL

Numerous sound control features are standard. The hydraulic power unit is mounted on rubber pads. Steel hydraulic lines are mounted with rubber pipe supports. A rubber hose isolates the power unit from the steel hydraulic lines.

Sound tests at the front of the machine show about 67dB to 69dB (A weighting) noise levels (speech at 1 foot is 68db).

In multifamily podium construction, normally no special construction for sound is performed. For residential or wood frame construction, placement of the power unit is critical. Klaus designers will assist with power unit placement and other sound issues.

### STRUCTURAL

The machine has steel framing and is anchor bolted to the concrete garage slab with wedge anchors. The framework consists of steel columns and beams on a grid pattern. The machines steel columns are connected to the building at the rear wall and to a steel tube at the front of the machine. The tube steel is typically 10" x 10" and also provides seismic bracing as well as support for the gates. This tube steel and associated concrete columns are supplied and installed by the customer. Please refer to the Trendvario 4300 Bracing Details drawing and Merkle engineering report for details.

The platforms for the upper and lower cars consist of steel platforms that ride up and down the steel columns. The platforms for the cars at the driveway level run left-right on steel rails.

The upper and lower platforms are constructed with two steel side members, three steel cross members, ribbed steel platform material which runs from side member to side member and one wheel stop. The platform is solid and does not allow oil or water to drip onto the lower cars.

The lifting mechanism for the upper and lower platforms consists of a hydraulic cylinder which raises the rear of the platform. The front of the platform is raised via a chain which runs on chain sprockets. There are safety switches that stop the machine in the event the chain goes loose for any reason. The platforms are suspended at the 4 corners and are guided along the front support columns.

The middle platforms are moved via an electric motor located on each platform. The motor drives a sprocket that runs along a chain at grade level. The platform runs on steel guide rails and can be moved manually without power by releasing the brake on the electric motor.

The machine includes several safety devices which include chain monitoring systems, and safety locks for the upper platforms. When a user is inside the machine all platforms are mechanically protected against lowering.

## SCOPE OF WORK CLARIFICATIONS

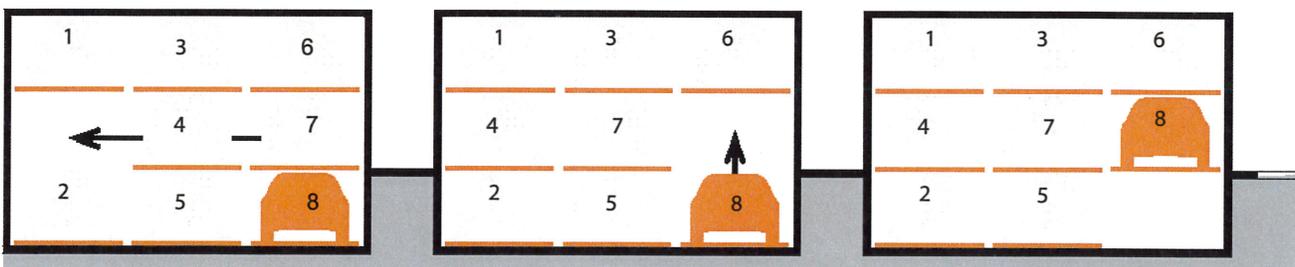
1. The pit and surrounding walls, columns and beams to provide support for the machine are provided by the customer.
2. All pit drainage is provided by the customer.
3. General lighting in the garage is provided by the customer. Klaus will supply lighting within the machine. The lighting will be connected to the machine control box and will be activated when the doors are open.
4. Klaus will supply design assistance and will confirm in writing that the proposed machine will fit in the the space provided.

5. Klaus will prepare shop drawings showing the location of all components.
6. The customer must close off the left and right sides of the machine with a wall or fence. The fence must be 8' high and the lower 5 feet must have no openings greater than 1/2" inch.
7. The customer must provide a 30 amp 3 phase 208V circuit and fused disconnect for each machine and power must be available before installation begins.
8. Klaus provides all control wiring and conduit.

## FUNCTION

For example, to retrieve platform No. 8:

Check first that all doors are closed, then select No. 8 on user control.



For driving the vehicle off platform No. 8 the ground floor parking platforms are shifted to the left.

The empty space is now below the vehicle which shall be driven off the platform. The platform No. 8 will be lowered.

The vehicle on platform No. 8 can now be driven off the platform.

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

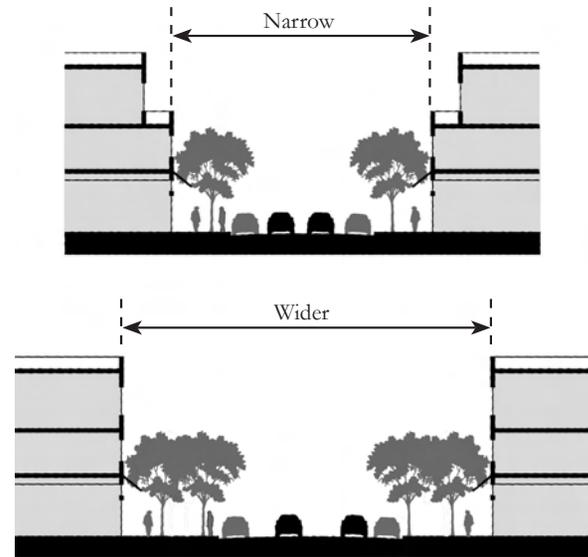
Curb cuts are prohibited on Burlingame Avenue and should be avoided to the extent feasible on Howard Avenue and California Drive. Any on-site parking garage should be accessed in a safe, attractive manner and should not significantly detract from pedestrian flow, nor interfere with the orderly flow of 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

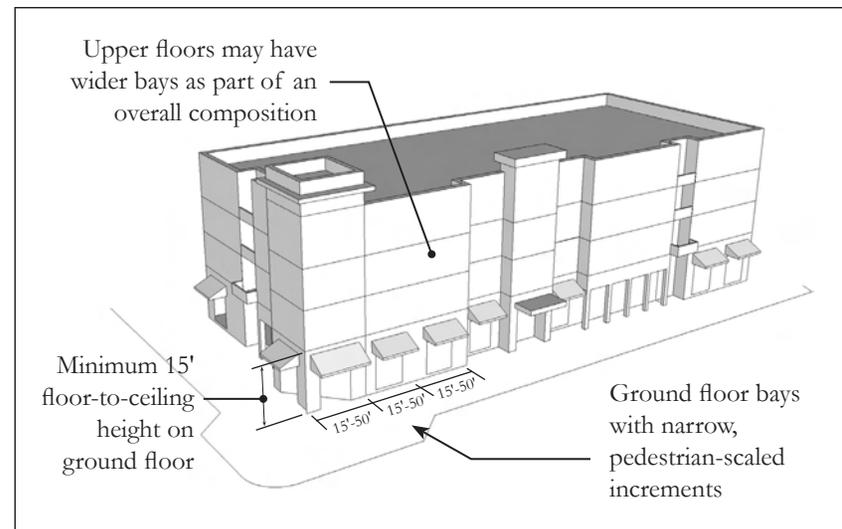
### 5.2.2.1 Building Scale

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.



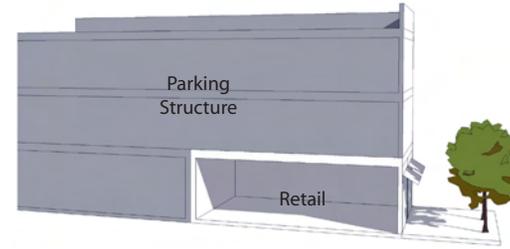
**FIGURE 5-8:** Building scale should preserve the rhythm and fine-grained pedestrian character of downtown, particularly at the pedestrian level.

**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.

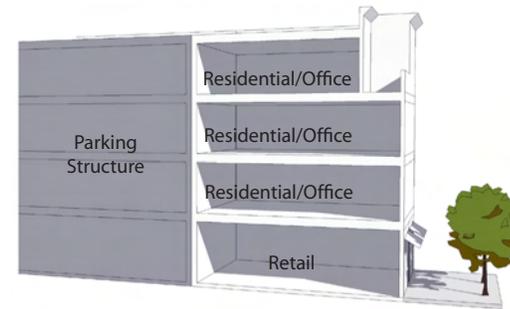
**Application:** Municipal parking structure.



**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.

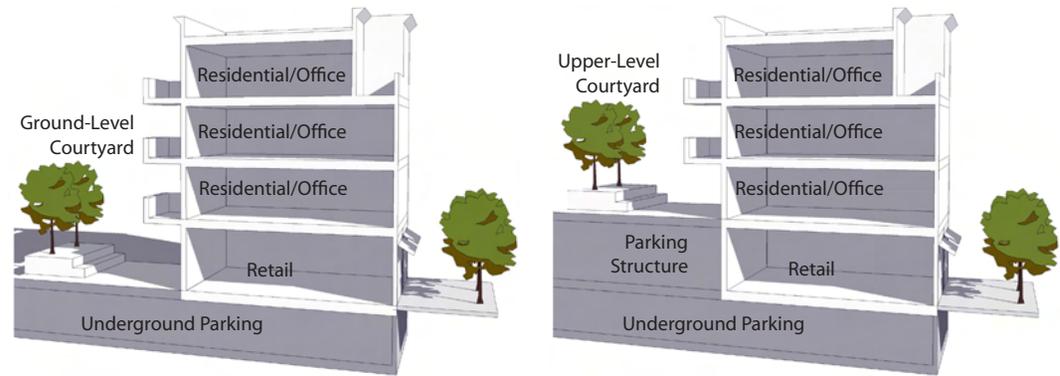
**Application:** Projects with relatively large amount of parking provided on-site. Typically requires a relatively large site to accommodate the parking structure and liner building.



**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

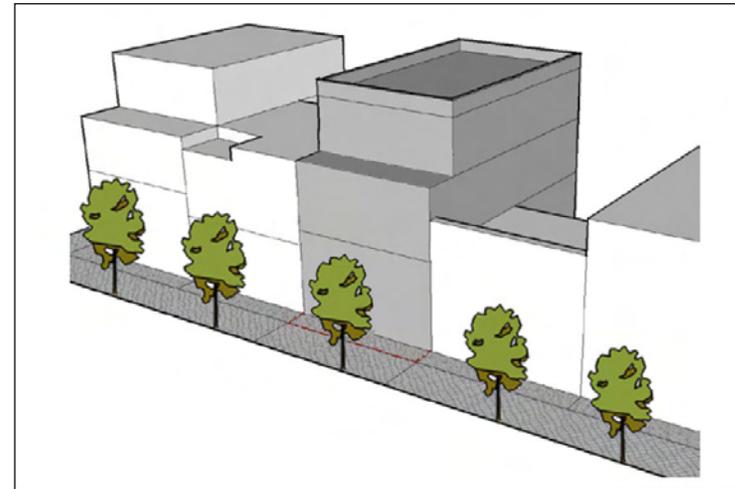
Given the density and premium land values Downtown, new projects will likely provide on-site parking in enclosed garage structures or underground. However, the parking should not overwhelm the character of the project or detract from the pedestrian environment. Ground level enclosed parking should be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



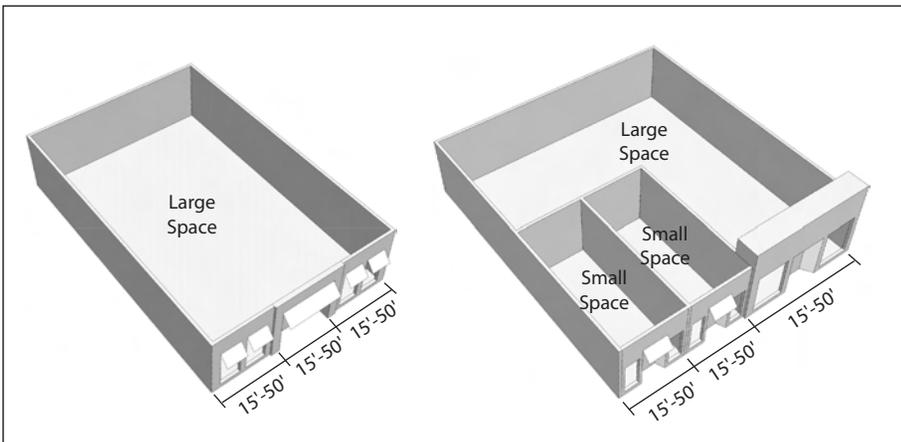
**FIGURE 5-10:** Where neighboring buildings are three stories or lower in height, newer taller buildings should consider matching lower façades to those of adjoining lower buildings with upper floors set back.



**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**

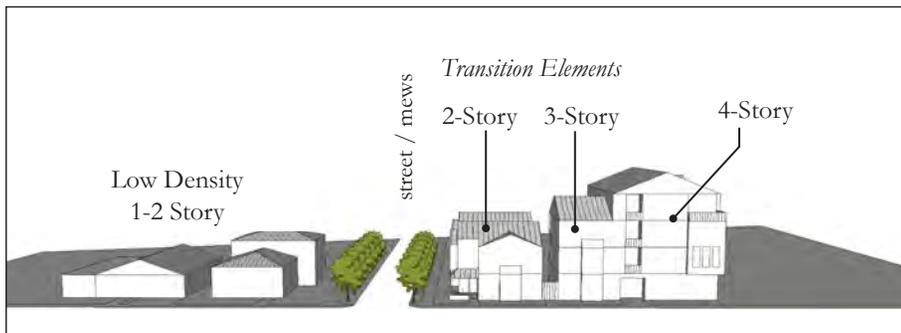
To reinforce the Downtown commercial character of Downtown Burlingame, mixed-use buildings with a residential component shall conform to the setback standards for commercial projects (outlined in Table 3-1 in Chapter 3). The Community Development Director may allow increased side and rear setbacks to 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

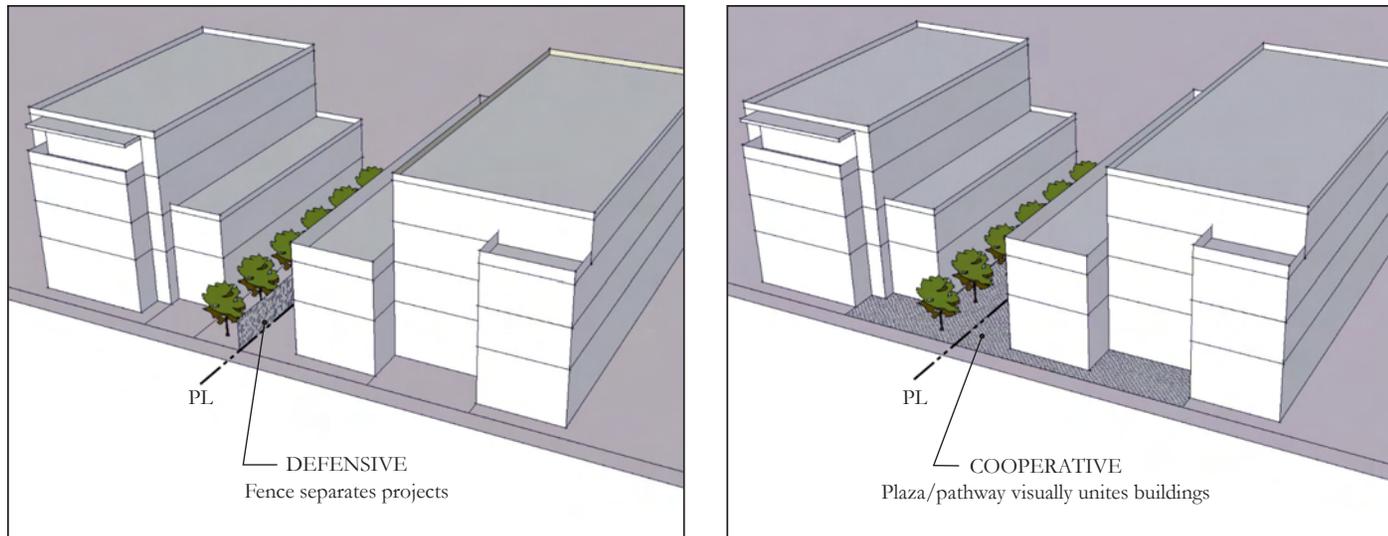
Transitions of development intensity from higher density development building types to lower can be done through different building sizes or massing treatments that are compatible with the lower intensity surrounding uses. Massing and orientation of new buildings should respect the massing of neighboring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

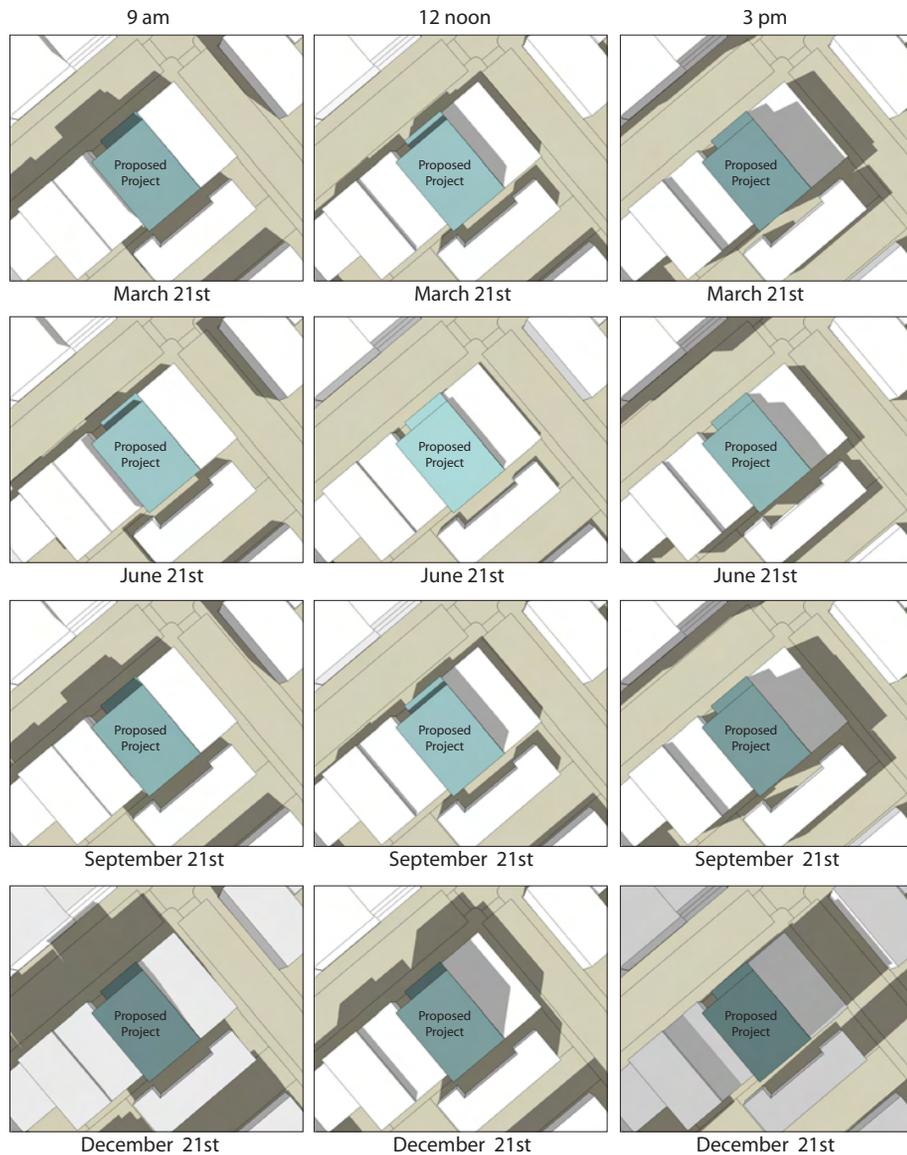
Where appropriate, when different land uses or building scales are adjacent, boundaries should be established by providing pedestrian paseos and mews to create separation, rather than walls or fences.



**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.

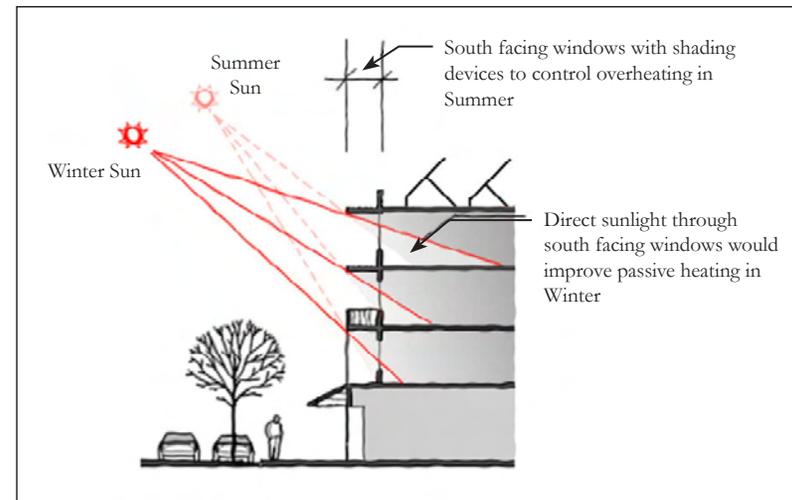
**FIGURE 5-40: Sample shadow analysis shows the range of shading conditions through the year.**

### 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.



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

Project Address: 240 Lorton Avenue, zoned BAC, APN 029-211-200

Description: **Request for Design Review, Conditional Use Permit for Height, and Parking Variance for a new four-story commercial building.**

From: Rick Caro III  
Building Division

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

- 1) On sheet A1.0.0 it reflects that the accessible path of travel from the second required exit to the public right of way crosses behind the parking spaces / lift. Revise the drawing to reflect that the accessible path of travel from the second exit is in front of the parking; between the building and the parking space / lift.

**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:** August 19, 2016



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

Project Address: 240 Lorton Avenue, zoned BAC, APN 029-211-200  
Description: Request for Design Review, Conditional Use Permit for Height, and Parking Variance for a new four-story commercial building.

From: Rick Caro III  
Building Division

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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:

**“Construction Hours”**

**Weekdays: 7:00 a.m. – 7:00 p.m.**

**Saturdays: 9:00 a.m. – 6:00 p.m.**

**Sundays and Holidays: 10:00 a.m. – 6:00 p.m.**

**(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.**

- 2) On the first page of the plans specify the following: “Any hidden conditions that require work to be performed beyond the scope of the building permit issued for these plans may require further City approvals including review by the Planning Commission.” The building owner, project designer, and/or contractor must submit a Revision to the City for any work not graphically illustrated on the Job Copy of the plans prior to performing the work.
- 3) Obtain a survey of the property lines for any structure within one foot of the property line. (PWE letter dated 8-17-88)
- 4) The plans show that the structure is three feet from the property line. To comply with the opening protection required in 2013 CBC, Table 705.8 the building face must be more than three feet from the property line or the gable end venting must be eliminated and attic ventilation must be achieved through other means.
- 5) On the plans specify that there will be no building projections within two feet of the property line.

- 6) On the plans show that all openings in exterior walls, both protected and unprotected, will comply with 2013 CBC, Table 705.8. Provide a table or chart that specifies 1) the openings allowed and; 2) the size and percentage of the openings proposed.
- 7) Indicate on the plans that, at the time of Building Permit application, plans and engineering will be submitted for shoring as required by 2013 CBC, Chapter 31 regarding the protection of adjacent property and as required by OSHA. On the plans, indicate that the following will be addressed:
  - a. The walls of the proposed basement shall be properly shored, prior to construction activity. This excavation may need temporary shoring. A competent contractor shall be consulted for recommendations and design of shoring scheme for the excavation. The recommended design type of shoring shall be approved by the engineer of record or soils engineer prior to usage.
  - b. All appropriate guidelines of OSHA shall be incorporated into the shoring design by the contractor. Where space permits, temporary construction slopes may be utilized in lieu of shoring. Maximum allowable vertical cut for the subject project will be five (5) feet. Beyond that horizontal benches of 5 feet wide will be required. Temporary shores shall not exceed 1 to 1 (horizontal to vertical). In some areas due to high moisture content / water table, flatter slopes will be required which will be recommended by the soils engineer in the field.
  - c. If shoring is required, specify on the plans the licensed design professional that has sole responsibility to design and provide adequate shoring, bracing, formwork, etc. as required for the protection of life and property during construction of the building.
  - d. Shoring and bracing shall remain in place until floors, roof, and wall sheathing have been entirely constructed.
  - e. Shoring plans shall be wet-stamped and signed by the engineer-of-record and submitted to the city for review prior to construction. If applicable, include surcharge loads from adjacent structures that are within the zone of influence (45 degree wedge up the slope from the base of the retaining wall) and / or driveway surcharge loads.
- 8) Indicate on the plans that an OSHA permit will be obtained per CAL / OSHA requirements. See the Cal / OSHA handbook at: [http://www.ca-osha.com/pdfpubs/osha\\_userguide.pdf](http://www.ca-osha.com/pdfpubs/osha_userguide.pdf)  
\* Construction Safety Orders : Chapter 4, Subchapter 4, Article 6 , Section 1541.1.
- 9) Indicate on the plans that a Grading Permit, if required, will be obtained from the Department of Public Works.
- 10) Guardrails, as shown, appear to be 36" in height. Revise the plans to show that all exterior guards will be 42" in height per 2013 CBC §1013.3.
- 11) On the first page of the plans clearly state whether ANY public money, of any kind, **will or will not** be used to construct this project.
- 12) Acknowledge that, when plans are submitted for building code plan check, they will include a complete underground plumbing plan including complete details for the location of all required grease traps and city-required backwater prevention devices.

- 13) Provide details on the plans which show that the entire site complies with all accessibility standards.  
NOTE: If full accessible compliance cannot be achieved complete the attached *Request for Unreasonable Hardship*.
- 14) Specify on the plans the location of all required accessible signage. Include references to separate sheets on the plans which provide details and graphically illustrates the accessible signage requirements.
- 15) Specify the accessible path of travel from the public right of way, through the main entrance, to the area of alteration.
- 16) Specify an accessible path of travel from all required exits to the public right of way.
- 17) Specify a level landing, slope, and cross slope on each side of the door at all required entrances and exits.
- 18) Specify accessible countertops where service counters are provided
- 19) Provide complete dimensioned details for accessible bathrooms
- 20) Provide complete, dimensioned details for accessible parking
- 21) Specify a minimum 48" wide walkway with a 6" x 6" concrete curb (or 42" high guardrail) where the walkway is adjacent to the drive aisle
- 22) Provide details on the plans which show that the building elevator complies with all accessible standards. 2013 CBC §11B-407.
- 23) Where elevators are provided in structures that are four or more stories in height at least one elevator shall be provided for Fire Department emergency access. One elevator must accommodate a stretcher that is 24" x 84". See 2013 CBC §3002.4 for elevator cab dimensions (80" x 54") and other details.
- 24) Provide the interior dimensions for the elevator.
- 25) The second exit appears to terminate at the rear of the property. Provide an exit plan which shows accessible path of travel from the exit to the public right of way per 2013 CBC 1007.2.
- 26) 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*.
- 27) The total number of required accessible parking spaces on site is two, according to Table 11B-208.2 of the 2013 California Building Code.

**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.**

- 28) Provide two completed copies of the attached *Mandatory Measures* with the submittal of your plans for Building Code compliance plan check. In addition, replicate this completed document on the plans. Note: On the Checklist you must provide a reference that indicates the page of the plans on which each Measure can be found.
- 29) Anyone who is doing business in the City must have a current City of Burlingame business license.
- 30) 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.**
- 31) Obtain a survey of the property lines for any structure within one foot of the property line. (PWE letter dated 8-17-88)
- 32) Prior to applying for a Building Permit the applicant must either confirm that the address is \_\_\_\_\_ or obtain a change of address from the Engineering Department. Note: The correct address must be referenced on all pages of the plans.
- 33) All NEW non-residential buildings must comply with the requirements of AB-2176 Sec. 42911 (c) [2003 – 2004 Montanez] as follows:
  - a. Space for recycling must be a part of the project design in new buildings.
  - b. A building permit will not be issued unless details are shown on the project plans incorporating adequate storage for collecting and loading recycled materials.
- 34) Include with your Building Division plan check submittal a complete underground fire sprinkler plan. Contact the Burlingame Water Division at 650-558-7660 for details regarding the water system or Central County Fire for sprinkler details.
- 35) Sewer connection fees must be paid prior to issuing the building permit.
- 36) A pre-construction meeting must be conducted prior to issuing the permit. After you are notified by the Building Division that your plans have been approved call 650-558-7270 to schedule the pre-construction meeting

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

**Date:** June 27, 2016



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

Project Address: **240 Lorton Avenue, zoned BAC, APN 029-211-200**  
Description: **Request for Design Review, Conditional Use Permit for Height, and Parking Variance for a new four-story commercial building.**

From: **Bob Disco**  
**Parks Div.**

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**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.

No comments at this time.  
Street trees are indicated with grate and irrigation detail.

Reviewed By: **BD**  
**650.558.7334**

**Date: 6/27/16**



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

Project Address: **240 Lorton Avenue, zoned BAC, APN 029-211-200**  
Description: **Request for Design Review and Conditional Use Permit for Height for a new four-story commercial building.**

From: Carolyn Critz  
Stormwater

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

Received Small Projects Checklist. No further comments.

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.

Received BMP sheet. No further comments.

For further assistance regarding stormwater, please contact Carolyn Critz, Environmental Compliance Manager, at (650) 342 3727, ext. 118, or [carolyn.critz@veolia.com](mailto:carolyn.critz@veolia.com)

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

**Date:** August 25, 2016



## *Project Comments – Planning Application*

Project Address: **240 Lorton Avenue, zoned BAC, APN 029-211-200**  
Description: **Request for Design Review, Conditional Use Permit for Height, and Parking Variance for a new four-story commercial building.**

From: Carolyn Critz  
Stormwater

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

1. Please complete, sign and return the **Small Projects Checklist**, which can be found at the link referenced <http://flowstobay.org/newdevelopment>
2. Label all **pervious** and **impervious** surfaces and site design measures for stormwater.
3. Required Best Management Practices (BMPs) apply to all construction projects utilizing **architectural copper**. If applicable, please read "Requirements for architectural Copper." A downloadable electronic file is available at: <http://flowstobay.org/newdevelopment#forms> under **Flyers and Fact Sheets**.

**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>

For further assistance regarding stormwater, please contact Carolyn Critz, Environmental Compliance Manager, at (650) 342 3727, ext. 118, or [carolyn.critz@veolia.com](mailto:carolyn.critz@veolia.com)

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

**Date:** July 6, 2016



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

Project Address: **240 Lorton Avenue, zoned BAC, APN 029-211-200**  
Description: **Request for Design Review, Conditional Use Permit for Height, and Parking Variance for a new four-story commercial building.**

From: Martin Quan  
Public Works Engineering

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

- ~~1. Please provide a preliminary title report to understand the rights/restrictions on the shared driveway aisle with the neighboring property.~~
- ~~2. Please show backup distance for the parking stalls.~~
- ~~3. Please provide confirmation that the brise-soleil that overhang private property have approval for such use. Please dimension all overhangs beyond the property line.~~
- ~~4. A discussion regarding the brise-soleil overhanging over the property line on Hatch and Lorton will need to be scheduled.~~
- ~~5. The proposed street trees appear to be in conflict with the existing parking meter and fire hydrant. Please confirm.~~
6. The City is proceeding forward with adopting the 2016 California Building code with amendments that will prohibit roof overhangs into the public right-of-way. Please be aware of the City's position.

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: Martin Quan  
650-558-7245

Date: 7/15/16



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

Project Address: **240 Lorton Avenue, zoned BAC, APN 029-211-200**  
Description: **Request for Design Review, Conditional Use Permit for Height, and Parking Variance for a new four-story commercial building.**

From: **Martin Quan**  
**Public Works Engineering**

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

1. Please provide a preliminary title report to understand the rights/restrictions on the shared driveway aisle with the neighboring property.
2. Please show backup distance for the parking stalls.
3. Please provide confirmation that the brise-soleil that overhang private property have approval for such use. Please dimension all overhangs beyond the property line.
4. A discussion regarding the brise-soleil overhanging over the property line on Hatch and Lorton will need to be scheduled.
5. The proposed street trees appear to be in conflict with the existing parking meter and fire hydrant. Please confirm.

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:** Martin Quan  
650-558-7245

**Date:** 7/15/16



***Project Comments – Planning Application***  
Round 2- Revised plans date stamped 8/17/16

Project Address: **240 Lorton Avenue, zoned BAC, APN 029-211-200**  
Description: **Request for Design Review, Conditional Use Permit for Height, and Parking Variance for a new four-story commercial building.**

From: **Christine Reed**  
Fire Dept.

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

Initial item #3 – reduce projection to maximum 18” or remove completely. This requirement stands. The Fire Department will not utilize the projection during ladder operations, the projection extends too far from roof.

*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.*

Initial item #2 – provide 2<sup>nd</sup> exit from 4<sup>th</sup> floor. Note the office space door hardware, etc. is required to remain open and/or accessible at all times for the 4<sup>th</sup> floor roof deck. Confirmation of this will be done at building permit plan review.

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

**Date:** 8-25-16



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

**Project Address:** 240 Lorton Avenue, zoned BAC, APN 029-211-200  
**Description:** Request for Design Review, Conditional Use Permit for Height, and Parking Variance for a new four-story commercial building.

**From:** Christine Reed  
Fire Department

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

1. Sheet A0.2.0 – provide direction of clear and accessible exit travel from required exits to the public way on Lorton Ave. Final review and approval determined by the Building Dept.
2. Sheet A0.2.0 – 4<sup>th</sup> floor exiting plan: access to two exits required. Detail both exit paths on plan. (CBC Table 1021.2(2))
3. Sheet A2.0.4 – Brise-Soleil: reduce projection to maximum 18” or remove completely on the Lorton St. side of the building for required Fire Department ladder access.
4. Openings within exterior walls (windows) shall meet minimum rating requirements. Windows at property line must be rated.

**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. Sprinkler drawings shall be submitted and approved by the Central County Fire Department prior to installation.
2. The fire sprinkler system shall be electronically monitored by an approved central receiving station. A fire alarm permit must be obtained from the Central County Fire Dept. prior to installation.
3. 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.
4. The fire protection underground water line shall be submitted and approved through the Burlingame Building Department prior to approval of aboveground fire sprinkler permit.
4. 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.
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 by the Burlingame Building Department.
6. The fire sprinkler system's fire department connection shall be located within 5 feet of the sidewalk and not within city right-of-way.
8. Phase I & II elevator recall for firefighter emergency operation required.
9. Elevator shunt trip (causing loss of power) is not allowed. Sprinkler head at top of elevator shaft and in machine room not allowed. Elevator machine room must be constructed of the same rating as the elevator shaft.

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

**Date:** 8-4-16



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

**Site: 240 LORTON AVENUE**

The City of Burlingame Planning Commission announces the following public hearing on **MONDAY, SEPTEMBER 26, 2016 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 building height for a new, 4-story commercial building (retail and office) at **240 LORTON AVENUE** zoned BAC. 029-211-200

**Mailed: September 16, 2016**

*(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**



**240 Lorton Avenue, BAC**