

October 3, 2016

City of Burlingame Planning Division Plan Review Comments

To: Ruben Hurin, Senior Planner
City of Burlingame Planning Division
501 Primrose Road
Burlingame, California 94010

From: Ken Lidicker
MBH Architects
960 Atlantic Avenue
Alameda, CA 94501

Re: 240 Lorton Avenue, Zoned BAC
APN: 029-211-200
Building Address: 240 Lorton Avenue
Burlingame, CA 94010

MBH Project No: 51017

The following Permit Revision drawings are dated 3 OCTOBER 16 titled "PLANNING REVIEW RESPONSE C". All revisions have been identified with a revision bubble and Delta .

The following are responses to the City of Burlingame Planning Division Plan Review Comments received September 28, 2016.

Planning Division Comments - Ruben Hurin

Item	Comments	Sheet or Detail Reference
1	<p><i>Consider lowering the height of the front entry doors and retail awning to help with the pedestrian scale. The height of the opening and transom glass can remain as proposed.</i></p> <p>Response: Please refer to the neighborhood photos on Sheet A0.0.1. The B.O. Retail Awning is at +9'-5" A.F.F. This is consistent with other neighborhood awning heights. The B.O. Retail Awning has been noted on the Exterior Elevations. Refer to dimension strings on the South and East Exterior Elevations on 1,2/A3.1.1 and West Exterior Elevation 2/A3.1.2.</p>	<p>Neighborhood Photos/A0.0.1 1,2/A3.1.1 2/A3.1.2</p>

2	<p><i>Concerned about noise from puzzle stackers affecting outdoor dining on adjacent property. Please provide location of puzzle stacker in San Francisco.</i></p> <p>Response: Contact information directly provided to Planning Department and Planning Commission. Visit to confirm noise and operation took place on September 29, 2016. Please refer to Appendix A: Report of Sound Meter Measurements for a similar, Klaus Parking Systems Inc. In comparison, test conditions show that the sound levels for the puzzle stacker twice in width, is equivalent to the sounds decibals of a Large Office.</p>	Appendix A
3	<p><i>Resubmit Conditional Use Permit Application; add more pertinent information to Question #1. Explain how project will not be detrimental...</i></p> <p>Response: Will be provided by applicant under separate cover.</p>	
4	<p><i>Correct colors on materials board (colors #7 and #8 appear to be reversed/inaccurate).</i></p> <p>Response: Please refer to the updated render on the material board dated 03 October 2016. Stone Color #7 and Stone Color #8 are corrected and clearly identify the dark and light stone on the material board render.</p>	Material Board Dated: 03 October 2016
5	<p><i>Feel building base is over articulated with the "striped design" and that the cornice is under articulated. Would like to see something more happen at the cornice.</i></p> <p>Response: Please refer to the updated material board. The stone at the ground floor has warmer color stone for less articulation. Also, please refer to the enlarged cornice axonometric on 6/A8.1.1 and Cornice Detail 7/A8.1.1 for a close look at the cornice detail in place now.</p>	Material Board Dated: 03 October 2016 6/A8.1.1 7/A8.1.1
6	<p><i>The City Arborist would like to see Trident Maple trees planted as street trees instead of the Ginkgo biloba 'Fairmount' currently shown on the plans.</i></p> <p>Response: Trident Maple trees have been added in lieu of the Ginkgo biloba 'Fairmount'. Please refer to the revised tree note on Architectural Sheet A1.0.0, and the revised Preliminary Plant List and Tree image on Landscape Sheet L2.0.1.</p>	1/A1.0.0 L2.0.1

End of Planning Division Plan Review Comments

**APPENDIX A**

Project: 240 Lorton Avenue

Date: October 03, 2016

Issue: Planning Review Response "C"

Report of Sound Meter Measurements

Location: 1511 Jefferson Street, Oakland, CA

Lift Type: Trendvario 4300 Ten Wide

Sound Meter Data: Model 407727, Digital Sound Level Meter (Extech Instruments)
Accuracy: $\pm 2\text{dB}$ @ 94dB sound level

Sound Meter Settings: "A" Weighting, "Slow" Response

Measurements: Performed by Norman W. Brudigam, PE, Civil Engineer

Test No.	Test Conditions	Sound Levels
1	Background sound levels in garage	40db
2	Raising of platforms and lateral movement. Reading taken approximately 15' in front of key switch.	58-62dB
3	Lowering of platforms on Trendvario. Reading taken approximately 15' in front of key switch.	53-54dB
4	Garage door opener (chain drive type). Reading taken 3 feet in front of door. Test was performed at neighboring residence. Taken as a point of reference.	60-67 db

Typical A Weighted Sound Level Data

50HP Siren (100')	135dB	Speech (1')	68dB
Jet Takeoff (200')	120dB	Large Store	62dB
Riveting machine	110dB	Large office	58dB
Chain Saw	100dB	Residence	48dB
Subway (20')	90dB	Night residential area	42dB
Freight train (100')	80dB	Whisper (5')	32dB
Vacuum cleaner (10')	72dB	Sound studio	24dB



City of Burlingame

BURLINGAME CITY HALL
501 PRIMROSE ROAD
BURLINGAME, CA 94010

Meeting Minutes Planning Commission

Monday, September 26, 2016

7:00 PM

Council Chambers

- b. 240 Lorton Avenue, zoned BAC - Application for Design Review and Conditional Use Permit for building height for a new, 4-story commercial building (retail and office) (240 Lorton LP, applicant and property owner; MBH Architects, architect) (41 noticed) Staff Contact: Ruben Hurin

Ryan Guibara and Andres Grecchi represented the applicant.

Commission questions/comments:

- > *Will the Historical Society be involved with the design of the mural? (Guibara - has had some preliminary discussions regarding potential mural subject matter. Would be appropriate to sit down once the project is approved and have a greater discussion regarding the mural. Envisions it being of a tile material.)*
- > *Encouraged involving the Historical Society in the mural design.*
- > *What is the maximum size vehicle that can be accommodated by the stackers? (Guibara - SUVs and electric vehicles can be accommodated.)*
- > *Requested clarification regarding the use of the existing parking. (Guibara - all exclusive to the building; no public parking.)*
- > *How tall are the entry doors on the store fronts? (Grecchi - ten feet.) Would it harm the architecture too much to reduce the height of the entry doors? (Grecchi - yes, it is all a matter of proportion.) Encouraged revisiting this aspect.*
- > *With respect to the parking in-lieu fee, people will still be coming to the building by car. Has thought been given to a traffic study? (Guibara - the fourth floor (Dewey) only has four employees. The other firms that are interested are lightly staffed and do not pack in large number of employees into a small space. Feels that there will be very little parking demand generated by this building.) Concerned about not providing the required number of parking spaces - intensifying traffic in the area. Is looking ahead. (Guibara - the traffic study did anticipate this type of development and the traffic generated.)*
- > *Noted that there are a number of long-term parking lots within the area that were underutilized. This project is closer to long-term parking lots that are underutilized.*
- > *Is there any concern that the noise from the parking stackers will be an impact upon the restaurants in the area? (Guibara - not a concern; hardly notice the sound. Outside diners would be minimally affected by the operation of the stackers.)*
- > *Look at the findings for the conditional use permit and make sure that the responses are providing enough detail.*
- > *Noted that colors seven and eight are reversed on the materials board and the colors are somewhat off. Make certain that the colors are accurately represented. (Grecchi - the rendering is more accurate in terms of the color representations. Will review and provide greater clarity.)*
- > *How wide from the loggia along the driveway; how much clearance? (Grecchi - between five and eight feet.)*
- > *Asked for clarification of the need for the forty-two inch guard rail. (Grecchi - intended to provide pedestrian safety.)*
- > *How tall is the existing building? (Grecchi - not certain of the height.)*
- > *Requested information regarding the cornice detail. (Guibara - originally had a brisolel that protruded three-feet, six-inches from the walls; Fire and Public Works both had issues with this detail. Public Works adopted a policy that prohibits the cornice from protruding from the building. Grecchi - protrudes six-inches and doesn't cross the property line.)*

- > May be concerned about the noise from the puzzle stackers. (Guibara - sound is not an issue. Designed to have frequent use with minimal maintenance and noise. Is at this site every day - is having constant conversations with the neighboring businesses while in the area for the 225 California Drive project. Feedback has been very positive.)
- > Is there an enclosure around the stacker when in operation? (Guibara - fully enclosed.)

Public comments:

Riyad Salma - supports the project. Confirmed the outreach performed by the developer. Very fortunate to have a team leading this project and the 225 California Drive project. The project does not maximize the development of the site. The retail element is very appropriate. The setback of the fourth floor is appropriate and attractive. Will benefit other businesses in the area by the increased amount of office space being provided. Encouraged looking at I Prive and Urban Bistro awnings to see appropriate heights for awnings in the area. Feels making the awnings too low would be a mistake.

Chair Loftis closed the public hearing.

Commission discussion:

- > Readdress why the conditional use permit for additional height is warranted.
- > Likes the crafting of the design and details. The overall height includes the mechanical penthouse and elevator penthouse. The building presents itself to Lorton as a three-story building. Feels that the project meets the design review criteria.
- > The building will replace one that has outlived its useful life. Is a good addition to the Downtown area.
- > Likes the setbacks, the materials and the architectural detailing. Likes that the project takes into account potential improvement of Hatch Lane in the future and it provides an example of the use of puzzle stackers.
- > Appreciates all of the outreach to the community.
- > Overall likes the project and its architectural style. Remains concerned regarding the parking, but would like to see some performance numbers for the long-term parking lots.
- > Does the project come back as regular action or consent? This developer does more outreach than any other in the community. Would like to learn of a location of a stacker in use so he can observe its operation. Would be important to finish Hatch Lane improvements - hopes that those who make the decisions regarding this issue take the opportunity to move forward with the momentum to try to get the improvements completed.
- > Noted that every in-lieu fee is charged even to a fraction of a space.
- > Expects that if the in-lieu fee is paid, the question will come up as to how much is in the Parking Fund and how much is needed to build additional parking.
- > Agrees with the awning comments made by another Commissioner.
- > Very nice project. Well organized and designed. Responds well to its location.
- > Thinks that the base is overarticulated by the striped effect. Feels that the cornice is underarticulated. Likes the vision that the project sets forth. Would like to see the Hatch Lane improvements occur.
- > Asked if the floor-to-floor height is credible? (Commissioner - yes.)

Commissioner Bandrapalli made a motion, seconded by Commissioner Terrones, to continue Discussion Item . The motion failed and the motion carried by the following vote:

Regular action.

Aye: 6 - DeMartini, Loftis, Gum, Terrones, Bandrapalli, and Gaul

Absent: 1 - Sargent



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

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

RECEIVED

JUN 23 2016

CITY OF BURLINGAME
CDD-PLANNING DIV.

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.

RECEIVED

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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OCT 03 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. With respect to public health, the proposed development would eliminate trash and other nuisance waste currently stored outside along Hatch Lane, and move it inside into a properly ventilated room. With respect to safety, the new building proposed would meet the 2013 UBC, eliminating dangerous conditions that currently exist onsite, such as the rear stairwell. 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.

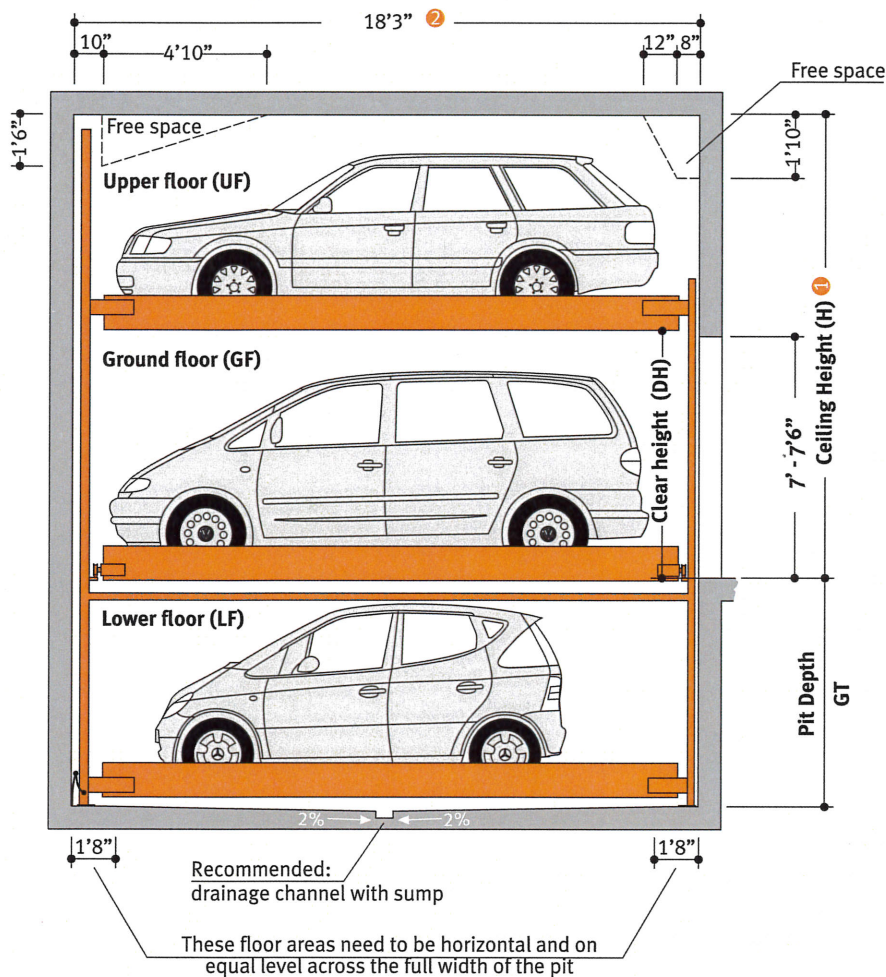
3. How will the proposed project be compatible with the aesthetics, mass, bulk and character of the existing and potential uses on adjoining properties in the general vicinity?

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.

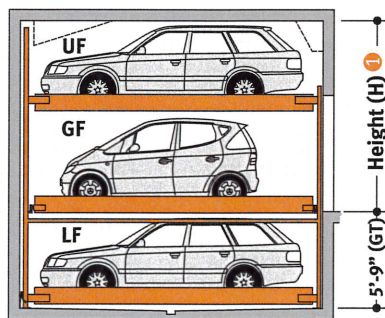
**REVISED
RECEIVED**

OCT 03 2016

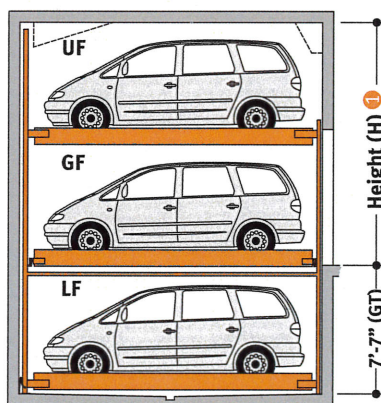
CITY OF BURLINGAME
CDD-PLANNING DIV.



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

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.

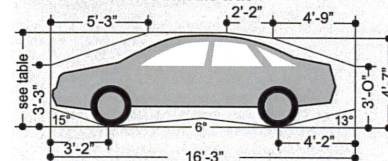
TYPE	GT	H	CAR HEIGHT		
			UF	GF	LF
4300	5'-9"	11'-4"	4'-11"	5'-7"	4'-11"
4300	5'-9"	12'-0"	4'-11"	6'-3"	4'-11"
4300	5'-9"	12'-6"	4'-11"	6'-9"	4'-11"
4300	6'-7"	12'-4"	5'-9"	5'-9"	5'-9"
4300	6'-7"	13'-4"	5'-9"	6'-9"	5'-9"
4300	7'-7"	14'-4"	6'-9"	6'-9"	6'-9"

WIDTH 6'-3"

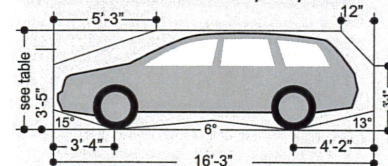
WEIGHT 3 Max. 4400/5720LBS

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!

KLAUS
multiparking

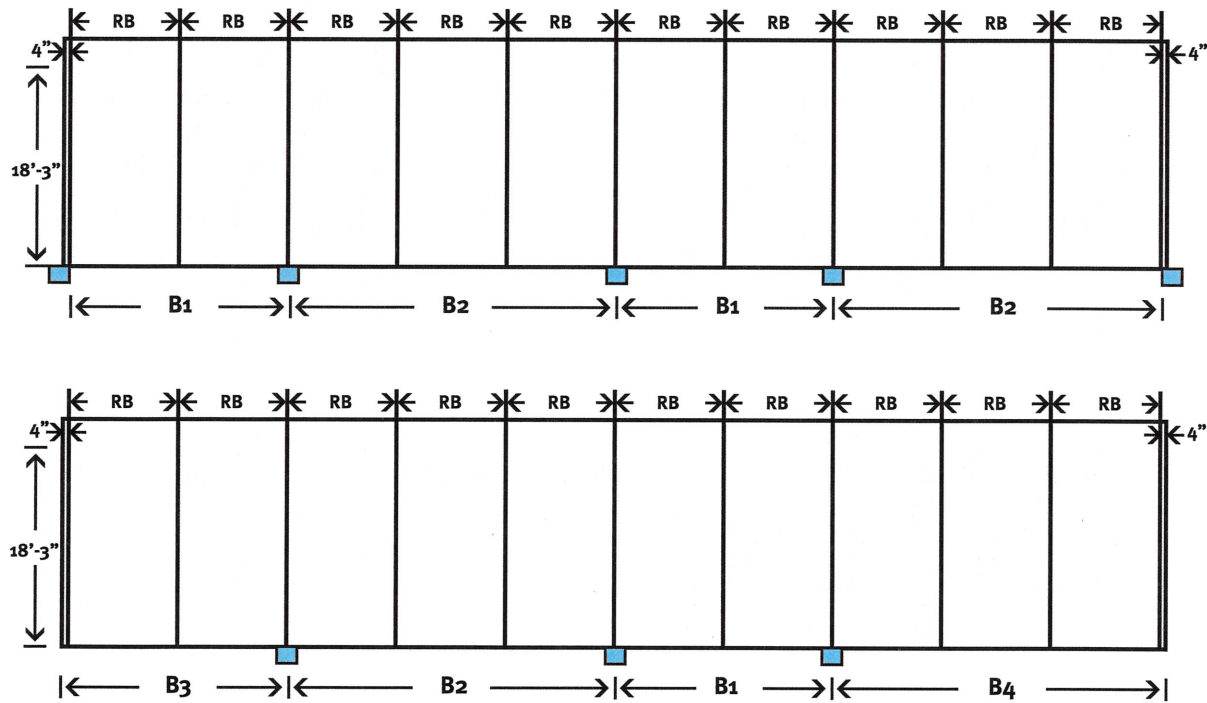
KLAUS MULTIPARKING INC.
3652A CHESTNUT STREET
LAFAYETTE CA 94549

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.



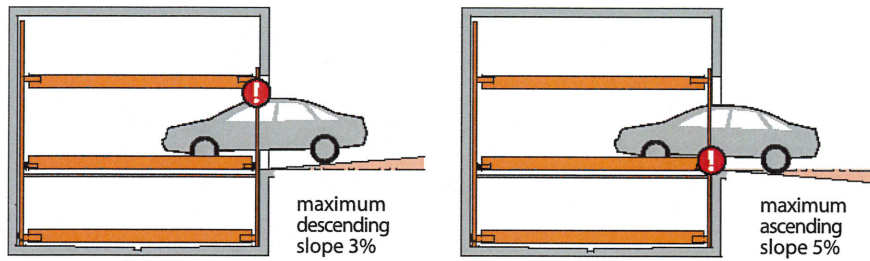
DESIGN AID FOR WIDTH DIMENSIONS

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"

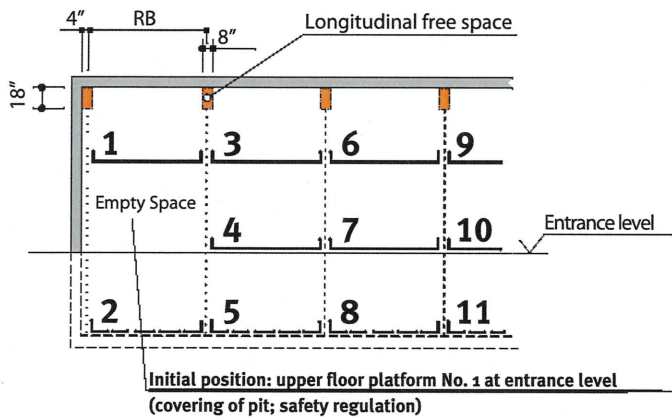


APPROACH

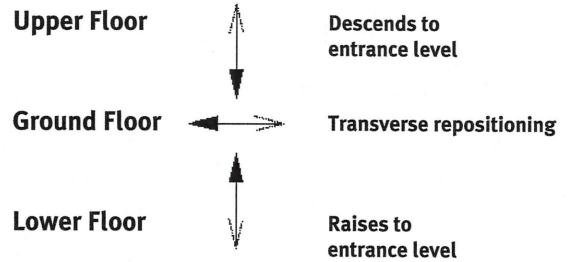
The illustrated maximum approach angles should not be exceeded. Exceeding these slopes will cause maneuvering problems and will restrict car sizes on the parking system.



LONGITUDINAL FREE SPACE; STANDARD PARKING SPACE NUMBERS; DENOMINATION



MOVING DIRECTION



GENERAL DISCRPTION

The Klaus TrendVario 4300 provides independent access to all cars parked on the system. Each individual parking bay must be acessbile 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 memebbers 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

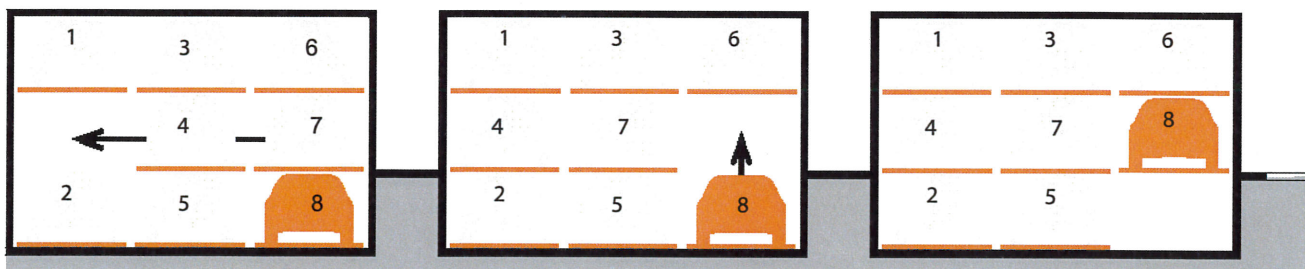
1. The pit and surrounding walls, columns and beams to provide support for the machine are provided by the customer.
2. All pit drainage is provided by the customer.
3. General lighting in the garage is provided by the customer. Klaus will supply lighting within the machine. The lighting will be connected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

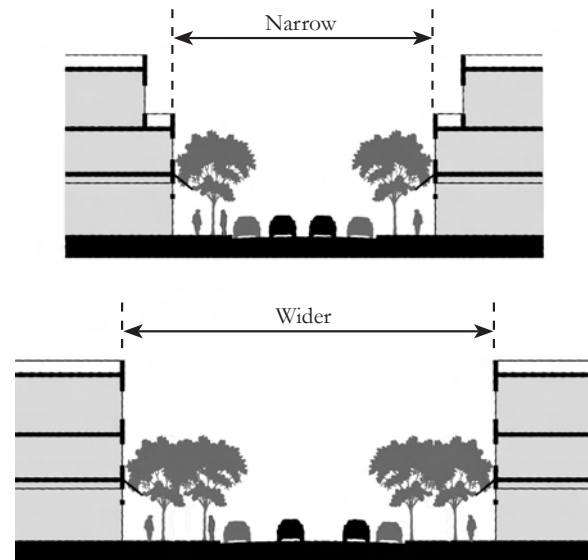


FIGURE 5-7: Buildings should not overwhelm the pedestrian experience on the street and should account for the relationship between building height and street width.

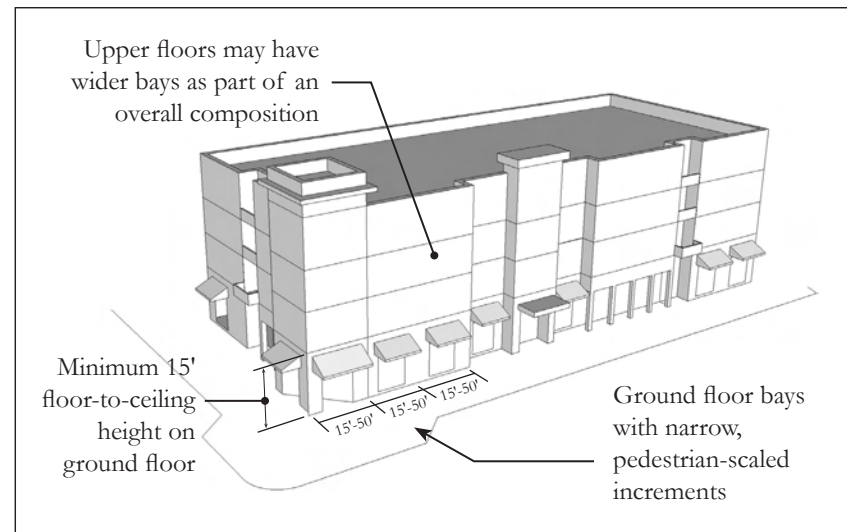
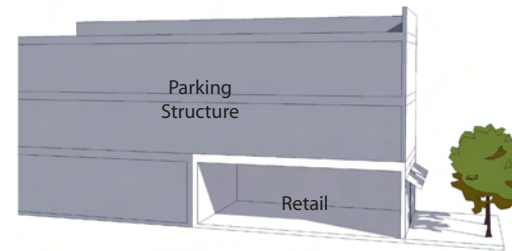


FIGURE 5-8: Building scale should preserve the rhythm and fine-grained pedestrian character of downtown, particularly at the pedestrian level.

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**

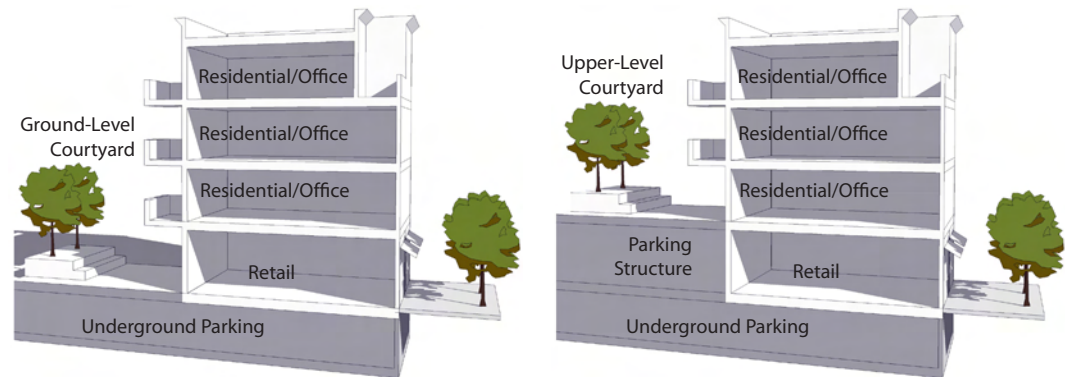
An above-ground parking structure where non-parking uses are integrated into the building along the entire street frontage of the parcel on all levels of the building. The parking structure is totally hidden behind a "liner building" of non-parking uses.

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.

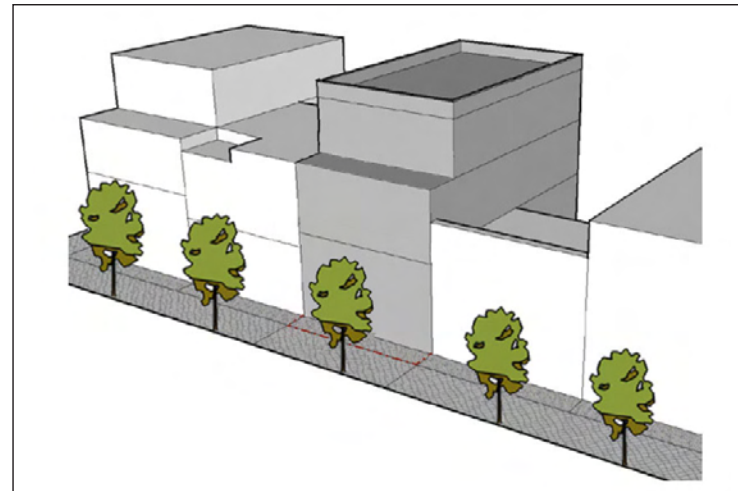


FIGURE 5-10: Where neighboring buildings are three stories or lower in height, newer taller buildings should consider matching lower façades to those of adjoining lower buildings with upper floors set back.



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.

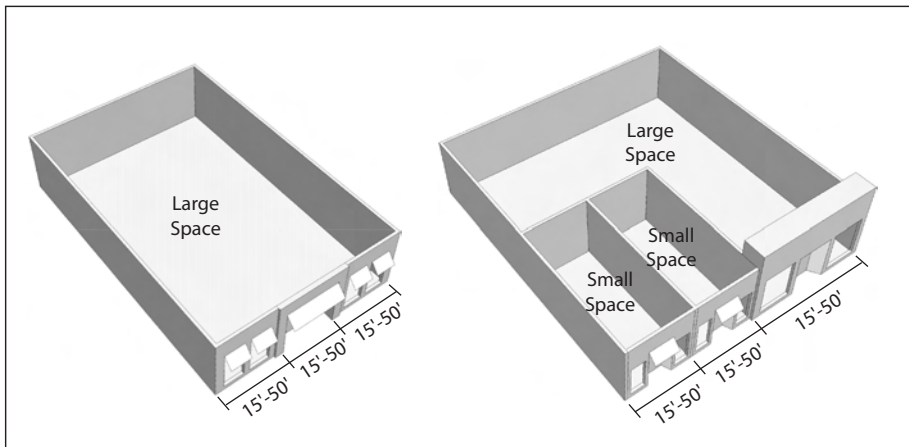


FIGURE 5-13: Even if separate businesses function within the same building, the overall design of the façade should be consistent. Individual businesses should not break the basic lines, material and concept of the facade.

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.

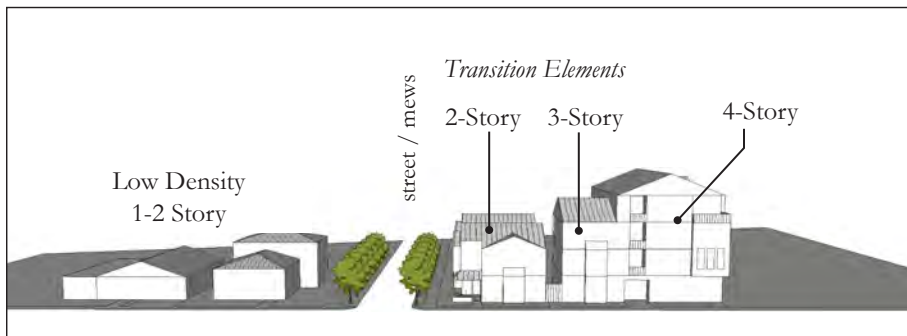


FIGURE 5-37: Transitions can also be made by stepping massing down within a project, with lower building elements providing a buffer between taller elements and adjacent lower-density development.

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.

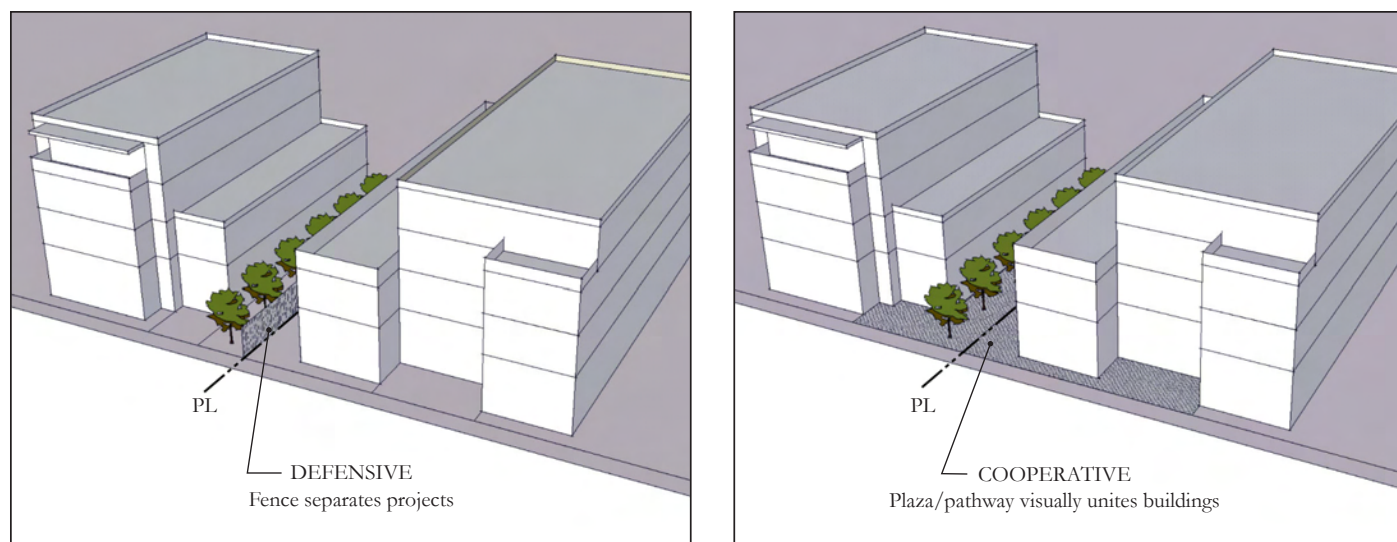


FIGURE 5-38: Following a cooperative, rather than defensive design approach for the spaces between buildings results in a more coherent downtown feel, as opposed to a collection of unrelated projects.



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

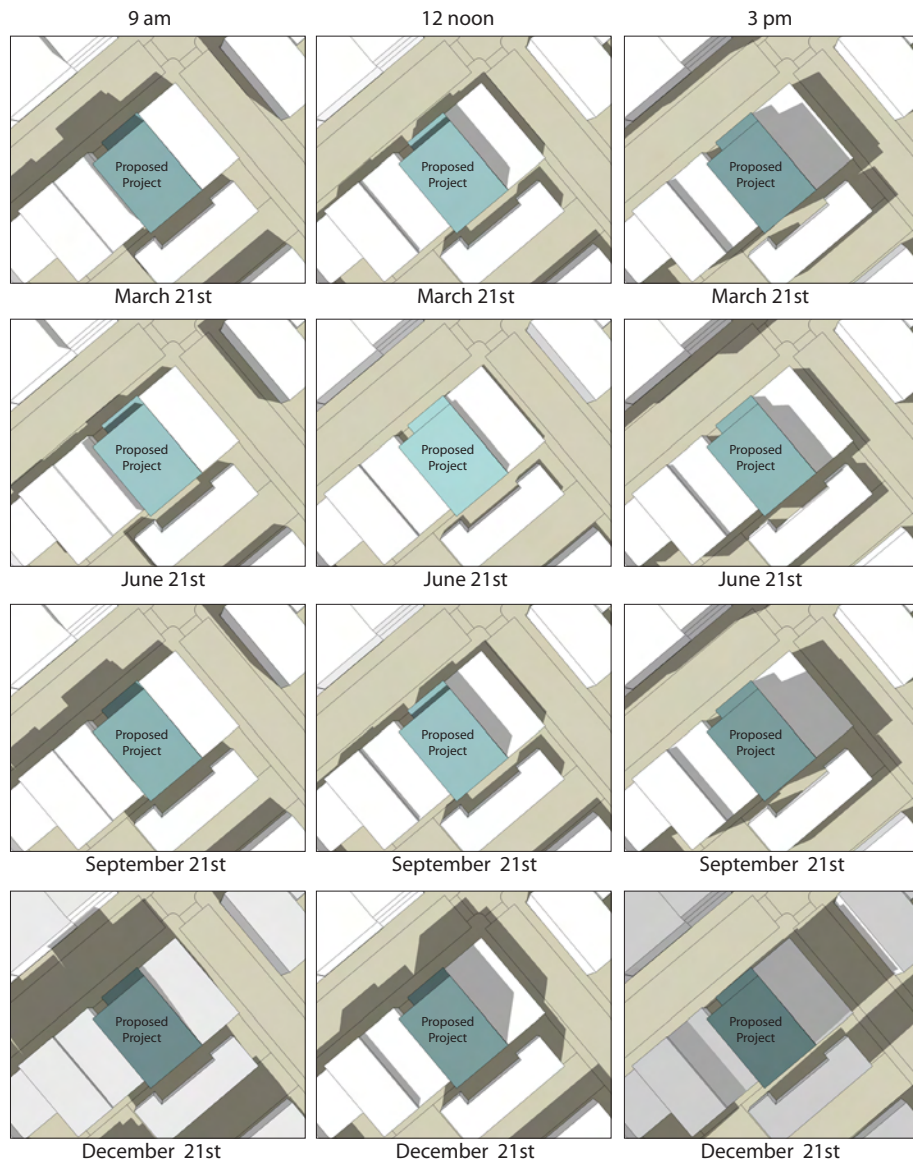


FIGURE 5-40: Sample shadow analysis shows the range of shading conditions through the year.

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.

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.

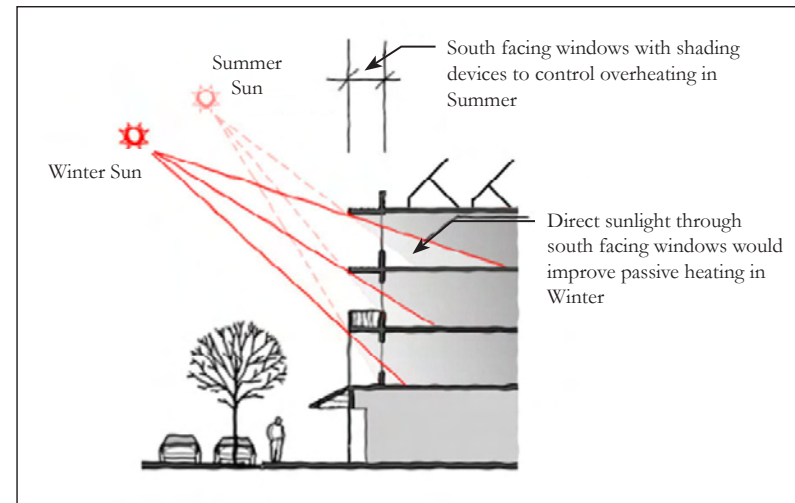


FIGURE 5-41: Use of shading devices to control solar loads in summer and gain passive heat in winter.



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

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

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-osh.com/pdfpubs/osh_a_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.

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

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

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

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

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

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

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.

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 2nd exit from 4th floor. Note the office space door hardware, etc. is required to remain open and/or accessible at all times for the 4th 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

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 – 4th 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

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

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

WHEREAS, a Categorical Exemption has been prepared and application has been made for Commercial Design Review and Conditional Use Permit for building height for construction of a new, four-story commercial building (retail and office) at 240 Lorton Avenue, Zoned BAC, DLC Lorton, 999 Baker Way, Suite 300, San Mateo, CA, 94404, property owner, APN: 029-211-200;

WHEREAS, said matters were heard by the Planning Commission of the City of Burlingame on October 11, 2016, at which time it reviewed and considered the staff report and all other written materials and testimony presented at said hearing;

NOW, THEREFORE, it is RESOLVED and DETERMINED by this Planning Commission that:

1. On the basis of the Initial Study and the documents submitted and reviewed, and comments received and addressed by this Commission, it is hereby found that there is no substantial evidence that the project set forth above will have a significant effect on the environment, and categorical exemption, per CEQA Section 15332, In-Fill Development Projects, is hereby approved.
2. Said Commercial Design Review and Conditional Use Permit are approved subject to the conditions set forth in Exhibit "A" attached hereto. Findings for such Commercial Design Review and Conditional Use Permit are set forth in the staff report, minutes, and recording of said meeting.
3. It is further directed that a certified copy of this resolution be recorded in the official records of the County of San Mateo.

Chairman

I, _____, Secretary of the Planning Commission of the City of Burlingame, do hereby certify that the foregoing resolution was introduced and adopted at a regular meeting of the Planning Commission held on the 11th day of October, 2016, by the following vote:

Secretary

EXHIBIT "A"

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

240 Lorton Avenue

Effective October 21, 2016

1. that the project shall be built as shown on the plans submitted to the Planning Division date stamped October 3, 2016, sheets A0.0.0, A0.0.1, A1.0.0, A3.1.1, A3.1.2, A8.1.1, L2.01 and Materials Sheet, and date stamped September 19, 2016, sheets A0.1.0, A0.1.1, A0.2.0, A2.0.0 through A2.0.5, A3.2.1, A9.1.1 through A9.2.1, ALTA, and L1.01;
2. that the project sponsor shall consult and coordinate with the Burlingame Historical Society regarding the design content of the vitrine (display area) at the rear of the building and the mural along the left side of the building;
3. that a cross access easement for vehicular ingress/egress between the subject property (240 Lorton Avenue, APN: 029-211-200) and the adjacent property (226 Lorton Avenue, APN: 029-211-190)) shall be recorded with the property at the San Mateo County Recorder's Office and a copy of the recorded documents shall be sent to the City Engineer;
4. that any changes to the size or envelope of building, which would include changing or adding exterior walls or parapet walls, shall require an amendment to this permit;
5. that any changes to building materials, exterior finishes, windows, architectural features, roof height or pitch, and amount or type of hardscape materials shall be subject to Planning Division or Planning Commission review (FYI or amendment to be determined by Planning staff);
6. that the maximum elevation at the top of the roof parapet shall not exceed elevation 55.0' for a maximum height of 55'-0", and that the top of each floor and final roof ridge shall be surveyed and approved by the City Engineer as the framing proceeds and prior to final framing and roofing inspections. The ground floor finished floor shall be elevation 0.0'; second floor finished floor shall be elevation 16.0'; third floor finished floor shall be elevation 28.5', fourth floor finished floor shall be elevation 41.0', and the roof level shall be elevation 53.5'. The top of the roof screen shall be elevation 55.0'. Should any framing exceed the stated elevation at any point it shall be removed or adjusted so that the final height of the structure with roof shall not exceed the maximum height shown on the approved plans;
7. that the on-site parking spaces shall be used only for the tenants and visitors of the office facilities on this site and shall not be leased or rented for storage of automobiles or goods either by individuals or businesses not on this site or by other businesses for off-site parking;
8. that prior to issuance of a building permit for the project, the applicant shall pay the parking in-lieu fee in the amount of \$1,591,274.64, made payable to the City of Burlingame and submitted to the Planning Division;
9. that prior to issuance of a building permit for the project, the applicant shall pay the first half of the public facilities impact fee in the amount of \$56,535.22, made payable to the City of Burlingame and submitted to the Planning Division;

EXHIBIT "A"

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

240 Lorton Avenue

Effective October 21, 2016

10. that prior to scheduling the final framing inspection, the applicant shall pay the second half of the public facilities impact fee in the amount of \$56,535.22, made payable to the City of Burlingame and submitted to the Planning Division;
11. that during construction, the applicant shall provide fencing (with a fabric screen or mesh) around the project site to ensure that all construction equipment, materials and debris is kept on site;
12. that storage of construction materials and equipment on the street or in the public right-of-way without an encroachment permit shall be prohibited;
13. that the conditions of the Building Division's August 19, 2016 and June 27, 2016 memos, the Engineering Division's July 15, 2016 memo, the Fire Division's August 25, 2016 and August 4, 2016 memos, the Parks Division's June 27, 2016 memo, and the Stormwater Division's August 25, 2016 and July 6, 2016 memos shall be met;
14. that prior to issuance of a building permit for construction of the project, the project construction plans shall be modified to include a cover sheet listing all conditions of approval adopted by the Planning Commission, or City Council on appeal; which shall remain a part of all sets of approved plans throughout the construction process. Compliance with all conditions of approval is required; the conditions of approval shall not be modified or changed without the approval of the Planning Commission, or City Council on appeal;
15. that demolition or removal of the existing structures and any grading or earth moving on the site shall not occur until a building permit has been issued and such site work shall be required to comply with all the regulations of the Bay Area Air Quality Management District;
16. that the project shall comply with the Construction and Demolition Debris Recycling Ordinance which requires affected demolition, new construction and alteration projects to submit a Waste Reduction plan and meet recycling requirements; any partial or full demolition of a structure, interior or exterior, shall require a demolition permit;
17. that the applicant shall comply with Ordinance 1503, the City of Burlingame Storm Water Management and Discharge Control Ordinance;
18. that the project shall meet all the requirements of the California Building and Uniform Fire Codes, 2013 Edition, as amended by the City of Burlingame;

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

19. that prior to scheduling the foundation inspection, a licensed surveyor shall locate the property corners, set the building footprint and certify the first floor elevation of the new structure(s) based on the elevation at the top of the form boards per the approved plans; this survey shall be accepted by the City Engineer;

EXHIBIT "A"

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

240 Lorton Avenue

Effective October 21, 2016

20. that prior to scheduling the framing inspection the project architect or residential designer, or another architect or residential design professional, shall provide an architectural certification that the architectural details shown in the approved design which should be evident at framing, such as window locations and bays, are built as shown on the approved plans; architectural certification documenting framing compliance with approved design shall be submitted to the Building Division before the final framing inspection shall be scheduled;
21. that prior to scheduling the roof deck inspection, a licensed surveyor shall shoot the height of the roof ridge and provide certification of that height to the Building Division; and
22. that prior to final inspection, Planning Division staff will inspect and note compliance of the architectural details (trim materials, window type, etc.) to verify that the project has been built according to the approved Planning and Building plans.

THE FOLLOWING CONDITIONS OF APPROVAL ARE FROM DOWNTOWN SPECIFIC PLAN:

23. the project sponsor shall implement all appropriate control measures from the most currently adopted air quality plan at the time of project construction;
24. the project sponsor shall ensure implementation of the following mitigation measures during project construction, in accordance with BAAQMD standard mitigation requirements:
 - a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day or as necessary.
 - b. All haul trucks transporting soil, sand, or other loose material offsite shall be covered or otherwise loaded consistent with California Vehicle Code Section 23114.
 - c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry sweeping is prohibited.
 - d. All vehicle speeds on unpaved roads shall be limited to 15 mph.
 - e. All roadways, driveways, sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
 - f. Idling times shall be minimized either by shutting off equipment when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

EXHIBIT "A"

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

240 Lorton Avenue

Effective October 21, 2016

- g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
 - h. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.
- 25. the project sponsor shall implement the following Greenhouse Gas reduction measures during construction activities:
 - a. Alternative-Fueled (e.g., biodiesel, electric) construction vehicles/equipment shall make up at least 15 percent of the fleet.
 - b. Use at least 10 percent local building materials.
 - c. Recycle at least 50 percent of construction waste or demolition materials.
- 26. that employers shall post and update information on alternate modes of transportation for the area (i.e. bus/shuttle schedules and stop locations, maps);
- 27. the project sponsor shall incorporate recycling measures and incentives such that a solid waste diversion rate of 75% is achieved upon occupation of each phase of plan development;
- 28. the project sponsor shall incorporate commercial water efficiency measures such that water consumption is decreased by a minimum of 10 percent over current standard water demand factors;
- 29. that construction shall avoid the March 15 through August 31 avian nesting period to the extent feasible. If it is not feasible to avoid the nesting period, a survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than 7 days prior to construction. The area surveyed shall include all clearing/construction areas, as well as areas within 250 ft. of the boundaries of these areas, or as otherwise determined by the biologist. In the event that an active nest is discovered, clearing/construction shall be postponed within 250 ft. of the nest, until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts;
- 30. that for projects within the Plan Area that require excavation, a Phase I Environmental Site Assessment (and Phase II sampling, where appropriate) would be required. If the Phase I Environmental Site Assessment determines that remediation is required, the project sponsor would be required to implement all remediation and abatement work in accordance with the requirements of the Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), or other jurisdictional agency;

EXHIBIT "A"

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

240 Lorton Avenue

Effective October 21, 2016

31. that the following practices shall be incorporated into the construction documents to be implemented by the project contractor.
 - a. Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures:
 - Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site; - Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors;
 - Locate stationary equipment to minimize noise impacts on the community; and
 - Minimize backing movements of equipment.
 - b. Use quiet construction equipment whenever possible.
 - c. Impact equipment (e.g., jack hammers and pavement breakers) shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other quieter procedures, such as drilling rather than using impact equipment, shall be used whenever feasible.
32. the project sponsor shall incorporate the following practice into the construction documents to be implemented by construction contractors: The project sponsor shall require that loaded trucks and other vibration-generating equipment avoid areas of the project site that are located near existing residential uses to the maximum extent compatible with project construction goals;
33. that if the project increases sewer flows to the sanitary sewer system, the project sponsor shall coordinate with the City Engineer to determine if improvements to public sanitary sewer infrastructure are needed. If improvements are needed, the following shall apply:
 - that prior to issuance of a building permit, the project sponsor shall develop a plan to facilitate sanitary sewer improvements. The plan shall include a schedule for implementing sanitary sewer upgrades that would occur within the development site and/or contribution of a fair share fee toward those improvements, as determined by the City Engineer. The plan shall be reviewed by the City Engineer.
34. that prior to issuance of a building permit, the development plans shall be reviewed by the Fire Marshal to determine if fire flow requirements would be met given the requirements of the proposed project, and the size of the existing water main(s). If the Fire Marshal determines improvements are needed for fire protection services, then the following shall apply:
 - that prior to issuance of a building permit the project sponsor shall be required to provide a plan to supply adequate water supply for fire suppression to the project site, consistent with the Fire Marshal's requirements. The plan shall be reviewed by

EXHIBIT "A"

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

240 Lorton Avenue

Effective October 21, 2016

the Fire Marshal. The project sponsor shall be responsible for implementation of the plan including installation of new water mains, and/or incorporation of fire water storage tanks and booster pumps into the building design, or other measures as determined by the Fire Marshal.

35. that if evidence of an archeological site or other suspected cultural resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Burlingame shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City of Burlingame shall consult with the archeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC;
36. that should a unique paleontological resource or site or unique geological feature be identified at the project construction site during any phase of construction, the project manager shall cease all construction activities at the site of the discovery and immediately notify the City of Burlingame. The project sponsor shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is carried out. The project sponsor shall be responsible for implementing any additional mitigation measures prescribed by the paleontologist and approved by the City; and
37. that if human remains are discovered at any project construction site during any phase of construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Burlingame and the County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Burlingame shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of Burlingame, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.



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

Site: 240 LORTON AVENUE

The City of Burlingame Planning Commission announces the following public hearing on

**PUBLIC HEARING
NOTICE**

TUESDAY, OCTOBER 11, 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.
APN 029-211-200

Mailed: September 16, 2016

(Please refer to other side)

City of Burlingame

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

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

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

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

William Meeker
Community Development Director

PUBLIC HEARING NOTICE

(Please refer to other side)

