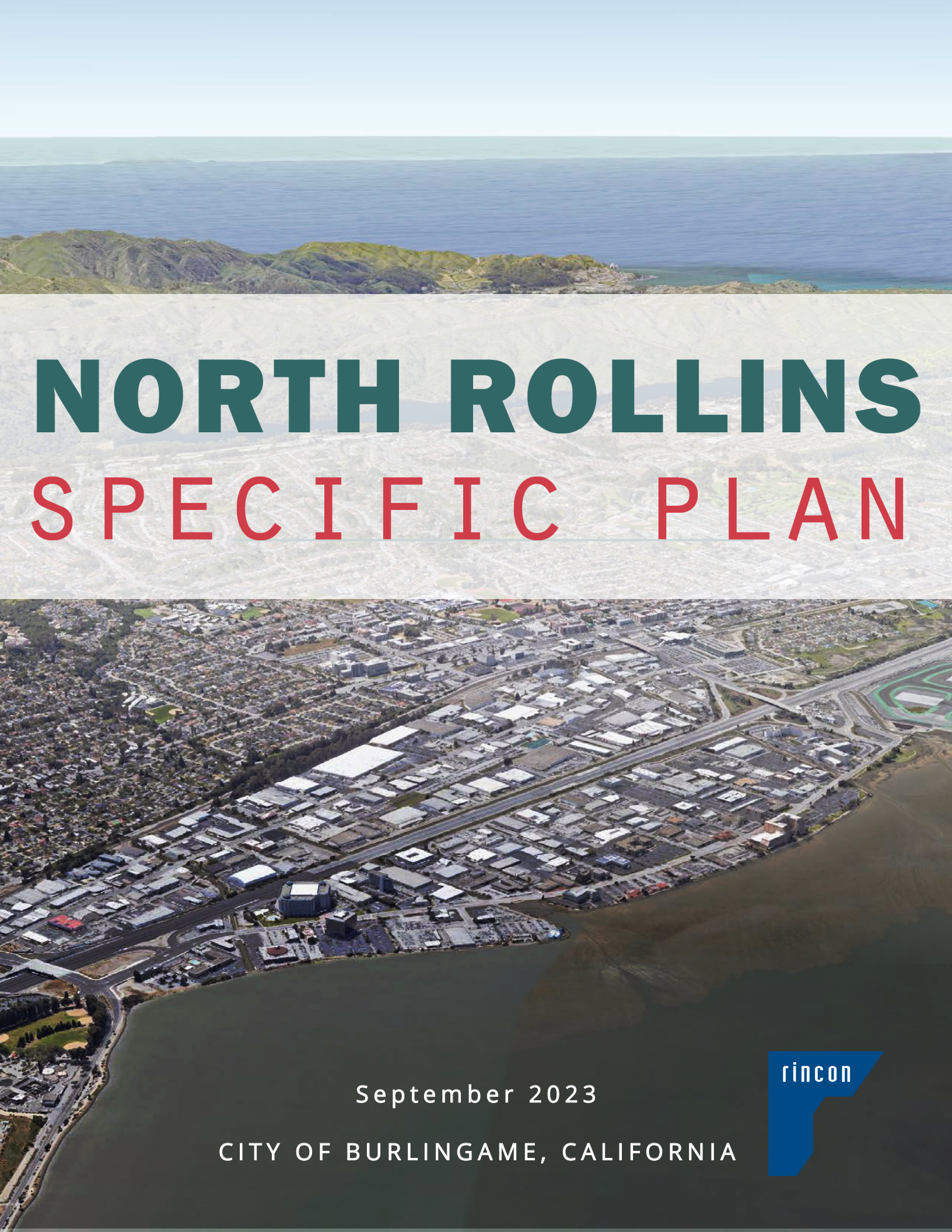




NORTH ROLLINS **SPECIFIC PLAN**

September 2023

CITY OF BURLINGAME, CALIFORNIA

rincon

The logo for Rincon Consulting, featuring the word "rincon" in white lowercase letters on a blue background that forms a stylized letter 'F'.

NORTH ROLLINS SPECIFIC PLAN

FINAL SPECIFIC PLAN

Adopted on September 5, 2023

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Chapter 1 - Introduction

1.1 Purpose and Intent of the Specific Plan

The North Rollins Specific Plan, hereafter referred to either as the “North Rollins Specific Plan,” or “Specific Plan,” provides a detailed description of the proposed land uses, infrastructure, and implementation requirements for the North Rollins Specific Plan (NRSP) project. It will be implemented within the City of Burlingame, California as depicted on *Exhibit 1.1, Regional Location*. The North Rollins Specific Plan envisions the Plan Area will be developed into a dynamic, vibrant, intergenerational, and eclectic mixed-use neighborhood, with great connectivity to the Millbrae Transit Center as well as within the neighborhood itself. The scope of the Specific Plan includes regulations for beautification, design standards, bicycle and pedestrian mobility, green infrastructure, and

policies for green buildings. The document also provides direction for improvements in the public realm, as well as an approach to providing open spaces and public plazas throughout the Plan Area within the private realm.

The Specific Plan is designed with flexibility, considering changes in the economy may alter demand for mixed-use, residential, commercial, and industrial development over time. The Specific Plan is an implementation tool that:

- Establishes the circulation framework of a walkable district that concentrates land uses, promotes multi-modal transportation, and creates a strong sense of neighborhood identity.



Accommodate **increased housing density** along with **other transit supportive uses** and improvements in the North Rollins Road area



Improvement of motorized, non-motorized, and transit **connectivity** between the Millbrae station and existing and future adjacent commercial, industrial, and residential uses



Development and implementation of urban design standards which **promote a walkable and livable environment** within the project area



Development of a strategy for providing **open space amenities** within the project area

Images from initial outreach efforts used to determine goals and priorities for the Specific Plan Area. Image depicts project principles for the Specific Plan. Source: Gates and Associates.

- Establishes development standards for a range of permitted mixed-use, residential, commercial, open spaces and industrial uses.
- Assures appropriate financing for community facilities, including circulation and streetscape improvements, domestic water, recycled water, urban runoff and drainage facilities, and sewage disposal.
- Ensures the plan is economically feasible and can be implemented based on existing and anticipated future economic conditions.

The North Rollins Specific Plan is consistent with the applicable goals and policies of the City of Burlingame General Plan. The Design Guidelines and Objective Design Standards contained in this document will assist in creating a consistent urban form and landscape character for private and public development within the Plan Area. The Development Regulations will establish permitted uses, site development standards and general development criteria and requirements. The provisions and regulations contained in the Specific Plan shall apply to the North Rollins Specific Plan area and shall prevail in instances of conflict with the provisions and regulations of the Burlingame Municipal Code (BMC) that regulate the same subject matter. Where the Specific Plan is silent on an issue, the goals, objectives and implementing actions contained in the Burlingame Municipal Code shall prevail, and the standards in the BMC or other applicable city, state, or federal code that regulate the same issue shall apply.

1.1.1 Project Vision

The Specific Plan was prepared in accordance with the City's vision and addresses the suggestions and concerns that were raised during the outreach process by major stakeholders, advisory committees, and the general public. The primary Project vision and objectives for the North Rollins Specific Plan are:

- Implementation of the "Envision Burlingame" initiatives within the 2019 General Plan update to accommodate increased housing density along with other transit supportive uses and improvements in the north Rollins Road area.
- Creation of a new neighborhood within Burlingame, where residents and creative businesses have ready access to transit, supportive commercial businesses, diversity of housing, and public and private open space amenities.
- Enhance the economic climate of Burlingame and the North Rollins District through attracting new businesses.
- Improvement of motorized, non-motorized, and transit connectivity between the Millbrae Transit Center and existing and future adjacent commercial, industrial, and residential uses.
- Development and implementation of urban design standards which promote a walkable and livable environment within the project area. Development of a strategy for providing open space amenities within the project area.

- Engagement with the community to inform the public about transit-oriented design concepts and the Specific Plan process through a stakeholder and community involvement strategy.
- Development of incentives or standards to promote state-of-the-art green building practices.



Wide expanses of asphalt and pavement characterize the Plan Area



Many long-standing industrial uses, such as See's Candies, exist from the area's initial industrial subdivision.



Large setbacks and disjointed landscaping detract from a cohesive pedestrian experience.

1.2 Plan Area Location

The North Rollins Specific Plan area is approximately 88.8 acres located in the most northern portion of the City of Burlingame, bordering the City of Millbrae. Regional access to the site is depicted on *Exhibit 1.1, Regional Location*, and is available via the adjacent US Route 101 to the northeast and via State Route 82 (El Camino Real) to the southwest. Interstate 280 is located approximately 1.3 miles southwest of the project, and the Millbrae Transit Center is located approximately one-quarter mile to the northwest of the Plan Area boundary.

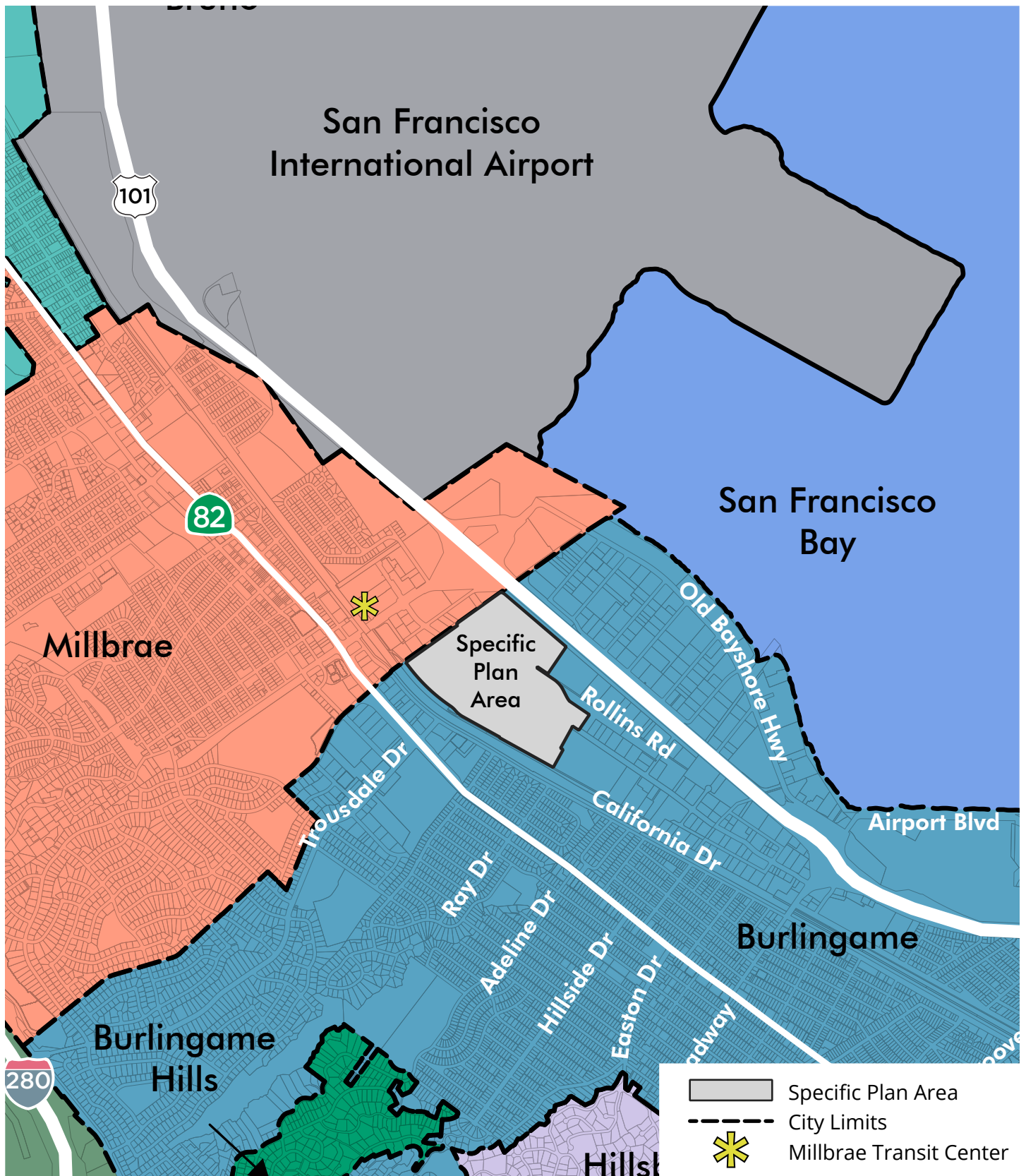
The Plan Area extents are depicted on *Exhibit 1.2, Local Context*, and is located approximately one-quarter mile south of the San Francisco International Airport (SFO). The entirety of the Plan Area is affected by airport land use compatibility zones and is required to comply with applicable regulations and development standards of the Comprehensive Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Francisco International Airport.

Prior to the 2019 adoption of the Rollins Road Mixed-Use zoning for the project area, the Plan Area was located within the North Burlingame/Rollins Road Specific Plan adopted in 2004 and last amended in 2007.



Exhibit 1.1 - Regional Location

N.T.S. | Source: San Mateo County GIS. ⓘ



1.3 Specific Plan Summary

The planning process for the North Rollins Specific Plan began with extensive outreach efforts to gain input from the community and collaboratively establish the vision for the North Rollins Area. These outreach efforts are detailed in *Chapter 2, Planning Context*. As a result of this interactive process, a consensus for the focus areas concept was developed for a carefully designed, well-planned mixed-use district that will evolve over time and maximize the benefits of its urban amenities, while preserving the unique character of the North Rollins area.

The Specific Plan is designed to create a mixed-use district within the City of Burlingame that is cohesive in urban form. Design approaches incorporate “place-making” principles into a pedestrian-friendly streetscape that connects commercial and office uses, residential areas, parks, lifestyle areas, walkways, and transit opportunities within a single mixed-use district, while preserving vehicular access through the site. The Specific Plan will also include a unifying landscape and streetscaping theme that emphasizes the pedestrian and cyclist experience and establishes a distinct identity for the North Rollins area.

The Specific Plan encourages an environmentally conscious (“green”) development approach to provide for a sustainable community. New development and redevelopment will be encouraged to incorporate materials and features that reduce energy and water consumption needs and minimize the impacts associated with development on the environment.

1.4 Discretionary Actions and Approvals

The City of Burlingame is the Lead Agency for purposes of California Environmental Quality Act (CEQA) compliance and has prepared and made the appropriate environmental determination to consider the following discretionary actions. These actions are required to implement the Specific Plan:

- **Zone Change:** An approval of a Zone Change will be necessary to change the zoning of the entire district from the current “Rollins Road Mixed-Use” (RRMU) to “North Rollins Specific Plan” (NRSP).
- **Specific Plan Approval:** The North Rollins Specific Plan has been prepared to realize the objectives of the proposed district as defined herein.

The above entitlements will require approval by the Burlingame City Council.



The El Portal Channel runs along the northern edge of the Plan Area.

1.5 Authority and Format of the Specific Plan

The State of California Legislature has established the authority and scope to prepare and implement specific plans. The State requires that all cities and counties in California prepare and adopt a comprehensive general plan for the physical development of their areas of jurisdiction. To implement the policies described in the general plan, regulating programs are adopted (e.g., zoning ordinances, subdivision ordinances, building and housing codes, etc.). California State law authorizes cities with complete general plans to prepare and adopt specific plans (Government Code Section 65450 – 65457). Local planning agencies or their legislative bodies may designate areas within their jurisdiction as areas for which a specific plan is “necessary or convenient” (Government Code Section 65451).

Specific plans are intended to serve as bridges between the local general plan and individual development proposal for a specific area. Specific plans contain both planning policies and regulations, and may combine zoning regulations, capital improvement programs, and other regulating requirements into one document.

The North Rollins Specific Plan has been created through the authority granted to the City of Burlingame by the California Government Code, Sections 65450 through 65453. This Specific Plan has been prepared in accordance with the provisions of the California Government Code, which stipulate that a specific plan contain text and diagrams specifying the following:

- **Land Use:** The specific plan must specify the distribution, location, and extent of the uses of land, including open space, within the area covered by the plan. This discussion is included in *Section 3.2, Land Use Plan*, of this Specific Plan.
- **Public Facilities:** The specific plan must show the proposed distribution, location, extent, and intensity of major components of public and private transportation, wastewater, water, drainage, solid waste disposal, energy, and other essential facilities located within the area covered by the plan, and needed to support the land uses described in the plan. This discussion is included in *Section 3.3, Circulation Plan*, and *Section 3.4 Infrastructure Plan*, in this Specific Plan.
- **Development Standards:** The specific plan must include standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable. This discussion is contained in *Chapter 5, Development Standards*, in the Specific Plan.
- **Implementation Measures:** The specific plan must include a program of implementation measures, including regulations, programs, and financing measures. A discussion of these topics is included throughout *Chapter 6, Implementation*, in this Specific Plan.

- **General Plan Consistency:** The specific plan must include a statement of the relationship of the specific plan to the general plan. Chapter 2, Planning Context analyzes the Specific Plan in comparison to the Envision Burlingame General Plan.
- **Optional Contents:** The specific plan may address any other subject that, in the judgement of the planning agency, is necessary or desirable for implementation of the general plan. Community building, landscape, architectural, and sustainable design guidelines are in *Chapter 4, Design Guidelines* of this Specific Plan.

Chapter 2 - Planning Context

2.1 Relationship to Other Regulatory Documents

As required by State Law, this Specific Plan is consistent with the applicable goals and policies contained within the adopted City of Burlingame General Plan. This Specific Plan serves as the zoning for the Specific Plan area and provides additional policy guidance.

2.1.1 City of Burlingame General Plan

The City of Burlingame adopted the “Envision Burlingame” General Plan in January 2019. As depicted in *Exhibit 2.1, General Plan Land Use Designation*, the Specific Plan Area is designated as “Live/Work” by the General Plan. The Specific Plan is consistent with the Live/Work designation.

2.1.2 City of Burlingame Zoning Code

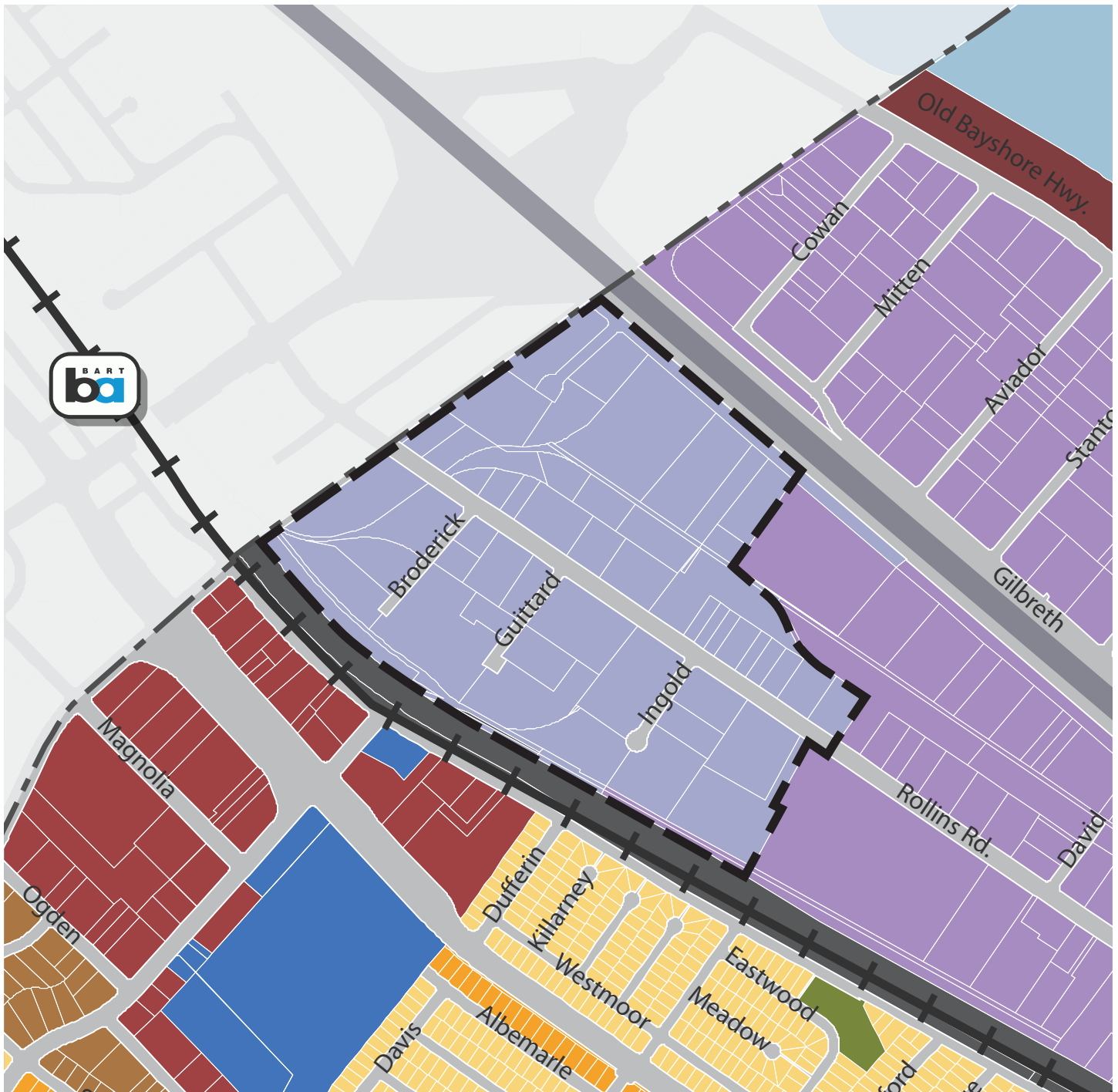
The City’s current zoning for the Specific Plan area is the Rollins Road Mixed-Use Zone (RRMU). A Zone Change is required to adopt the Specific Plan. As such, the zoning of the site would change to from “Rollins Road Mixed-Use” (RRMU) to “The North Rollins Specific Plan” (NRSP) (see *Exhibits 2.2, Existing Zoning Designation and Exhibit 2.3, Proposed Zoning Designation*).

2.1.3 Comprehensive Airport Land Use Compatibility Plan

The ALUCP for the Environs of San Francisco International Airport specifies how land near

airports is to be used, based on safety and noise considerations. As depicted on *Exhibit 2.4, Opportunities and Challenges*, a small portion of the northeast Plan Area is located within Airport Safety Compatibility Zone 2, Inner Approach/Departure Zone, with the remainder of the Plan Area located within Zone 3, Inner Turning Zone.

Land uses and standards proposed by local governments in compatibility zones must be consistent with an adopted ALUCP. The policies and regulations established by this Specific Plan do not conflict with airport land use compatibility criteria of the ALUCP for SFO, as updated in 2012.

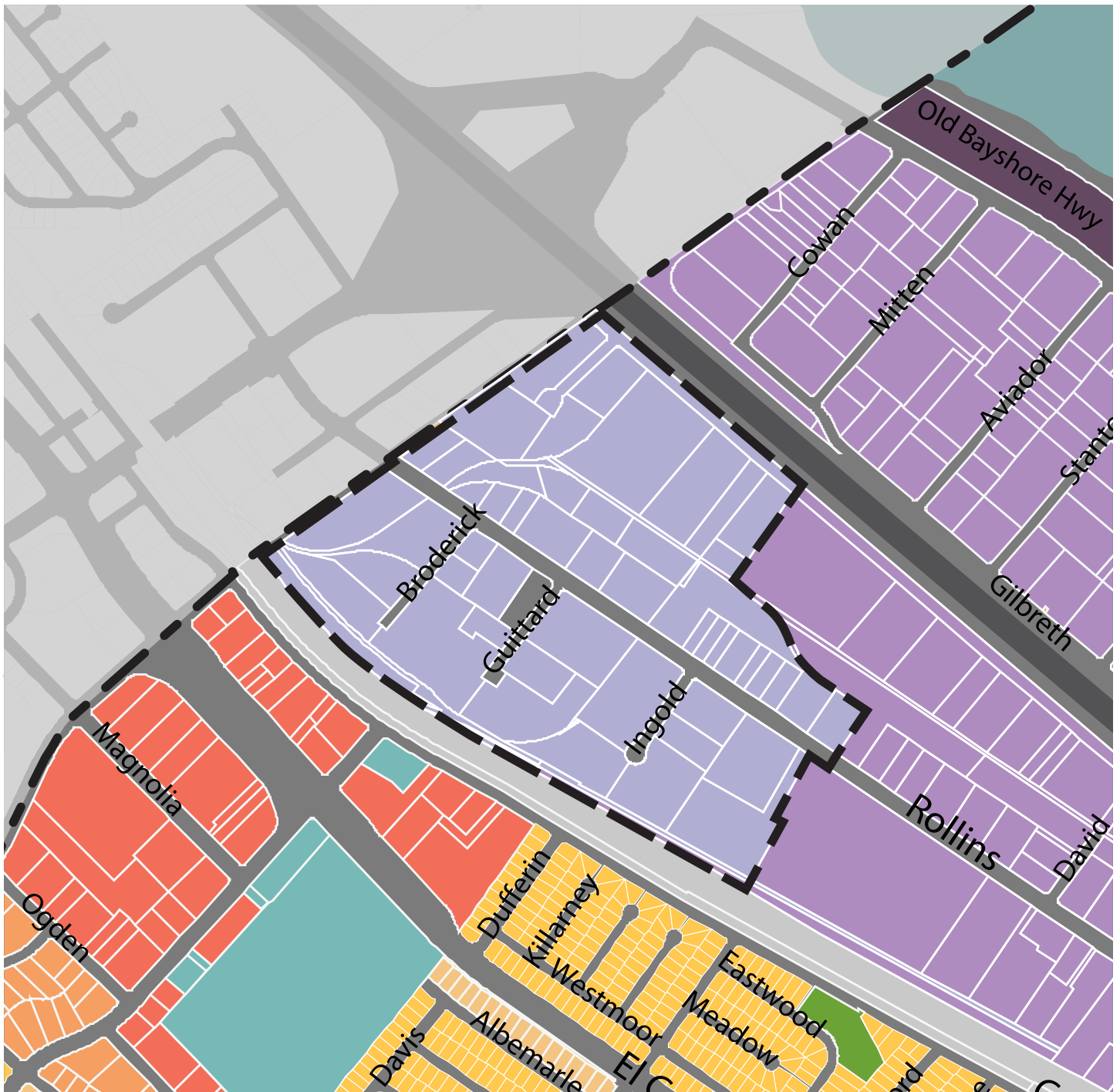


Legend

Low Density Residential	Bayfront Commercial	Innovation Industrial	Specific Plan Area
Medium Density Residential	California Mixed Use	Public/Institutional	
Medium/High Density Res.	North Burlingame Mixed Use	Baylands	
High Density Residential	Broadway Mixed Use	Rail Corridor	
General Commercial	Live/Work	Parks and Recreation	

Exhibit 2.1 - Existing General Plan Land Use Designation

N.T.S. | Source: City of Burlingame

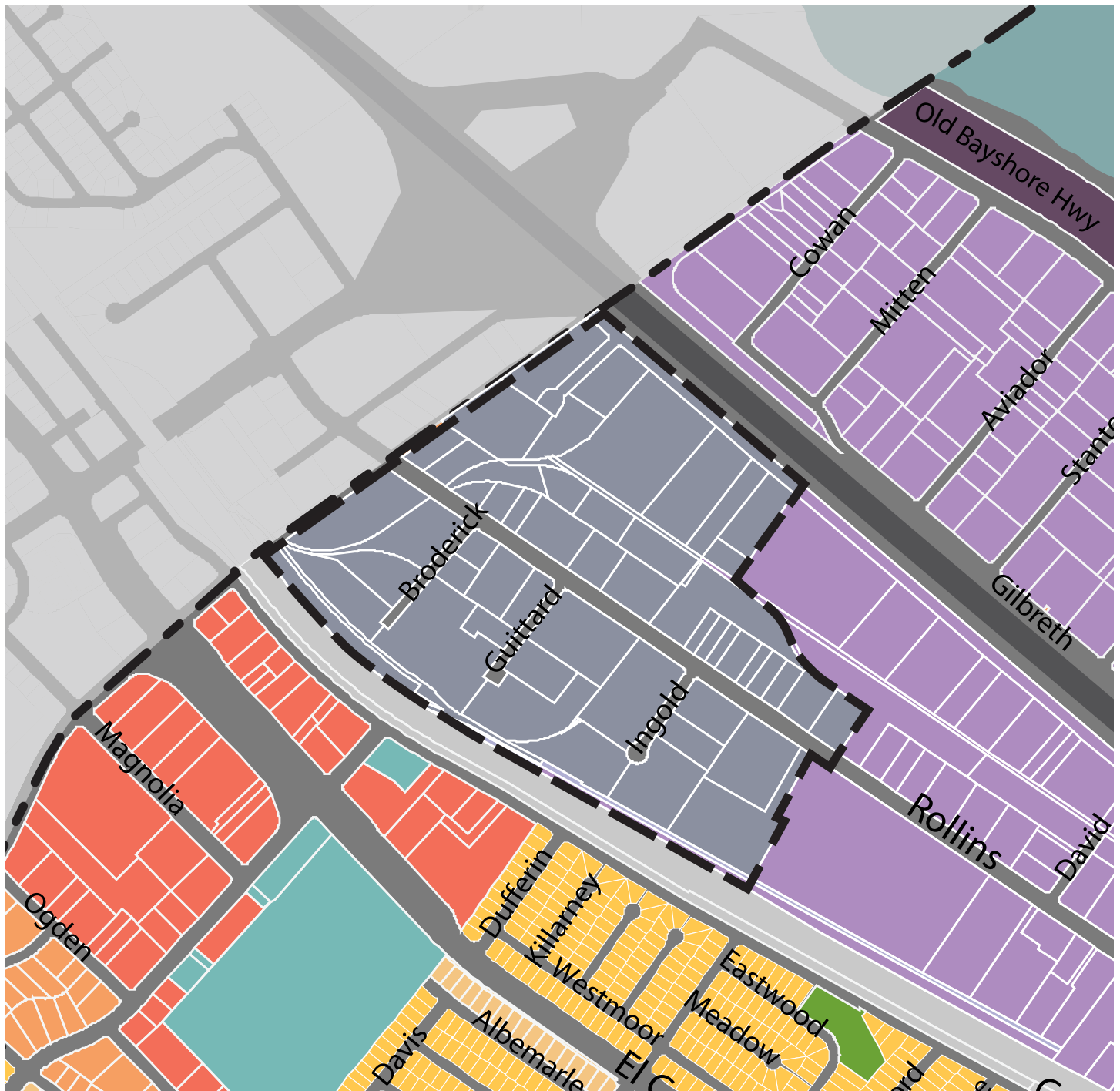


Legend

■ Parks & Recreation	■ Rollins Road Mixed Use	■ Medium/High Density Residential
■ Public Institutional	■ North Burlingame Mixed Use	■ Medium Density Residential
■ Tidal Plain/Bay	■ Bayfront Commercial	■ Low Density Residential
■ Innovation Industrial	■ General Commercial/Residential	 Specific Plan Area

N.T.S. | Source: City of Burlingame

Exhibit 2.2 - Existing Zoning Designation



Legend

■ Parks & Recreation	■ Rollins Road Mixed Use	■ Medium/High Density Residential
■ Public Institutional	■ North Burlingame Mixed Use	■ Medium Density Residential
■ Tidal Plain/Bay	■ Bayfront Commercial	■ Low Density Residential
■ Innovation Industrial	■ General Commercial/Residential	■ North Rollins Specific Plan (NRSP)

Exhibit 2.3 - Proposed Zoning Designation

N.T.S. | Source: City of Burlingame

2.2 Project Context

2.2.1 Historical Context

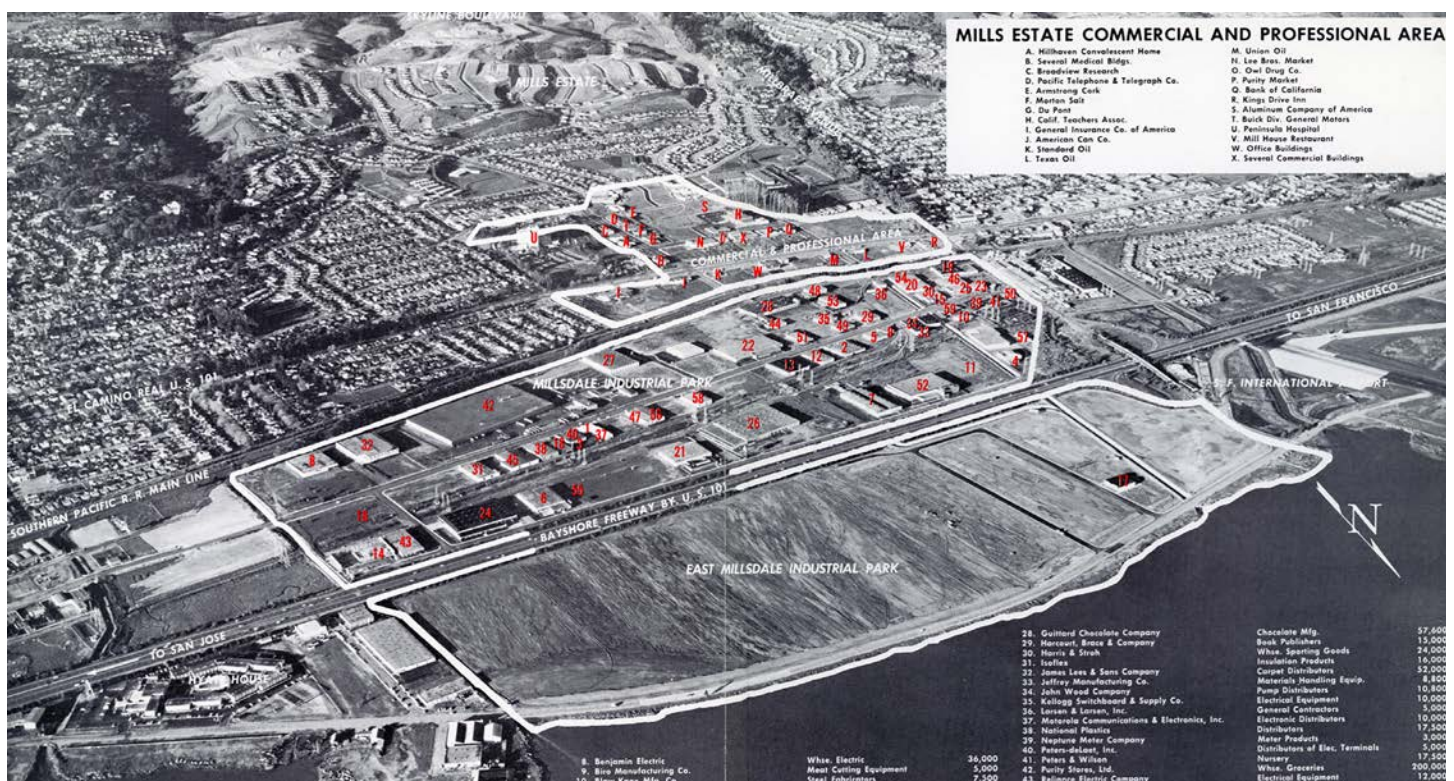
According to the City of Burlingame Historical Society, North Rollins Road and the surrounding area once belonged to the Buri Buri Rancho of José Antonio Sanchez. In 1843, Sanchez's son José de la Cruz Sanchez inherited that portion of the rancho upon his father's death. Due to financial problems, José de la Cruz Sanchez lost the property which was then bought around 1860 by Darius Ogden Mills (D.O. Mills) and his wife. The Mills family built a mansion home on the property that was used as a vacation retreat by the Mills family for three generations until the 1950s.

The heirs of D.O. Mills sold the property to Trousdale Development and in 1954 the property was divided between the cities of Burlingame and Millbrae for annexation. The area between

Mills Creek to what is now Murchison Drive became part of Burlingame and the area north of Murchison to Millbrae Avenue became a part of Millbrae.

A 1950's pamphlet from the Burlingame Chamber of Commerce advertised the Millsdale Industrial Park to be an ideal location for businesses with its central location to San Francisco International Airport and access to adjacent rail and freeways. Specific industrial park design standards such as generous setbacks, off-street parking and loading, and individual tenant build to suit were touted to attract prospective tenants.

Today, North Rollins Road and South Rollins Road carry the Millsdale Industrial Park legacy with some of the original tenants, such as Guittard Chocolate, still in operation.



Mills Estate Commercial and Professional Aerial Map. From Burlingame Chamber of Commerce historical material. Source: The Burlingame Historical Society.

In 2004, The North Burlingame/Rollins Road Specific Plan was adopted to implement land uses and streetscaping improvements that would revitalize the district and bolster the industrial and commercial vitality of the area.

In January 2019, an update to the Burlingame General Plan (“Envision Burlingame”) redesignated the North Rollins area as “Live/work.” To ensure compatibility with the general plan, the RRMU interim zone was adopted via an urgency ordinance to allow for a mixed-use industrial, commercial, and residential district to occur, consistent with the general plan. In 2020, the RRMU interim ordinance was modified for consistency with the SFO ALUCP and adopted on a permanent basis by the City Council.

The stated purpose of the North Rollins Road Mixed-Use Zone is to implement the General Plan Live/Work land use designation by creating and sustaining a new neighborhood of creative live/work units and developments, support small-scale commercial businesses, and other employment uses within easy walking distance to the Millbrae Transit Center. Long-established industrial uses are permitted to remain as conforming uses, provided they comply with all applicable standards and operational conditions.

The RRMU zone reimagines the Plan Area as a district that better serves both residents and businesses within Burlingame, creating an economically vibrant mixed-use neighborhood that can adapt to the market conditions of the present, and evolve over time as demand changes over time while retaining its industrial character.

However, due to the unique combination of public outreach, design guidelines, regulatory guidance and implementation strategies needed

to implement this concept, the standards found within the RRMU zone are insufficient to enact this vision. The North Rollins Specific Plan is designed to implement these goals and provide the flexibility necessary for the Plan Area to change over time, while retaining the industrial character of the area.

2.2.2 Opportunities and Challenges

The Specific Plan area includes multiple contextual factors that influence the project’s redevelopment. These influences are shown on *Exhibit 2.4*, and are described below:

- Noisy edges along Highway 101, bordering the northeastern boundary of the Specific Plan area, and the railroad tracks bordering the southwestern boundary of the Specific Plan area.
- The North Rollins Road right-of-way, which bisects the Specific Plan area.
- Proximity to transit opportunities located at the Millbrae Transit Center, with stops from Caltrain and Bay Area Rapid Transit (BART) lines.
- The Pacific Gas and Electric utility line corridor and storm drainage easement area that parallels Rollins Road.
- Underutilized parcels within the plan area that present an opportunity for redevelopment.
- Existing industrial uses that may remain after Specific Plan adoption.
- Distant views of the surrounding mountains to the northeast and southwest.

- Eucalyptus windrows along the southern portion of the Specific Plan area.
- The El Portal Drainage Channel along the northwestern boundary of the Specific Plan area.



Utilities poles and fire hydrants compete for space in the public sidewalk along Rollins Road in front of 1755 Rollins Road.

2.3 Existing Site Conditions and Setting

2.3.1 Physical Setting

The existing physical setting of the Plan Area is predominantly hardscape, mostly devoted to surface parking lots, loading areas, and driveways. The Rollins Road right-of-way consists of a curb-adjacent sidewalk punctuated with multiple curb cuts and utility poles, with poles sometimes located in the middle of the sidewalk. Many of the trees and landscape exist in the front setbacks along Rollins Road. The existing specific plan specifies Red Oaks and Red Maples for new street trees, but they are only planted when properties are redeveloped. Along Adrian Road, similar setback and landscape conditions occur. The relationship between the lack of landscape within the public realm and the auto- and truck-oriented design of the area is notable.

2.3.2 Existing Circulation

Roadway Circulation

Roadways within the Plan Area are classified in the General Plan as Mixed-Use Arterial, Mixed-Use Collector, and Mixed-Use Access. These roadway classifications provide access and mobility for multiple modes and prioritizes walking and biking when possible. *Table 2.1 — Roadway Classifications*, below depicts roadway classifications within the Plan Area.

Bicycle Facilities

Within the Plan Area, bicycle facilities are located along Rollins Road. There is a Class II bike lane in the southbound direction, south of Broderick Road. There are Class III shared bike lanes in the northbound direction and in the



Large street setbacks throughout the Plan Area lend the district a vehicular scale and inhibit walkability.



Large swaths of paved area with minimal landscaping dominate the pedestrian experience within the Plan Area.



1755 Rollins Road – long curb cut through sidewalk for trucks and loading.

southbound direction, north of Broderick Road. Class II bikeways are bike lanes that are reserved for bicycles on a street or roadway, striping is used to delineate the rights-of-way assigned to motorists and bikes. Class III bikeways are routes shared by bicycles and motorists and are identified by signs or pavement marking symbols.

Pedestrian Facilities

There are existing continuous sidewalks along both sides of Rollins Road and along the west side of Adrian Road within the Plan Area. There are discontinuous sidewalks along Adrian Court, Broderick Road, Guittard Road, and Ingold Road.

Currently, there are no marked crosswalks for pedestrians. The nearest signalized pedestrian crosswalk is located at the intersection of Rollins Road and Adrian Road, approximately 270 feet north of the Plan Area.

2.3.3 Transit Access

Exhibit 2.5, Regional Access, depicts transit access to the Specific Plan area. Access to a variety of transit opportunities reduces dependency on vehicle trips which can reduce traffic congestion, increase access to and from the Plan Area and have a positive effect on the environment. There

is limited transit service within the Plan Area. However, the Millbrae Transit Center is located approximately 1,100 feet north and provides access to Caltrain, BART, San Mateo County Transit (SamTrans), and local community shuttle services.

Caltrain

Caltrain is a commuter rail line that provides service to the San Francisco Peninsula and Santa Clara Valley. The northern terminus of the line is



View of Millbrae Transit Center. A SamTrans shuttle and southbound CalTrain are visible in the foreground. Author via Wikipedia: Pi.1415926535, Title: Millbrae Station, CC BY-SA 3.0.

TABLE 2.1 — ROADWAY CLASSIFICATIONS					
Roadway	General Plan Classification	Number of Lanes	Width (ft)	Median	Speed Limit
Rollins Road	Mixed-use Arterial	4	60-65	Two-way left-turn lane	25-35 mph
Adrian Road	Mixed-use Collector	2	35	Undivided	35 mph
Adrian Court Broderick Road Guittard Road Ingold Road	Mixed-use Access	2	30 - 40	Undivided	30 mph (unposted)



🕒 N.T.S. | Source: San Mateo County GIS, Google Earth.

Exhibit 2.5 - Regional Access

the 4th and King Street Station in San Francisco, and the southern terminus is the Gilroy Station in the City of Gilroy. Caltrain provides regular service to 28 stops along this route.

Bay Area Rapid Transit (BART)

BART provides public transportation for the San Francisco Peninsula, San Jose, and East Bay areas. The Richmond-Daily City/Millbrae Line (red line), Antioch-San Francisco Airport/Millbrae (yellow line), and Millbrae-San Francisco Airport (purple line) serve the Millbrae Transit Center. BART provides services seven days a week.

San Mateo County Transit (SamTrans)

SamTrans provides bus service throughout San Mateo county and San Francisco Peninsula area. SamTrans routes 38, 397, and SFO stop at Millbrae Transit Center. Sam Trans route ECR is accessible a short walking distance from the Millbrae Transit Center. Many of these routes operate seven days a week.

Local Community Shuttles

The San Mateo County Transit District provides employee-sponsored shuttle service in the vicinity. There are three shuttle services from the Millbrae Transit Center to other destination within San Mateo County: the Burlingame-Bayside BART/Caltrain, Millbrae/Broadway and North Burlingame shuttle lines. The Burlingame-Bayside BART/Caltrain shuttle runs along Rollins Road within the Plan Area. These shuttle services run during commute hours, Mondays through Fridays.

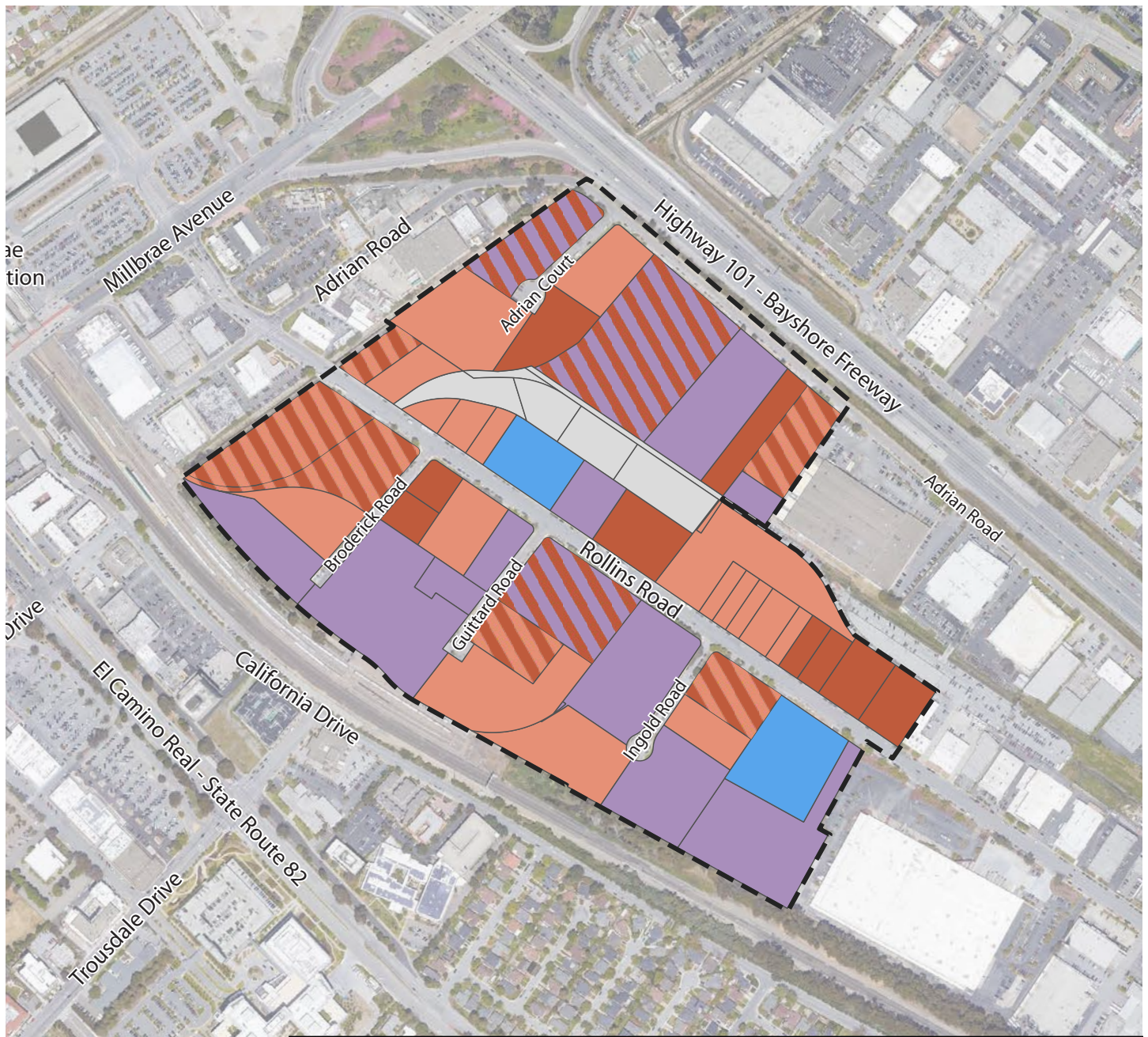
2.3.4 Existing Land Uses

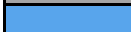
The 2004 specific plan allowed for industrial uses limited to airport-related industries, food

preparation, fabrication, commercial recreation, commercial food preparation/processing, retail and wholesale building and garden supply, industrial training facilities, public service facilities, and other light industry. Identical land uses were permitted on parcels adjacent to Adrian Road; however, Adrian Road was designated as a new automobile sales and service district and encouraged consolidation of lots to create parcels of five acres or greater in size. Throughout the district, standalone office uses were explicitly prohibited.

Today, the overall North Rollins Specific Plan Area is approximately 88.8 acres that generally follow the development pattern established by the 2004 specific plan, with the exception of two residential projects approved since the adoption of the RRMU interim zoning ordinance. Industrial (I) land uses dominate the Plan Area; these uses include businesses such as the Guittard Chocolate Company, a See's Candies facility, Public Storage, and other light manufacturing and warehouse businesses that may contain a showroom/retail component. The second largest land use by acreage is Commercial Service and Retail (CSR) use which includes office headquarters for software, electronic, and freight-forwarding business, and several sports recreation and athletic clubs such as the Prime Time Athletic Club.

Exhibit 2.5 shows several of the large parcels with a hatch of Commercial Service (CS) use over either the CSR or I land uses. This hatch indicates a mix of both land uses in the parcel where multiple businesses may occupy one building or several groups of buildings with multiple uses occupy a parcel. This mix of uses comprises the third and fourth largest acreage in the Plan Area.



Land Use		Acreage
	PF Public Facility	4.2
	CS Commercial Service	8.1
	CS/CSR Commercial Service / Commercial Service and Retail	9.9
	CSR Commercial Service and Retail	20.2
	I Industrial	22.2
	I/CS Industrial / Commercial Service	10.7
	UT Utilities	4.5
Project Site Total		75.38
Project Site Area including Rights-of-way		88.88

 N.T.S. | Source: San Mateo County GIS, Google Earth.

Exhibit 2.6 - Existing Land Uses

The Commercial Service land use on its own makes up the fifth largest land use acreage with businesses that include a moving company, tile store, printer, hardware store, and insurance office. The utility easement under the power lines makes up the sixth largest land use acreage followed by one parcel of public facilities where the SFPUC Water Quality Bureau is located.

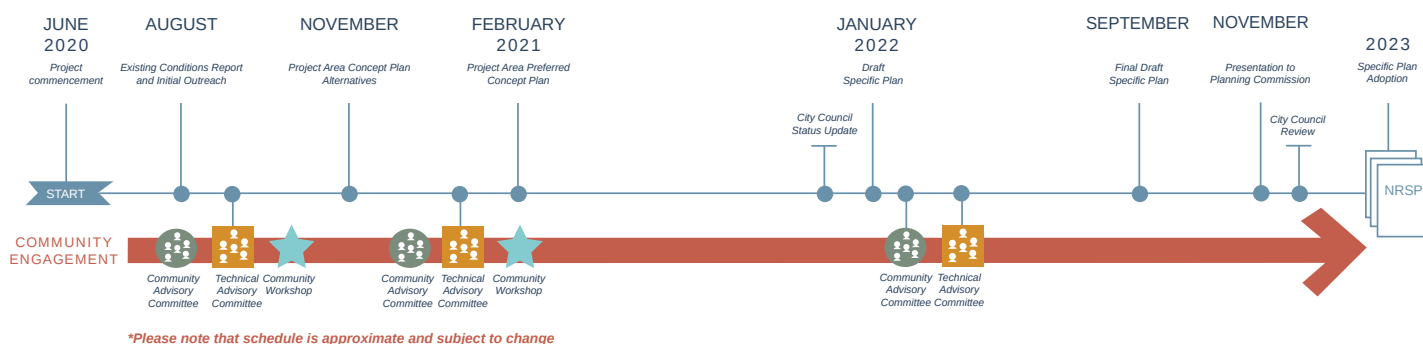
Sea Level Rise and Flood Zone

The General Plan identifies areas within the Specific Plan that may be susceptible to sea level rise. Portions of the North Rollins Specific Plan area would be at risk should a 3-foot or 6-foot sea level rise occur. In addition, the Specific Plan area is within Zone X 0.2, which means there is a 0.2 percent annual chance of flood hazards (referred to as a 500-year storm event). Specific grading or setback requirements are reviewed and implemented during the review of each development project or building plan check.

2.4 Public Outreach Summary

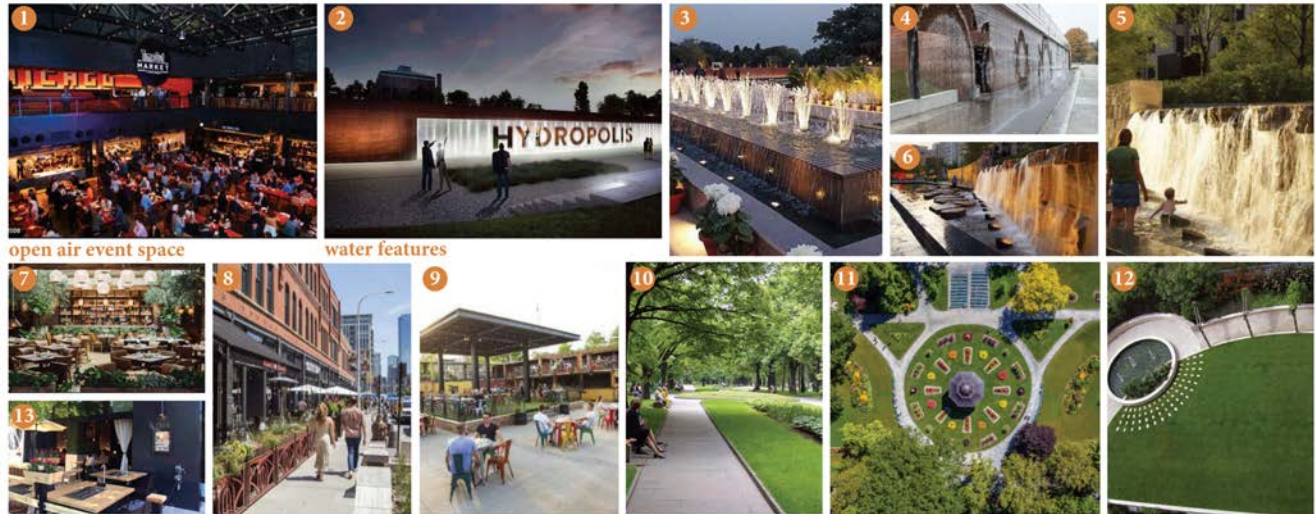
In order to succeed as a mixed-use district, the Specific Plan area must meet the needs of a diverse set of stakeholders, including residents, employees within the Plan Area, and business and property owners.

The outreach strategy for the Specific Plan included the formation of two committees: The Community Advisory Committee (CAC), and the Technical Advisory Committee (TAC). The CAC was composed of business and property owners within the Plan Area, and other interested parties. The TAC was composed of members of City Staff. Additionally, outreach meetings open to any interested party were conducted for members of the public to provide feedback throughout the process, and study sessions were held by the Planning Commission. The content



Conceptual public outreach schedule for the North Rollins Specific Plan.

What do we want to see?



Slide from initial CAC and TAC outreach presentations. Participants were asked what types of features and places they would like to see integrated into the new mixed-use district.

presented at these meetings was substantially identical, and together input from these groups steered the discussions regarding focus areas, streetscaping, and the public and private realms.

Due to the COVID-19 pandemic beginning in 2020, all outreach meetings were held virtually. A total of two CAC meetings, two TAC meetings, and two Planning Commission study sessions occurred throughout the planning process. These meetings were critical in the development of the preferred concept alternatives for Plan Area focus areas, the public realm, and open spaces.

2.4.1 Workshop 1: Community Visioning Outreach

Session Concept

The goal of the visioning meetings was to determine perceptions of the existing condition of the Plan Area and generate ideas for the district's future. Members of the TAC and CAC

were asked to identify specific features of the Plan Area that they liked as well as what about the district should be preserved and what they would like to see changed.

Session Summary

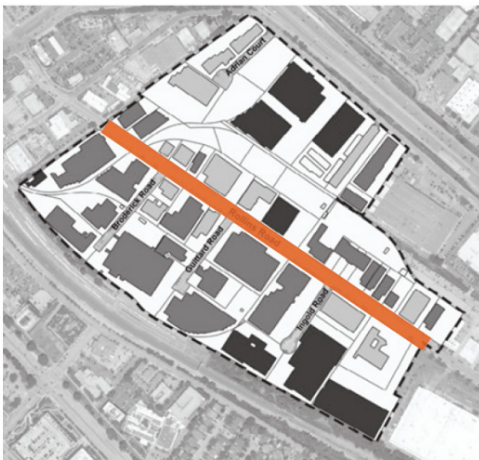
CAC and TAC members universally identified open space as lacking within the Plan Area. Future redevelopment should include open space and streetscaping improvements, both for the sake of aesthetics and livability, if residential uses are to be introduced to the area.

Members desired to preserve the industrial, eclectic character of the area and build upon it with public art. The Santa Barbara "Funk Zone" was identified as a mixed-use district that could serve as an example for redevelopment within the Plan Area. Overall, the committees expressed the desire for the Plan Area to serve as a gathering place for the Burlingame community,

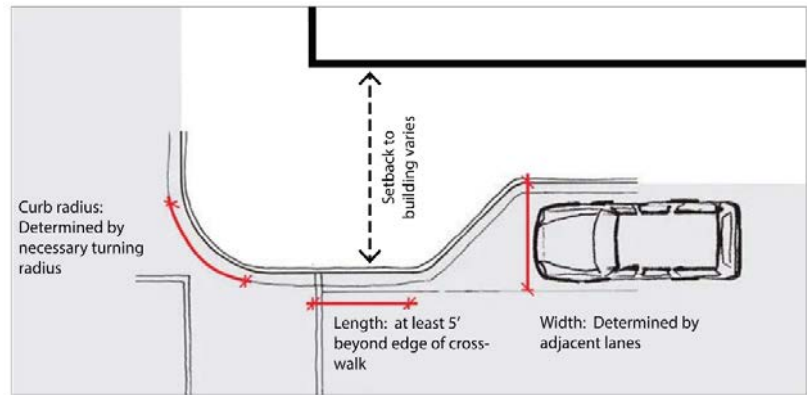
Concept Alternatives

North Rollins Road

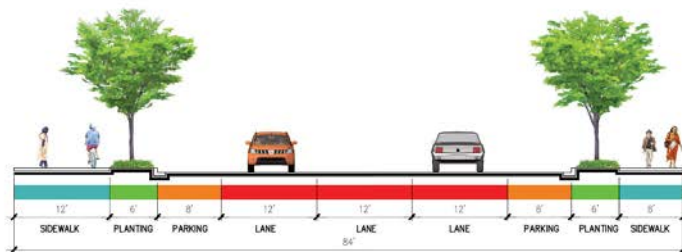
NORTH ROLLINS ROAD SPECIFIC PLAN



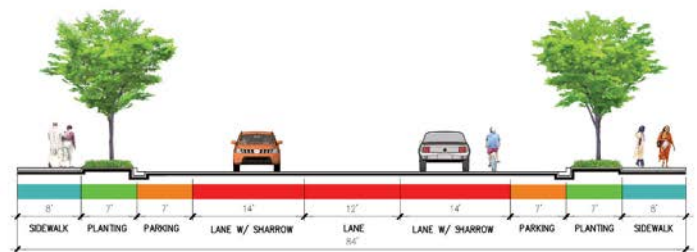
KEY MAP



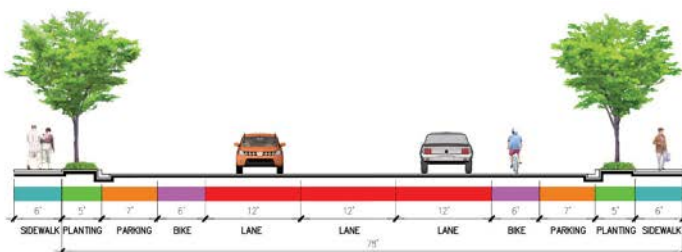
SAMPLE BULB-OUT CONDITION



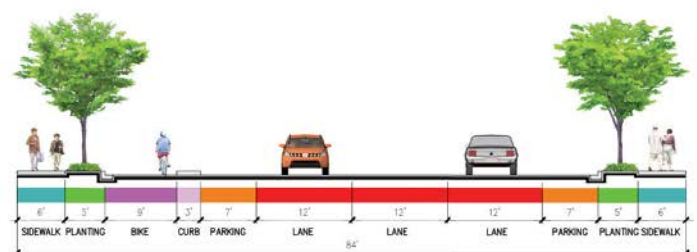
ALT 1: TYPE 1 SHARED USE PATH



ALT 3: TYPE III BIKE ROUTE



ALT 2: TYPE II BIKE LANES



ALT 4: TYPE IV BIKEWAY

Image from second CAC and TAC meeting, reviewing concept alternatives generated based on previous discussions. Image depicts various multi-modal right-of-way orientations for North Rollins Road. Source: Gates and Associates.

with a synergy of new and old uses and a mix of residential, commercial, and industrial uses that preserve and enhance the district's existing character.

2.4.2 Workshop 2: Plan Concepts Review

Session Concept

Input from the first community outreach meeting was parsed and developed into a set of plan concepts and framework. These concepts were outlined and presented to the TAC and CAC for feedback and further direction to ensure that they represented the vision established in the first outreach session.

Session Summary

The TAC and CAC reacted generally positively to the focus area, open space, and streetscape concepts. These committees reiterated the desire for Rollins Road to act as the “backbone” of the Plan Area and to focus redevelopment along the corridor. Facilitating multi-modal access throughout the Plan Area, improving streetscaping and aesthetics, and creating a walkable mixed-use district were important concepts identified by the committee members. Feedback generated from this outreach session was utilized to further refine the plan concepts for the Specific Plan.

2.4.3 Workshop 3: Specific Plan Review

Session Concept

After some time to develop the Specific Plan document, the document was sent to both the TAC and CAC for feedback. Key topics of the Specific Plan were presented to both the

TAC and CAC and divided into four categories: Circulation, Open Space, Design Guidelines, and Development Standards/Land Uses/Implementation.

Session Summary

The TAC and CAC both provided comments on specific land uses, the design of North Rollins Road, the art in public places program, and community benefits. A lengthy and important discussion occurred regarding the ultimate width of the parkway and sidewalk within the North Rollins Road, ultimately resulting in the design included within this document.

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Chapter 3 – Plan Elements

3.1 Purpose and Intent

This Chapter contains a discussion of the various plan elements for the North Rollins Specific Plan, including the following:

- Project Vision and Objectives
- Open Space Plan
- Land Use Plan
- Circulation and Mobility Plan
- Infrastructure Plan

Each element works in tandem with the other plan parts to establish a framework, ensuring that the Specific Plan fosters high-quality development and a reimagined urban fabric for the North Rollins Road area.

3.2 Specific Plan Objectives

As a result of the vision established during the outreach process, the Specific Plan aims to create a new neighborhood of creative live/work units and mixed-use and multi-unit developments that support small-scale commercial businesses and other employment uses within easy walking distance to the Millbrae Transit Center, while preserving existing industrial uses in the area.

The North Rollins Specific Plan is designed to implement a series of realistic and achievable project objectives that will help realize applicable City of Burlingame General Plan goals and policies and ensure that the Plan Area develops as a high-quality mixed-use neighborhood. These objectives are as follows:

- Create a land use framework that allows for the North Rollins Road area to be reimagined as a medium- and high-density mixed-use neighborhood, consistent with the goals and policies of the General Plan.
- Preserve the Plan Area's industrial and unique identity while allowing for new types of development to occur.
- Implement infill development on underutilized parcels within the Rollins Road area, consistent with the goals and policies of the Housing Element.

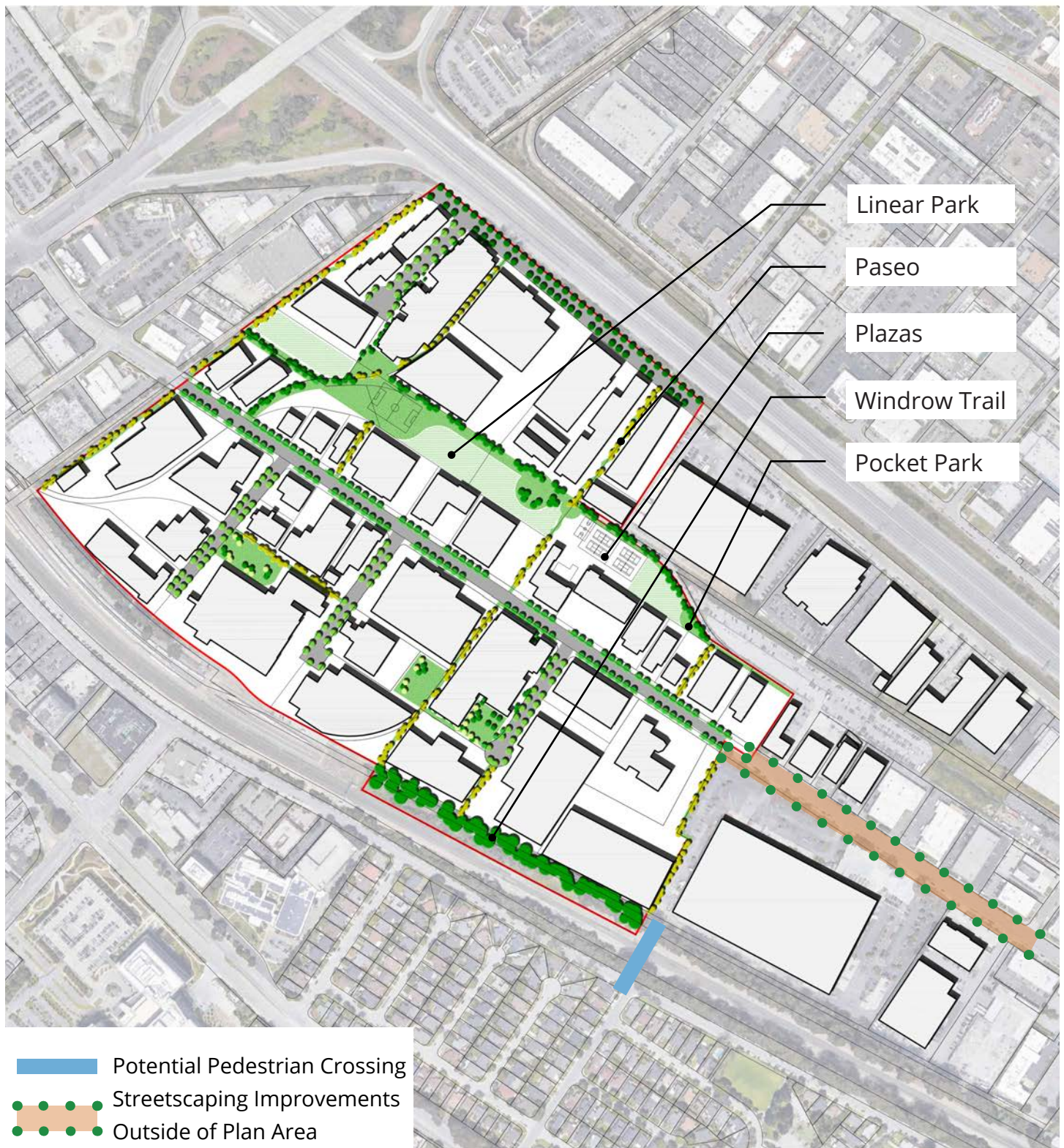
- Maximize access to transit by promoting development near the Millbrae Transit Center.
- Create a “sense of place” through attractive streetscapes unique to the Plan Area.
- Re-allocate and improve public rights-of-way to safely accommodate pedestrians, bicyclists, vehicles, and delivery trucks.
- Ensure future development activates northern Rollins Road.
- Support emerging business by establishing flexible zoning regulations that allow creative art and design-oriented uses and green-tech commercial and industrial uses.
- Utilize a planning process that is driven by the needs and desires of the community.
- Prepare specific provisions tailored to the unique conditions of the North Rollins Road area.

3.3 Open Space Plan

A dynamic and integrated open space network contributes to the vitality and wellbeing of a community. The open space network within the Plan Area should promote non-vehicular travel and connectivity as a primary feature while providing spaces for relaxation and recreational activities.

The open space network weaves together a mix of private, common, and public open spaces to create a singular, unified open space experience. The conceptual location and size of green spaces indicated in *Exhibit 3.1, Open Space Diagram*, are approximate, but are laid out with the intent of an open space plan that has non-vehicular connections woven throughout the Plan Area.

To provide an appropriate transition between improvements within the Plan Area on Rollins Road and outside of the Plan Area on southerly Rollins Road, streetscaping and landscaping on Rollins Road are anticipated to extend to its intersection with David Road, as depicted on *Exhibit 3.1*.



3.3.1 Green Network Circulation

The network of green spaces will emphasize multi-modal circulation outside of the vehicular spines. Park experiences should occur within a 1/8-mile radius of each other, and in turn develop a pedestrian experience that allows for a space of green or respite to occur within the span of a five-minute walk. The green hubs will be

connected by linear parks, paseos, plazas, pocket parks, sidewalks, and trails, which are described in the subsequent sections. Design guidelines for these park spaces are found in *Section 4.2, Landscape Design Guidelines, of Chapter 4.*

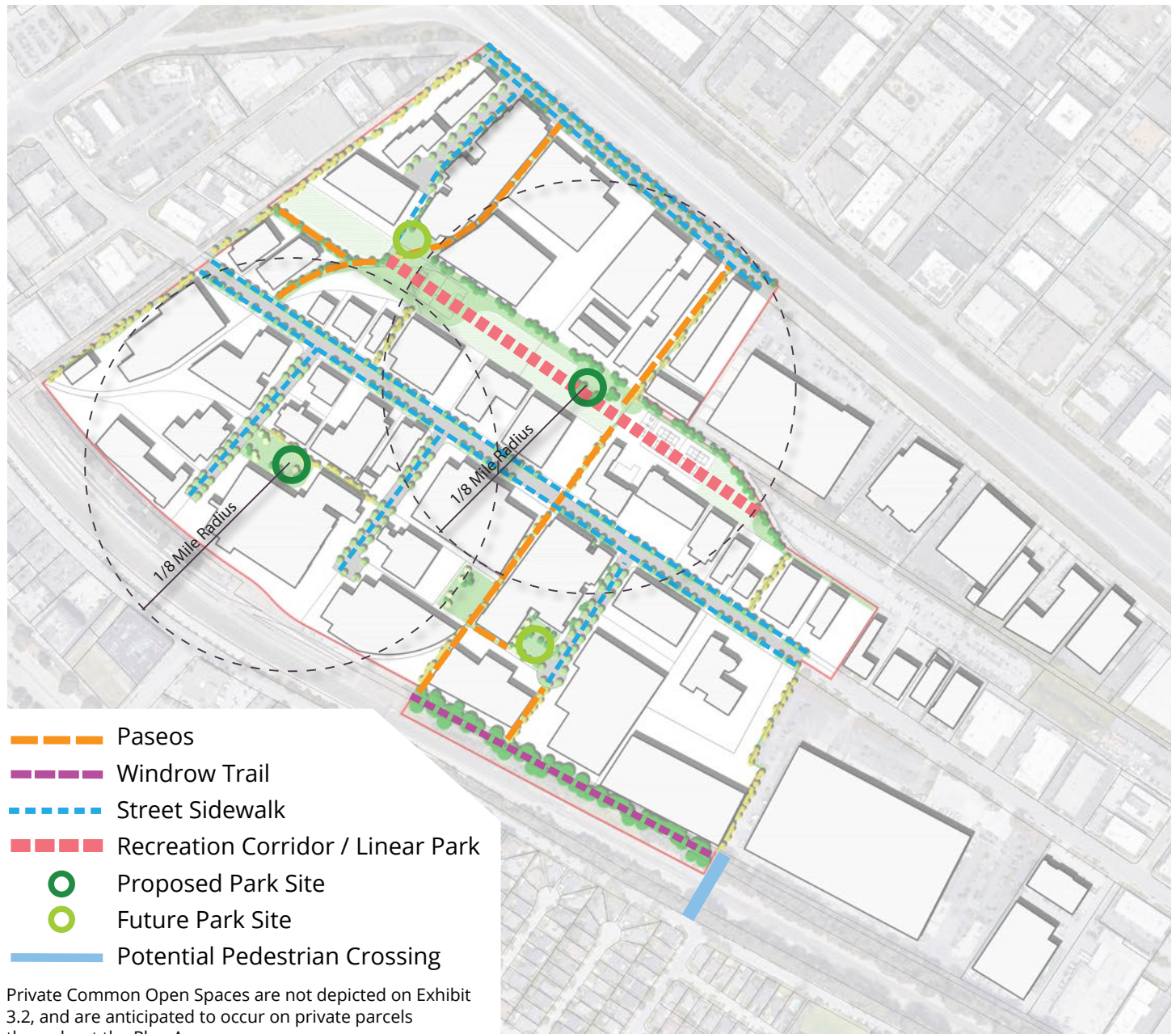


Exhibit 3.2 – Green Network Circulation

N.T.S. | Source: San Mateo County GIS, Google Earth 

3.3.1.1 Linear Park

The space under the utility lines parallel to Rollins Road is ideal to create a recreational corridor that links the east and west ends of the district independent of street circulation. The utility corridor is also a drainage easement which contains storm drain infrastructure. The linear

park will feature a plaza that is the terminus of perpendicular pathways and paseos. It will serve as community recreation hub for local residents as well as visitors.



Example: Linear park with pathway and seating opportunities.



Example: Pocket park providing gathering spaces.



Example: Linear park providing flexible usable space.



Example: Pocket park providing play opportunities.

3.3.1.2 Public Pocket Park

Pocket parks take advantage of outdoor space which can support the overall green network. Interspersed parks are the intermediate destination along the green network. They will serve as small social hubs, spaces of rest or provide recreation amenities.



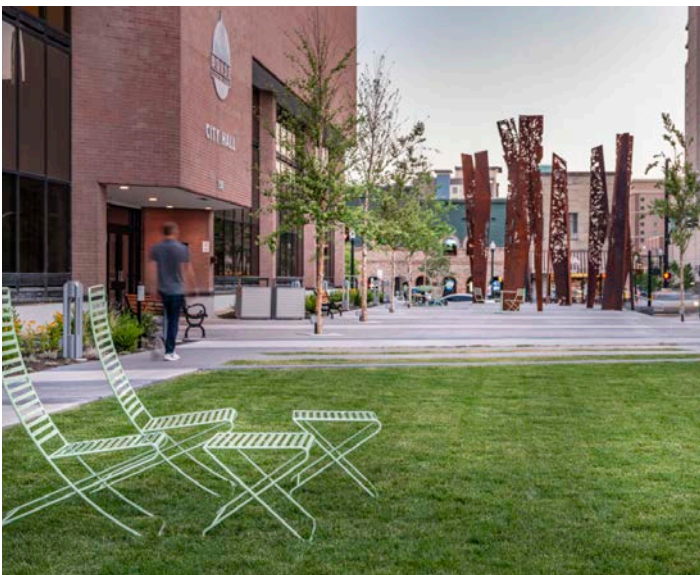
Example: Plaza with flexible seating and group opportunities.

3.3.1.3 Plazas

Plazas can utilize space that may not have suitable conditions for recreation and are better aligned to support a social hub. They are intended to promote gathering, social interaction and flexible programming.



Example: Paseos integrating green into a functional corridor.



Example: Plaza contributing to arrival spaces and promoting indoor/ outdoor use.



Example: Paseos may provide seating and wayfinding.

3.3.1.4 Paseos

Paseos will serve as pedestrian connections between open spaces. They are pedestrian oriented corridors which may host amenities.



Example: Windrow trail provides non-vehicular access at Southern edge.



Example: Windrow trail may provide dedicated travel lanes for various users.

3.3.1.5 Windrow Trail

The Windrow Trail will utilize the edge of the railroad corridor to provide pedestrian connection along the district's southern boundary.



Example: Private common open space may include loop trails and green nodes can contribute to the green network.



Example: Private common open space may provide seating that is available to the public and serves adjacent uses.

3.4 Land Use Plan and Focus-Area Overlay

3.3.1.6 Private Common Open Space

Privately owned and maintained open spaces that are open to the public can contribute to the overall green network.

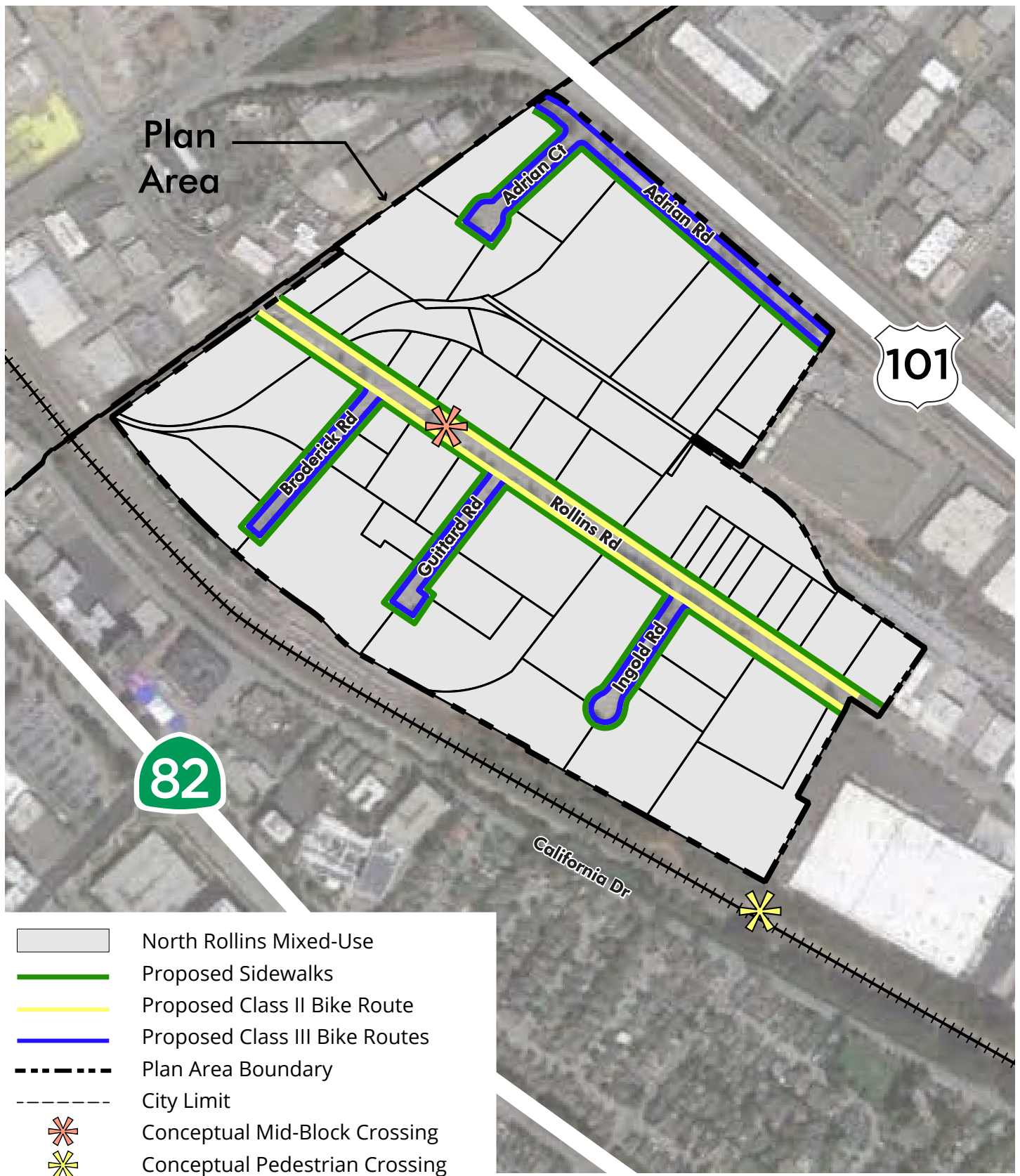
The North Rollins Specific Plan is planned as a framework for redevelopment that refines the implementation of the North Rollins Road Mixed-Use (RRMU) district. Permitted uses are detailed in *Chapter 5, Development Standards*, and apply uniformly to the extent of the approximately 88.8-acre Plan Area as depicted upon *Exhibit 3.3, Land Use and Circulation*.

Land Uses allowed by the Specific Plan include residential, commercial, industrial, and mixed-use. Development may occur throughout the entirety of the Plan Area. Residential, mixed-use, and commercial developments may utilize tiered development standards that allow for higher-density developments to occur for projects that provide specific community benefits, described in *Section 5.5.3, Community Benefit Bonuses*.

Table 3.1 — Maximum Base Development Intensity, includes a summary of the maximum intensities for various types of development within the Plan Area.

TABLE 3.1 — MAXIMUM BASE DEVELOPMENT INTENSITY	
Land Use	Maximum Allowable Base Intensity
Multi-Unit Residential	70 base units per acre
Commercial Uses	1.0 Floor Area Ratio
Industrial Uses	1.0 Floor Area Ratio
Mixed-Uses	1.0 Floor Area Ratio

Residential development may occur at a density of between 30 and 70 base dwelling units per acre, depending on the development intensity tier used. The maximum allowable base intensity for residential development identified in *Table 3.1* is considered a base intensity. Development



🕒 N.T.S. | Source: San Mateo County GIS, Google Earth.

Exhibit 3.3 – Land Use and Circulation

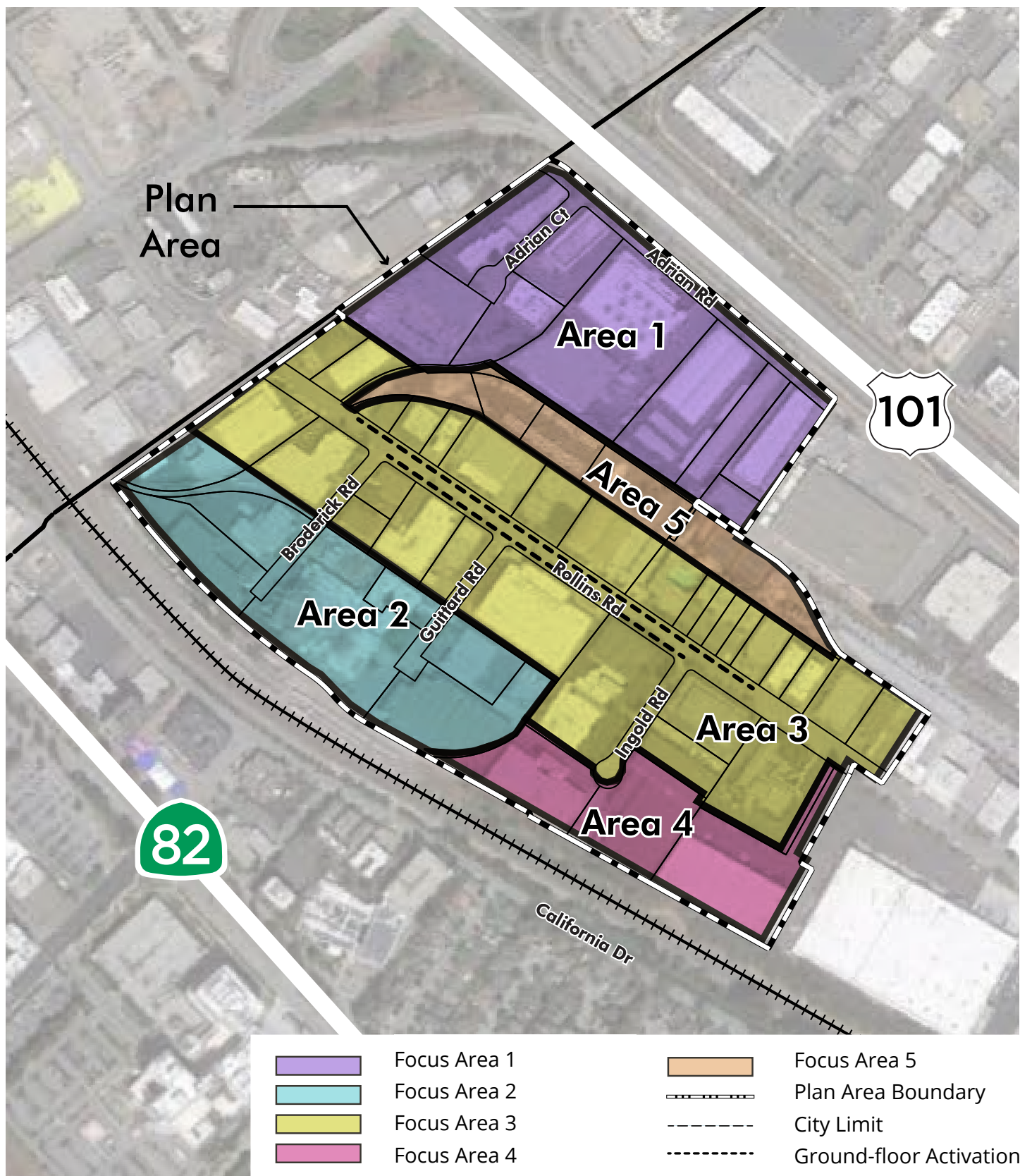


Exhibit 3.4 – Focus Area Overlay

N.T.S. | Source: San Mateo County GIS, Google Earth

3.5 Circulation and Mobility Plan

that exceeds this intensity may be achieved with the implementation of affordable housing and/or community benefit bonuses as described in *Chapter 5*.

Commercial and industrial developments are allowed to occur throughout the Plan Area at various Floor Area Ratios (FAR), as defined by the BMC, with certain uses subject to additional restrictions as detailed in *Chapter 5*.

Additionally, the intensity and density described herein have been evaluated in conjunction with the environmental analysis performed for the “Envision Burlingame” General Plan Update and subsequent environmental analyses. *Section 6.6, Maximum Development Analyzed per CEQA*, describes the intensity at initial implementation analyzed pursuant to CEQA (unless amended) to clearly communicate environmental clearances to the decision makers, developers, and the general public. Development may exceed intensity limits described in this section, provided they have been adequately analyzed pursuant to the California Environmental Quality Act (CEQA).

The Specific Plan implements design guidelines that apply to all residential, commercial, industrial, and mixed-use development throughout the Plan Area, and also utilizes a “focus area” overlay that implements various targeted design guidelines and objective design standards based on the unique opportunities and challenges present in each of the five area focus areas. These focus areas are depicted on *Exhibit 3.4, Focus Area Overlay*, with the description and the targeted design guidelines provided in *Section 4.3.8, Focus Area Guidelines*.

The North Rollins Specific Plan Area is planned as a transit-oriented mixed-use neighborhood that blends existing uses with new uses and development. Circulation and mobility planning are key elements of the Specific Plan given the unique proximity of the Plan Area to the Millbrae Transit Center, San Francisco International Airport, Highway 101, and regional and local serving retail and entertainment opportunities. Several of the Specific Plan objectives relate to circulation and mobility, including:

- Promote alternatives to automobile transportation to further the City’s transportation objectives by emphasizing public transit linkages, Transportation Demand Management (TDM), and pedestrian access and ease of movement between buildings.
- Create convenient and safe pedestrian and bike access to the Millbrae Caltrain and BART stations.
- Improve public streets through the Specific Plan area to improve public rights-of-way and regional roadway circulation.
- Enhance vehicular, bicycle, and pedestrian circulation and access in the area surrounding the Specific Plan.

To accomplish these objectives, this Specific Plan incorporates a “complete streets” approach that prioritizes creation of a truly multi-modal transportation system, as depicted on *Exhibit*

3.3. This is consistent with the City's General Plan goals and policies that encourage providing infrastructure and design features into street design, enhanced capacity, and new linkages to provide "a well-connected network of Complete Streets that can move all modes safely, efficiently, and comfortably to promote efficient circulation" among other benefits.

Utilizing this approach, driving to and from the Specific Plan area is an option but not a necessity, and multi-modal mobility options are provided for employees, residents, guests, and the public. The circulation and mobility improvements proposed are intended to improve access to, and circulation within, the Plan Area, including to the Millbrae Transit Center.

Section 3.5.1 includes guidelines intended to prioritize the pedestrian and bicyclist experience within the Specific Plan area and the surrounding transportation network to ensure safe connections within and surrounding the Specific Plan area.

3.5.1 Mobility Guidelines

The following circulation and mobility guidelines are intended to facilitate the implementation of this Specific Plan.

Multimodal Circulation

- Promote circulation infrastructure and design that allows for alternative transportation modes including public transit, pedestrian travel, bicycle, and shuttles.

- Encourage use of alternative modes of transportation and reduce single-occupancy vehicle trips through implementation of transportation demand management (TDM) measures.
- Create a circulation network that integrates the built environment and open space, both within and adjacent to the Specific Plan area.

Pedestrian and Bicycle

- Facilitate pedestrian circulation within and adjacent to the Specific Plan area to minimize automobile trip generation.
- Use pedestrian-only walkways (sidewalks and promenades) to provide (ADA-compliant) safe and convenient connections within the Specific Plan area.
- In appropriate areas, define walkways with distinctive paving materials and lighting.
- In appropriate areas, provide places for seating along pedestrian walkways.
- Except where infeasible, inset walkways from roadways with a landscape buffer to promote safe, pedestrian-friendly circulation.
- Provide short-term bicycle parking at grade level that is conveniently located to serve shoppers, customers, guests, and other visitors.
- Provide long-term bicycle parking in parking or building structures that serve employees and residents who generally stay for longer periods of time.

- Promote the use of walking and bicycling by employees and residents by providing convenient long-term bicycle parking, showers, and changing facilities.
- Examine potential for pedestrian crossings traversing the rail right-of-way.
- Provide designated Class II bike routes on both sides of Rollins Road. In other Specific Plan areas, bicycle circulation would be accommodated by Class III bike routes.
- Clearly delineate bicycle access and parking by lane markings and wayfinding signage.

Transit Access

- Encourage connections to public transit, particularly safe and convenient pedestrian, and bicycle access to the Caltrain and BART routes at the Millbrae Transit Center.
- Design the public roadway network to support a conveniently-accessible transit/shuttle service stops that does not impede the primary flow of traffic.

On-Site Parking and Loading

- Locate loading and delivery zones away from pedestrian circulation areas and adjacent residential neighborhoods to the greatest extent practicable.
- Design the roadway network to support accessible loading and delivery zones that do not impede the primary flow of traffic.
- Clearly delineate parking access with lane markings and wayfinding signage to reduce conflicts and improve safety.

3.5.2 Circulation & Mobility Improvements

Proposed circulation and mobility within and around the Specific Plan area include upgrades to existing roadways, pedestrian pathways, and bike facilities. Consistent with the mobility guidelines above, these improvements will be designed to provide a variety of travel options (vehicle, pedestrian, bike, transit, shuttle service) and provide safe and seamless pedestrian access to the nearby Millbrae Transit Center.

A potential pedestrian crossing traversing the southwestern rail corridor, identified on *Exhibit 3.3* in a location connecting either Guittard Road or Ingold Road to California Drive, was examined as a result of public input during outreach efforts expressing a preference for additional pedestrian connections across the rail tracks. A preliminary study indicated that such a crossing would incur disproportionately high costs relative to the connectivity benefits to the area, however. Such a pedestrian crossing may be evaluated in the future as the Plan Area evolves and develops over time.

Fire department apparatus access requirements in accordance with the California Fire Code are to be confirmed during development design review to ensure new and existing roadways have adequate width and turnaround infrastructure to accommodate responding units.

The redesign of Rollins Road and Adrian Road fire access roadways must accommodate the size and maneuvering capabilities of all fire apparatus. This includes, but is not limited to, drive lanes, cul-de-sac turnarounds, street corner bulb outs, and bike lane protection. Raised curbs within the required access road width are not

permitted, street trees and landscaping are not permitted to extend into the required fire access road clear height. Fire apparatus specifications are available from CCFD.

Upon implementation of any new Rollins Road roadway designed under this specific plan, consideration is needed for the clear transition from the new roadway design to the existing Rollins Road immediately south this specific plan area.

3.5.2.1 Plan Area Roadway Circulation *Rollins Road Improvements*

A major circulation and mobility feature of the Specific Plan is the improvement of the northern section of Rollins Road, which would serve as the primary road for the Plan Area. In addition to providing connectivity to the surrounding community, it will also serve as the primary access to internal private roadways, parking, and loading areas within the Plan Area.

As envisioned in the Burlingame General Plan, Rollins Road will be improved to transition the area from an existing industrial district to a complete “live/work” neighborhood, with moderate density residential and mixed-use development.

The proposed improvements for Rollins Road will require the Plan Area to serve more travel modes as a growing population of employees and residents are expected to use the Millbrae Transit Center. Rollins Road is envisioned to consist of at least one travel lane in each direction separated by a turning lane. Class II bike routes, on-street parking lane that could also accommodate transit

stops, 6’ wide landscape planting, and 5’ wide sidewalks are proposed for both sides of Rollins Road as shown in *Exhibit 3.5, Conceptual Rollins Road Cross Section and Improvements*.

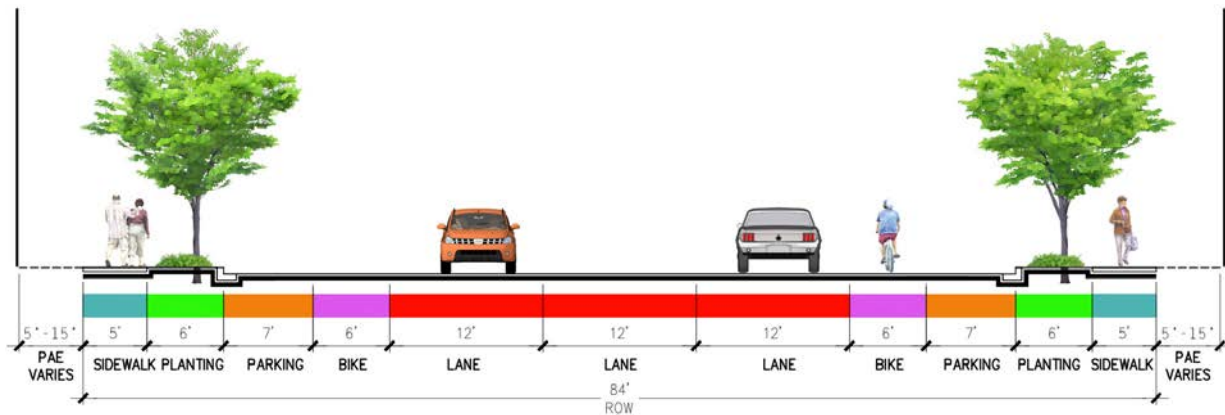
As Rollins Road continues beyond the Plan Area boundary, it is envisioned that improvements will include the portion to the south encompassing the stretch between the Plan Area boundary to David Road to create a clear transition from the new roadway design to the existing street configuration, as depicted on *Exhibit 3.1*.

Anticipated improvements to Rollins Road include the following:

- New public open spaces near the Broderick Road and Ingold Road residential areas.
- Paseo connections perpendicular to Rollins Road.
- A new multi-use pedestrian/bike pathway located adjacent to the City of Burlingame/ City of Millbrae Property line.
- Gateways to transition from South Rollins to North Rollins and North Rollins into Millbrae.
- Traffic calming improvements, including bulb outs, for intersections at Broderick Road, Guittard Road and Ingold Road, depicted on *Exhibit 3.8, Conceptual Intersection Improvements*.

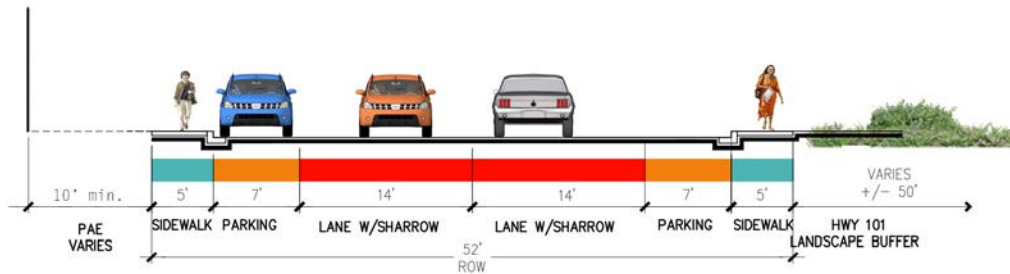
Adrian Road Improvements

As shown in *Exhibit 3.6, Conceptual Adrian Road Cross Section and Improvements*, Adrian Road would be expanded to include bike routes and 5’ wide sidewalks. The proposed improvements will incorporate a Class III Bike Route. This reconfiguration is intended to create a safer,



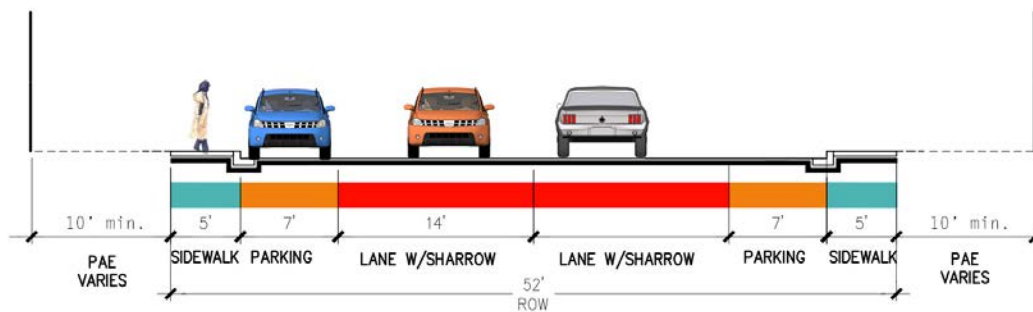
ALT 2: TYPE II BIKE LANES

Exhibit 3.5 – Conceptual Rollins Road Cross Section and Improvements



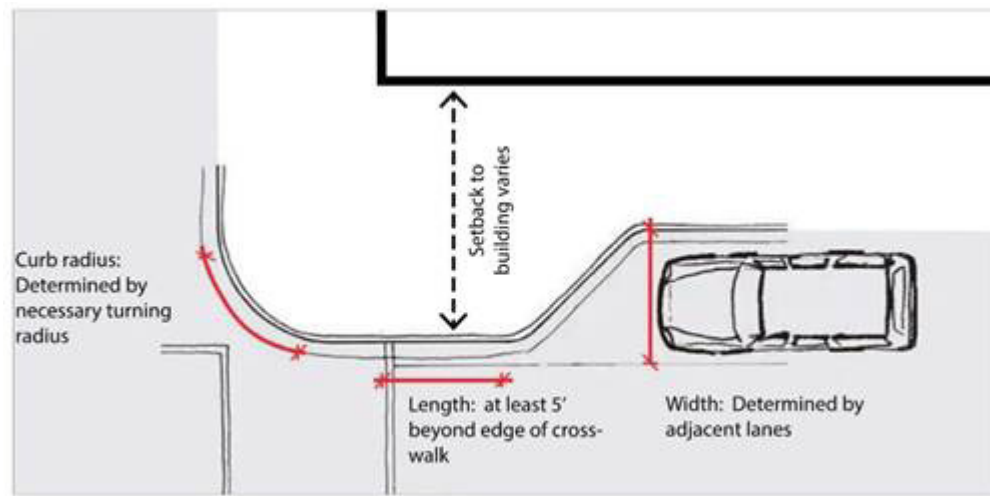
ALT 2A: TYPE III BIKE ROUTE WITH PARKING

Exhibit 3.6 – Conceptual Adrian Road Cross Section and Improvements



N.T.S. | Source: Gates and Associates

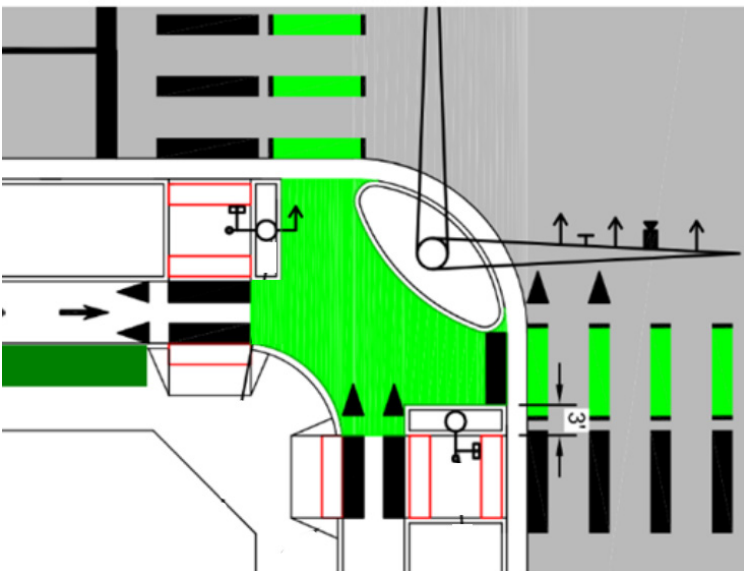
Exhibit 3.7 – Conceptual Cul-de-Sac Streets Cross Section and Improvements



SAMPLE BULB-OUT CONDITION

Typical bulb-out condition at intersections on the East side of Rollins Road.

Exhibit 3.8 – Conceptual Intersection Improvement – Bulb-Out



Typical bulb-out condition at intersections for protected bike lanes.



Sample protected bike crossing with traffic calming improvements.

Exhibit 3.9 – Conceptual Intersection Improvement – Bulb-Out with Protected Bike Lanes

Source: Kimley Horn

slower-traffic environment for the existing Adrian Road residents. Traffic calming improvements, including bulb out, will also be proposed at the intersection crossing Adrian Court.

3.5.3 Transit Connectivity

The Plan Area is uniquely located near public transit, including the Millbrae Transit Center. Proposed off-site improvements include new public open spaces and parks, increased connectivity through existing utility easements, and pedestrian improvements on Rollins Road providing enhanced and safer pedestrian and bicycle access to the Millbrae Transit Center. SamTrans Transit Center is also located at the Millbrae Transit Center, which provides bus service to a range of destinations in San Mateo County.

3.5.4 Bicycle Connectivity

Bicycle circulation through the Plan Area is provided by a series of Class II and Class III facilities. This circulation network is illustrated in *Exhibit 3.3*. Bicycle facilities are designed for recreational use, as well as for access to areas within the Plan Area.

3.6 Infrastructure and Public Services

This section describes the existing major utility infrastructure and the related improvements needed at build-out of the Specific Plan and the public services required to serve users of the Plan Area.

3.6.1 Introduction

Implementation of the Specific Plan will require the construction of infrastructure and provision of public services and utilities to serve the Plan Area in accordance with development standards. In connection with development within the Plan Area, infrastructure, services, and utilities should be designed to meet the standards set forth by the City of Burlingame and other utility agencies with oversight authority. Infrastructure and public services addressed in this section include water, sewer, storm drainage, solid waste disposal, and dry utilities.

Table 3.2 — Service Providers, lists the various service providers for the Plan Area known to operate services at the time this Specific Plan was prepared. These providers may be subject to change.

As shown in *Table 3.2*, the Plan Area is served by existing storm drain systems, sanitary sewer conveyance systems, wastewater treatment infrastructure, and potable water systems that are owned, operated, and maintained by the City of Burlingame. Electric and gas services are provided by Pacific Gas & Electric. Electric service is also available through Peninsula Clean Energy.

The Plan Area is not in an area supplied with recycled water, as the City of Burlingame does not have an existing or planned recycled water distribution system in place.

Existing water, sewer, storm drain, electrical, gas, and communication utilities are in public utility easements throughout and adjacent to the Plan Area.

Demolition and rerouting of certain existing infrastructure will be required for implementation of the Specific Plan. Rerouting/realigning portions of existing water and wastewater lines, undergrounding existing overhead utilities along the immediate street frontages (subject to existing City procedures), and demolishing existing utility lines are all likely to be requested by the City or otherwise required by the respective utility provider.

TABLE 3.2 — SERVICE PROVIDERS	
Service	Current Provider
Water	City of Burlingame
Wastewater	City of Burlingame
Storm Drainage	City of Burlingame
Electric Service	Pacific Gas and Electric, Peninsula Clean Energy
Gas Service	Pacific Gas and Electric
Police Protection	City of Burlingame
Fire Protection	Central County Fire Department (CCFD)
Emergency Medical	American Medical Response (AMR) and Central County Fire Department (CCFD)

3.6.1.1 Sequencing of Infrastructure
Specific requirements regarding timing and sizing of infrastructure will be determined by the City for each phase during a Project approval process. As each phase of infrastructure is built, it is anticipated that the constructed public infrastructure will be dedicated to and accepted by the City of Burlingame.

3.6.2 Water Supply
3.6.2.1 Existing & Future Water Supply
The City of Burlingame owns and operates the existing domestic water facilities within and around the Plan Area. The City of Burlingame Water Division is responsible for maintaining the water mains within the City boundaries, including portions of the Burlingame Hills. All the City's water supply is purchased under contract from the San Francisco Public Utilities Commission (SFPUC). The SFPUC has several large pipelines running through the town.

The Plan Area has distribution mains located in each of the public street frontages. An eight-inch asbestos-cement (AC) main provides water service to the current parcels fronting Highway 101. An eight-inch asbestos-cement (AC) main provides water service to the current parcels fronting Adrian Court. Adrian Road, north of Adrian Court, is serviced by an eight-inch asbestos-cement (AC) main. A ten-inch AC main is located underneath Rollins Road, and supplies water service to the adjacent parcels. A twelve-inch asbestos-cement (AC) main services the parcels along Broderick Road. A twelve-inch asbestos-cement (AC) pipe runs southwest to northeast to connect water mains parallel to

California Drive and Highway 101. Currently there is no public recycled water infrastructure. See *Exhibit 3.10, Existing Utility Infrastructure*, for existing utility locations.

3.6.2.2 Specific Plan Water Infrastructure Improvements

At full buildout, development of the Plan Area is conservatively estimated to use approximately 400,000 gallons per day (448 acre-feet / year [AFY]) for indoor demand and approximately 20,000 gallons per day (22 AFY) for irrigation demand. In total, water demand of approximately 420,000 gallons per day (470 AFY), which can be adequately served by SFPUC, as documented in the Urban Water Management Plan (UWMP).

In general, existing water facilities are anticipated to be sufficient to support project buildout.

3.6.3 Wastewater

3.6.3.1 Wastewater Regulatory Setting

The City of Burlingame owns and maintains sanitary sewer systems and related infrastructures. The City of Burlingame sanitary sewer systems consists of sewer mains within city streets and easements, sewer laterals from the sewer cleanout at the City's right-of-way, and seven lift stations. The lift stations move wastewater to the City's wastewater treatment facility for treatment and discharge to a treatment plant for dechlorinating before being discharged into the San Francisco Bay.

The average dry weather flow through the Burlingame Wastewater Treatment Facility (WWTF) is 3 million gallons per day (MGD). Peak wet weather flows can exceed 16 MGD. The State

Water Resources Control Board (SWRCB) has adopted a Waste Discharge Requirements (WDR) Order which requires the City of Burlingame to develop and implement a Sanitary Sewer Management Plan (SSMP).

The latest City of Burlingame SSMP, prepared and adopted in May 2013 and revised April 2018, identifies ongoing maintenance and system improvements necessary to maintain the sewer system. The 2018 revised SSMP was used as the basis for wastewater infrastructure capacity design for this Specific Plan.

3.6.3.2 Wastewater Existing Conditions

As identified in the 2018 SSMP, the Plan Area is in Tributary Basin 8 within the Burlingame Sanitary Sewer System. Wastewater from the Plan Area discharges to existing public sanitary sewer mains in the adjacent public roadways. These public mains drain to a pump station located at 1740 Rollins Road which pumps the wastewater to the Wastewater Treatment Facility.

The Plan Area drains to sanitary sewer main lines located underneath California Drive, Rollins Road, and between Adrian Road and Rollins Road. All three main lines drain northwest to southeast. The California Drive main is an eight-inch ductile iron pipe (DIP) that flows from California Drive to Rollins Road by way of Broderick Road. The Rollins Road main line is an eight-inch asbestos-concrete pipe (AC) that flows southeast out of the Plan Area. The main line between Adrian Road and Rollins Road collects wastewater from the parcels between Adrian Road and Rollins Road. The wastewater is collected by a series of eight-inch laterals that feed into a ten-inch asbestos-concrete (AC) main which drains out of the Plan Area.

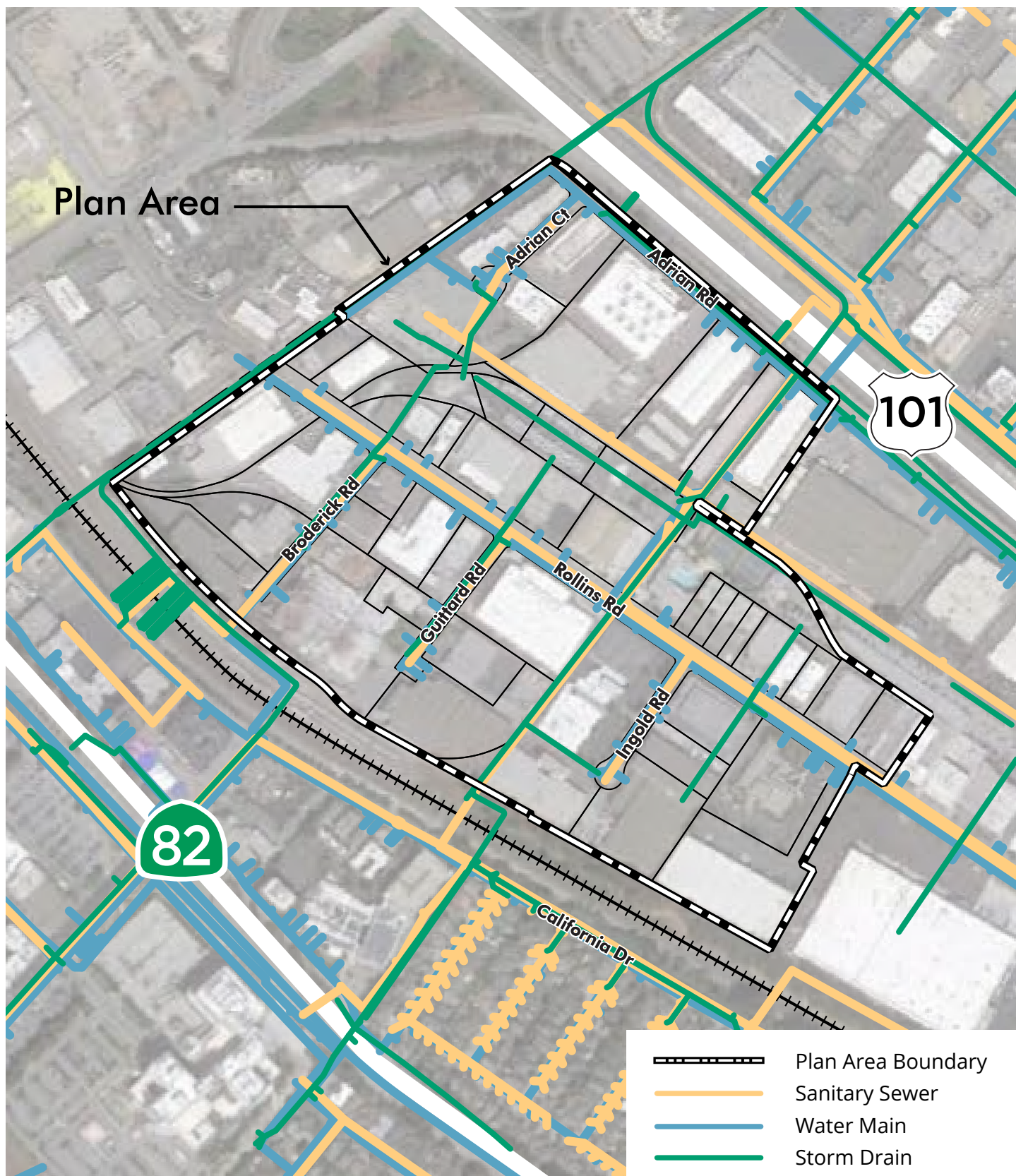


Exhibit 3.10 – Existing Utility Infrastructure

N.T.S. | Source: City of Burlingame

3.6.3.3 Specific Plan Wastewater Improvements

Buildout of the Plan Area will increase wastewater/sanitary sewer flows to the public sanitary sewer system. There is sufficient capacity at the WWTF to provide wastewater treatment for the proposed flows from the buildout of North Rollins Road.

It is anticipated that each new building will include at least one new lateral to connect to existing mains. Wastewater will be conveyed via both on-site pump stations and gravity flow. All improvements will be designed and constructed consistent with City of Burlingame requirements.

In conformance with the 2018 SSMP, it is anticipated that several public sewer mains that directly serve the Plan Area will be upsized to account for the additional sanitary sewer flow generation.

North Rollins Road Improvements

At full buildout, sanitary sewer flow generation during maximum day wet weather flow (MDWWF, worst case) will increase by approximately 370,000 gallons per day (GPD) of sanitary sewer flow. The existing sanitary sewer flow generation for the known developments in the Rollins Road area is 38,000 gallons per day. The total flow with fully projected development conditions met will be roughly 408,000 gallons per day. Proposed upgrades to meet increased sewer demands include:

- RR-3 Rollins Road pump station improvements. Within the next five years most of the pump components at the Rollins

Road pump station will need to be replaced and the mechanical components will need to be recoated. Within the next ten years the ventilation fans need to be replaced.

- Implementation of a new force main beginning at the 1740 pump station and running down Rollins Road.

3.6.4 Stormwater

3.6.4.1 Stormwater Regulatory Setting

The existing storm drainage infrastructure within the Plan Area is owned, operated, and maintained by the City of Burlingame. The City of Burlingame owns and maintains storm drainage infrastructure within the Plan Area, which is on the boundary between two Burlingame drainage watersheds: South Region (Mills Creek Sub Watershed) and the North Region (Millbrae Creek Sub Watershed).

The State of California regulates water quality in the region through the San Francisco Bay Regional Water Quality Control Board (RWQCB). The City of Burlingame is a permittee of the Municipal Regional NPDES Permit (MRP) administered by the RWQCB. As a permittee, the City is responsible for requiring that all qualifying development projects, including development within the Plan Area, comply with the City's MRP requirements and other applicable state and local stormwater and water quality requirements.

3.6.4.2 Existing Conditions

Existing on-site storm drainage systems within the Plan Area convey storm runoff to the adjacent public roadways. Under existing conditions, the Plan Area drains towards the San Francisco Bay. Storm runoff in the Plan Area flows to a storm water pump station located at 1740 Rollins Road. The pump station then discharges through a box culvert under Highway 101 to a concrete channel that then discharges to the San Francisco Bay.

3.6.4.3 Specific Plan Stormwater Improvements

Development within the Plan Area shall be required to comply with the City's standard development conditions regarding both stormwater conveyance and water quality, in addition to any other applicable federal, state, and local requirements regarding stormwater discharge.

Implementation of the Specific Plan anticipates providing a reduction in the overall peak runoff from the Plan Area by increasing the pervious area through new landscaping and permeable areas compared to existing conditions.

Stormwater Treatment

Consistent with C.3 requirements in the MRP and the City of Burlingame and San Mateo County requirements, stormwater runoff from private developments within the Plan Area will be treated through low impact development (LID) methods, which may consist of bioretention basins, flow through planters, pervious permeable pavements, and other site design features intended to manage stormwater runoff flows from the Plan Area and to reduce stormwater pollution.

3.6.5 Dry Utilities

3.6.5.1 Existing Dry Utilities

The Pacific Gas and Electric Company (PG&E) currently provides both electric and gas services to the Plan Area. Peninsula Clean Energy (PCE), a Community Choice Energy (CCE) program allows local governments to pool the electric demand of their communities to purchase power with high renewable content and is also available within the Plan Area. Individual residents and businesses may select either PG&E or PCE as their electric provider.

Electrical infrastructure in the Plan Area is above ground on utility poles as well as below ground in adjacent subdivisions.

Natural gas pipelines are below ground in adjacent public rights-of-way.

3.6.5.2 Specific Plan Dry Utilities Improvements

Cable, phone, gas and electric infrastructure improvements will be required to adequately serve development within the Plan Area. These dry utility infrastructure improvements are anticipated to include undergrounding a portion of the existing overhead utilities along the immediate street frontages, as conditioned by the City or otherwise required by the respective utility provider.

Where required by the City, new dry utilities improvements should be located underground and in building service areas. Above-ground facilities should be screened from view utilizing landscaping and/or other appropriate screening methods. The extent and timing of dry utility improvements will be determined as part of the Project review.

3.6.6 Public Services

Relevant public services include police, fire protection, and emergency medical services, all of which are provided by the City of Burlingame or Central County Fire Department (CCFD) within the Plan Area. Any increased demand for public services associated with implementation of the Specific Plan will be financed through public facilities development impact fees and the payment of annual property taxes associated with new development within the Plan Area.

New development projects must ensure the availability of water supplies and infrastructure meets the fire-suppression needs of the project without compromising existing fire-suppression capabilities to existing buildings. Fire flow tests will be required pursuant to CCFD requirements.

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Chapter 4 - Design Guidelines & Standards

4.1 Introduction

This Chapter provides the design framework for landscape, streetscape, and building architecture within the Plan Area to:

- Promote a walkable and livable environment within the project area.
- Develop a strategy for providing open space amenities within the project area.
- Promote state-of-the-art green building practices.
- Transform the Plan Area into a mixed-use district with increased housing density and transit supportive uses.

The purpose of the design guidelines is to provide guidance to builders and their design professionals, city staff and decision makers when designing and approving future development proposals within the Plan Area.

These guidelines provide general directions on implementing the vision and fundamental concepts established by the Specific Plan. The guidelines are not a set of rigid requirements and are not intended to unduly limit creative designs; rather, they are general and illustrative in nature to encourage innovation and variety. Designs that do not adhere strictly to these guidelines but achieve the design intent and vision for the Specific Plan and meet the Development Regulations set forth in *Chapter 5* may be deemed in substantial conformance with the Specific Plan.

The strongest level of design intent is specified by the use of terms such as “must,” “shall” and “prohibited.” Preferred design items are designated as a condition which is “encouraged,” “preferred,” “recommended,” “appropriate,” or as one that “should” be included. Preferred design items are considered voluntary and need not be included in a proposed development.

These Design Guidelines are intended to be flexible in nature while establishing basic evaluation criteria for the review of future developments as part of the development review process. With the exception of Design Guidelines indicated as “must,” “shall” or “prohibited,” or the Objective Design Standards, these Design Guidelines are not regulatory and all proposals shall be reviewed by the City for general consistency with these Design Guidelines. The City may find a development consistent with the purpose and intent of this Section without the proposal being consistent with each guideline.

4.1.1 Objective Design Standards

Objective Design Standards are minimum design requirements that apply to all multi-unit residential and mixed-use development in the Plan Area.

As a result of Senate Bill (SB) 35 signed into law in 2017 and SB 330 signed into law in 2019, multi-unit residential development projects meeting certain eligibility requirements are subject to a streamlined ministerial approval process within the State of California.

SB 35 eligibility requirements are detailed in Section 6.10.b, Design Review. This is an opt-in program for developers, who must request streamlined approval for qualifying projects. Eligible projects will be reviewed according to standards that “involve no personal or subjective judgement by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant and public official prior to submittal.”

Projects in the Plan Area qualifying for streamlined ministerial approval under SB 35 or SB 330 are subject to the objective design standards within this chapter. These projects are not required to comply with subjective design guidelines; however, the intent and application of subjective guidelines is encouraged to be implemented to the greatest extent feasible to ensure high-quality development that is consistent with the community identity of the Plan Area.

All other non-qualifying residential development, commercial, industrial, and mixed-use development is required to comply with the Design Guidelines as described in Section 4.1.



4.2 Urban Design Guidelines

These guidelines implement the open space, streetscape, landscape and amenities that contribute to the overall character envisioned for the North Rollins Specific Plan area. These Urban Design Guidelines provide criteria, inspiration, recommendations, and requirements for future development within the Plan Area.



4.2.1 Landscape Design Guidelines

- Landscaping should provide visual interest, shade, and assist with air quality and stormwater treatment. The desired character is artisan-influenced, edgy and unique, with indoor/outdoor integration and multiple community gathering spaces.
- The landscape should contribute to an overall open space network of parks, plazas, paseos, gathering spaces and outdoor experiences that weave together through the Plan Area.
- Landscape features should help tie together the character and theme of the Plan Area.
- All trees and plant materials should be appropriate for the local climate, microclimate and scale of surround buildings, features or amenities.
- Outdoor programming should encourage a variety of uses, both passive and active. Examples are an artisan market/ farmer's market, community garden, live music performance, mobile food truck event, outdoor dining, or temporary art exhibitions.
- Landscape should contribute to wayfinding and sense of place. Directional signage about open space and connectivity is recommended.
- Landscape shall not obstruct circulation or view clearances for safety, per BMC Sections 11.04.040 (f) and 11.12.010.
- Shade trees shall be planted along streets and in parking lots.
- Drought-tolerant plant materials and water-efficient irrigation controllers shall be utilized.
- New development shall comply with Model Water Efficient Landscape Ordinance (MWELO) and BMC Chapter 18.17, Water Conservation in Landscape.





Example: Landscape character imagery.

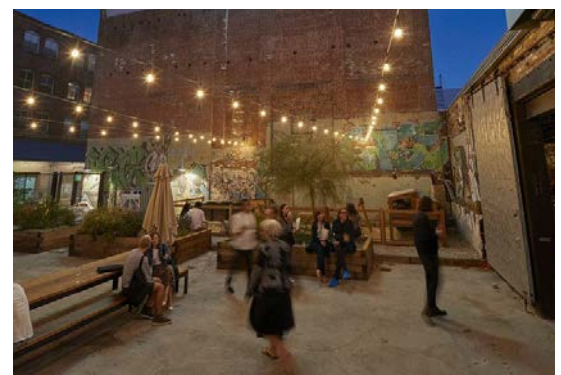
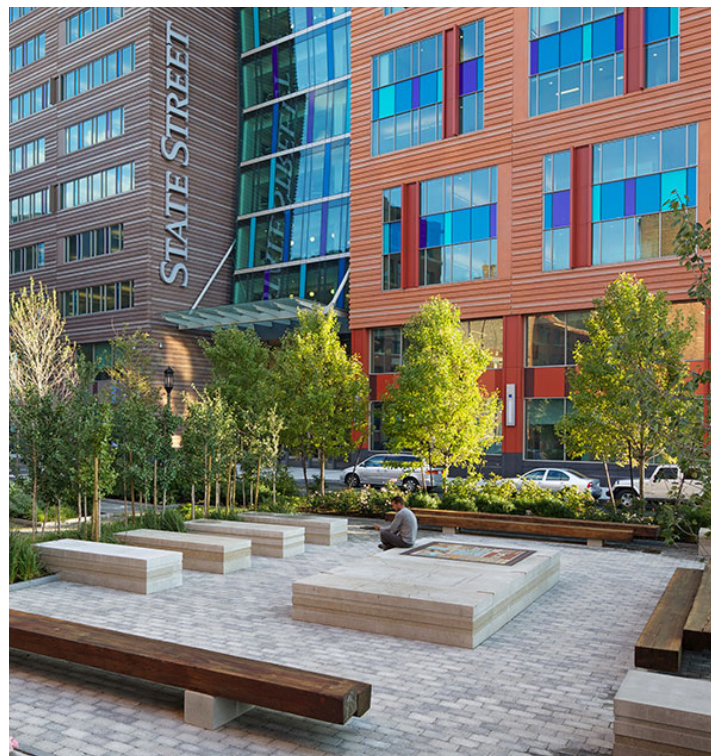
4.2.2 Open Space

A network of green open spaces contributes to the vitality and well-being of a community, and public gathering spaces heighten a sense of community and shared experience. The open space network within the Plan Area should promote non-vehicular travel and multi-modal connectivity as a primary feature. Whenever possible, indoor/outdoor spaces should be utilized. New plazas and public spaces are encouraged. Outdoor areas should serve as gathering spaces to meet the needs of new and existing residents, visitors, workers and businesses. Private development is encouraged to provide increased quantities and sizes of park spaces and elements above the minimum requirement.

The proposed open space network is a composition of a linear park, pocket parks, plazas, paseos, and enhanced street frontages. These open spaces connect to create a green tapestry and network of interconnected open spaces for residents, workers, shoppers, and visitors.

Ideal public spaces integrate with adjacent uses or relevant programming. For example, public plazas may be activated by nearby retail or with programmed events like live music or markets.

The proposed network layout of open space is shown in *Chapter 3, Plan Elements, Open Space*.



Example: Open space character imagery.

4.2.2.1 Linear Park

The linear park provides park access to an area lacking public parks, makes use of a limited development area, incorporates nature and green space into an urban hardscape, promotes passive and active recreation, and serves as a multi-modal spine connecting pedestrians and bicyclists across the plan area in an off-street environment.

The linear park occurs in a PG&E utility easement, which traverses the Plan Area beneath the high-voltage electricity transmission towers and elevated transmission lines that are anticipated to remain in-place for the foreseeable future.

Due to compatibility and safety requirements imposed by proximity to the utility, any park concept proposed must implement designs that are suitable for such conditions and should include signage about the utility. Potential

programming for this portion of the Plan Area may include, but is not limited to: trails, fields, play features with no footings and height below 4', game tables, a community garden, plants under 15' tall at maturity, a stormwater garden, synthetic turf areas, or berms and landscape mounds. Seating should be available in sun or shade, with areas protected from sun and wind to create comfortable spaces to linger.

All uses, programming, and designs must be reviewed and accepted by PG&E. Integration of stormwater management techniques into the linear park is encouraged.

Potential uses and a layout for the linear park are shown in Exhibit 4.1, Linear Park Concept.



Exhibit 4.1 - Linear Park Concept

N.T.S. | Source: GATES 

4.2.2.2 Pocket Parks

Pocket parks are a flexible form of public gathering space that provide opportunities for recreation, events and interaction.

Pocket parks are ideally located within 1/8 mile of one another, and should act as a node in the network of open space and pedestrian connectivity.

These spaces should be a mix of hardscape and softscape, planted or synthetic turf, with flexibility to allow a mixture of gathering types and sizes. Seating should be available in sun or shade, with areas protected from sun and wind to create comfortable spaces to linger.

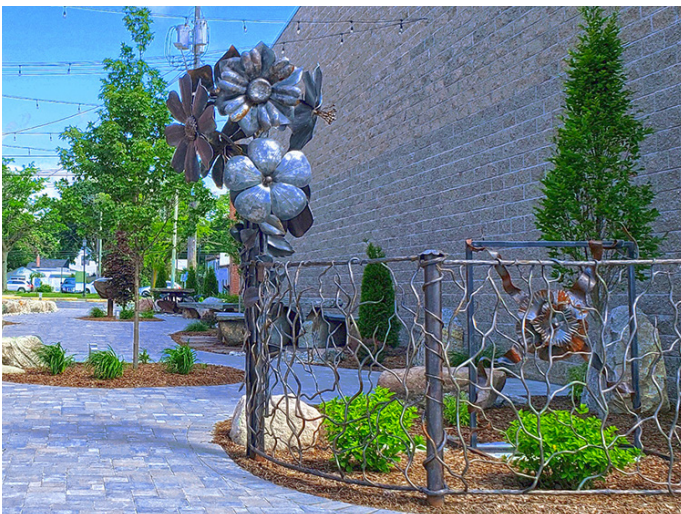
Pocket parks should have natural surveillance from nearby uses. Pocket parks should be well lit to deter unwanted uses.



Example: Flexible space and shade allow for extended hours and varying patterns of use.



Example: Pocket parks are an opportunity to create play spaces.



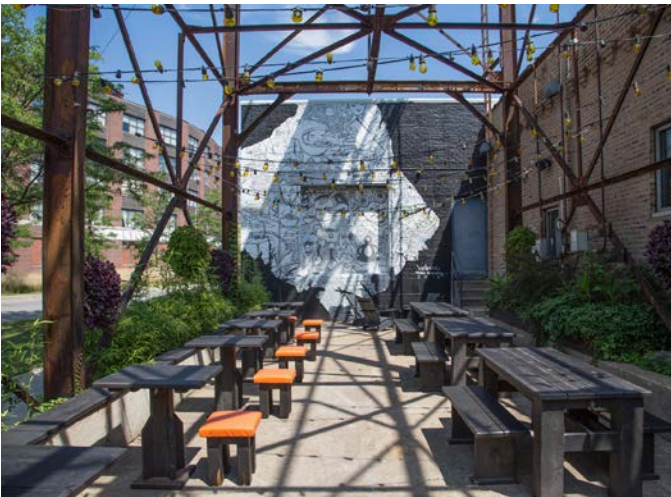
Example: Hardscape, planting, seating, and public art combine to create a public pocket park between buildings.



Example: Unique shapes and materials can contribute to the community character of public spaces.



Example: Activation of street edges encourages an engaging and lively atmosphere.



Example: Public plazas can emerge from unexpected spaces between buildings.



Example: Interaction of public and private realm is encouraged.

4.2.2.3 Plazas

Plazas are public or semi-public pedestrian-oriented spaces that provide opportunities for dining, entertainment, arts, community gathering, and events. Plazas are required for developments over a certain size threshold, as described in Chapter 5, Development Standards.

Plazas can be located on street corners, mid-block, or at any other ground-level location with direct pedestrian access from the adjacent public realm. Combining and/or extending a plaza by co-locating plazas from separate developments to abut along one edge, thereby creating a larger public plaza, is encouraged.

Plazas may host art installations, interactive art experiences, live music, and community exhibits.

Plaza spaces should be designed to provide flexibility of use and be fully accessible and visible from the sidewalk. Plaza spaces should provide sun and shade, areas protected from wind and sun, lighting for safety and evening use, and plenty of seating. Incorporating planters and trees into the design is required.

A list of required plaza amenities is listed in Chapter 5, and described in more detail later in this section. These amenities include trees, planted areas, seating, lighting, bicycle racks, trash receptacles, and signage.

4.2.2.4 Paseos

Paseos are public or semi-public corridors that connect pocket parks, plazas, and the linear park as a pedestrian and bicyclist circulation link in the open space network. Paseos are required for developments over a certain size threshold as described in Chapter 5.

The primary function of paseos should be circulation. Paseos provide a pedestrian-oriented space to facilitate fine grain connectivity aligned with the open space network.

Landscape selections should integrate paseos into their surrounds.

Lighting should be used to increase safety.

4.2.2.5 Windrow Trail

The existing eucalyptus row on the southern edge of the Plan Area shall be integrated into a multi-use trail that parallels the rail corridor. The trail will provide an additional east/west connection.

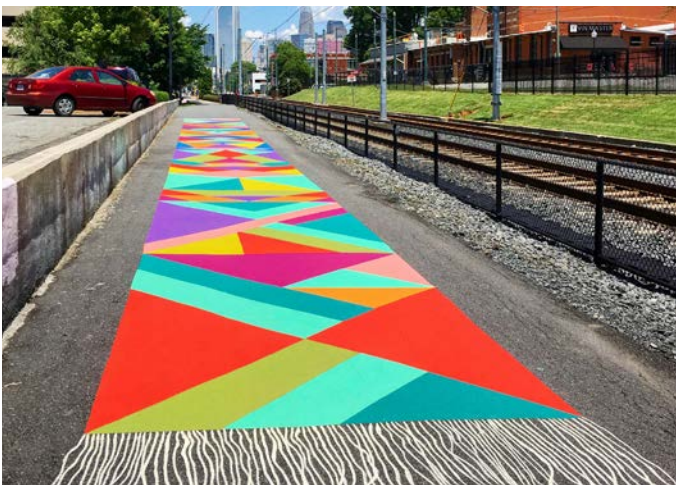
Trail should be asphalt or other pavement or compacted material and shall be a minimum of 8' wide.



Example: Paseos can implement placemaking practices to generate interest.



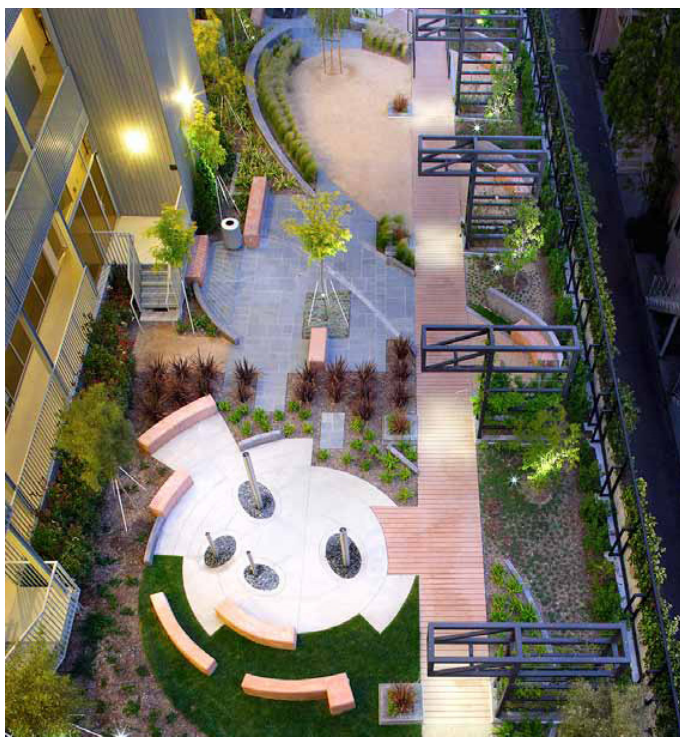
Example: Paseos can serve as more than a pedestrian connection.



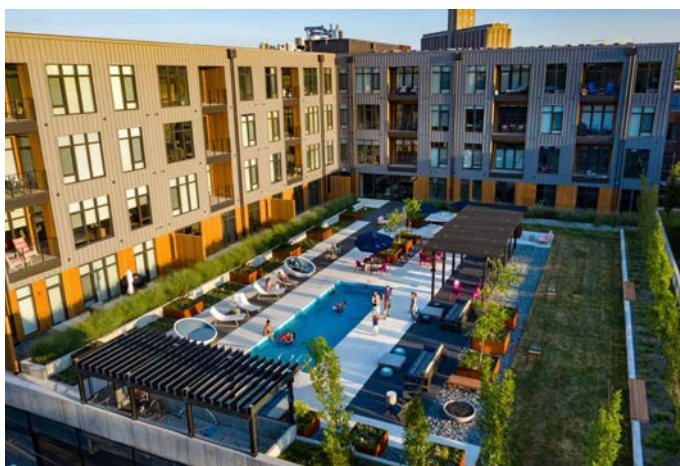
Example: Urban trails provide pedestrian and bicyclist circulation.



Example: Paseos can serve as secondary entrances to buildings.



Example: Rooftop amenity decks may provide necessary community spaces.



Example: Residential amenity decks provide desirable features.



Example: Green roofs can serve a dual purpose as gathering space.

4.2.2.6 Private Open Space

Private open space is defined as personal or common outdoor space that is not intended for use by the general public. Minimum requirements for private open space are described in Chapter 5. The provision of private open space beyond the minimum requirement, additional landscaping and amenities in private open spaces are encouraged to create an enjoyable space. Pedestrian-oriented amenities, such as seating and planting, improve the private open space.

4.2.2.7 Green Roofs

Green roofs are planting areas upon building roofs that cover either a portion or the entirety of a roof. Green roofs typically consist of a combination of grasses, shrubs, and trees and may include amenity areas for passive outdoor recreation.

Green roofs are highly encouraged throughout the Plan Area. These spaces reduce the impact of the urban heat island effect and cooling costs, while providing additional open space and increasing gathering space available to those living and working within an urban environment.

4.2.2.8 Crime Prevention Through Environmental Design (CPTED)

CPTED involves four key strategies designed to reduce fear and crimes and improve quality of life. These strategies are:

Natural Surveillance:

Criminals do not want to be seen. Discourage potential offenders by placing physical features, activities and people in ways that maximize visibility and encourage positive intersection among users of public and private spaces. Natural surveillance measures may include, but are not limited to, placing windows so

they overlook walkways and parking areas, creating landscape designs that allow for natural surveillance, providing adequate nighttime lighting and ensuring potential problem areas are well lit, etc.

Territorial Reinforcement:

Physical design can create or extend a sphere of influence. People then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. Territorial reinforcement occurs by using buildings, entry treatments, landscape, hardscape, fences, gates, etc. to convey ownership and define public and private areas.

Natural Access Control:

Natural access control is directed primarily at decreasing crime opportunity by clearly differentiating between public and private spaces. This type of control can be implemented by designing streets, walkways, building entrances and gateways to clearly indicate public routes and discourage access to private areas with structural elements.

Target Hardening:

This strategy is directed at denying or limiting access to a crime target through the use of physical barriers such as window locks, dead bolts for doors, interior door hinges, alarm systems, etc.

CPTED Techniques

- Ensure the intended activity has the opportunity to function well and directly support the control of human behavior.
- Provide clear border definition of space.

- Direct normal access to observable areas and prevent access to unobserved areas. Well defined and designed routes, spaces and entrances provide for convenient movement without compromising security.
- Place vulnerable activities, such as cash handling and child care, in highly visible areas.
- Place gathering areas in locations with natural surveillance. Clear sightlines enhance perceived and actual safety.
- Natural, organized and electronic surveillance should be core parts of planning out the design.
- Eliminate low surveillance areas in parking lots.
- Provide natural barriers to conflicting activities.
- Provide a variety of lighting sources for illumination for increased surveillance and public safety.
- Use signage to guide access, and set levels of acceptable behavior.
- Places should be designed with management and maintenance in mind. A place that is well maintained and cared for presents itself as a safe and inviting place where people want to be.

4.2.3 Open Space Objective Design Standards

- Pedestrian circulation shall take precedent over vehicular circulation.
- Common “outdoor space” in the form of a pocket park, plaza, courtyard, garden, play area or outdoor amenity shall be provided. To be considered “outdoor space,” the area must have a minimum dimension of 15’ in all directions.
- A maximum of 20% of “outdoor space” may be used for stormwater treatment.



Example: Activated street frontage that spills onto and activates the street.



Example: The streetscape is an opportunity to increase public green space.

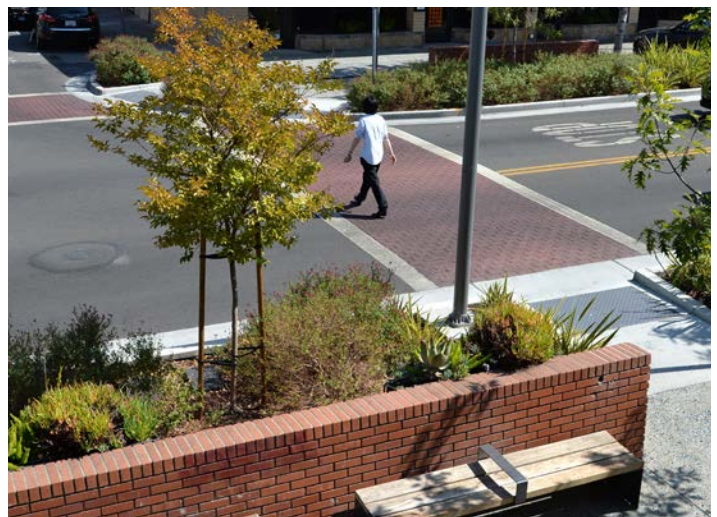
4.2.4 Streetscape Character

Streetscape designs should minimize conflicts between users to create safe and convenient circulation and access. The Plan Area prioritizes pedestrian and bicyclist transportation methods as a means to connect future residents, workers, and visitors to the Millbrae Station.

The Specific Plan envisions streets to include continuous sidewalks, sharrowed bike lanes, and planter strips with street trees, where feasible, on both sides of each street. Sidewalks should connect and integrate with outdoor areas.

The streets in the Plan Area — Rollins Road, Adrian Road, and the cul-de-sac streets — utilize a catalog of streetscape features. The most prominent street in the Plan Area, Rollins Road, has the highest occurrence and largest scale of features. Adrian Road uses fewer features at a smaller scale, while the cul-de-sac streets pull from the same catalog, with the least amount of features that are the smallest.

Vehicular access onto properties and parking structures should be located to minimize conflicts between various users.



Example: Pedestrian prioritization through enhanced crosswalks and seats.

The street hierarchy, right-of-way widths for all streets, travel lane composition and widths are shown in Chapter 3, Plan Elements.

4.2.4.1 Rollins Road

The redevelopment of Rollins Road as the backbone to the Plan Area envisions a greater balance of pedestrian and bicycle use through a designated bike zone, separated sidewalk, and increased street frontages and sidewalk amenities, landscaping, and lighting to enliven the street and Plan Area.

The composition of Rollins Road's right-of-way is shown in Chapter 3. Increased sidewalk zone widths and pedestrian amenities within the property line, to culminate in more space for people, is encouraged for Rollins Road.

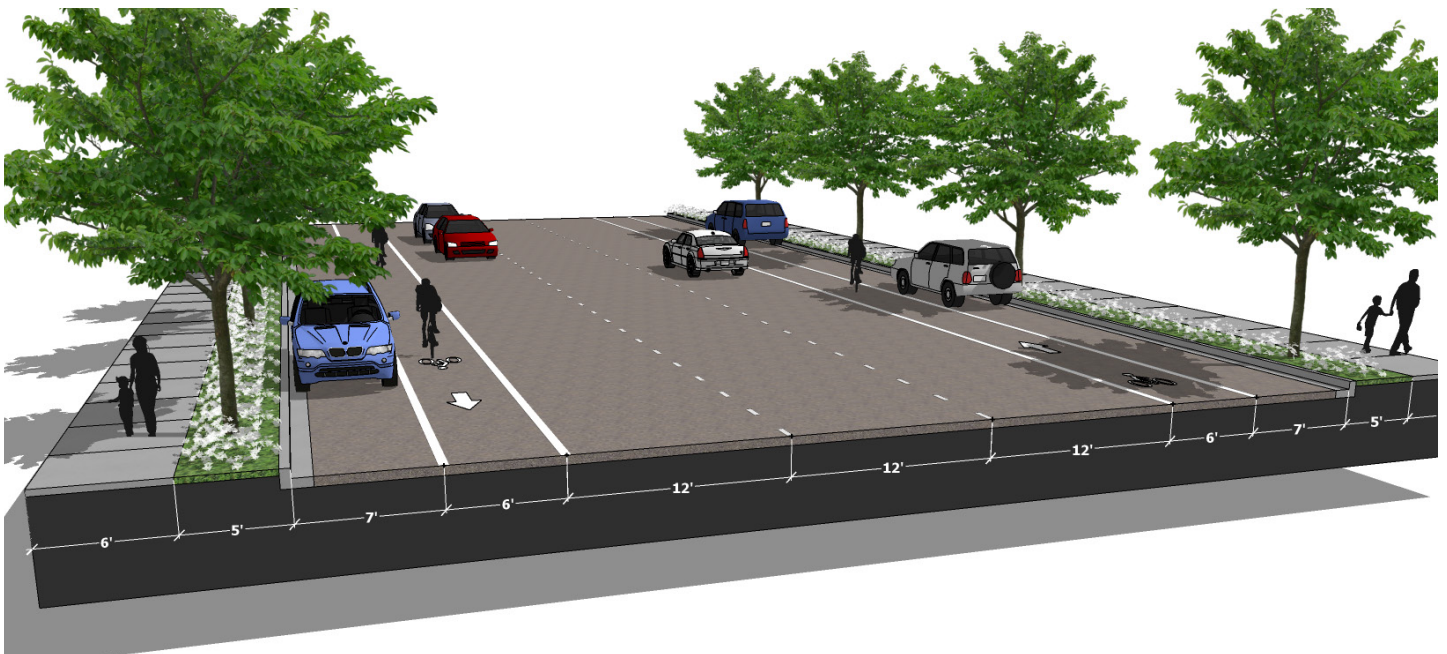
When feasible, no vehicular access to private parcels should be provided on Rollins Road in order to give space priority to pedestrians along the main corridor in the Plan Area.



Example: A buffered bike facility can support first and last mile connections.



Example: A large and safe pedestrian realm encourages walking.



4.2.4.2 Adrian Road

Serving as secondary circulation within the Plan Area parallel to Rollins Road, Adrian Road is envisioned to place higher importance on biking and walking. This translates to increased sidewalk zone widths and prioritization of space to pedestrians and bicyclists.

The composition of Adrian Road's right-of-way is shown in Chapter 3.

4.2.4.3 Cul-de-sac Streets

The cul-de-sac streets — Adrian Court, Broderick Road, Guittard Road, and Ingold Road — continue to provide uninterrupted sidewalks for pedestrian movement in the Plan Area. With narrower rights-of-way and less priority put on activating the street as on Rollins Road, the cul-de-sac streets support pedestrian movement with a basic sidewalk composition.

The composition of the cul-de-sac streets' right-of-way is shown in Chapter 3.

Where feasible, cul-de-sac streets should host the majority of the vehicular access points to private parcels in order to reduce the need for driveway curb-cuts access along Rollins Road.



Example: Planted buffers visibly separate transportation modes.



Example: The feeling of enclosure can be created with multiple elements.



Example: An expansive sidewalk creates a desirable public realm.



Example: The building facade and sidewalk define the public realm.

4.2.4.4 Sidewalk Zones

At a minimum, the sidewalk zones must meet the width requirements in Chapter 5, Development Standards. Walk zones and planter zones occur within all street types. Amenity zones occur where possible along Rollins Road within the Plan Area. Increased sidewalk zone widths are encouraged to promote and encourage an active street, especially along the Plan Area's main spine of Rollins Road. Sidewalks and the amenities incorporated should respond to the adjacent buildings and uses wherever feasible. Examples include: increasing the amenity zone outside a café to provide outdoor seating, adding a bike rack near a bus stop, or widening the through zone of the sidewalk at the entrance to a building.

Walk Zone:

The Walk Zone of a sidewalk is the continuous, unencumbered pedestrian path. This is typically the central zone of a sidewalk, with the Planter Zone against the street and the Amenity Zone against the building or property line. The minimum Walk Zone widths are specified in Chapter 5.

Planter Zone:

The Planter Zone of a sidewalk serves as a buffer between vehicle movement in the street and pedestrian movement. While intended to be planted landscape area, the Planter Zone does not have to be planted for the entire streetscape. It can include art installations, water features, and rideshare waiting areas. Typical features of the Planter Zone include those found in Section 4.2.5.5, Streetscape Landscape Features, Planter Strips. The minimum Planter Zone widths along Rollins Road and are specified in Chapter 5.

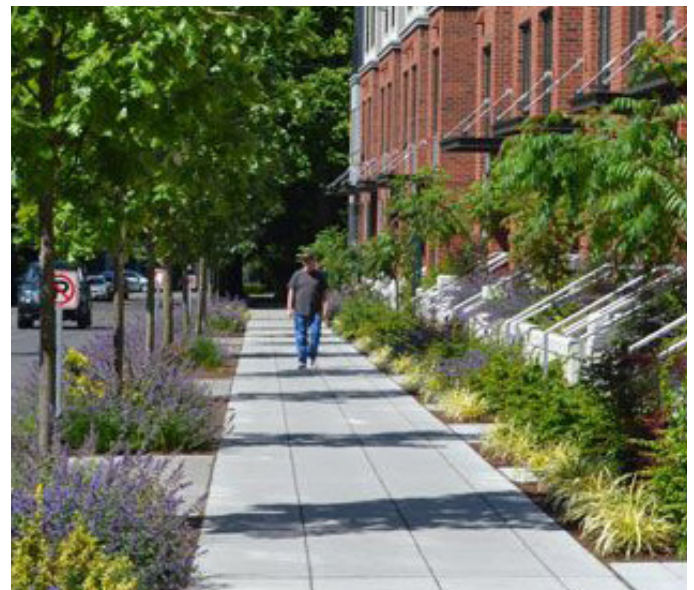
Amenity Zone:

The Amenity Zone abuts the property line and building frontage along Rollins Road. Typically, the programming of the Amenity Zone responds to and supports the adjacent use. These amenities could include, but are not limited to, outdoor dining areas, and seating areas.

The minimum Amenity Zone widths are specified in Chapter 5. Increased area dedicated to the Amenity Zone behind the property line (in a Public Access Agreement) is encouraged when aligned with an activating adjacent use.



Example: Sidewalk Zones of an urban sidewalk.



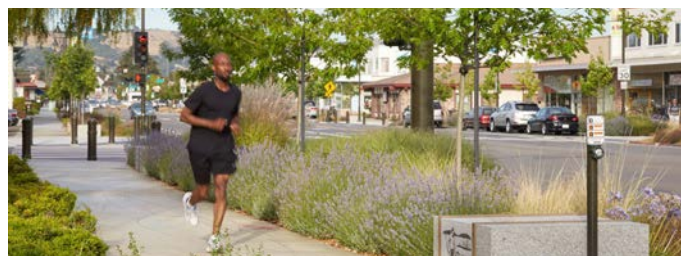
Example: Sidewalk Zones give character to the sidewalk.

Flex Zone

The Flex Zone is the roadway abutting the curb. This area, identified in Chapter 3, can host on-street parallel parking or be re-purposed to create space for people. Variations of the Flex Zone include parking, extended curb, and amenities. Parking uses the right-of-way for on-street parallel parking. Extended Curb increases the amount of sidewalk available for pedestrian use. Amenities increases the amenity or planter zones for more space dedicated to pedestrians. The Flex Zone should be evaluated along the entirety of Rollins Road and as it fronts specific developments when right-of-way designs and improvements are undertaken.



Example: Pedestrian and cyclist safety should be a priority in all streetscape designs.



Example: Planter strip should serve as a buffer from traffic.

4.2.4.5 Streetscape Features

The streetscapes within the Plan Area will include public realm improvements that will help identify the district and encourage walkability. A consistent pattern and spacing should be maintained with streetscape features, amenities, planting, and lighting. Rhythmic patterns of features and amenities will engage the streetscape.

Curb-cuts and Driveways:

New curb-cuts and driveways are discouraged. If feasible, adjacent sites should share driveway access. Curb-cuts and driveways should be minimized for pedestrian and active transportation priority in all possible instances.



Example: A continuous pedestrian realm is encouraged along Rollins Road.



Example: Pedestrian paths take precedent over vehicle driveways.

Bulb-out Crossings:

Bulb-out crossings provide safer pedestrian crossing by reducing the vehicular area of a street that a pedestrian must cross, slowing vehicular traffic, and increasing visibility of pedestrians crossing the street. In all instances, where a paseo meets a street, a bulb-out crossings should be considered to align the pedestrian and open space network. Bulb-out crossing location opportunities are identified in Chapter 3.

Bulb-outs are encouraged to include supplemental sidewalk amenities and planting zones features, including, but not limited to: seating, bike racks, and irrigated planter strips.

Enhanced Crossings:

An enhanced crossing should be used to announce the presence of a crossing zone. It also slows vehicular traffic as it passes the crossing zone by many means, such as material changes, slight grade elevation changes, or lighting. Enhanced crossings should be used in conjunction with a bulb-out crossing when possible. Location opportunities for enhanced crossings are identified in Chapter 3.

Gateways:

Arrival to the Plan Area should be announced with wayfinding and gateway elements where there is transition from an adjacent neighborhood and/or at key entry points to designate arrival as well as distinguish the area's character. Gateway features may include, but are not limited to, pageantry signage, art installations, arches, pillars, iconic landscaping features, and other monumental features that announce entry into the Plan Area and establish neighborhood identity.



Example: An Enhanced and bulb-out crossing.



Example: A change in materials draws attention to the enhanced crossing.



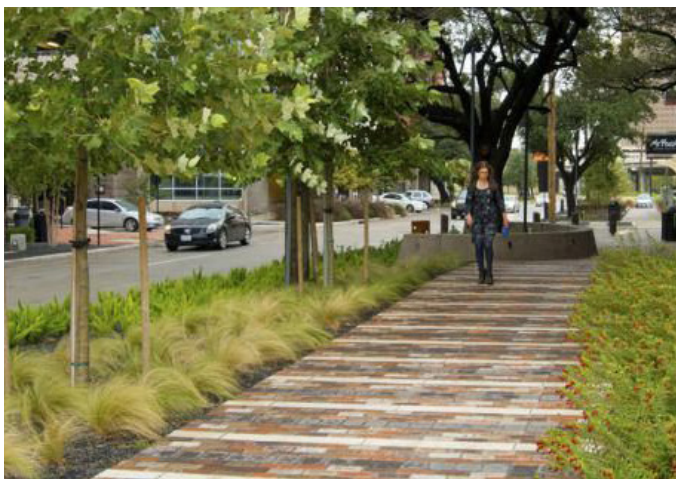
Example: Gateway feature could be dual-use for art or seating.



Example: Planter bio-treatment opportunities with hardy planting.



Example: Simple plant palettes that provide year round interest.



Example: Linear swaths of consistent planting.

Potential location(s) for gateway features are identified in Chapter 3.

Planter strips:

Planter strips are landscaping features that act as a physical and aesthetic buffer from vehicular areas. Planter strips are typically found within the Planter Zone.

Integration of stormwater management techniques into the planter strips is encouraged.

Irrigated planter strips are recommended to be a minimum of 4' long and no longer than 40' without a pavement break to allow access to street parking.

Planter strip planting should consist primarily of evergreen plantings with accent colors and texture for year-round interest. Palettes should combine colors, textures and heights to create a visually attractive edge. Plant selection should minimize hedging, shearing, water use and sidewalk overhang. Native plants and pollinators are encouraged.

Street trees:

Street trees provide many benefits to urban environments. All development in the Plan Area must include street trees. Tree species should be planted in blocks to create character along stretches of the street network. To avoid a potentially adverse impact from a species monoculture, a short list of trees are preferred in the Plan Area, all approved per the City's Official Street Tree List. Refer to the City's Urban Forest Management Plan when proposing trees not listed on the Official Street Tree List.

On Rollins Road, the street trees shall be *Platanus acerifolia* 'Columbia' (London Plane Tree), or *Quercus rubra* (Red Oak). Street trees should be planted in the irrigated planter strip. The spacing will be 35' maximum when possible and as close to 35' with regard to driveways and circulation conflicts. Trees will be a consistent size and shape to continue a regular pattern along the corridor.

On Adrian Road, the street trees shall be *Magnolia grandiflora* (Southern Magnolia), *Acer rubrum* (Red Maple), or *Pistachia chinensis* (Chinese Pistache). Street trees should be planted in the irrigated planter strip. The spacing will be 35' maximum when possible and as close to 35' with regard to driveways and circulation conflicts.

On the cul-de-sac streets, the street trees spacing will be 25' maximum when possible, and as close to 25' with regard to driveway and circulation conflicts.

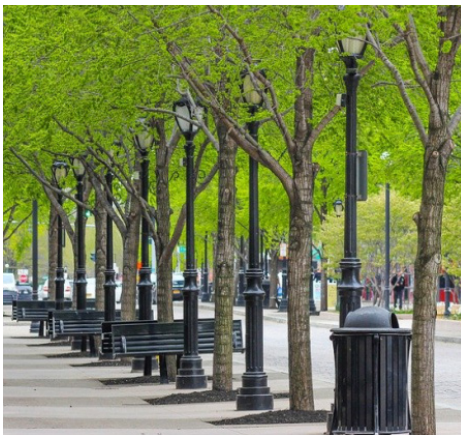
Street trees must be a minimum of 24" box when planted. Tree placement should be coordinated with the fire department in regards to full tree canopy impacting emergency access.



Example: Platanus acerifolia 'Columbia'; (London Plane Tree).



Example: Magnolia grandiflora; (Southern Magnolia).



Examples: Street trees provide rhythm and a sense of enclosure to a street.



Example: Unsightly but necessary elements should be screened.

See Exhibit 4.3, Street Tree Map, for the species and spacing requirements on all streets within the Plan Area.

Landscape as screening:

Landscaped areas and planting should be used to screen unsightly but necessary building elements and utilities.

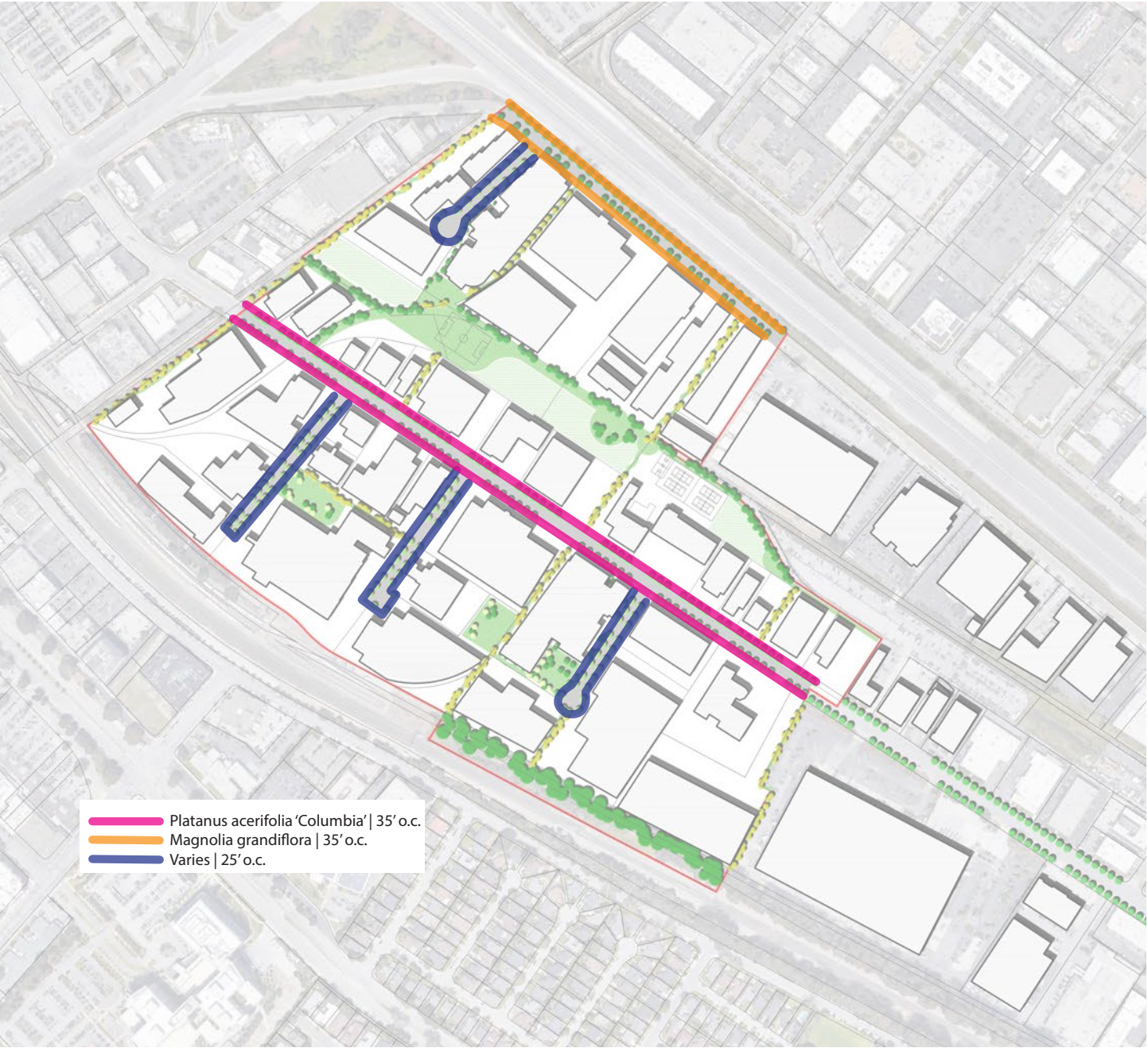


Exhibit 4.3 - Street Tree Map

N.T.S. | Source: GATES

4.2.5 Streetscape Objective Design Standards

- Where pedestrian circulation crosses a vehicular travel zone, a change in material, color, or grade is required.
- No surface parking shall be located between Rollins Road and the adjacent buildings.
- Evergreen landscaping, walls, or building architecture shall be used to screen above grade utilities, and trash or storage enclosures.
- Landscape must permit adequate sight distance for vehicular and non-vehicular circulation.
- All new landscape areas must have irrigation installed that complies with MWEL and BMC Chapter 18.17, Water Conservation in Landscape.



Example: Streetscape elements can add character and dimension.



Example: Seating and planting can create unique places along the street.



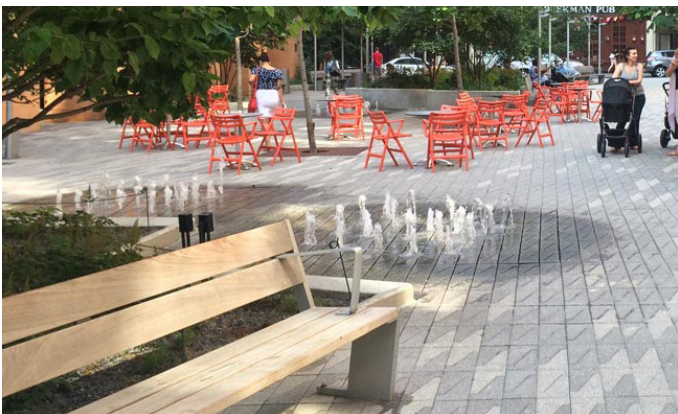
Example: Changes in material and color highlight pedestrian crossing vehicle travel.



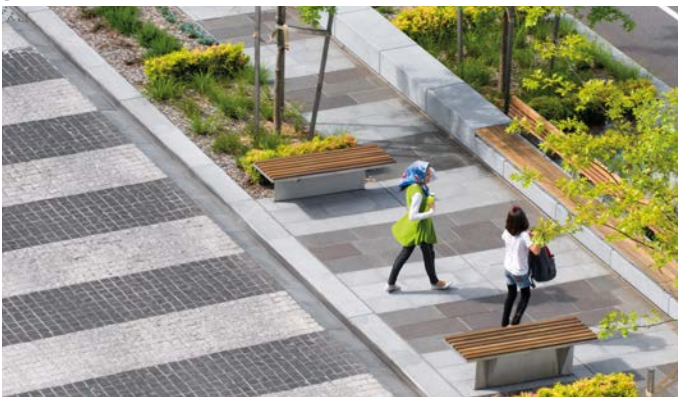
Example: Integrated stormwater management into planters and seating.



Example: Seating can define an edge and create a place.



Example: Site furnishing can include seating, tables, and games.



Example: Streetscape features can connect to outdoor gathering spaces.



Example: Seating can be incorporated along planter edges.

4.2.6 Site Furnishing Guidelines

Street furnishings and site amenities occur within the Amenity, Planter, or Flex Zones of a sidewalk and provide aesthetic quality and function to the public realm. The proper installation of these features will contribute to the overall character and sense of place to the district.

Unique street furniture for outdoor dining and gathering is encouraged. Furnishings are encouraged to integrate creative features and artistic characteristics.

Sidewalks should be richly appointed with improvements and facilities that enhance the pedestrian experience, but should avoid clutter and congestion in the path of travel.

Amenities should generally be located in high activity areas where people are expected to congregate, such as plazas, transit stops, building entries and retail or entertainment nodes.

Amenities should contribute to the community identity and reflect or strengthen the local character.

4.2.6.1 Bicycle Parking

Bike racks can serve both a functional role and contribute to the unique character of the Plan Area by providing visual interest as public art elements.

Bike racks should be conveniently located near transit stops, building entries and public gathering spaces.

Bike racks should allow for convenient visual surveillance.

Bicycle parking shall allow for securing bicycle frame and one wheel.

Weather protection should be considered when possible.

Bicycle parking areas should provide space for shared bike and/or e-scooter parking. Shared bike and/or e-scooter parking may occur within dedicated sidewalk or street space.

4.2.6.2 Seating Opportunities

Spaces for respite, waiting, and interacting are essential to cultivating an environment where people can dwell. Seating opportunities should be utilized in varying types, groupings and locations to accommodate a wide range of users and functions.

Seating opportunities should consider sun exposure.

Artful seating should be considered.

Seating elements should complement adjacent use patterns. For example, seating near dining should accommodate eating.



Example: Site furnishings will contribute to the overall street character.



Example: Functional, artful elements are encouraged.



Example: A variety of seating opportunities provide choice for users and create inviting outdoor spaces.



Example: District-branded trash and recycling receptacles.



Example: Memorable trash and recycling receptacles.



Example: Art can take the form of subtle additions.

4.2.6.3 Public Art

Art in Public Places, a development requirement in Chapter 5, can be fulfilled by incorporating art into the landscaped areas of the development. Public art gives personality to a space, and is encouraged to meet the Plan Area's artisan-influenced, edgy and unique character.

4.2.6.4 Trash Receptacles

Frequent opportunities for refuse disposal help to reduce litter and unsightly collection of rubbish. Trash receptacles should complement the adjacent furnishings in style and finish. Artful design is encouraged.

Trash, recycling, and compost receptacles should be in close proximity to seating areas.

Emptying of trash receptacles should be managed by the adjacent property owners.



Example: Brightly colored objects add flash and character to create a memorable space.

4.2.7 Lighting

Light fixtures should be spaced to provide even distribution and avoid conflicts with trees and other amenities. Lighting should be designed to contribute to the overall character of the Plan Area.

Roadway lighting:

Roadway lighting refers to lighting fixtures that illuminate vehicular areas. Roadway light posts should accommodate potential banners and/or hanging plant elements and be consistent with City standards.

Pedestrian lighting:

Pedestrian lighting refers to lighting fixtures that illuminate pedestrian areas. For safety and aesthetic appeal, pedestrian lighting should be provided on all streets. Lights posts should accommodate potential banners and/or hanging plant elements.

Lighted bollards:

Lighted bollards should be provided at key building entries and plaza spaces.

Accent lighting:

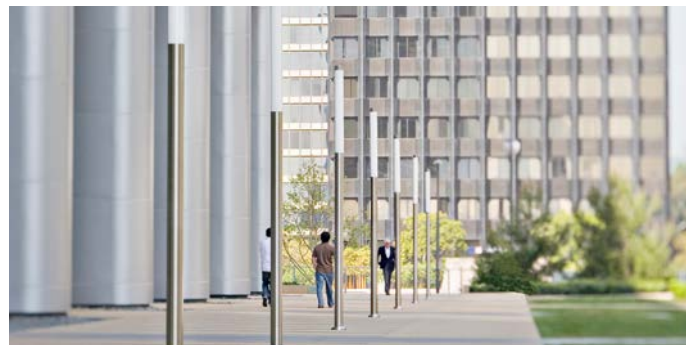
Accent lighting is encouraged to emphasize focal elements.

Decorative lighting:

Decorative lighting is encouraged at outdoor gathering locations to provide visual interest.



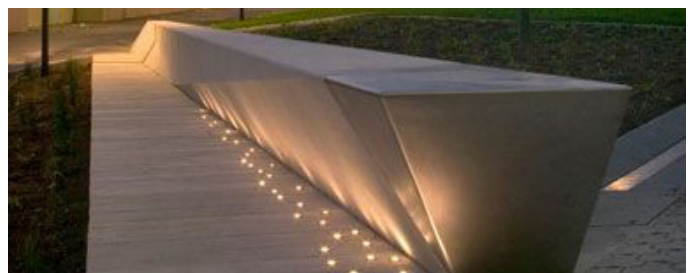
Example: Roadway lighting featuring banners.



Example: Pedestrian lighting placed to illuminate pedestrian areas.



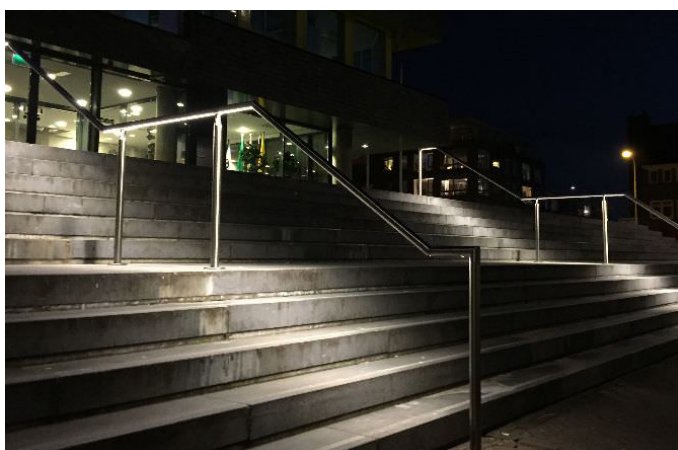
Example: Lighted Bollards provide illumination along pedestrian walkways and at increase light levels at building entries.



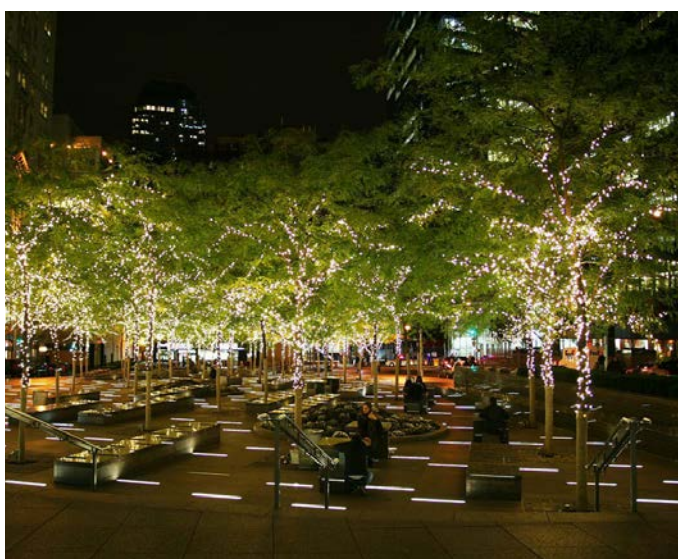
Example: Decorative lighting provides visual interest and may be used to accent features of landscape design.



Example: A variety of lighting to illuminate the public realm.



Example: Unusual lighting techniques can add character.



Example: Multiple sources decorative lighting , from above and below.

4.2.8 Lighting Objective Design Standards:

- Roadway light fixtures on North Rollins Road and Adrian Road must be 35'-40' in height. Illumination levels shall meet minimums set by Public Works.
- Pedestrian lights must be provided at transit stops.
- Lights shall be shielded to minimize glare.
- Building entries, alleys, passageways, paseos, and recesses shall have a minimum illumination of one foot candle after sunset.
- Lighting shall be located to avoid light spillage onto adjacent property.



Example: Decorative lighting can contribute ambiance.



Example: Accent lighting to emphasize linear paseo.

4.3 Site and Building Design Guidelines

This Section provides site and building design guidelines for the various types of buildings permitted within the private realm in the Plan Area. The overall design intent of the Design Guidelines is to provide for an eclectic mix of residential, live/work, commercial, and light industrial development that has an industrial and contemporary character.

4.3.1 Site Design

The following general site and building design guidelines apply to all building types and locations within the Plan Area.

4.3.1.1 Parking Lots and Garages

- a. Structured parking facing public streets should be fronted or wrapped with actively occupied spaces such as storefronts, live/work units, residential community amenities, and lobbies. Access to parking shall be designed so that it is not prominent and ties into the adjacent architectural style.
- b. Ingress and egress to and from parking areas and loading facilities should be clearly marked with appropriate directional signage and/or pavement markings.
- c. All parking areas and access driveways should be designed to minimize intermodal conflicts in design and maximize pedestrian safety.
- d. Pedestrian routes should have separate, well-defined and easily discernible routes through parking areas.



Example: Parking structure utilizes a combination of exterior art and fenestration to reduce impacts upon the public realm.



Example: Clearly defined pedestrian route through parking areas.



Example: A network of pedestrian pathways connects various open spaces and buildings throughout a site.

- e. Any surface parking facilities should be located to the side or rear of any proposed project and aesthetically minimized to the greatest extent feasible.
- f. Parking lots and garages should be accessed from secondary streets. Access driveways from Rollins Road should be avoided.
- g. Vehicular entrances to parking garages should be clearly marked with appropriate signage.
- h. Parking garage entrances and exits should be limited to minimize the amount of curb-cuts made to access public rights-of-way, especially along Rollins Road.
- i. On parcels with two street frontages, primary access to parking areas should connect to the smaller of the two roads, as feasible.

4.3.1.2 Loading and Service Areas

- a. Unenclosed service and loading areas should be screened from residential areas and integrated with the design of the building. Special attention should be given when designing loading facilities that are located close to residential uses. Techniques such as block walls, enhanced setbacks, or enclosed loading can be used to minimize adverse impacts to residents.

4.3.1.3 Pedestrian Access

On-site pedestrian circulation and access should be provided per the following guidelines:

- a. A system of pedestrian walkways should connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.
- b. Regular and convenient connections at least ten (10) feet in width between on-site walkways and the public sidewalk and other existing or planned pedestrian routes, such as safe routes to school, should be provided. An on-site walkway should connect the primary building entry or entries to a public sidewalk on each street frontage.
- c. Safe and convenient pedestrian connections shall be provided via paved and lighted pathways from transit stops to adjacent building entrances.

4.3.1.4 Building Fire Access

- a. Private property site development shall consider fire apparatus access roads in accordance with the California Fire Code so the furthest point of any building is within 150' of a public way/fire access road. Fire access roads longer than 150 feet in length require an approved turnaround for circulation in accordance with Fire Department specifications.
- b. Sprinkler/standpipe fire department connections shall be within 5 feet of a sidewalk and must be within 100 feet of a fire hydrant. Clearance to and around the fire department connection required for firefighter use.

4.3.2 Building Typology and Character

The architectural character of buildings and structures helps create and reinforce the identity of a neighborhood. The Plan Area, as it exists today, includes industrial and warehouse uses and an aesthetic that can be characterized as “gritty” and unique within the City. As redevelopment occurs in the project area, the goal of a blended approach that retains existing uses and context can also be applied to the architectural character of the buildings. That said, very ornate architecture that resembles Colonial, Neoclassical, Craftsman, or Italianate characteristics is not appropriate for the project area and is not recommended.

These guidelines and examples are not intended to establish a particular architectural style for the project area. Rather, they focus on how a neighborhood’s recognizable identity can be created through a building’s exterior expression and details. These guidelines and examples are to be used with the general urban design guidelines and standards.

Development within the Specific Plan Area includes residential, commercial, industrial, and mixed-uses, as discussed below.



Example: Podium and wrap structure open spaces provide outdoor open space and recreational opportunities.



Example: Mixed-use Live/work development, featuring commercial or office space on the ground-floor.



Example: Development provides direct, safe and convenient access to adjacent transit opportunities.



Example: Wrap building features central parking garage, wrapped by residential units.



Example: Attached townhouse development. May feature live/work space on the ground-floor.



Example: Stacked flat building. Single-level floorplates are vertically stacked and accessed from a central lobby and parking area.

4.3.2.1 Residential Typology and Character

The following sections describe the typology and character of residential buildings within the Plan Area.

Residential Typology

Residential buildings within the Specific Plan Area refers to stand-alone residential projects where there are no non-residential components as well as primarily residential buildings where less than 5% of the building floor area is not ancillary to a residential use.

Residential building typologies include, but are not limited to: townhouses, stacked flats, wraps, and podium style construction with density ranges of approximately 18 du/ac to 100 du/ac inclusive of density bonuses, and building heights of 3- to 7-stories.

- ***Townhouse Buildings.*** Three or more dwelling units attached in a building, typically at the sides, but stacking of units or flats may occur. Townhouse buildings are alley loaded with entry stoops/porches to each unit that leads to a pedestrian path or paseo, promoting walkability and enhancing the pedestrian experience. Townhouse buildings can have finer levels of articulation compared to stacked flat buildings by designing facades to express each individual unit.
- ***Stacked Flats.*** Stacked flat buildings are also alley loaded and share a central lobby space that fronts onto a landscaped path or street frontage. Stacked flat buildings will be designed to be larger than townhouse buildings and are vertically stacked; these buildings would be appropriate on busier street frontages since a more urban street

character is desired. These buildings offer units with a larger, one-level floor plate which may appeal to demographics seeking accessible living spaces.

- **Wrap Buildings.** Wrap buildings include attached flats, lofts, and/or townhouse units oriented around a central parking structure. Ground-level programming may include residential units, lobby space, amenities, and/or retail uses. Main recreational amenities are typically provided at-grade in a courtyard or on the rooftop. Wrap buildings commonly include a series of courtyard open spaces for its residents.
- **Podium Buildings.** Podium buildings have attached flats, lofts and/or townhouses located on top of a parking garage that may be either on-grade, subterranean or both. Ground-level programming may include residential units, lobby space, amenities, and/or retail uses, and parking garages (hidden behind aforementioned uses). Main recreational amenities in this building are typically provided on top of the podium structure in a courtyard, or upon the roof.
- Other forms of residential buildings that meet the density and building height standards are also permitted and encouraged.

Residential Character

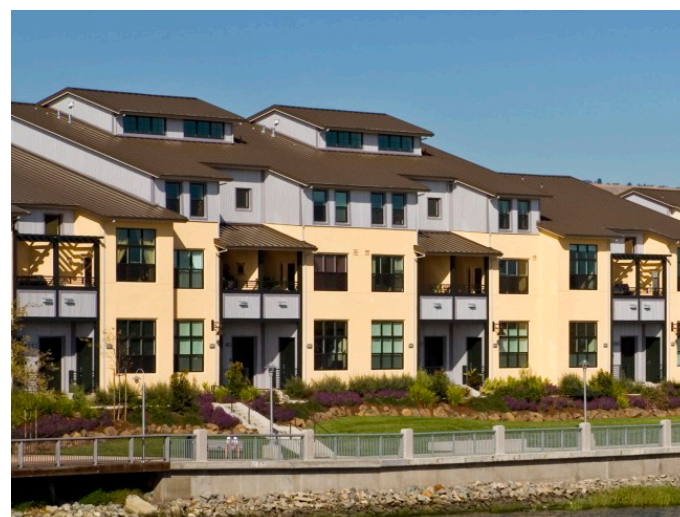
Residential buildings should be designed to fit into the industrial context and neighboring development as best possible. A mix of housing types appealing to a wide variety of residents and family sizes is encouraged, with housing density being focused near Rollins Road.



Example: Podium building featuring two-stories parking garage on lower levels.



Example: Five-story podium structure includes parking on lower stories with dwelling units located above.



Example: Townhouses may be used as a transitional density between high-density development and existing neighborhoods adjacent to the Plan Area.



Example: Commercial development includes flat roof features and design that is compatible with industrial development.



Example: Walkable, neighborhood-serving commercial uses, such as coffee shops and small groceries.



Example: Commercial development includes a materials palette that is compatible with a 'gritty' industrial character.

4.3.2.2 Commercial Typology and Character

The following sections describe the typology and character of commercial development within the Plan Area.

Commercial Typology

Commercial development within the Specific Plan Area refers to stand-alone commercial projects. In a mixed-use district the vehicular trips to commercial uses are reduced by increasing walkability in an area. The Design Guidelines ensure that commercial development is designed to promote walkability and contribute positively to neighborhood identity.

Commercial Character

Commercial buildings in the project area can be either stand-alone or integrated into a vertical mixed-use building. The intended character of commercial uses within the Plan Area is boutique, artisan-inspired, locally owned and artistically oriented. Where appropriate, commercial uses should interface with the public realm and incorporate experiential retail and outdoor dining adjacent to and within the public realm.

4.3.2.3 Industrial Typology and Character

The following sections describe the typology and character of industrial development within the Plan Area.

Industrial Typology

The Plan Area is historically a part of an industrial district. These Design Guidelines preserve and build upon the industrial character and ensure that future industrial buildings are aesthetically compatible with other buildings within the Plan Area.

Industrial Character

The Plan Area has a rich history as an industrial district within the City of Burlingame. Over time as the economy of the City has changed, different forms of industrial development are preferred.

A “gritty” or eclectic warehouse district character is encouraged and should be implemented such that the industrial feel of the Plan Area is preserved and remains the defining feature of north Rollins Road area.



Example: Industrial development featuring a flat roof form.



Example: Industrial development utilizing public art to enhance an area while maintaining its character.



Example: Commercial use implementing a pitched roof form.



Example: Mixed-use development with non-residential uses on the ground-floor, and dwelling units in upper stories.



Example: Mixed-use development with non-residential uses on the ground floor, and dwelling units on upper stories.



Example: Mixed-use building utilizes consistent and compatible design language between residential and non-residential portions of development.

4.3.2.4 Mixed-Use Typology and Character

Recognizing the varied commercial and industrial character of the area, new buildings and redevelopment projects are encouraged to feature a blend of both commercial and residential design features, including modern, industrial type building design.

The following sections describe the typology and character of mixed-use portions of developments within the Plan Area.

Mixed-Use Typology

Mixed-use development within the Plan Area may include a range of residential, retail, office, and neighborhood-serving commercial uses. The physical and visual integration of these elements will activate the urban, mixed-use character of the district. Mixed-use development may occur vertically (varying uses within the same structure on different floors) or horizontally (different uses spread out in separate buildings across a site), and will typically include a residential component in the form of a wrap- or podium-construction building. Shopkeeper or live/work units may occur as a type of mixed-use development in any residential typology.

Mixed-Use Character

Mixed-Use buildings in the project area refers to a building that has a vertical mix of residential and commercial/retail uses. These buildings typically range from 3-story to 7 stories or more. A mixed-use building should present a cohesive design theme between land uses.

4.3.3 Residential Architectural Guidelines

Residential buildings within the Plan Area should be designed to create a cohesive neighborhood feel within the mixed-use district. Guidelines herein apply to stand-alone residential developments.

4.3.3.1 Site Planning Guidelines

- a. Buildings should be arranged to create a variety of outdoor spaces, such as courtyards, plazas, squares, eating areas, and other usable open spaces that promote human activity.

4.3.3.2 Building Orientation

A building's orientation plays an essential role in determining how a building interacts with the public realm.

- a. The main building of a residential development should be oriented to face a public street. Building frontages should be generally parallel to streets. Orientation towards an adjacent paseo, plaza or open space is also encouraged.

4.3.3.3 Building Entries

Building entries provide an opportunity to provide a space for transition between the building interior and the public realm.

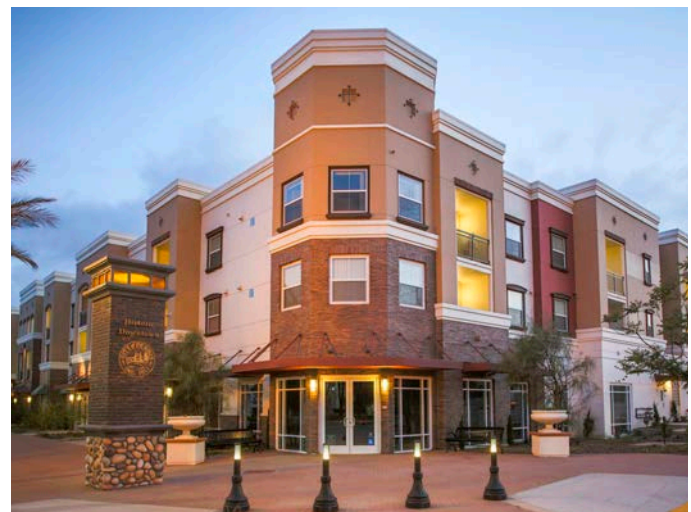
- a. Where buildings occur on corner lots, primary entrances should face the intersection, or include entries on both street frontages.
- b. Multi-unit residential buildings with a common ground-level lobby or pedestrian entry should implement increased detailing surrounding the entry to generate interest.



Example: Building constructed at, or near, the minimum building setback creates a sense of enclosure for the pedestrian realm.



Example: Main portions of development are oriented to face the public-realm.



Example: Development features a primary entry facing the street intersection.



Example: Transitional space between the public and private realm.



Example: Flat roof forms are the typical expected roof form for residential developments within the Plan Area.



Example: Vertical roof plane breaks divide the vertical massing and rooflines into sections.

- c. New residential buildings should provide pedestrian elements in the transitional spaces between the primary street and entrances. Pedestrian elements include porches, courtyards, patios, stoops, arcades and/or single story projections that express the architectural style of the building and add human scale.
- d. Where feasible and appropriate, outside near the buildings entries seating or resting should be provided.

4.3.3.4 Rooflines

Roofs should be designed for functionality and to enhance or complement the overall architectural design of the building.

- a. Roofs should be flat to very low pitched roofs.
- b. Vertical roof plane breaks, changes in building/ridge height or other accent roof forms are encouraged. Variations in building height and massing are encouraged to break up the mass of the building.
- c. Form, materials, fascia and/or cornice elements should be integrated with the overall design vocabulary.
- d. Roofing material should not be highly reflective, and is encouraged to be a light color to reduce solar heat gain.
- e. Rooftop decks and amenity areas should be designed to not intrude, aesthetically or architecturally, upon the privacy of surrounding residential developments.

4.3.3.5 Articulation

Offset Massing Forms

Front elevations and elevations facing a street, drive or park are encouraged to have offset masses or wall planes (horizontally or vertically) to help break up the overall mass of a building.

- a. Offset forms should include appropriate changes in materials and colors.
- b. Offset forms should be consistent with the architectural style of the building and incorporated as a functional element or detail enhancement.
- c. Wrap, podium and mixed-use buildings should have varied wall planes. Stepped massing and layered wall planes may include:
 - Cantilevered masses or balconies.
 - Recessed masses or inset balconies.
 - Volume spaces.
 - Common open spaces.

Facades

Facade articulation can be used to facilitate the interplay of light and depth upon a building to generate interest and help reduce the appearance of bulk upon the public realm:

- d. Buildings should be articulated with layered wall planes, banding, architectural details and/or accent materials and colors.
- e. Large expanses of reflective, opaque, or highly-tinted glass are discouraged.
- f. Details that modulate the light and show evidence of artistry and craft, or that offer both function and articulation, are



Example: Cornice elements are well-integrated with the building's overall design in both form and materials.



Example: Facade articulated with layered wall planes and architectural details.



Example: Recessed massings above the first floor and lower height entry features increase facade articulation.



Example: Awnings are an example of functional ornamentation, providing both shade and articulation.



Example: Lower height elements such as a courtyard, decorative pillars and landscaping, establish pedestrian scale.



Example: Perceived bulk of the building is reduced by using courtyards to break up the massing and divide the building into sections.

encouraged. This includes window shutters, awnings, and louvers that are proportional to the window size and detailed with more geometric and simple lines.

- g. Lower height elements, such as recessed massings above the first floor, porches, entry features, courtyards, and pergolas are encouraged to establish pedestrian scale and add variety to the streetscene.
- h. The perceived height and bulk of a building is encouraged to be reduced by incorporating courtyards and ground level architectural details, to divide the building into sections and maintain human scale.
- i. Building elevations within Focus Area 2 facing the railroad right-of-way can have larger massings and wall planes than the general requirements to help mitigate noise impacts from trains.

Architectural Projections

- j. Projections may be used to emphasize design features such as entries, major windows, or outdoor space. Projections are encouraged on all residential building forms. Projections include, but are not limited to:
 - Awnings (cloth, metal, wood).
 - Roof overhangs.
 - Projecting upper-story elements.
 - Tower elements.
 - Window/door surrounds.
 - Recessed windows.
 - Bay windows or dormers.
 - Trellis elements.
 - Porch or balcony elements.

4.3.3.6 Miscellaneous *Common Open Space*

- a. Courtyards, gardens or plazas should contribute to the recreational opportunities and needs for open space for building residents. These spaces should optimize daylight access, views and privacy for units facing them.

4.3.3.7 Materials and Color

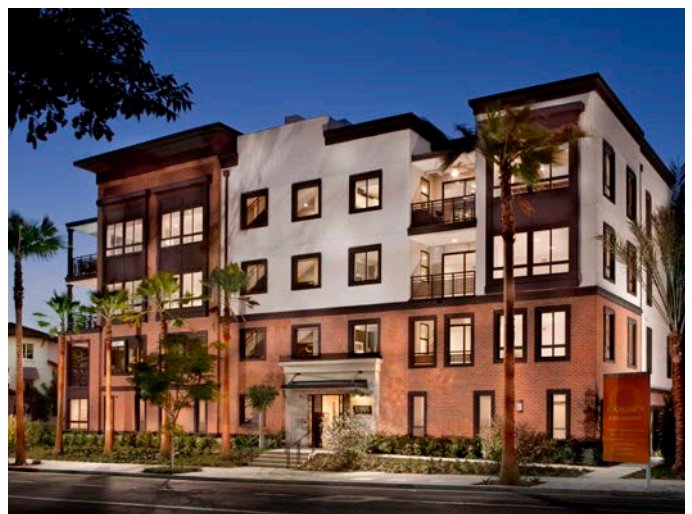
- a. The following techniques should be used in the design of building facades to enhance building architecture:
 - Color change and color variation.
 - At least three (3) different exterior materials and (3) different colors.
 - Changes in texture.
 - Exterior materials, windows and details should be consistent with the scale, proportion and architectural style of the building.
 - Major building entries should be emphasized using accent colors and materials.
 - Material and color changes shall occur at an inside corner or massing underside, or at an appropriate location on the building facade such as a massing projection or architectural accent feature.
 - Bars and security grills on windows and doors are prohibited.
 - Vibrant and dynamic colors and materials are encouraged to help create an interesting and colorful environment in the Plan Area. To avoid monotonous and understated buildings, neutral-tones color palettes are discouraged.



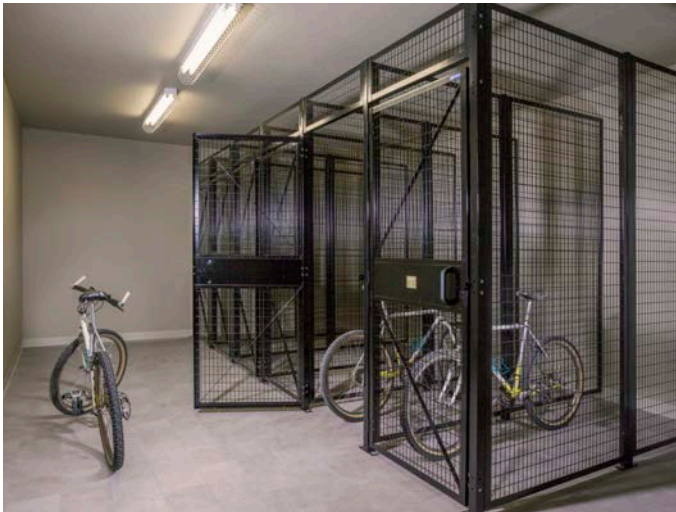
Example: Colors, materials, and massing breaks divide the building into sections and foster human scale.



Example: Massing, color, and first-floor architectural details indicate building entry.



Example: Development demonstrates appropriate range of color application and an excess of three materials.



Example: Secure enclosed bicycle storage provided within a private area of development.

4.3.3.8 Bicycle Parking Areas

- Secure, covered residential bicycle storage should be provided in areas that are inaccessible to the general public.

4.3.4 Mixed-Use Architectural Guidelines

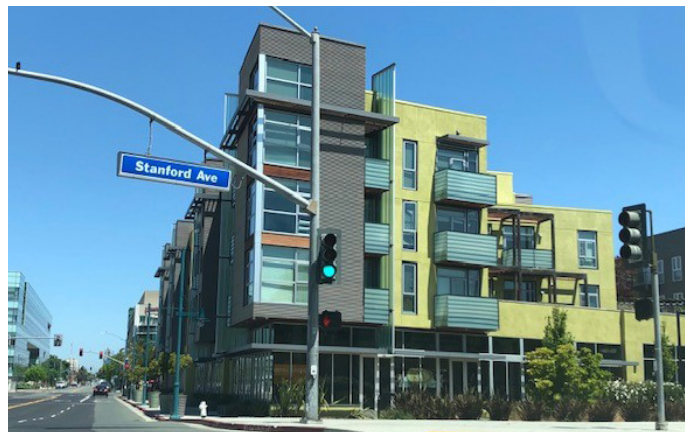
4.3.4.1 Location of Non-Residential Uses within a Mixed-Use Development

Mixed-use buildings should be located to maximize their economic potential and minimize impacts upon residential uses.

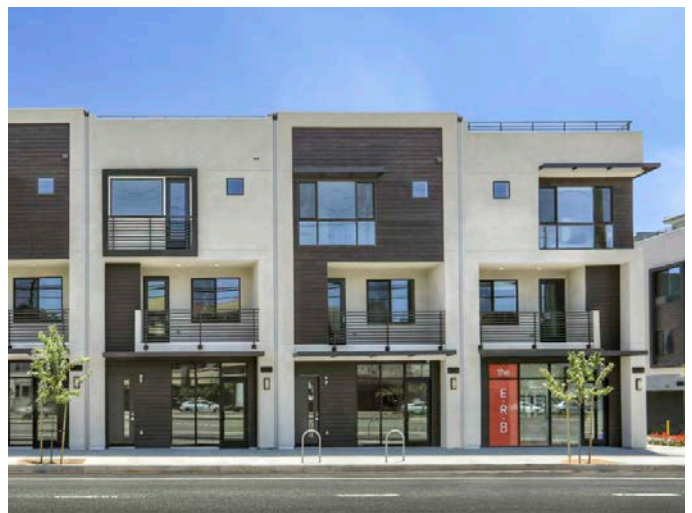
- a. The design of any live/work or mixed-use project should take into consideration potential impacts on adjacent properties and shall include specific design features to minimize potential impacts.
- b. The design of the mixed-use project should ensure that privacy between residential units and between different uses on the site is maximized.
- c. Site design should encourage integration of the pedestrian environment with the nonresidential uses through the use of plazas, courtyards, walkways, and street furniture.
- d. Site planning and building design should be compatible with and enhance the adjacent and surrounding built environment in terms of scale, building design, color, exterior materials, roof styles, lighting, landscaping, and signage.



Example: Development design encourages a vibrant pedestrian environment.



Example: Vertical mixed-use development, includes retail uses on the ground-floor with residential uses above.



Example: Live/work units should implement non-residential uses on the ground-floor.



Example: Vertical mixed-use development with retail and commercial on the ground-floor.



Example: Mixed-use building that is arranged to imply a composition of smaller buildings.



Example: Ground-floor retail and plaza spaces integrated alongside residential development.

4.3.4.2 Site Planning Guidelines

- Buildings should be arranged to create a variety of outdoor spaces, such as courtyards, plazas, squares, eating areas, and other usable open spaces that promote human activity.
- Buildings should include at least one primary entrance facing the adjacent street right-of-way.
- Site and building design should ensure compatibility among different uses in terms of noise, hours of operation, vehicle and pedestrian circulation, access, use of open space, and similar operating characteristics.

4.3.4.3 Building Orientation

- Open spaces and amenities intended solely for resident use should be located away from the street within internal courtyards, or upon upper stories if facing the public realm.
- Mixed-use buildings should generally appear as a composition of smaller building facades rather than an uninterrupted single-tenant building

4.3.4.4 Building Entries

- Mixed-use buildings should have primary entries connected to the street, trail, paseo, or other publicly accessible open space.
- Where multiple uses are located in the same building, separate and district entrances for each use should be provided.
- Corner buildings should include glazing on the facades facing the intersection, with the primary entry near the corner.

- d. Where buildings occur on corner lots, primary entrances should face the intersection, or include entries on both street frontages.
- e. Buildings that utilize shared pedestrian entries should increase detailing surrounding the entry to generate interest.

4.3.4.5 Articulation

Offset Massing Forms

Front elevations and elevations facing a street, drive or park are encouraged to have offset masses or wall planes (horizontally or vertically) to help break up the overall mass of a building.

- a. Offset forms should include appropriate changes in materials and colors.
- b. Offsets forms should be consistent with the architectural style of the building and incorporated as a functional element or detail enhancement.
- c. Wrap, podium and mixed-use buildings should have varied wall planes. Stepped massing and layered wall planes may include:
 - Cantilevered masses or balconies.
 - Recessed masses or inset balconies.
 - Volume spaces.
 - Common open spaces.

Facades

Facade articulation can be used to facilitate the interplay of light and depth upon a building to generate interest and help reduce the appearance of bulk upon the public realm:

- d. Buildings should be articulated with layered wall planes, banding, architectural details and/or accent materials and colors.



Example: Street-oriented retail uses occur on the ground-floor with other uses, such as a restaurant, occurring on upper stories.



Example: Residential portion of development features a dedicated entry that is separate from non-residential uses.



Example: Development on a corner lot includes entry facing intersection.



Example: Increased ground-floor to finished ceiling height in non-residential use areas increases the flexibility of these spaces.



Example: Open spaces and amenities intended for resident use, located away from the public realm.



Example: Horizontal banding and massing breaks distinguish various uses within the same structure.

- e. Large expanses of reflective, opaque, or highly-tinted glass are discouraged.
- f. Details that modulate the light and show evidence of artistry and craft, or that offer both function and articulation, are encouraged. This includes window shutters, awnings, and louvers that are proportional to the window size and detailed with more geometric and simple lines.
- g. Lower height elements, such as recessed massings above the first floor, porches, entry features, courtyards, and pergolas are encouraged to establish pedestrian scale and add variety to the streetscene.
- h. The perceived height and bulk of a building should be reduced by incorporating courtyards and ground level architectural details, to divide the building into sections and maintain human scale.
- i. Ground floor facade treatments should be distinct from upper floors and utilize increased fenestration to encourage pedestrian interest and commercial activity.
- j. Special architectural treatments should be provided at street corners and other key focal areas. Examples of these treatments include, but are not limited to: entry features, feature windows, tower elements, and additional architectural detailing.

Architectural Projections

k. Projections may be used to emphasize design features such as entries, major windows, or outdoor space. Projections are encouraged on all residential building forms. Projections include, but are not limited to:

- Awnings (cloth, metal, wood).
- Roof overhangs.
- Projecting upper-story elements.
- Tower elements.
- Window/door surrounds.
- Recessed windows.
- Bay windows or dormers.
- Trellis elements.
- Porch or balcony elements.

4.3.4.6 Rooflines

a. Typically, roof forms should be flat. Low-pitched roofs on lower height buildings may be considered at the determination of the Review Authority.

4.3.4.7 Mixed-Use Colors and Materials

a. Changes in colors and materials should be used to visually distinguish various uses within the same development.

b. The following techniques should be used in the design of building facades to enhance building architecture:

- Color change and color variation.
- At least three (3) different exterior materials and (3) different colors.
- Changes in texture.
- Exterior materials, windows and details should be consistent with the scale, proportion and architectural style of the building.
- Major building entries should be emphasized using accent colors and materials.
- Material and color changes should occur at an inside corner or massing underside, or at an appropriate location on the building facade such as a massing projection or architectural accent feature.
- Bars and security grills on windows and doors are prohibited.
- Vibrant and dynamic colors and materials are encouraged to help create an interesting and colorful environment in the Plan Area. To avoid monotonous and understated buildings, neutral-tones color palettes are discouraged.



Example: Short-term bicycle racks located near building entries.



Example: Wayfinding signage to parking and building areas.

4.3.4.8 Parking and Loading Areas

- a. Noise, vibration and traffic impacts resulting from loading and delivery related to non-residential uses should be reduced to the greatest extent feasible by strategically locating these areas away from residential uses within the development.
- b. Surface parking lots between development and adjacent streets is discouraged. Any surface parking lots should be located to the side or rear of development, or within a parking structure.
- c. Residential and non-residential uses are encouraged to utilize shared parking facilities and reduce curb-cuts into adjacent rights-of-way.
- d. Wayfinding signage in parking areas should clearly indicate access to each use within the development to visitors of the site.
- e. Short-term bicycle racks dedicated to non-residential uses should be provided near the entrances of the buildings they serve.
- f. Secure, covered bicycle storage should be provided for residents in areas that are inaccessible to the general public.
- g. Electric Vehicle (EV) charging stations in parking areas should have clear wayfinding signage.
- h. Bicycle parking areas should provide space for shared bike and/or e-scooter parking. Shared bike and/or e-scooter parking within rights-of-way may occur within dedicated sidewalk or street space.

4.3.5 Architectural Objective Design Standards

Residential and mixed-use buildings and sites within the Plan Area qualifying for SB 330, SB 35, or any future discretionary streamlining process, shall comply with the objective design standards described in this section. These projects are also encouraged, but not required, to comply with the intent of the residential architectural design guidelines described in *Section 4.3.3*.

Exhibit 4.4 and 4.5, Architectural Standards Diagram, depicts various standards applied in diagrammatic format.

4.3.5.1 Location of uses

- a. Within a vertical mixed-use building, the non-residential uses shall be located on the ground floor.
- b. Live/work units shall have the commercial portion of the unit on the ground floor.

4.3.5.2 Building Orientation

- a. To promote pedestrian-oriented streetscene, a minimum of 35 percent of building frontage shall be constructed at the minimum building setback from the property line along Rollins Road, as measured from the back of sidewalk. Portions of developments that provide publicly accessible open space or plazas along Rollins Road shall be exempt from this requirement.

4.3.5.3 Building Entries

- a. Residential buildings adjacent to Rollins Road shall include a primary pedestrian entry along this street frontage facing either the street or a publicly accessible courtyard or plaza. The primary entry is to be identified by building signage and/or address number within 10 feet of the entry.

4.3.5.4 Pedestrian Access

- a. Where projects are located near public trails/access points, direct and convenient access shall be provided from the buildings to the public trails/access points to the maximum extent feasible while still providing for safety and security. These connections will be a minimum of ten (10) feet in width.

4.3.5.5 Facade and Street Facing Architectural Articulation

- a. Buildings with 100 feet or greater of street frontage shall implement the following techniques to ensure adequate articulation. This applies to any facade of a building visible from the ground-level within the public realm:
 - For every 50 feet of linear building frontage, there shall be an offset plane-break or opening in the facade. Openings fulfilling this requirement shall have transparent glazing and provide views into work areas, display areas, sales areas, lobbies, or similar active spaces. Offsets shall be a depth of 18" in depth and 4' in width, or a repeated pattern of offsets, recesses, or projections of similar depth.
 - For buildings four-stories or taller, a minimum of 25 percent of the building facade shall be modulated into sections such that it is offset a minimum of three feet back from the front plane of the ground floor.



- ① 4.3.5.5.a: For buildings with 100' or greater of street-frontage, plane breaks at least every 50 feet provide adequate articulation. This example shows breaks through vertical bay
- ② 4.3.5.5.b: A minimum of 30% of exterior walls on ground-floor facing the street shall include windows, doors, or other openings.



- ③ 4.3.5.5.a: For four-story buildings with street frontage in excess of 100', a minimum of 25% of frontage shall be modulated into sections such that it is offset a minimum of three feet from the front plane of the ground-floor.
- ④ 4.3.5.5.c: Residential developments along Rollins Road shall include leasing and indoor amenity areas on the ground floor, increasing architectural diversity along the street.
- ⑤ 4.3.5.5.f: For buildings four-stories or less, there shall be no continuous roofline segments in an elevation greater than 50 feet maximum.

Exhibit 4.4 - Architectural Design Standards Examples Diagram

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- b. At least 30 percent of the exterior walls on the ground floor facing the street shall include windows, doors, or other openings. Percent fenestration shall be calculated based on the length of the facade frontage and the floor-to-ceiling height of the ground floor.
- c. Residential buildings along Rollins Road shall include leasing and indoor amenity areas on the ground floor facing the streets to increase pedestrian interest, overall activity, and architectural diversity along the street.
- d. For mixed-use buildings with 100 feet or greater of linear street frontage along Rollins Road, a minimum of 25% of such frontage shall be designed to accommodate commercial and office uses. These pedestrian oriented spaces shall have a minimum interior depth of 35 feet.
- e. The ground floor of a mixed-use building shall have a finished ceiling height of a minimum of 15 feet.
- f. Incorporate one or more of the following techniques to vary building massing and articulation:
 - For buildings four-stories or less, there shall be no continuous roofline segments in an elevation face greater than 50 feet maximum.
 - For buildings five-stories or greater, there shall be no continuous roofline segments in an elevation face greater than 100 feet maximum.

- Roof line articulation can be achieved through the use of parapets, varying cornices, reveals, clerestory windows, and varying roof height/form.

OR

- Provide a minimum 2 foot roof eave on elevations adjacent to a public street.
- g. Include a minimum of 2 features such as balconies, cantilevers, dormers, bay windows, patios, ground-floor resident amenities, individualized entries, or accent materials, into all building elevations facing a public street.

4.3.5.6 Materials and Colors

- a. At least three (3) different exterior materials and (3) different colors shall be provided in a project's colors and materials palette.

4.3.5.7 Parking Garage Screening

- a. Podium-style residential buildings shall screen parking structures using exterior structural/architectural features, aesthetic treatments and/or landscaping screening in order to minimize visual impacts of parking areas to the public and private realms.



- ① 4.3.5.5.a: For buildings with 100' or greater of street-frontage, plane breaks at least every 50 feet provide adequate articulation. This example shows breaks through balconies and plane recesses that occur in "up-down" pattern.



- ④ 4.3.5.5.c: Residential developments along Rollins Road shall include leasing and indoor amenity areas on the ground floor, increasing architectural diversity along the street.
- ⑤ 4.3.5.5.f: For buildings four-stories or more, there shall be no continuous roofline segments in an elevation greater than 100 feet maximum.

Exhibit 4.5 - Architectural Design Standards Examples Diagram

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4.3.6 Commercial Architectural Guidelines

4.3.6.1 Site Planning Guidelines

- a. Buildings should be arranged to create a variety of outdoor spaces, such as courtyards, plazas, squares, eating areas, and other usable open spaces that promote human activity and is scaled to the street-scene.
- b. Building massing should be concentrated along the street to articulate the street interface, particularly along Rollins Road.
- c. All ground-floor uses fronting onto the street should include at least one primary entrance facing the adjacent street right-of-way.
- d. Site and building design should ensure compatibility among different uses in terms of noise, hours of operation, vehicle and pedestrian circulation, access, use of open space, and similar operating characteristics.

4.3.6.2 Building Orientation

Building placement and orientation are two key factors that influence how a building interacts with the public realm. The following guidelines are intended to encourage pedestrian engagement with commercial spaces, particularly along Rollins Road.

- a. Facade details and street furniture should be provided to enhance the pedestrian experience. These may include (but are not limited to): landscape planters, seating areas, focal objects (art, landscape, fountains), awnings, bay windows, and accent/decorative lighting.
- b. Primary pedestrian entries should be clearly delineated through a combination of the recessed entryways, vertical and horizontal architectural breaks in the facade, and a high level of detailing on the ground floor near the entrance. Entries shall be clearly defined features of the front façades and of a scale that is in proportion to the size of the building. Larger buildings shall have a more prominent building entrance while maintaining a pedestrian scale.
- c. Pedestrian entries should be accompanied by increased fenestration to generate interest and allow views into the space.



Example: Furniture and seating areas along the street enhance pedestrian experience.



Example: Building massing concentrated along the street, with clearly marked and recessed pedestrian entry.

4.3.6.3 Rooflines

Roofs should be designed for functionality and be appropriate to the architectural style of the building.

- a. Typically, roofs should be flat. Given that a majority of existing buildings in the project area have flat roofs, pitched roof forms with contemporary materials that recall sawtooth, shed, gable, or similar roof forms of commercial and industrial buildings may be allowed per the determination of the Review Authority.
- b. Vertical roof plane breaks, changes in roof lines or ridge height or other accent roof forms are encouraged.
- c. Form, materials, fascia and/or cornice elements should be integrated with the overall design vocabulary.
- d. Parapets, when used, should be contiguous and incorporate side/rear elevation returns.
- e. If utilized, roofing tile material should be compatible with the architectural style of the building. Wooden roofs are prohibited for fire safety.
- f. Exterior lighting should be located to avoid light spillage onto adjacent property, especially when adjacent to residential or mixed-use development.

4.3.6.4 Facade Articulation

Commercial buildings should incorporate articulation to generate pedestrian scale and visual interest along the streetscape.

- a. Architectural design of buildings should minimize blank walls, especially when situated adjacent streets or walkways.
- b. When buildings of a single form and height are used, these buildings should be articulated with layered wall planes, banding, architectural details and/or materials.
- c. Large expanses of reflective, opaque, or highly-tinted glass are discouraged.
- d. Artwork is encouraged for retail buildings to help create a dynamic and interesting streetscene.
- e. Details that modulate the light and show evidence of artistry and craft are encouraged.
- f. Projections, overhangs, recesses, banding and architectural details should be used to provide shadow, articulation and scale to building elevations.
- g. Facades facing streets should provide a minimum of 50% fenestration on the ground floor to generate pedestrian interest. Percentage of fenestration shall be calculated based on the length of the facade frontage and the floor-to-ceiling height of the ground floor.



Example: Vertical roof plane breaks and changes in building height.



Example: Facades facing the street implement a minimum of 50% fenestration on the ground-floor facing the public realm.



Example: Parking areas screened from the street using landscaping.

4.3.6.5 Materials and Color

- a. The following techniques should be used in the design of building facades to enhance building architecture:
- Color change and color variation.
 - At least three (3) different exterior materials and (3) different colors.
 - Changes in texture.
 - Exterior materials, windows and details should be consistent with the scale, proportion and architectural style of the building.
 - Major building entries should be emphasized using accent colors and materials.
 - Material and color changes should occur at an inside corner or massing underside, or at an appropriate location on the building facade such as a massing projection or architectural accent feature.
 - Bars and security grills on windows and doors are prohibited.
 - Vibrant and dynamic colors and materials are encouraged to help create an interesting and colorful environment in the Plan Area. To avoid monotonous and understated buildings, neutral-tones color palettes are discouraged.

4.3.6.6 Parking and Loading Areas

The following guidelines apply to commercial parking areas to reduce visual impacts upon the public realm and reduce conflicts between cars, pedestrians, and cyclists to the greatest extent feasible.

- a. Commercial parking areas should be connected to public sidewalks, trails, and walkways where feasible.
- b. Within parking areas, pedestrian walkways and crosswalks should be clearly delineated from vehicular areas.
- c. Parking areas should be placed to the rear or side of the street to reduce their visual impacts on the public realm.
- d. Bicycle parking should be provided in parking areas, near primary building entrances.
- e. Bicycle parking areas should provide space for shared bike and/or e-scooter parking. Shared bike and/or e-scooter parking within rights-of-way may occur within dedicated sidewalk or street space.



Example: Pedestrian walkways within a commercial parking lot are clearly delineated from vehicular areas.

4.3.7 Industrial Architectural Guidelines

Industrial development is a key component of the Plan Area's existing and historical character. These guidelines are intended to manage the visual and physical impacts of industrial development upon the public realm while preserving the economic potential and operational capacity of industrial development within the Plan Area.

4.3.7.1 Site Planning Guidelines

- a. Buildings should be arranged to create a variety of outdoor spaces, such as courtyards, plazas, squares, eating areas, and other usable open spaces that promote human activity.
- b. Where future buildings are adjacent to Rollins Road, they shall be oriented towards Rollins Road and include a pedestrian entrance from this street.
- c. All ground-floor uses fronting onto the street should include at least one primary entrance facing the adjacent street right-of-way.

4.3.7.2 Building Orientation

- a. Street-facing industrial buildings should be designed to emphasize the view of non-industrial interior areas, such as primary entryways, foyers, and offices from the street.
- b. The location, configuration, size, and design of new or remodeled industrial buildings should be compatible with the character and quality of surrounding sites, buildings, and structures.



Example: Industrial development featuring a flat roof form.



Example: Industrial development utilizing expansive wall-planes to create visual interest with public art.



Example: Non-industrial portions of industrial development, such as offices and entryways, face the street.



Example: Vertical plane breaks reduce the overall appearance of bulk.



Example: Industrial development utilizing sculpture upon facade to reference industry and craft, and contribute to an interesting streetscape.



Example: Overall massing of development reduced by breaking building into smaller sections.

- c. Buffers should be incorporated from adjacent mixed-use or residential development to protect these uses from noise, vibration and/or odors resulting from the industrial use.

4.3.7.3 Articulation

Offset Massing and Forms

- a. Offset forms should include appropriate changes in materials and colors.
- b. Offsets forms should be consistent with the architectural style of the building and incorporated as a functional element or detail enhancement.

Facades

- c. Large unbroken expanses should be avoided. Facades should be broken into smaller sections by incorporating vertical and horizontal plane breaks that reduce overall appearance of bulk.
- d. Exterior walls should generate visual interest through the use of colors, materials, and/or art is encouraged. Murals and signage on large wall areas enliven a building façade to create a visually interesting streetscape and help define a creative artistic character for the North Rollins Road area.
- e. Facade details, such as score lines, windows, paint or minor materials changes, are not acceptable substitutes for substantial breaks in massing and form.
- f. Eaves, canopies, awnings and overhangs that provide shade and articulation are encouraged.
- g. Buildings should be articulated with layered wall planes, banding, architectural details and/or accent materials and colors.

Architectural Projections

h. Projections may be used to emphasize design features such as entries, major windows, or outdoor space. Projections are encouraged on all residential building forms. Projections include, but are not limited to:

- Awnings (cloth, metal, wood).
- Roof overhangs.
- Projecting upper-story elements.
- Tower elements.
- Window/door surrounds.
- Recessed windows.
- Bay windows or dormers.
- Trellis elements.
- Porch or balcony elements.

4.3.7.4 Rooflines

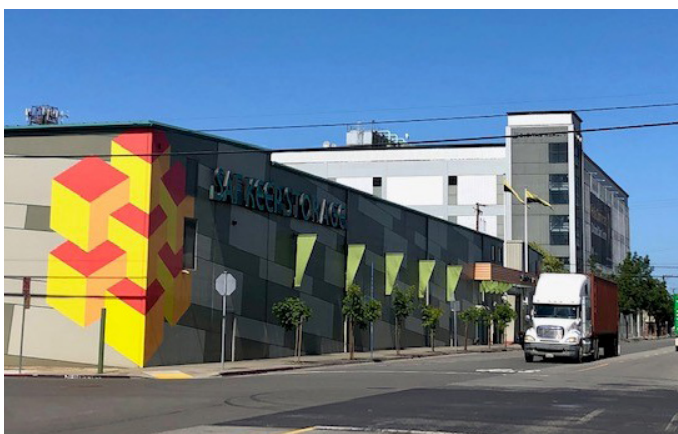
- a. Roof forms should be flat; however, pitched roof forms with contemporary materials (such as standing seam metal and thermoplastic polyofin (TPO) that recall sawtooth, shed, gable, or similar appropriate to the architectural style of the buildings are allowed.
- b. Vertical roof plane breaks, changes in building/ridge height or other accent roof forms are encouraged.
- c. Rooftop equipment should be shielded or integrated into the building design from view of street.
- d. Roofing material (including solar panels) shall not be highly reflective, and is encouraged to be a light color to reduce solar heat gain.

4.3.7.5 Materials and Color

- a. The following techniques should be used in the design of building facades to enhance building architecture:
- Color change and color variation.
 - At least three (3) different exterior materials and (3) different colors.
 - Changes in texture.
 - Exterior materials, windows and details should be consistent with the scale, proportion and architectural style of the building.
 - Major building entries should be emphasized using accent colors and materials.
 - Material and color changes shall occur at an inside corner or massing underside, or at an appropriate location on the building facade such as a massing projection or architectural accent feature.
 - Bars and security grills on windows and doors are prohibited.
 - Vibrant and dynamic colors and materials are encouraged to help create an interesting and colorful environment in the Plan Area. To avoid monotonous and understated buildings, neutral-tones color palettes are discouraged.



Example: Clearly defined pedestrian entry that faces the street, with architectural breaks in the facade.



Example: Application of multiple colors and materials creates visual interest in the public realm.



Example: Commercial loading area utilizes art and decorative door to reduce impacts on the public realm.

4.3.7.6 Parking and Loading Areas

- a. Parking areas should be located to the side or rear of the building, away from the primary street frontage.
- b. Loading areas should be located to the side or rear of the building where feasible and shall be screened from the view of the public realm.
- c. Trash storage areas should be screened from public view. Screening methods should utilize landscaping or an architecturally consistent enclosure.
- d. Where feasible, loading and delivery areas should be located away from adjacent residential development.
- e. Bicycle parking should be provided in parking areas, near primary building entrances.
- f. Bicycle parking areas should provide space for shared bike and/or e-scooter parking. Shared bike and/or e-scooter parking within rights-of-way may occur within dedicated sidewalk or street space.

4.3.8 Focus Area Guidelines

The Focus Areas overlay provides an opportunity to create a tailored urban design approach to address the specific opportunities and challenges present in particular parts of the Plan Area. The focus area overlay is depicted in *Exhibit 3.4, Focus Area Overlay*.

4.3.8.1 Focus Area 1

Focus Area 1 is the “Northeast Focus Area” in the Specific Plan. Generally, this is the northern most area within the Plan and includes parcels accessed by Adrian Road. Adrian Court is also located within this focus area. Urban design guidelines for Focus Area 1 are as follows:

- a. For parcels adjacent to Adrian Road, activate the street by providing ground floor commercial and retail uses, and/or residential lobbies.
- b. Parking garages and surface lots should be screened by landscape and/or fencing along Adrian Road.
- c. Provide at least one access point for pedestrians and bicyclists along the Utility Easement edge per project.

4.3.8.2 Focus Area 2

Focus Area 2 is the “West Focus Area.” This area is located along the southwestern edge of the plan boundary and is adjacent to the rail right-of-way used by Caltrain and BART. Urban design guidelines for Focus Area 2 are as follows:

- a. For all land uses, building elevations facing the railroad right-of-way can have larger massings and wall planes than the general requirements to help mitigate noise impacts from trains.
- b. Surface parking is allowed within side and rear setbacks to provide additional buffer from buildings to railroad tracks.

4.3.8.3 Focus Area 3

Focus Area 3 is the “Rollins Road Focus Area” and includes parcels and areas with direct access to Rollins Road and parcels that are located adjacent to the utility easement. Urban design guidelines for Focus Area 3 are as follows:

- a. Along Rollins Road, especially where indicated by the “Ground-Floor Activation” lines in *Exhibit 3.2*, provide ground-floor activation in the public realm. Features that activate the public realm at the ground-floor may include (but are not limited to) the following:
 - Commercial or retail uses.
 - Residential lobbies, other indoor amenities, or other active uses.
 - Community amenity spaces.

- Public open space areas, such as parklets.
- Other ground-floor features that activate the public and pedestrian realm, as approved by the Community Development Director or their designee.

b. Facades of parking garages along Rollins Road shall be screened by landscape and/or building architecture.

c. Surface parking lots for commercial uses shall be screened by landscape where facing the public realm.

d. Gateways are required at the north and south ends of Rollins Road. Gateway features may include (but are not limited to) the following elements:

- Public open space.
- Art installations.
- Emphasized building signage or identity features.
- Other “landmark” features, as approved by the Review Authority.

e. Provide at least one access point for pedestrians and bicyclists along the Utility Easement edge per project.

4.3.8.4 Focus Area 4

Focus Area 4 is the “Blender Focus Area.” This focus area transitions between the Plan Area and southerly Rollins Road, as well as existing residential neighborhoods near the Plan Area located across the rail right-of-way. Urban design guidelines for Focus Area 4 are as follows:

a. Building setbacks of upper floors on buildings four stories or taller are encouraged to provide a massing and scale transition to the lower-scale development to the south.

b. Provide at least one pedestrian and bicyclist access point along the windrows edge per project.

c. Lower-scale multi-unit residential such as townhouses may have low-pitched roof forms such as shed, gable and hip, to help transition to the existing single-unit detached neighborhood across the railroad tracks.

4.3.8.5 4.3.8.5 Focus Area 5

Focus Area 5 encompasses the PG&E Utility and stormdrain easements that traverses the Plan Area. All development within Focus Area 5 must be consistent with the specified restrictions of the easement.

4.4 Sustainability Guidelines

The Specific Plan provides a sustainability framework that can be implemented through a variety of project-specific design solutions, as each future development shall be designed and constructed towards LEED-equivalent standards. The most appropriate project-specific design features will be determined at the individual development approval stage based, in part, upon feasibility and overall sustainability. Future development shall comply with City of Burlingame Reach Codes (Ord 1980 and 1981).

4.4.1 Building Design

The following recommendations are provided to encourage future developers to explore opportunities for energy efficiency within the Plan Area:

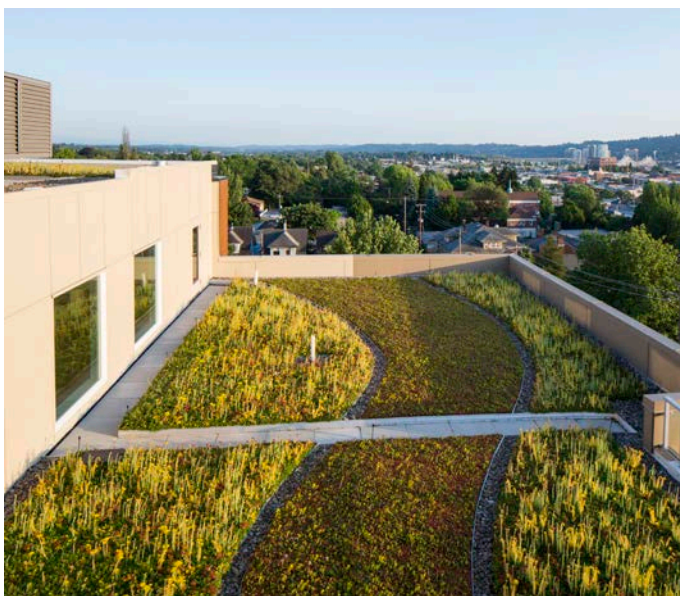
- a. Utilize passive sustainability design strategies where feasible to minimize overall energy consumption needed to heat and cool the building. These strategies include daylighting, natural sources of heating and cooling, operable windows, shading on south facing windows, ceiling fans, well-designed building envelopes with high-U values (insulation rating).
- b. Encourage coordination with PG&E to identify opportunities, optimize energy infrastructure while minimizing cost and avoid barriers that may prevent future entry or expansion of energy efficient systems.
- c. Implement EV systems that may expand over time, since retrofits for EV systems are difficult to accomplish.
- d. Where feasible, utilize solar thermal to heat water for pools and spas.





Example: Cool Roof Installation

Source: New York City



Example: Green Roof reduces heat-island effect and provides outdoor space.

4.4.2 Energy Conservation

The Project provides a number of potential solar sites. In addition to the roof-top solar zones, potential locations for solar PV panels include expanded solar zones on individual buildings, parking shade structures (atop parking structures or in surface lots), pool shading structures, picnic area shading and trellis features.

- a. Where provided, PV panels visible from the street or other prominently visible locations shall be aesthetically integrated into building designs.

4.4.3 Lighting

Proper lighting design has many benefits including energy savings, reduced sky-glow, and improved quality of life. Solar-powered lighting and energy efficient lighting can reduce energy consumption, thereby reducing emissions and improving air quality. Proper lighting design promotes safety, eliminates light trespass onto adjacent properties, minimizes the impact to nocturnal animals, and minimizes disruption to human's circadian rhythms to promote better sleep and healthier communities.

The following includes sustainable lighting guidelines that should be considered by future developers:

- a. High-efficacy solid-state light emitting diode (LED) lighting for outdoor applications, including signage.
- b. Appropriate color spectral distribution to reduce glare and enhance safety and navigation.

4.4.4 Minimizing Heat Island

The Specific Plan addresses the heat island effect by providing the majority of parking in structures or below ground, significantly reducing the amount of paving on-site. Additional guidelines to reduce the heat island effect include the following.

- a. For surface parking lots, plant evergreen canopy trees to meet the parking lot tree requirements described in *Section 5.7, Off-Street Parking Standards*. Trees above the minimum amount required in said Section are encouraged.
- b. Encourage the use of low albedo (reflection coefficient) materials in paving, roofing and building materials to reflect rather than absorb incoming solar radiation.
- c. Encourage green roofs.
- d. Discourage the use of artificial turf, as it contributes to the heat island effect.

4.4.5 Water Conservation

The Plan encourages water conservation within the Plan Area by implementing the following guidelines:

- a. All development within the Plan Area shall comply with BMC Chapter 18.17, Water Conservation in Landscape.
- b. Greywater recycling programs are encouraged to be implemented where feasible.

4.4.6 Organic Waste Recycling

SB 1383 requires all jurisdictions within California to provide organic waste collection services to single-unit detached and multi-unit residences and businesses of all sizes beginning January 1, 2022.

- a. All developments within the Plan Area shall comply with SB 1383 by implementing recycling programs for both green waste and food waste, as well as other organic waste materials per SB 1383.

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Chapter 5 - Development Standards

5.1 General Provisions

This Chapter establishes the permitted uses, development standards and regulations for the planned development within the North Rollins Specific Plan area. The standards contained in this Chapter of the Specific Plan shall supersede those of the Burlingame Municipal Code (BMC), unless otherwise stated herein.

Where the language in this Specific Plan is undefined, unclear, or vague, then the final interpretation and determination shall be made by the Community Development Director, or their designees. At their discretion, the Community Development Director may forward an item requiring interpretation to the City of Burlingame Planning Commission for determination. Any determination by the Planning Commission may be appealed to the City Council. All decisions by the City Council shall be deemed final.

In instances of conflicting regulations and standards, the standards and regulations contained in this Specific Plan shall take precedence over the BMC, including the City's Design Guidelines. If this Specific Plan is silent on an issue, then the standards in the BMC or any other applicable city, state or federal code shall apply, as appropriate. The provisions in this Chapter are not intended to interfere with, abrogate, or annul any easement, covenant, or other agreement between parties.

5.2 Definitions

For the purposes of this Chapter, all definitions not defined by this Section shall be the same as described in Article 8 (Chapters 25.105, 25.106, 25.108) of the Burlingame Municipal Code (BMC).

- **"Affordable Project"** means any project that reserves a minimum of 50 percent of the units for income restricted households, as defined by California State Law.
- **"Mobile Vendor"** means any person in charge of or driving any motorized mobile vending vehicle requiring a state driver's license to operate, either as an agent, employee, or otherwise under the direction of the owner.
- **"Mobile Vending Vehicle"** means any motorized vehicle, including food trucks and lunch wagons, from which fruits, vegetables or foodstuffs are sold, displayed, solicited or offered for sale or bartered or exchanged, on any portion of any street within the City.
- **"Private Outdoor Space"** is defined as personal or common outdoor space that is not intended for use by the general public.
- **"Personal Outdoor Space"** is defined as private outdoor space that is intended for use by the occupants of a specific dwelling unit.
- **"Common Outdoor Space"** is defined as private outdoor space that is accessible only to building residents and their visitors, and is shared among the occupants of a building or development.
- **"Special Event"** means any organized activity of a specific duration, conducted within public rights-of-way or individual property not owned by the City and outside the confines of primary buildings on the site, whether or not a business license tax certificate is required to conduct such an event. Examples of special events include, but are not limited to, retail sales, community events, public concerts, performing arts and cultural/educational events, fairs, festivals, and similar events.
- **"Street Performer"** means any individual upon public property that engages in playing musical instruments, singing, dancing, acting, juggling, engaging in magic, creating visual art, or similar artistic endeavors. Street performers do not include personal services such as massage or the application of substances to another person's skin, including paints, dyes, and inks.
- **"Temporary Use"** means any use allowed for less than one year consisting of activities that represent a variation from the normal business operations, as well as uses and private special events that occur upon public property subject to a temporary use permit.
- **"Retail Sales, Large Format"** means any retail use exceeding 20,000 gross square feet in size.

5.3 Permitted Uses

Table 5.1 — *Permitted Land Uses*, identifies land use regulations for the Specific Plan area. Any use not listed shall be prohibited, unless the Community Development Director finds that the proposed use is similar in characteristic to allowed uses.

Development standards and development intensity within the Plan Area are applied via a tiered system, as described by Table 5.2 — *Development Standards*. For residential and non-residential development, Development Tier 1 is considered "base standard" intensity. Developments may exceed base standard intensity and qualify for higher intensity tiers of development by providing community benefit bonuses as described in Section 5.5.3, *Community Benefit Bonuses*.

Overall development capacity within the Plan Area is determined by existing environmental analysis performed for the Envision Burlingame General Plan. Maximum development capacities for new residential units, commercial square footage and industrial square footage within the Plan Area are described in Section 6.6 *Maximum Development Analyzed per CEQA*. Projects proposing new development that would cause the Plan Area to exceed maximums specified in Section 6.6 may require additional environmental review.

TABLE 5.1 — PERMITTED LAND USES		
P = Permitted, CUP = Conditional Use Permit, MUP = Minor Use Permit, TUP = Temporary Use Permit, A = Accessory Use, EP = Entertainment Permit, -- = Not Permitted		
Land Use	Rollins Road Mixed-Use (RRMU)	Specific Use Regulations
Commercial - Retail		
Eating and Drinking Establishments		
Bars, Taverns	MUP	
Night Club	--	
Outdoor Dining	P	
Restaurant	P	
Restaurant - Drive-through	--	
Food and Beverage Sales		
Alcohol Sales Store — Off-Sale General	MUP	

TABLE 5.1 — PERMITTED LAND USES, CONTINUED

P = Permitted, CUP = Conditional Use Permit, MUP = Minor Use Permit,
TUP = Temporary Use Permit, A = Accessory Use, EP = Entertainment Permit, -- = Not Permitted

<i>Land Use</i>	RRMU	<i>Specific Use Regulations</i>
Alcohol Sales Store — Off-Sale Beer and Wine (e.g. Boutique Wine Shop, Craft Beer Store)	P	
Convenience Store	MUP	
General Market	P	
Nurseries	P	
Garden Centers	CUP	
Retail Sales		
General Retail Sales	P	No outdoor storage or sales permitted in conjunction with any permitted use, except for permitted temporary sales.
Large Format Retail Sales	--	
Specialized Retail Sales	CUP	
Vehicle Fuel Sales and Accessory Service	--	
Vehicle Sales		
Auto and Light Truck	--	
Heavy Equipment Sales and Rental	--	
<i>Commercial - Services and Recreation</i>		
Animal Care Services		
Boarding/Kennels	--	
Pet Hotels	--	
Grooming	P	No overnight stays permitted.
Veterinarian	MUP	
Banks and Financial Institutions	P	
Check Cashing and Pay Day Loan Establishments	--	
Commercial Recreation - Large Scale	CUP	
Commercial Recreation - Small Scale	MUP	

TABLE 5.1 — PERMITTED LAND USES, CONTINUED

P = Permitted, CUP = Conditional Use Permit, MUP = Minor Use Permit,
TUP = Temporary Use Permit, A = Accessory Use, EP = Entertainment Permit, -- = Not Permitted

<i>Land Use</i>	RRMU	<i>Specific Use Regulations</i>
Day Care Centers	MUP	See BMC Section 25.48.090 Commercial facilities defined in accordance with Health and Safety Code, Section 1596.70, et. Seq., and licensed to serve 15 or more children not allowed. Family day care homes and noncommercial employer-sponsored facilities ancillary to place of business allowed with a CUP.
Live Entertainment	EP	See BMC Chapter 6.16
Food Preparation (catering)	MUP	
Funeral Services and Cemeteries	--	
Office — Co-Working	P	
Office — Medical or Dental	P	
Office — Professional	P	Limited to 30,000 square feet per site.
Office — Research and Development	P	
Personal Services - General	P	
Personal Services - Specialized	CUP	See BMC Section 25.48.230.
Studios — Arts	P	
Theatres — Live	CUP	
Theatres — Movie or Similar	CUP	
<i>Educational Services</i>		
Schools, Primary and Secondary	--	
Trade Schools	--	
Tutoring and Educational Services	CUP	

TABLE 5.1 — PERMITTED LAND USES, CONTINUED

P = Permitted, CUP = Conditional Use Permit, MUP = Minor Use Permit,
TUP = Temporary Use Permit, A = Accessory Use, EP = Entertainment Permit, -- = Not Permitted

<i>Land Use</i>	RRMU	<i>Specific Use Regulations</i>
<i>Industrial, Manufacturing, Processing, Warehousing, and Wholesale Uses</i>		
Breweries, Wineries, and Distilleries	P	See BMC Section 25.48.250 (Tasting Rooms as an accessory Use), and NRSP Section 5.4.1(c).
Food Processing and Production	P	
Laboratories/Research and Development/Life Sciences	P	CUP required if use entails hazardous materials. Biosafety Level 3 and 4 facilities not allowed.
Light Industrial	MUP	
Personal Storage	CUP	
Recycling Facilities	--	
<i>Vehicle Service and Repair</i>		
Major (Major Repair/Body Work)	--	
Minor (Minor Repair/Maintenance)	--	
Vehicle Rental	MUP	Limited to 5,000 square feet footprint per site (no on-site vehicular storage)
Car Wash	--	
Warehousing / Logistics	--	
Wholesaling	A	Accessory to a permitted industrial or live/work use
<i>Lodging</i>		
Extended Stay Hotels	--	
Hostels	--	
Hotels and Motels	--	
<i>Mixed Uses</i>		
Mixed Use Developments	P	With individual specific uses subject to land use regulatory requirements set forth in this table.

TABLE 5.1 — PERMITTED LAND USES, CONTINUED

P = Permitted, CUP = Conditional Use Permit, MUP = Minor Use Permit,
TUP = Temporary Use Permit, A = Accessory Use, EP = Entertainment Permit, -- = Not Permitted

<i>Land Use</i>	RRMU	<i>Specific Use Regulations</i>
<i>Public and Quasi-Public Uses</i>		
Assembly Facilities		
Community Assembly Facility	CUP	
Religious Assembly Facility	CUP	
Community Open Space	P	
Emergency Shelters – Permanent	P	See BMC Section 25.48.100
Emergency Shelters – Temporary	A	See BMC Section 25.48.110
Places of Religious Assembly	CUP	
Government Buildings and Facilities	P	
Hospitals	--	
Low Barrier Navigation Center	P	See BMC Section 25.48.170
Medical Clinics	P	Limited to 30,000 square feet per site.
Park and Recreation Facilities, Public	P	
<i>Residential Uses</i>		
Caretaker Quarters	A	
Communal Housing	P	
Elderly and Long-Term Care	CUP	Nursing homes not allowed
Family Day Care – Small (up to 8 children)	P	
Family Day Care – Large (8 to 14 children)	P	
Live/Work	P	
Single-Unit and Two-Unit Dwellings	--	
Multi-Unit Dwellings	P	
Residential Care Facilities		

TABLE 5.1 — PERMITTED LAND USES, CONTINUED

P = Permitted, CUP = Conditional Use Permit, MUP = Minor Use Permit,
TUP = Temporary Use Permit, A = Accessory Use, EP = Entertainment Permit, -- = Not Permitted

<i>Land Use</i>	RRMU	<i>Specific Use Regulations</i>
Limited	P	
General	CUP	See BMC Section 25.48.220
Senior	CUP	See BMC Section 25.48.220
Supportive and Transitional Housing		See BMC Section 25.48.240
<i>Transportation and Utilities</i>		
Air Courier, Terminal, and Freight Services	--	
Park and Fly, Accessory	--	
Park and Fly, Primary Use	--	
Parking Facility, Accessory	A	
Parking Facility, Primary Use	--	See exception for sites within drainage rights-of-way below
Publicly Owned and Operated Drainage Facilities and Improvements	--	
Transit Facilities	--	
Utility Structures and Service Facilities	MUP	
Vehicle Storage	--	See exception for sites within drainage rights-of-way below
Wireless Telecommunication Facilities		Per BMC Section 25.48.300
<i>Specific and Temporary Uses</i>		
Adult Entertainment Uses	--	
Donation Box – Outdoor	--	
Drive-Through or Drive-Up Facilities	--	
Outdoor Storage	CUP	Must be related to immediately abutting uses which are permitted or conditional in the district. See BMC Section 25.48.190
Outdoor Temporary and/or Seasonal Sales	TUP	See BMC Section 25.48.190 and NRSP Section 5.4.4, <i>Temporary Uses</i>
Temporary Uses	TUP	See BMC Section 25.48.260
Urban Agriculture	P	See BMC Section 25.48.290

TABLE 5.1 — PERMITTED LAND USES, CONTINUED

P = Permitted, CUP = Conditional Use Permit, MUP = Minor Use Permit,
TUP = Temporary Use Permit, A = Accessory Use, EP = Entertainment Permit, -- = Not Permitted

<i>Land Use</i>	RRMU	<i>Specific Use Regulations</i>
Storage of Recreational Vehicles and Boats.	CUP	
Outdoor Storage	CUP	
Temporary Uses	TUP	See NRSP Section 5.4.4, <i>Temporary Uses</i>
Urban Agriculture	P	See BMC Section 25.48.290
<i>Uses within Drainage Rights-of-Way</i>		
Recreational uses consistent with utility easement requirements	P	
Publicly Owned and Operated Drainage Facilities and Improvements	P	
Privately Owned and Operated Electric Transmission Lines	P	
Supplemental Parking for Permitted or Conditional Uses in the District	CUP	
Storage of Operable Vehicles	CUP	See Section 5.4.1.J and K
Storage of Recreational Vehicles and Boats.	CUP	See Section 5.4.1.J and L
Outdoor Storage	--	
Uses Similar in Nature to those Allowed in this Section	CUP	Must have frontage on public street and meet proposed use and siting requirements established by the City Engineer
Long Term Airport Parking	--	

Uses must comply with Safety Compatibility Policies SP-1 through SP-3 of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport including Noise/Land Use Compatibility and Safety Compatibility Criteria listed in Tables IV-1 and IV-2. Some uses listed above may be incompatible in safety zones. The North Rollins Specific Plan is entirely within Safety Compatibility Zone 3 - Inner Turning Zone.

5.4 Additional Land Use Regulations

Section 5.4 describes the treatment of permitted, restricted, and nonconforming land uses within the Specific Plan area. *Table 5.1 — Permitted Land Uses*, identifies permitted and conditionally permitted land uses within land use districts depicted upon *Exhibit 3.1*. Other regulations related to land uses are listed in the sections below.

5.4.1 Regulations for Specific Uses

Additional regulations governing specific uses found in *Table 5.1* are listed below:

- a. **Maximum Retail Sales Building Size.** No retail sales establishment shall exceed 15,000 square feet of gross floor area. An applicant may request a retail sales building larger than 15,000 square feet, but in no case larger than 30,000 square feet, through the Conditional Use Permit process.
- b. **Stand-alone Residential, Commercial, and Light Industrial Uses.** Stand-alone commercial, residential, and light industrial developments are permitted.
- c. **Alcoholic Beverage Manufacturing Requirements.** In addition to the design guidelines and development standards within this Specific Plan, the following requirements shall apply to craft alcoholic beverage manufacturing uses and accessory tasting rooms.
 1. An alcoholic beverage manufacturing and accessory tasting room use shall comply with all federal, state and local laws and regulations, including a valid license from the California ABC Board for the specific type of alcoholic beverage manufacturing occurring on site;
 2. An alcoholic beverage manufacturing and accessory tasting room use shall not exceed 6,000 square feet of net floor area;
 3. An alcoholic beverage manufacturing use may not exceed production of 15,000 barrels per year;
 4. All production activities and on-site storage shall be located completely within the alcoholic beverage manufacturing facility. Off-site storage for an alcoholic beverage manufacturing facility is permitted, provided it meets all applicable provisions of the underlying zone;
 5. The display of alcoholic beverages shall be located within the alcoholic beverage manufacturing and accessory tasting room facility;
 6. The alcoholic beverage manufacturing and accessory tasting room use shall be allowed to operate and be open to the public during the following hours:
 - Manufacturing and Operation: 7:00 A.M. to 7:00 P.M. Monday through Saturday;
 - Accessory Tasting Room Open to the Public: 11:00 A.M. to 10:00 P.M. daily; and

- Service trucks used for the purposes of loading and unloading materials, ingredients, products, and equipment shall be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday and 9:00 A.M. to 6:00 P.M. on Saturday.
7. The consumption, tasting and sales of alcoholic beverages shall be limited to only those products produced on site;
 8. Ancillary retail sales shall be limited to only those retail items directly associated with the on-site alcoholic beverage manufacturing facility and accessory tasting room;
 9. The alcoholic beverage manufacturing use or accessory tasting room shall not charge an admission fee, cover charge or require a minimum purchase;
 10. A security plan, including a video surveillance system and exterior lighting plan, satisfactory to the Community Development Director, or his/her designee, shall be submitted to and approved prior to the issuing of a Certificate of Occupancy. The video surveillance system shall be installed to assist with monitoring the property on both the interior and exterior. A Digital Video Recorder (DVR) or similar video-recording device, capable of exporting images in TIFF, BMP, or JPG format shall be used. Recording shall be retained for no less than 30 days. Exterior lighting shall clearly illuminate the common areas surrounding the building including, but not limited to, the entrance and exit doors, as well as the business address;
 11. No more than ten percent of the window display area (including any transparent doors) shall be allowed to bear advertising, signs or any other obstructions. All advertising, signage or other obstructions shall be placed and maintained to ensure a clear and unobstructed view of the establishment's interior. Window signs displaying prices shall be prohibited. No advertising or signage shall be placed in the area above three feet or below six feet in height of all windows measured from grade;
 12. Tours of the alcoholic beverage manufacturing and accessory tasting room use shall occur on regularly scheduled days and times. The operator shall ensure that tours do not negatively impact adjacent businesses or property owner; and
 13. Alcoholic beverage manufacturing and accessory tasting room uses shall be restricted from utilizing ventilation practices that may negatively impact residences and may be required to install mechanical air filtration systems to the satisfaction of the Community Development Director, or his/her designee.

d. **Off-Premise Alcohol Sales.** Boutique Wine and Beer Stores may permit the sale of wine and beer, for off-premises consumption under a “Type 20 License” of the ABC by-right. General Liquor Stores may permit the sale of general alcohol sales, wine, and beer for off-premise consumption under a “Type 21 License” of the ABC with an MUP. In addition to the design guidelines and development standards within this Specific Plan, the following performance standards shall apply to Boutique Wine and Beer Stores and General Liquor Stores:

1. The use does not result in any adverse effects, jeopardize, or endanger the health, peace, or safety of persons residing, visiting, or working in the surrounding area;
2. The use is operated and maintained in accordance with all applicable local, state, or federal codes, laws, rules, regulations and statutes including those of the ABC, the City’s General Plan and Municipal Code, and all zoning or nuisance regulations of the City;
3. The use is operated and maintained in a neat, quiet, and orderly condition and operated in a manner so as not to be detrimental to surrounding properties and occupants. This shall encompass the upkeep and maintenance of exterior facades of the building, landscaping, designated parking areas serving the use, fences, and the perimeter of the site, including all public sidewalks, alleys, and planting areas;
4. The use does not result in repeated nuisance activities, including but not limited to disturbance of the peace, illegal drug activity, public drunkenness, drinking in public, harassment of passersby, gambling, prostitution, sale of stolen goods, public urination, theft, assaults, batteries, acts of vandalism, excessive littering, loitering, graffiti, illegal parking, excessive loud noises especially in the late night or early morning hours, traffic violations, curfew violations, lewd conduct, or police detentions and arrests;
5. The exterior lighting and security measures shall comply with applicable requirements;
6. No more than ten percent (10 percent) of the square footage of the windows and transparent doors of the premises shall be allowed to bear advertising, signs or any other obstructions including products, shelving, display items and/or coolers. All advertising, signage, product, shelving, display items and/or coolers shall be placed and maintained to ensure a clear and unobstructed view of the establishment’s interior. Window signs displaying prices shall be prohibited. No advertising or signage shall be placed in the area above three (3) feet or below six (6) feet in height of all windows measured from grade; and
7. A copy of these performance standards, additional City or ABC imposed operating conditions, and a twenty-four (24) hour complaint telephone number

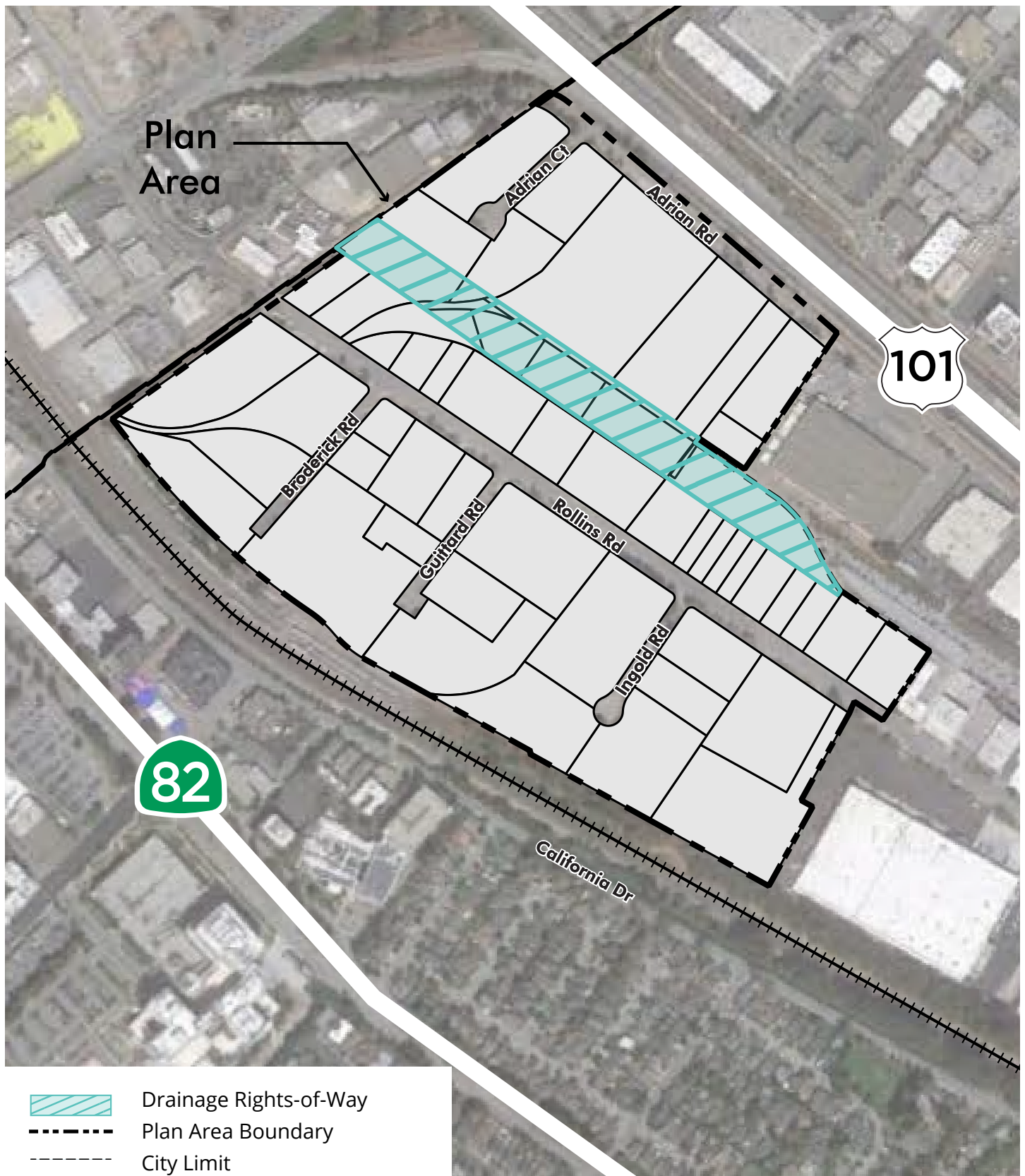
shall be posted in a conspicuous and unobstructed place visible from the entrance of the establishment in public view.

- e. **Retail Sales.** For all retail sales, no outdoor storage or sales is permitted in conjunction with any permitted use, except for permitted temporary sales, festivals, or special events.
- f. **Day Care Centers.** Commercial facilities defined in accordance with Health and Safety Code, Section 1596.70, et. Seq., and licensed to serve 15 or more children not allowed. Large Family Child Care homes and noncommercial employer-sponsored facilities ancillary to place of business allowed with a CUP.
- g. **Laboratories/Research and Development.** CUP required if use entails hazardous materials. Biosafety level 3 and 4 facilities are not permitted.
- h. **Live/Work Standards.** In addition to the design guidelines and development standards within this Specific Plan, the following requirements shall apply to Live/Work units.
 - 1. Intent. The development standards of this section are intended to facilitate the creation of new, adaptable live/work units in a manner that preserve the surrounding industrial and artistic character, supports enhanced street level activity, maintains a consistent urban streetwall, and orients buildings and pedestrians toward public streets. Live/work units are intended to be designed

with adequate workspace, higher ceilings, larger doors, sufficient natural light, open floor plans, and equipped with non-residential finishes and features that support arts and production activities;

- 2. Density/Floor Area Allocation. Live/work units consistent with the provisions of this section are considered as a residential unit identified from the Residential (as specified by Density standards in *Table 5.2 — Development Standards*) allocations for property;
- 3. Limitations on Use. The non-residential component of a live/work unit shall be limited to those uses set forth in *Table 5.1*. Non-residential activities/uses shall not be required in these units;
- 4. Floor Area Requirement. A live/work unit shall have a minimum floor area of at least 750 square feet. At least 150 square feet of a live/work unit shall be designated as suitable for workspace, and measure not less than 15 feet in at least one dimension and no less than 10 feet in any dimension. The area suitable for workspace for each unit shall be clearly demarcated on approved building plans;
- 5. Separation of and Access to Individual Units. Access to each individual live/work unit shall be provided from shop fronts, directly from the sidewalk parallel to the primary or secondary street, or from common access areas, corridors, or halls. The access to each unit shall be clearly separate from other live/work units or other uses within the building.

6. Location of Living Space - Ground Floor Units. Ground floor live/work units shall designate the front 15 feet of the unit as an area suitable for workspace, in order to maintain activity and commercial access along the frontage. Dedicated living space may be located in the rear portion of the ground level, provided the front 15 feet of the unit is designated as suitable for work;
7. Ceiling Height. Ground floor live/work units shall have floor to ceiling height of 12 feet or greater, measured from top of floor to bottom of ceiling. Upper floor live/work units shall have floor to ceiling height of 10 feet or greater. A mezzanine space shall not be included in the calculation of minimum height for any floor level;
8. Integration of Living and Working Space. Areas within a live/work unit that are designated as living space shall be an integral part of the live/work unit and are not separated (or occupied and/or rented separately) from the area designated for workspace; and
9. Client and Customer Visits. Client and customer visits. Client and customer visits to live/work units are permitted.
- i. **Mixed-use Developments.** Individual uses within a mixed-use development are subject to the provisions governing those uses found in this Chapter.
- j. **Locations of Drainage Rights-of-Way.** Table 5.2 identifies uses allowed within drainage rights-of-way. The areas where these land use restrictions apply are identified in *Exhibit 5.1, Drainage Rights-of-Way*.
- k. **Storage of Operable Vehicles in Drainage Rights-of-Way.** Vehicle storage operations within drainage rights-of-way shall adhere to the following provisions:
 1. Vehicles must be in operable condition and must be managed at all times by a single, responsible person with access to keys for all vehicles;
 2. Vehicles shall be moved by appointment only and shall not be moved during a.m. and p.m. peak hour traffic periods as defined by the traffic City engineer;
 3. Site size must be a minimum of 0.7 acres;
 4. Site must have approved access to a public street; and
 5. No customers shall visit the site.
- l. **Storage of Recreational Vehicles and Boats in Drainage Rights-of-Way.** Vehicles shall not be moved during A.M. and P.M. peak hour traffic periods, as defined by the City Traffic Engineer.
- m. **Outdoor Storage in Drainage Rights-of-Way.** Outdoor storage in a drainage right-of-way is not allowed except with an approved Conditional Use Permit. Applicant must demonstrate that conditionally permitted outdoor storage is removable within a timeframe specified by the Conditional Use Permit.



🕒 N.T.S. | Source: Google Earth, City of Burlingame

Exhibit 5.1 - Drainage Rights-of-Way

5.4.2 Limitations on Use

The following uses and activities shall be prohibited:

- a. New manufacturing and industrial uses, except those specifically allowed in *Table 5.1*;
- b. Vehicle/equipment repair (e.g., body or mechanical work, including boats and recreational vehicles, vehicle detailing and painting, upholstery, or any other similar use);
- c. In any residential or live/work unit, storage of flammable liquids or hazardous materials beyond that normally associated with a residential use; and
- d. Any other activity or use, as determined by the Community Development Director, to be incompatible with residential activities and/or to have the possibility of affecting the health or safety of residents due to the potential for the use to create dust, glare, heat, noise, noxious gases, odor, smoke, traffic, vibration, or other impacts, or would be hazardous because of materials, processes, products, or wastes.

5.4.3 Nonconforming Industrial Uses

The following section applies to existing nonconforming industrial uses within the Plan Area:

- a. **General.** The purpose of this subsection is to recognize and allow for the continued use of industrial activities that become nonconforming with the adoption of this Specific Plan. Except as provided in

this subsection, the nonconforming use regulations set forth in Article 5 of the BMC (nonconforming Uses and Structures) shall apply;

- b. **Discontinuance of Nonconforming Uses.** If a nonconforming use of a lot, building, or structure is discontinued for a continuous period exceeding three years, the right to continue the nonconforming use shall expire;
- c. **Allowed Expansion of Nonconforming industrial Uses.** Expansion of a legally established nonconforming industrial use is permitted on the same site with the issuance of a Conditional Use Permit; and
- d. **Change from a Nonconforming industrial Use to Another Nonconforming industrial Use.** The Community Development Director may authorize a change from a legally established nonconforming industrial use to another nonconforming industrial use upon making the finding that the new use is similar in character to the existing nonconforming use and does not have the potential to result in adverse impacts on surrounding uses.

5.4.4 Temporary Uses

Permitted temporary uses for the NRSP are allowed with a Temporary Use Permit obtained per BMC Chapter 25.82 and as follows:

5.4.4.1 Exempt Temporary Uses.

The following minor and limited duration temporary uses are exempt from the requirement for a Temporary Use

Permit. Uses that do not fall within the categories defined below shall comply with Section 25.82.030 (Allowed Temporary Uses).

a. **Construction Sites—On-site**

1. On-site contractors' construction/storage uses in conjunction with an approved construction project on the same parcel.
2. Security personnel may be present during non-construction hours.
3. The construction and/or storage use shall be removed immediately upon completion of the construction project, or the expiration of the companion building permit authorizing the construction project, whichever occurs first.

b. **Emergency Facilities.** Emergency public health and safety needs/land use activities, as determined by the Director.

c. **Garage and Yard Sales.** Garage and yard sales (i.e., personal property sales) conducted as required by Chapter 6.22 (Merchandise Sales from Residences).

d. **Publicly Owned Property.** Events that are to be conducted on publicly owned property by the government entity owning the subject property.

5.4.4.2 Allowed Temporary Uses.

a. **Contractor Construction Sites—Off-site.**

The temporary use of a site for an off-site contractor construction, staging, or storage area(s). The permit may be effective for up to 180 days and extended in 180-day

increments, with Director approval, or the expiration of the companion building permit authorizing the construction project, whichever occurs first.

b. **Farmers' Markets.** Farmers' markets may occur under the terms established by a Temporary Use Permit specific to that operation.

c. **Special Events**

1. Amusement rides, arts and crafts exhibits, auctions, carnivals, circuses, concerts, fairs, festivals, flea markets, food markets/events, outdoor entertainment/sporting events, rummage sales (not garage or yard sales), and swap meets limited to 14 consecutive days or fewer, or six two-day weekends, within a 12-month period. When an annual plan is submitted to and approved by the Director, the frequency and duration of these special events may be extended.
2. Outdoor display and sale events conducted by a retail business, including auto dealerships, holding a valid business license issued in compliance with Municipal Code Title 6 (Business Licenses and Regulations) may be allowed a maximum of six outdoor sale events in a calendar year (excluding City-sponsored activities). Any single outdoor sale event shall be no longer than seven consecutive days in duration. When an annual plan is submitted to and approved by the Director, the frequency and duration of these special events may be extended.

3. Outdoor meetings and group activities/ assemblies for seven consecutive days or fewer within a calendar year.
 4. Seasonal sales (e.g., Halloween pumpkin sales and Christmas tree sales lots), provided that the activity shall be associated with a recognized holiday and shall be held for no more than 45 consecutive days during the time period of the associated holiday.
 5. Athletic events, parades, and public assemblies occurring on or within the public rights-of-way or other publicly owned property.
 6. Car washes, limited to one event each month for each site, not exceeding two days in length, and prohibited on any property developed with a residential use. Sponsorship shall be limited to charitable, educational, fraternal, religious, schools, or service organizations directly engaged in civic or charitable efforts, or to tax exempt organizations in compliance with 501(c) of the Federal Revenue and Taxation Code.
- d. **Temporary Residential Real Estate Sales Offices.** One temporary real estate office, provided that:
1. The office shall be used only for the sale of residential property located on the property on which the office is located.
 2. The temporary real estate office shall be removed at the end of one year following the date of issuance of the last occupancy permit for the property on which the office is located.
3. If any housing units on the property have not been sold at the end of the original one-year period, the Director may approve extensions for the continuation of the real estate office on a month-to-month basis.
- e. **Temporary Structures.** A temporary classroom, office, or similar portable structure, including a manufactured or mobile unit, may be approved, for a maximum period of 12 months, as an accessory use or as the first phase of a development project, on sites located within the commercial, industrial, mixed-use, and research and development zones of the City.
- f. **Temporary Work Trailers**
1. 1. A trailer or mobile home may be used as a temporary work site for employees of a business during construction or remodeling of a permanent commercial, industrial, mixed-use, or research and development structure when a valid building permit is in force, or upon demonstration by the applicant, to the satisfaction of the Director, that the temporary work site is a short-term necessity while a permanent work site is being obtained.
 2. A permit for temporary work trailer(s) may be approved for up to 12 months.
- g. **Other Similar Temporary Uses.** Similar temporary uses that, in the opinion of the Director, are compatible with the subject zone and surrounding land uses.

5.4.4.3 Mobile Vending

- a. **Purpose and Applicability.** The purpose of this subsection is to regulate mobile vendors, such as food trucks, lunch wagons and any distributor of foodstuffs or retail goods from a motorized or non-motorized vehicle within the rights-of-way of the Plan Area. This subsection does not apply to mobile vendors participating in farmer's markets, street fairs or other special events permitted by the City.
- b. **Operational Requirements for Mobile Vendors.** All mobile vendors shall comply with the following regulations:
 1. Vending is permitted in the rights-of-way only where mobile vendors have received permission from or are contracted with adjacent businesses fronting the street;
 2. No vending within three hundred feet of any school or park, except at specific parks as per *Section 5.4.4.3.c*;
 3. The vendor may stop for a maximum of four hours per stop. A vendor's vehicle may occupy more than one parking space when parking in metered spaces. Normal parking rates for each space wholly or partially occupied shall apply. The vendor must move at least 500 feet before making another stop in the same area;
 4. Tables, chairs, shade structures, and signs are prohibited on streets, parking spaces, and on sidewalks;
 5. No vending is allowed in congested areas where it may impede or inconvenience the public or create a traffic hazard;
 6. Vendor shall provide waste containers and litter removal services in all areas within fifty feet of the vending location, and shall properly dispose of all waste;
 7. No vendor shall use amplified sound or music to advertise vending services;
 8. Vending may only occur when the mobile vending vehicle is legally parked in a roadway. Vendors shall comply with the California Vehicle Code, Title 10 (Vehicles and Traffic) and Title 13 (Vehicles and Traffic) of the BMC, and with all posted parking, stopping, and standing restrictions at all times;
 9. Vending within the public right-of-way shall not be conducted before 9:00 a.m. or after 9:00 p.m.;
 10. No part of the vehicle, furniture, or other equipment related to the vending operation may encroach onto the public sidewalk. Vendors may place waste containers on public sidewalks; provided that a minimum six-foot clearance for pedestrian accessibility is maintained. Vendors are responsible for managing customer queuing and ensuring that a pedestrian thoroughfare is maintained;
 11. Mobile vendors shall prohibit loitering by persons within fifty feet of the vending location;
 12. Mobile vending vehicles shall park in a manner which ensures that customers shall be able to order and pick up food safely without stepping into a parking space, into a street, or into landscaping;

13. The vendor may sell only heated/ prepared foods, non-alcoholic beverages, fruits, vegetables or other consumable food products described in the application filed with the permit officer and approved by the permit officer; and
 14. The vendor shall have a business license, a San Mateo County Environmental Health Services Mobile Food Facility Permit and shall comply with the California Retail Food Code. The vendor shall maintain possession of evidence of applicable licenses and permits at all times during operation and shall furnish evidence of such licenses and permits to city officials or law enforcement upon request.
- c. **Vending upon City Property.** The Parks and Recreation Director or his/her designee may review and approve mobile vending activities on city parks property operated under the jurisdiction of the parks and recreation department and promulgate rules of operation in these locations, including operation hours.
- d. **Vending upon Private Property.** All mobile vending activity upon private property shall comply with the following regulations.
1. Vendors shall have the property owner's written authorization to operate on the property in their possession at all times. The written authorization shall describe the approved location and operation schedule;
 2. Vendors shall only occupy parking spaces not required to meet the minimum requirements of BMC Chapter 25.50,
- Section 5.7, Off-Street Parking Standards, of this Specific Plan, or of other off-site uses if those spaces are leased. This requirement does not apply if the hours of operation for the vendors and permitted uses do not coincide;*
3. Vendors shall not occupy any paved area required for loading, circulation or fire access;
 4. Tables, chairs and shade structures may be allowed in conjunction with food vendors if they occupy excess parking spaces or areas not required for loading, circulation or fire access, and they are removed daily after use. Tables and chairs may be on turf or mulched areas; provided, that precautions are taken or improvements are installed to protect and maintain landscaped areas;
 5. Up to five vendors may be on any individual property at a time; provided, that vendors do not operate before 8:00 a.m. or after 9:00 p.m.;
 6. No vendor shall use amplified sound;
 7. Vendors may sell only heated/prepared foods, non-alcoholic beverages, fruits, vegetables or other consumable food products;
 8. Mobile vending operations on private property beyond the requirements of this section may be allowed by a temporary use permit pursuant to Title 25 (Zoning). In addition, the Community Development Director may require a conditional use permit whenever it appears that mobile vending activities are having an adverse

impact on the use of the property or neighboring properties, including traffic, circulation, parking availability, noise, trash, or other reasons of public health or safety; and

9. This subsection does not apply to any private event where a mobile vendor has obtained the property owner's written permission to cater for a private event that is held exclusively on the property and that is not open to the general public.

5.4.4.4 Street Performers in Public Rights-of-Way.

- a. **Purpose and applicability.** The purpose of this section is to impose reasonable restrictions on the time, manner, and place of street performers within the Plan Area.
- b. **Permitted Time of Performance.** Performances are permitted between the hours of 9:00am and 9:00pm. A street performer may be active for a maximum of four hours per location. After a time of four hours has elapsed, a street performer is required to relocate at least 250 feet before performing again in the same area.
- c. **Manner of Performance.** The following requirements restrict the manner in which street performances may occur:
 1. Amplified sounds in excess of 65 decibels are not permitted; and
 2. Street performers may not erect a permanent stage or permanent elevated

platform for performances, provided that these elements do not obstruct the sidewalk, as described in subsection d., below.

- d. **Location of Performance.** Street performances are not allowed in the following locations:
 1. Within ten feet of any street corner or marked pedestrian crosswalk;
 2. Within ten feet of any entrance to any residential building; and
 3. In any location that blocks or obstructs the safe movement of pedestrians. When performances occur on sidewalks, a minimum of six feet of unobstructed pathway must remain for pedestrians.
- e. Section 5.4.4.4 does not apply to street performers participating in an event that has received approval of a temporary use permit or special event permit.

5.5 Development Standards

5.5.1 Development Standards Generally

- a. Development projects shall comply with the development standards set forth in *Table 5.2 — Development Standards*. The floor area ratio (FAR) standards shall apply to the non-residential component on a development site; the density standards shall apply to any residential component. The non-residential (FAR) and residential (density) components may be additive.
- b. A developer may elect to develop consistent with either Tier 1, Tier 2, or Tier 3 development standards for live/work, mixed-use, residential or commercial development. Projects using Tiers 2 or 3 standards shall provide community benefits as described by *Section 5.5.3, Community Benefit Bonuses*.
- c. All developments within the Plan Area shall undergo a Design Review, as described in *Section 6.10, Review Procedures*.
- d. Is located at ground level with direct pedestrian and ADA access to the adjacent public street;
- e. Is unenclosed by any wall, fence, gate, or other obstruction across the subject property;
- f. Is open to the public, without charge, each day of the year, except for temporary closures for necessary maintenance or public safety;
- g. Includes at least one pedestrian-scaled amenity such as a water fountain, art, or other focal element;
- h. The public plaza shall be owned, operated, and maintained by the developer or property manager in accordance with an approved maintenance plan to be reviewed and approved by the Community Development Director; and

5.5.2 Additional Regulations

- 1. **Pedestrian Plaza/Public Open Space.** Where total lot area or development site equals 50,000 square feet or greater, a pedestrian plaza or other public open space/gathering space shall be provided that meets the following design criteria:
 - a. Is a minimum of 1,500 square feet in size;
 - b. Has a minimum dimension of at least 30 feet on any side;
 - c. Is at least 50 percent open to the sky;
 - i. Each part of the public plaza shall be accessible from other parts of the open space without leaving the open space area.
 - j. The open space requirements in this section are intended to be only for the base tier (Tier 1). Additional open space requirements are specified in *Section 5.5.3* for development proposing intensities allowed under Tiers 2 and 3.

TABLE 5.2 — DEVELOPMENT STANDARDS

	<i>Base Standard (Tier 1)</i>	<i>Increased Intensity per Section 5.5.3 (Tier 2)</i>	<i>Maximum Intensity per Section 5.5.3 (Tier 3)</i>	<i>Industrial and Institutional Development</i>	<i>Notes</i>
a. Maximum Density (applies to residential component)	30 base du/ac	50 base du/ac	70 base du/ac	N/A	
b. Maximum Floor Area Ratio (applies to non-residential component) ¹	0.50	0.75	1.0 ²	N/A	
c. Maximum Height ³	3 stories 40 feet	5 stories 55 feet	7 stories 80 feet	N/A	
d. Setbacks					
Front: Mixed-use arterial (Rollins Road) ⁴	5 feet min. & 15 feet max.	5 feet min. & 15 feet max.	5 feet min. & 15 feet max.	15 feet min.	
Front: All other streets	10 feet min.	10 feet min.	10 feet min.	10 feet min.	
Side: Interior	10 feet min.	10 feet min.	10 feet min.	0 feet, adjacent to industrial use, 20 feet min. adjacent to all other uses	Setbacks for industrial uses apply only to new construction. Established uses shall be considered conforming with regard to required setbacks.
Side: Streetside	10 feet min.	10 feet min.	10 feet min.	N/A	
Rear	20 feet min.	20 feet min.	20 feet min.	0 feet adjacent to industrial use, 20 feet min. adjacent to all other uses	Setbacks for industrial uses apply only to new construction.

TABLE 5.2 — DEVELOPMENT STANDARDS, CONTINUED

	<i>Base Standard (Tier 1)</i>	<i>Increased Intensity (Tier 2)</i>	<i>Maximum Intensity (Tier 3)</i>	<i>Industrial and Institutional Development</i>	<i>Additional Regulations</i>
Alley ⁵	5 feet min.	5 feet min.	5 feet min.	N/A	
e. Edge Condition between industrial and residential use	See Section 5.5.2.3, Industrial / Residential Interface				
f. Minimum Size	3,500 square feet	3,500 square feet	3,500 square feet	10,000 square feet	
g. Minimum Width at street frontage	40 feet	40 feet	40 feet	50 feet	
h. Maximum Lot Coverage	60% ⁶	60% ⁶	60% ⁶	60%	
i. Minimum Landscape Coverage ⁷	15%	20%	20%	N/A	

Notes:

1. Parking structures shall be exempt from FAR calculations.
2. FAR of Industrial, Manufacturing, Processing, Warehousing, and Wholesale uses may be increased to 1.5 with a Conditional Use Permit.
3. Maximum building heights are also required to comply with Airspace Protection Policies AP-1 through AP-4 of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP). This includes determining the need to file Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA for any proposed project that would exceed the FAA notification heights, as shown approximately on ALUCP Exhibit IV-10 and complying with FAA Aeronautical Study Findings. It also includes complying with the maximum compatible building height, which includes all parapets, elevator overruns, etc. of a building, as noted in ALUCP policy AP-3 and depicted in Exhibits IV-17 and IV-18 of the ALUCP.
4. Properties fronting onto Rollins Road shall provide a minimum 10-foot wide public sidewalk. The public sidewalk may be located within the public right-of-way and/or private property, provided a public access easement is recorded for any portion of the public sidewalk on private property. Encroachments into the sidewalk include outdoor dining, signage (e.g. temporary a-frame signs), architectural features (e.g. arcades), and the like, provided the public sidewalk is not reduced to less than 5 feet in width. Furthermore, encroachments into the public sidewalk shall be limited to 50 percent of the parcel's frontage along Rollins Road. The other 50 percent of the parcel frontage shall have a minimum 10-foot wide sidewalk. Building overhangs such as canopies, upper floor balconies, and the like that have a minimum vertical clearance of eight (8) feet may project up to 5 feet into the public sidewalk. Any encroachment into the public right-of-way, shall be required to obtain a public right-of-way encroachment permit.
5. If an alley is used for direct access to a garage or parking structure, a stacking analysis shall be required to determine the adequate setback from the gate or other obstruction to ensure that queuing does not occur in the alley. Individual parking spaces that back into the alley may use the entire alley right-of-way as part of the required back-up space.
6. Lot coverage may be increased if additional usable common open space equivalent to the additional lot coverage (in square feet) is provided on a podium-level landscaped courtyard or plaza.
7. Landscape Coverage shall include shrubs, groundcover, embellished pavement, fountains, and plant materials. Landscaping in parking lots shall comply with BMC 25.40.070.D.

2. **Mid-block Plazas and Paseos.** Where blocks (measured from curb face to curb face) are longer than 400 feet, and where a project has more than 300 linear feet of frontage, at least one plaza, pedestrian pathway, or paseo shall be provided perpendicular to the block face. All such plazas shall meet the design criteria outlined in *Section 5.5.2.1*. All such paseos shall meet the following design criteria:
 - a. Be open to the public and remain so during daylight hours;
 - b. Be at least 15' wide, and 15' deep if a plaza; Paseo shall be a minimum of 15 feet wide with a 6 foot wide path, and a minimum of 100' long.
 - c. Paseos shall be owned and maintained by the property owner. Paseos shall be lighted and include wayfinding signage.
 - d. Have a clear line of sight to the back of the paseo, gathering place, or focal element; and
 - e. Be at least 50 percent open to the sky or covered with a transparent material.
3. **El Portal Creek Access.** Any lot with any lot line on El Portal Creek shall be required to provide, as a part of the on-site landscaping plan, a paved public-access trail along the top of the bank for the portion of the creek bank on the site. The design of the trail shall be compliant with specifications of the Public Works Department. Each such trail segment shall connect directly to the termination of the public access trail segment along the creek bank on each adjacent property.
4. **Industrial/Residential Interface.** Any live/work unit or other residential unit on a site abutting an industrial use on an adjoining site shall be set back a minimum of 15 feet from the lot line shared by the property with the industrial use. A minimum six-foot masonry wall or other buffering feature suitable to the applicable reviewing authority shall be provided.
5. **Residential Notice.** Residents of new live/work, mixed-use, and standalone residential development projects, whether owners or tenants, shall be notified in writing before taking up residence that they will be living in an urban-type environment, that the noise levels may be higher than in a strictly residential area, and that there may be odors associated with neighboring commercial and industrial uses. The covenants, conditions, and restrictions of any development with a residential use shall require that prospective residents acknowledge the receipt of the written notification. Such written notification shall be provided in residential leases. Signatures shall confirm receipt and understanding of this information.
6. **Publicly Accessible Park Space.** Contribution towards the provision of public parks in the North Rollins Road area can be in the form of dedication of land, provisions of improvements, or payment of fee in excess of that normally required for parks. For residential development the contribution will be equivalent to a minimum of 1 acre of improved Parkland per one thousand (1,000) residents. Parkland will be adjacent to the public

rights-of-way and parks shall be built to meet applicable city standards. The Parks and Recreation Director, or his/her designee will provide direction on specific desired program amenities based on target resident population and may include, but is not limited to, sports courts, dog parks, playgrounds, community gardens, or other features.

7. **Street Improvements.** Projects fronting onto Rollins Road, Adrian Way, Adrian Court, Broderick Road, Guittard Road, and Ingold Road shall be fully improved to the centerline of the right-of-way (except for Adrian Way, which requires full right-of-way improvements) consistent with the design criteria found within this Specific Plan or as amended by the City of Burlingame. Where infeasible, the applicant shall contribute to a benefit fund or other fee program to fund future rights-of-way improvements.

8. **Outdoor Dining within Public Rights-of-Way.** Outdoor dining within public rights-of-way as an accessory use is permitted with an approved encroachment permit, and shall comply with Chapter 12.10, Encroachment Permits, of the BMC. Additionally, outdoor dining within the Plan Area is subject to the following provisions:

a. Outdoor dining areas with an approved special encroachment permit must occur within the street or paseo frontage of an existing or proposed restaurant, coffee shop, bakery or other provider of foodstuffs and be incidental to the operation of that business.

b. Outdoor dining areas may be located areas between the property line of the adjacent business and the street curb, as well as within parking areas within the street subject to approval by the Public Works and Community Development Directors.

c. A minimum six-foot wide pathway, free from any existing obstacles such as street furniture or landscaping, must be maintained and provide a clear linkage to each side of the property. This pathway must be maintained to the satisfaction of the Public Works and Community Development Directors or each of his/her designees.

d. Outdoor dining furniture must be removed from public areas overnight or when not in use.

e. Establishments serving alcohol must obtain any additional permits required by the Alcoholic Beverage Control Board (ABC) of the State of California.

f. Any barriers required by the ABC to delineate outdoor dining space shall be designed to be moveable or semi-permanent in nature. These barriers shall attach to the sidewalk in a manner approved by the Public Works Director and may be subject to additional criteria as prescribed by the ABC.

9. **Services.** Services such as police, fire protection, and emergency medical serve the Plan Area. The applicant must ensure that availability of water supply and infrastructure meet the needs of these services and the uses on-site.

5.5.3 Community Benefit Bonuses

1. **Purpose and Applicability.** To provide an incentive for development, and in partnership with the City to provide community benefits that would not otherwise be created, a project may have increased FAR, density, and/or height in return for provision of specific community benefits, as listed below or subsequently identified by the Planning Commission. The increased development standards are identified in Table 5-2, Development Standards. These benefits shall be in the City's interest and will help implement the General Plan. A variety of objectives are listed to ensure that proposed project features are appropriate for the site and surroundings, and to allow for a wide range of possible project types.
2. **Tier 2 - Community Benefits Points Required.** The City shall approve Tier 2 projects if it determines that the project obtains at least three (3) Community Benefits from Table 5.3, below.
3. **Tier 3 - Community Benefits Points Required.** The City shall may approve Tier 3 projects if it determines that the project obtains at least six (6) Community Benefits from Table 5.3 below.
4. **Community Benefit Objectives.** The following optional community benefit features above and beyond the minimum requirements may be requested by applicants, in order to achieve higher tiers of development as described in Table 5.2 — *Development Standards*.

a. **Publicly Accessible Park Space.**

Required community benefit for any Tier 2 or 3 project with a site area of 50,000 square feet or greater. The community park/open space requirement for Tier 2 and Tier 3 projects is where the total lot area or development site equals 50,000 square feet acres or greater (12 percent of site area). By providing 12 percent, 1 point is allotted. Projects in both Tiers that provide 17 percent of the site with a minimum dimension of 75 feet will be allotted 3 points. A community park/open space shall be provided that meets the following design criteria:

- Is a minimum of 12 percent of site area (beyond the residential development contribution requirements and private open space requirements);
- Has a minimum dimension of at least 50 feet on any side;
- Is at least 80 percent open to the sky;
- Is located at ground level with direct pedestrian and ADA access to the adjacent public street;
- Is unenclosed by any wall, fence, gate, or other obstruction across the subject property;
- Is open to the public, without charge, each day of the year, except for temporary closures for necessary maintenance or public safety;
- Water quality facilities that do not provide any type of recreational benefit (retention basins, bio-swales, etc.) shall not be included in the minimum park space. Water quality facilities that include recreational facilities, (e.g., underground detention basins with recreational facilities above) may count towards the minimum park space requirement;

TABLE 5.3 — COMMUNITY BENEFIT SCORING

<i>Community Benefit</i>	<i>1 Point</i>	<i>2 Points</i>	<i>3 Points</i>
a. Publicly Accessible Park Space (Tier 2 & Tier 3- 12% of site area)	X		
Publicly Accessible Park Space (Tier 2 & Tier 3- 17% of site area)			X
b. Paseo Enhancements	1 point per 100' segment		
c. Public Plazas Beyond Minimum	1 point per plaza		
d. Trail Improvement	1 point per trail improvement		
e. Off-site Streetscape Improvements (8 points maximum)	1 point per bullet listed	2 points only allotted to gateway elements	
f. Cultural Arts Space	X		
g. Public Parking Facilities	X		
h. Community or Neighborhood Center		X	
i. Ground Floor Retail Space	X		
j. Grocery Store			X
k. Affordable Housing (3 points maximum)	1 point for every 3% of total base units dedicated to very low-income earners 1 point for every 5% of total base units dedicated to low-income earners		
l. Additional Public Art	X		
m. Near Zero Net Energy	X		
n. Net Zero Water Use		X	
o. Flexible (Miscellaneous) Benefit*			
* Assignment of points shall be determined by the Planning Commission.			

- At a minimum, includes: trees and landscaping, seating, bicycle racks, trash and recycling receptacles, and signage that include hours of operation;
 - The community park/open space may either be dedicated to the City and maintained by city staff, or may be owned, operated, and maintained by the developer or property manager in accordance with an approved maintenance plan to be reviewed and approved by the Community Development Director; and
 - Each part of the community park/open space shall be accessible from other parts of the open space without leaving the open space area.
- b. **Paseo Enhancements.** The project includes major pedestrian connections in excess of minimum paseo requirements. Paseo shall be a minimum of 15 feet wide and 100' long and provide pedestrian amenities such as seating and public art.
- c. **Public Plazas Beyond Minimum.** Public plazas or other publicly accessible open spaces shall be at least 50 percent larger than the minimum required elsewhere in this Specific Plan. Where no plaza/open space is required by the Specific Plan, the plaza shall have a minimum size of 1,750 square feet. Where provided, such public plazas and open spaces shall be subject to the following:
- The plaza has a minimum dimension of 35 feet on any side. The plaza shall include additional pedestrian amenities such as seating and public art and more than one gathering space.
- d. **Trail Improvement.** Improvement of a pathway along the windrow corridor or in the utility easement corridor, per *Sections 4.3.8.1(c), 4.3.8.3(e) and 4.3.8.4(b)*, by adjacent properties.
- e. **Off-site Streetscape Improvements.** Off-site streetscape improvements beyond those identified in *Subsection 6 of Section 5.5.2*:
- Streetscapes improvements in excess of minimum improvements required for new development;
 - Curb extensions, improved bicycle and pedestrian crossings/signals, transit/shelters in the public right of way;
 - New pedestrian and bicycle connections to transit facilities, neighborhoods, trails, commercial areas, etc.;
 - Removal of existing pedestrian and bicycle barriers (e.g. dead-ends and cul-de-sacs);
 - Upgrading traffic signals to enhance pedestrian and bicycle safety;
 - New curb side or other EV charging stations; and
 - Gateway elements, as described in *Section 4.2.5.5*.

- f. **Cultural Arts Space.** Includes space for visual arts, performing arts, artist housing, or other activities that support arts and culture. Cultural arts spaces shall meet the requirements of *Section 5.10.4 Public Gallery and Arts and Educational Spaces*. It is anticipated that two (2) cultural art spaces would be in the Specific Plan area.
- g. **Public Parking Facilities.** The project provides publicly available parking to serve area-wide parking needs. To qualify, the parking spaces should be permanently available for public use and subject to easements or restrictions acceptable to the City. To meet this benefit, there shall be a minimum of 20 parking spaces available to the public. It is anticipated that one (1) parking facility would be located along Rollins Road within the plan area.
- h. **Community or Neighborhood Center.** The project provides an on- or off-site community or neighborhood center that provides a space to the public for group activities, social support, and/or other purposes. To meet this benefit, the community or neighborhood center shall be at least 2,000 square feet in size and be dedicated to the community for a minimum of 15 years. Through a Development Agreement, the developer shall ensure continuous operation with a vacancy of no more than 6 months per 5-year period. It is anticipated that two (2) of these uses will be provided in the plan area.
- i. **Ground-Floor Retail Space.** A mixed-use project shall provide ground-floor commercial or retail space equal to at least 50 percent or greater of the habitable square footage of the ground-floor. The commercial or retail space shall be oriented towards the street and include a separate entrance to the non-residential use. To meet this benefit, the ground-floor retail space must also have a minimum area of 3,000 square feet of gross leasable area. It is anticipated that these uses would only be located along Rollins Road.
- j. **Grocery Store.** An operating community or neighborhood grocery store with a gross floor area of at least 6,000 square feet. Through a Development Agreement, developer shall ensure continuous operation for a period of at least 15 years (with a vacancy of no more than 6 months per 5-year period). This benefit is limited to one project within the Plan Area. If the site area is 2 acres or larger, the Publicly Accessible Park Space benefit requirement may be waived.

- k. **Affordable Housing.** The project provides affordable housing to help address the state housing crisis. For Tier 2 projects to meet this benefit a minimum of 3 percent low income housing shall be provided on-site. For Tier 3 projects to meet this benefit a minimum of 5 percent very-low, 5 percent low income housing shall be provided on-site.
- l. **Additional Public Art.** The provision of public art of at least 0.2 percent beyond the required minimum (for a total 0.7 percent of the valuation of the project as determined at Building Permit submittal). To qualify, the public art must meet the development standards found in *Section 5.10, Art in Public Places*, and administrative review requirements found in *Section 6.8, Art in Public Places Review*.
- m. **Near Zero Net Energy.** The project provides 98 percent of total building energy load measured as kilowatt per square foot through solar panels, wind turbines, or other renewable sources.
- n. **Net Zero Water Use.** The project provides on-site and/or off-site water usage off-sets to achieve net zero water use. Water usage off-sets may include grey water systems, the retrofit of plumbing fixtures in other buildings, etc.
- o. **Flexible (Miscellaneous) Benefit.** The applicant agrees to provide a currently undefined community benefit approved by the City Council that is substantially beyond normal requirements. Examples are inclusion of a child care center (15 kids or less) in a new project, off-site utility infrastructure improvements above and beyond those required to serve the development, additional funding for City programs such as contribution to a local façade improvement program, or subsidy for existing commercial tenants or other local small businesses.

5.5.4 Private Outdoor Space

For the purposes of this section, private outdoor space is defined as outdoor space that is accessible only to building residents and their visitors, but not to the general public.

Private outdoor space may be provided as a combination of “personal” and “common” usable outdoor spaces, defined as follows:

- a. “Common” outdoor space shall be provided with shared access for all building tenants. These may include, but are not limited to:
 - Courtyards;
 - Gardens;
 - Plazas;
 - Dog Runs;
 - Pool Decks;
 - Rooftop Amenity Areas; and
 - Playground Areas.

A minimum amount of private outdoor space shall be provided for any project with a residential use as identified in *Table 5.4 — Private Outdoor Space Requirements*. This requirement may be satisfied through the inclusion of personal or common private outdoor space. Private outdoor space requirements are reduced in Focus Area 3 to encourage higher-density development. The location of Focus Area 3 is depicted upon *Exhibit 3.4*.

For the purposes of this standard, an affordable project is defined as one that reserves a minimum of 50 percent of the units for income-restricted households, as defined by California State Law. Provided this definition is met, the usable private outdoor space standard applicable to affordable projects would apply to all the units in the project, whether or not they are affordable.

TABLE 5.4 — PRIVATE OUTDOOR SPACE REQUIREMENTS		
Project Location	Project Type	Private Outdoor Space Requirement
Within Focus Area 3	Affordable Projects	100 Square Feet per Unit
	All Other Projects	150 Square Feet per Unit
Within Focus Areas 1, 2, 4, and 5	Affordable Projects	150 Square Feet per Unit
	All Other Projects	200 Square Feet per Unit

Personal open space shall have a minimum dimension of five (5) feet in depth and eight (8) feet in width. Common open space shall have a minimum dimension of fifteen (15) feet in any direction.

5.6 Allowable Encroachments/ Projections

An encroachment is a permitted allowance into a ground-floor or upper-level setback or stepback. A projection is an element that is allowed to project above the height limit. In all cases, all encroachments and projections shall comply with the California Building Code (CBC), as well as other applicable codes and regulations such as the American Disability Act.

No projections or encroachments into public rights-of-way shall be permitted without first obtaining an encroachment permit per the BMC Chapter 12.10, Encroachment Permits. The permitted projections are discussed below:

- a. Stairwells, elevator penthouses, mechanical equipment, and roof attachments such as flagpoles, towers, wireless masts, television antennas, and similar diminutive roof attachments, may project above the height limits set forth within this Specific Plan, provided such projections shall not exceed 20 feet above the prescribed height limit.
- b. Parapets, security railing, and other appurtenances on a flat roof may project above the height limits set forth within this Specific Plan, provided such appurtenances shall not exceed forty-two (42) inches above the prescribed height limit.
- c. Building overhangs such as canopies, upper floor balconies, and the like that have a minimum vertical clearance of eight (8) feet may project up to 5 feet into the public sidewalk and front min/max. setback along Rollins Road.

5.7 Off-Street Parking Standards

- a. **Off-Street Vehicle Parking.** Required off-street parking for residential uses shall be provided as indicated in *Table 5.5 — Off-Street Vehicle Parking*. Parking requirements for non-residential uses are set forth in Chapter 25.40 of the BMC.

TABLE 5.5 — OFF-STREET VEHICLE PARKING	
Number of Bedrooms in a Unit	Minimum number of parking spaces required
0 (Studio, Loft)	1 space per unit
1	1 space per unit
2	1.5 spaces per unit 2 spaces per live/work unit
3 or Greater	2 spaces per unit
Guest Parking	None Required

- b. **Vehicle Parking Stall Dimensions.** All parking stalls shall have minimum dimensions of eight and one-half (8½) feet in width by seventeen (17) feet in length, except for required accessible parking spaces which shall meet the dimensions required in the California Building Code in effect at the time a project is submitted for City review. No compact parking stalls shall be allowed if only a single dimension stall is used.
- c. **Aisle Dimensions.** All aisles within a parking area shall be as indicated on *Table 5.6 — Parking Aisle Dimensions*.

TABLE 5.6 — PARKING AISLE DIMENSIONS	
Parking Space Angle	Required Backup Aisle
90 degree	24 feet
60 degree	18 feet
30 degree	13 feet

d. **Stacked/Mechanical Parking.** Parking utilizing stackers or mechanical systems shall require approval from the Planning Commission.

e. **Bicycle Parking.** Bicycle parking shall be provided as indicated on *Table 5.7 — Bicycle Parking Required*.

TABLE 5.7 — BICYCLE PARKING REQUIRED	
<i>Residential Land Uses</i>	<i>Minimum Number of Parking Spaces Required</i>
Short-term - Visitor Bicycle Parking	0.05 spaces per unit
Long-term - Resident Bicycle Parking	0.5 spaces per unit
<i>Commercial and Industrial Land Uses</i>	<i>Minimum Number of Parking Spaces Required</i>
Short-term - Visitor Bicycle Parking	5% of required vehicular parking spaces
Long-Term - Employee / Tenant Bicycle Parking	5% of required vehicular parking spaces

1. Short-term bicycle parking shall be anchored permanently to the ground within 200 feet of a building's primary entrance.
2. Long-term bicycle parking shall be conveniently accessed from the street and occur as one of the following forms:
 - Covered, lockable enclosures with permanently anchored racks for bicycles;
 - Lockable bicycle rooms with permanently anchored racks; and
 - Lockable, permanently anchored bicycle lockers.

f. **Electric Vehicle (EV) Charging Stalls.** EV charging stalls shall be provided as follows:

1. New Office Buildings:

- In non-residential new construction buildings with 50 percent or greater occupied floor area designated for office use with parking:
- When 10 or more parking spaces are constructed and designated for the office use. 10 percent of the designated parking spaces shall be equipped with Level 2 EVCS; and
- An additional 10 percent of the designated spaces shall be provided with at least Level 1 EV Ready spaces.
- Calculations for the required minimum number of spaces equipped with Level 2 EVCS, Level 1 EV Ready spaces and EV Capable spaces shall all be rounded up to the nearest whole number.

2. In non-residential new construction buildings that are not designated primarily for office use such as retail or institutional uses:

- When 10 or more parking spaces are constructed, 6 percent of the available parking spaces on site shall be equipped with Level 2 EVCS;
- An additional 5 percent shall be at least Level 1 EV Ready.
- Calculations for the required minimum number of spaces equipped with Level 2 EVCS and Level 1 EV Ready spaces shall be rounded up to the nearest whole number.

3. New Multi-Unit Residential Buildings:
- 10 percent of the dwelling units with parking space(s) shall be provided with at least one Level 2 EV Ready space. Calculations for the required minimum number of Level 2 EV Ready spaces shall be rounded up to the nearest whole number.
 - The remaining dwelling units with parking space(s) shall be provided with at least one Level 1 EV Ready space and have conduit installed to accommodate potential future Level 2 charging demands. One Level 1 EV Ready outlet may be shared between two units.
- g. **Electric Projects.** Any non-residential or multi-unit residential building (excluding for-profit restaurants open to the public or commercial kitchens) shall be all-electric projects (no gas appliances and no gas plumbing in the building).
- h. **Photovoltaic System.** For any new non-residential or multi-unit residential buildings:
1. For projects less than 10,000 square feet of gross floor area, install a minimum 3kW PV system.
 2. For projects 10,000 square feet or larger of gross floor area install a minimum 5kW PV system.
- i. **Parking Reductions for Transportation Demand Management (TDM) Plan.** Projects utilizing a Transportation Demand Management (TDM) Plan per Section 25.45 shall be allowed up to twenty (20) percent reduction in the required residential and non-residential off-street vehicle parking requirements (not including bicycle parking and EV stalls), provided the project provides for a permanent mobility mode shift towards alternative transportation through the TDM program. (Ord. 1988 § 1, (2020))
- j. **Surface Parking Landscaping Requirement.** Surface parking lots shall provide trees at a minimum of one tree per every seven parking spaces.
- k. **Parking Structure Screening Requirements.** Any exposed elevation of parking structure shall be designed to be compatible with the architectural style of the development it is associated with or shall be screened from public view. Preferred screening treatments include, but are not limited to:
1. Landscape screening in the form of trees planted at a minimum of every 25 linear feet;
 2. Artistic architectural screening techniques, such as metal fins, louvers, or other architectural elements; and
 3. The use of appropriate architectural and materials treatments such as heavy textured concrete, planters, openings, indentations, and/or projections of exterior walls to provide visual interest.

I. Loading and Delivery Spaces.

1. A minimum of one (1) pick-up and drop-off zone, delivery space, or parking space designated for Transportation Network Companies such as Uber and Lyft vehicles or package delivery trucks/vans shall be provided on-site. The location of the zone or space should be on-site, easily accessible, and not within a drive-aisle.

5.8 Fences and Walls

5.8.1 Height

Fences and walls up to eight (8) feet in height, as measured from the highest adjacent grade, shall be allowed subject to the other requirements and limitations of the BMC, in particular, Chapters 11.12 and 25.78.

5.8.2 Measurement of Height.

Except as provided in Section 25.31.070 of the BMC, the height of a fence or wall shall be measured from the highest adjacent grade.

5.8.3 Building Permit

Any fence or wall exceeding six (6) feet in height shall require a building permit.

5.8.4 Fences on Corner Lots

On all corner lots, on that portion of the property lines which extend for fifteen (15) feet in each direction from the external corner of the lot, no fence or hedge shall exceed three (3) feet in height, measured from the curb level. When the corner lot is on a curve, the point from which measurement starts is the point of intersection of the tangents of that curve.

5.8.5 Exceptions from Permitted Heights

Fences of a greater height than herein permitted may be approved pursuant to Sections 25.31.070.K and 25.74 of the BMC.

5.8.6 Nonconforming Fences and Walls

Any fence or wall existing at the effective date hereof whose height exceeds that specified is nonconforming. The City Council may order, by resolution, a nonconforming fence or wall to be caused to conform upon its conclusion that a public hazard or public inconvenience results from such nonconformance.

5.8.7 Conformance with Other Provisions of the Code

Notwithstanding any provision of this chapter, no fence shall violate the requirements of the BMC, in particular Chapter 11.12.

5.9 Signage

Except as identified below, signage within the Specific Plan area shall comply with BMC Title 22, Signs.

5.9.1 Changeable Pageantry Signage

Pageantry includes flags, pole-mounted banners, kiosks, canopies, lights, directories, ground-mounted graphics, or other similar, temporary or permanent (but changeable) elements. The intent is to allow regular changes to the pageantry elements in terms of color, design, and other visual content so the pageantry signage can always look current.

The purpose of changeable pageantry signage is to create excitement and provide a visually-interesting internal retail area.

- a. No limit number of permitted pageantry signs. Maximum sign area per sign face shall be 24 square feet. Maximum height of the sign shall not exceed 20 feet. Minimum setbacks for the freestanding signs shall be the same as minimum building setbacks.
- b. Pageantry may be located in any portion of the Plan Area, except that pageantry shall not be placed on or over a public street without a valid encroachment permit.
- c. Air-inflated signs, moving signs, paper, cardboard, styrofoam, stickers, and decals are not acceptable forms of pageantry (directories and kiosks excepted).
- d. Pageantry shall not include flashing, flickering, rotating, or moving lights.
- e. Temporary promotional advertising (banners) is not considered to be pageantry.

- f. Kiosks and directories should provide vertical breaks in the sign structure.
- g. Individual panels shall be recessed, framed, or treated to avoid a flat appearance of the sign face.

5.9.2 Exempted Signs

The following signs and/or sign structures are exempt from any sign permit requirement as identified in Chapter 25.42.040, Exempt Signs, of the BMC; provided, however, that such signs shall comply with all other applicable requirements of the Specific Plan and BMC.

- a. All signs identified in Chapter 25.42.040 of the BMC;
- b. Temporary contractor's, future development and building sale signs that comply with the provisions in the BMC;
- c. Public notices posted pursuant to law, signs erected by governmental agencies and public utilities and warning or information signs required by law for public health and safety; and
- d. The changing of advertising copy or message on bulletin boards, and pageantry, when the basic board, or pageantry is permitted under the provisions of this Specific Plan. Messages may be changed digitally or manually.

5.9.3 General Sign Standards

The following requirements shall apply to signs within the Specific Plan.

- a. All signs and community monumentation shall be included as part of an approved Sign Program, pursuant to a Conditional Use Permit;
- b. Projecting Signs Clearance. A minimum eight (8) feet vertical clearance is required from the bottom of a projecting sign, marquee, blade or awning to the sidewalk or grade immediately below the sign;
- c. Unless otherwise permitted by this Section, signs that include, but are not limited to, rotating, flashing, swinging, blinking, strobing, or otherwise changing appearance are prohibited except for signs that include time and/or temperature that are located at least 100 feet away from a residential zone. In cases where illuminated signs display temperature and time, said sign shall receive City approval and shall include a mechanism to reduce the brightness of said sign when in proximity to a residential neighborhood; and
- d. All signs may be internally or externally illuminated. All direct light rays from all signs shall be confined onto the Project site and shall not shine directly upon neighboring property. All exposed raceways are prohibited. Temporary lighting such as search or flood lights that are used on a permanent basis are prohibited.

- e. The Planning Commission may grant approval of signs that do not comply with these regulations through the Sign Program application process; and
- f. Off-site advertising is permitted as part of pageantry. All pageantry with off-site signage must be located within the commercial portion of the project and shall be oriented towards internal uses and shall not be readily visible from properties outside of the Specific Plan or from Highway 101.
- g. Colors, materials, and designs of signs in the Specific Plan area should be consistent with the architectural character of the project.

5.10 Art in Public Places

Arts in Public Places programs are widely recognized for their potential to beautify the public realm, preserve or enhance community character, and bolster support for the arts within the City of Burlingame. This section describes the regulations for Art in Public Places within the Specific Plan area.

5.10.1 Applicability

The following project types are subject to the regulations of the Art in Public Places section:

- a. Non-residential new developments and remodels with over 2,000 square feet of new floor area.
- b. New residential developments and remodels involving developments of over 10 units.

5.10.2 Requirements for Public Art

The following findings must be met, as determined by the City Arts Liaisons, in order for public art to satisfy the requirements of this section:

- Artwork including murals, sculptures, drawings, prints, stained glass, mosaics, photography, lighting, or any other form approved by the City Council;
- The art must be publicly accessible;
- The art must be visible from a public right-of-way in order to enhance the public realm;
- The style and type of art is not over-prevalent in the general vicinity of the proposed artwork;

- The installation of the public art will be done in a manner that will protect the artwork (e.g. use of anti-graffiti coating) and the public;
- The public art shall be maintained in good condition;
- Art not adequately maintained shall be determined to be a public nuisance as defined in Section 1.16.010 of the BMC;
- Installation, maintenance, alteration, refinishing and relocation of public art shall be done in consultation with the artist, whenever feasible;
- No public art shall permanently be removed, altered, or changed without the review and approval of the City Council; except that the review shall not be required when the public art is temporarily removed by City personnel for maintenance or repair, or for temporary or permanent removal of public art that, in the sole discretion of the City Manager, poses a public health or safety hazard; and
- The property owner shall indemnify the City and provide adequate property insurance for the artwork.

5.10.3 Fees Required

Projects that meet the applicability criteria described by Section 5.10.1 are subject to the valuation and fee requirements described below:

- a. Art or in-lieu fees in the amount of 0.5 percent of the valuation of the project (as determined at Building Permit submittal) is required and may be satisfied by:
 1. Implementation of public art that meets the requirements of this section, subject to recommendations of the City Arts Liaison(s) and ultimately acceptable to the City Council; and/or
 2. Payment of an equivalent in-lieu fee to a City arts fund. The appointed Arts Liaisons will recommend implementation approach of the arts fund, which will ultimately be administered by the City Council.
- b. Non-profits, social service organizations, and projects meeting the definition of 100 percent affordable housing developments shall be permitted to implement art at a reduced rate of 50 percent of the typical requirement, or 0.25 percent of overall valuation of the project.

5.10.4 Additional Regulations

Community Benefit Development Incentives

Projects subject to this section may provide additional art above the minimum 0.5 percent requirement in order to procure a community benefit development incentive.

In order for public art to qualify as a community benefit development incentive, additional art at a total valuation of 0.7 percent of the project (as determined at Building Permit submittal) must be provided and approved according to Section 6.8 Art in Public Places Review. Payment of additional in-lieu fees shall not be an acceptable alternative to the provision of art to qualify for this incentive.

Preferred Art

The City Arts Liaison(s) may determine that certain types of art best achieve the goals of the Art in Public Places program. If public art implemented as a result of this program is found to be consistent with at least one of the following findings, it may be considered preferred art and a 20 percent bonus in the artist's valuation is applied:

- The art is unique and not found elsewhere in the City;
- The art is created by local artists who work or reside in Burlingame; and
- The art is interactive.

Public Gallery and Arts Education Spaces

In order to provide flexibility within the Art in Public Places program and opportunity for additional arts and education spaces within the Specific Plan area, projects subject to the Art in Public Places program may satisfy up to 75 percent of the valuation requirement by

providing publicly accessible art gallery space or publicly accessible arts education spaces. These spaces are subject to the following requirements in order to qualify:

1. Gallery or arts education spaces must be accessible and free to the general public. Educational classes and special events are permitted and may charge a fee for those, provided all other applicable requirements in the Specific Plan and Burlingame City Code are met.
2. These spaces are required to be operational within 6 months of certificate of occupancy. Prior to issuance of a certificate of occupancy, the developer or manager of the property shall provide the executed lease agreement to the City of Burlingame Community Development Department. The lease agreement shall have a minimum term of five years to qualify for the fee reduction (though rent increases may occur if desired by the manager/owner).
 - The City of Burlingame Community Development Department should be contacted if the tenant and/or term of the lease is modified.
 - The developer or manager of the property should find a new tenant within 6 months of the vacancy with a term that will equate to five years of occupancy. Should the property owner/manager not be able to find a new art tenant within the 6-month time frame. The matter shall be sent to City Council to advise on alternative art in public places mitigation.

- Should a tenant not be secured within the initial 6 months or in the case of a modification to the lease term of less than five years, the developer shall implement new public art or pay in-lieu fees as applicable.
3. A minimum of 20 percent of the overall interior space shall be accessible to the general public. The remaining 80 percent may be dedicated to private art studios or other related uses. These studios are required to be accessible for periodic student field trips and must display art such that it is visible from the project exterior, either through windows, upon the building exterior, or in publicly visible areas upon the project property.

Chapter 6 - Implementation

6.1 General Provisions

The City of Burlingame shall administer the provisions of The North Rollins Specific Plan in accordance with the State of California Government Code, the Burlingame General Plan, the City of Burlingame Municipal Code, the Subdivision Map Act, and other applicable State and City regulations. The Specific Plan development procedures, regulations, standards, and specifications shall supersede the relevant provisions of the City's Municipal Code, as they currently exist or may be amended in the future. Any development regulation and building requirement not addressed in the Specific Plan shall be subject to the City's adopted codes and regulations.

6.1.1 Interpretation

In instances where any section, subsection, sentence, clause, phrase, portion or word contained within this Specific Plan is undefined, unclear or vague, then the Community Development Director, or their designee shall make a determination as to its meaning and intent. The Community Development Director may elect to forward any item to the Planning Commission for final determination. Said determination shall be judged to be final.

6.1.2 Severability

If any section, subsection, sentence, clause, phrase, or portion of this Specific Plan, or any future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan, or any future amendments or additions hereto. The City hereby declares that it would have adopted these requirements and each sentence, subsection, clause, phrase, or portion or any future amendments or additions thereto, irrespective of the fact that any one or more sections, subsections, clauses, phrases, portions or any future amendments or additions thereto may be declared invalid or unconstitutional.

6.1.3 Compliance with the Adopted Specific Plan

The City of Burlingame shall monitor compliance with the adopted Specific Plan and mitigation measures at these stages, as appropriate:

- During the review and approval of subsequent Residential and/or Commercial Design Reviews, Tentative Maps, Conditional Use Permits, and other permits, as appropriate.
- During the review of construction documents, and prior to the issuance of grading or building permits.
- Prior to the issuance of a certificate of occupancy for any building within the Specific Plan area.
- Prior to the recordation of any parcel map or final map within the Specific Plan boundaries.

6.1.4 Implementing Development Process Approvals

Table 6-1, Development Process Approvals, depicts the process of entitlement through the City of Burlingame for various applications and action. *Table 6-1* applies only to future developments being implemented within the confines of The North Rollins Specific Plan area.

The following administrative standards govern implementation of future development applications (including Residential and/or Commercial Design Reviews, Tract Maps, Parcel Maps, Variances, and Conditional Use Permits) for future developments within the Specific Plan area:

- a. No development shall occur or building permits issued within the adopted Specific Plan area until the proposed development is reviewed by the City's Planning Division and found to be consistent with the adopted Specific Plan. Criteria for review and approval of proposed development shall include, but not be limited to the following:
 1. Conformance with the land use designation;
 2. Conformance with the specific development standards, goals, and policies of the Specific Plan; and
 3. Conformance with the intended density/intensity of the site.
- b. All Tentative Tract or Parcel Maps shall be consistent with this Specific Plan, as adopted.

6.2 Enforcement

This Specific Plan shall generally be enforced in a manner identical to the prevailing City of Burlingame procedure(s) to enforce the provisions of the zoning and subdivision codes. The City of Burlingame Community Development Department and Planning Commission shall enforce the Development Standards and Design Guidelines set forth herein, in accordance with the State of California Government Code, Subdivision Map Act, the Burlingame General Plan, and the City of Burlingame Municipal Code. The development procedures, regulations, standards, and specifications contained in this adopted Specific Plan shall supersede the relevant provisions of the City's Municipal Code, as they currently exist or may be amended in the future.

6.3 Nonconforming Uses

Nonconforming uses within the Specific Plan area shall be governed by Article 5, Nonconforming Uses and Structures, Nonconformities, of the BMC.

TABLE 6.1 — DEVELOPMENT PROCESS APPROVALS

<i>Development Process Approvals</i>	<i>Action Required By</i>		
	<i>Community Development Director</i>	<i>Planning Commission</i>	<i>City Council</i>
Granting of Variances (BMC Chapter 25.16)		●	
Conditional Use Permit (BMC Chapter 25.16)		●	
Tentative Tract Map Approval (BMC Chapter 26.08)			●
Specific Plan Use Interpretations	●		
Specific Plan Amendments (Section 6.7.2)		●	●
Art in Public Places Review (Section 6.8)			●
Modifications to Table 6.2 — Maximum Development Analyzed Per CEQA (Section 6.6)	●		
Approval of Community Benefit Bonuses (Section 6.10)		●	
Design Review, including deviation from objective design standards (Section 6.10)		●	

6.4 Project Phasing

Redevelopment of the Specific Plan area will take place over time. As the majority of the parcels within the plan area are privately owned, redevelopment upon these parcels will be initiated by the property owner according to the regulations of this Specific Plan.

Streetscaping improvements may be initiated by the City of Burlingame as funds are made available. It is recommended that streetscaping improvements identified for Rollins Road occur first with other improvements to the public realm taking place subsequently, radiating outwards from Rollins Road towards the boundaries of the Specific Plan area.

The City of Burlingame may implement comprehensive street improvements to any or all rights-of-way within the Plan Area.

6.5 Financing

A successful mixed-use district requires a high standard of street and landscaping improvements in order to create a positive multi-modal experience as well as provide the space and access appropriate for residential, commercial, and industrial uses. These types of improvements will be initiated by the City of Burlingame and as a part of the redevelopment process of the district.

Several types of financing strategies and tools are available for financing district-wide improvements such as those found in The North Rollins Specific Plan. It is anticipated that the Specific Plan area will be redeveloped over time using a combination of these strategies and tools which could include, but are not limited to, the strategies indicated in *Sections 6.5.1 through 6.5.4*.

6.5.1 Bonds

Street and landscaping improvements may be funded via the issuance of municipal bonds.

6.5.2 Assessment District

Special assessment districts, such as those permitted by the Municipal Improvement Act of 1913, the Improvement Bond act of 1915, and the Lighting and Landscape Maintenance Act of 1972, provide methods of leveraged financing whereby a public entity determines an area in which the provision of facilities will benefit real property. A special assessment district may be created for the Specific Plan area to cover improvements to properties benefitting from infrastructure and streetscaping improvements. This financing tool can be used for public improvements that directly benefit specific properties that are

assessed to pay for the improvements at no risk to public agency general funds; however, benefit assessment districts may be difficult to form in areas with existing development.

6.5.3 Maintenance or Community Benefit District

- a. A maintenance district could be created to fund the ongoing maintenance of the streetscape and open space within the Plan Area. The City may wish to negotiate the creation of such a district as a condition of constructing the streetscape and open space improvements.
- b. Community parks and pocket parks dedicated to the City shall comply with City standards and will be maintained by city staff. It will be the responsibility of the developer and/or property owner to maintain paseos and other open space areas that are not dedicated to the City.
- c. A community benefit district could be created to fund improvements and the ongoing maintenance of the streetscape

and open space within the Plan Area. Community benefit districts may be administered by a private corporation or by the City of Burlingame.

6.5.4 Infrastructure Financing

- a. The storm drain and flood control systems shall be funded and constructed by the developer, Community Facilities District (or other similar mechanism), or some combination thereof.
- b. The backbone water facilities and infrastructure shall be owned, operated, and serviced by the City of Burlingame. Any necessary improvements to the water system as a result of development shall be borne by the developer.
- c. The backbone sewer facilities and infrastructure shall be owned and operated by the City of Burlingame. Any necessary improvements to the sewer system as a result of development shall be borne by the developer.
- d. Telephone, electricity, gas lines, and cable television lines shall be installed and maintained by the appropriate utility companies.

6.6 Maximum Development Analyzed per CEQA

Table 6.2 — *Maximum Development Analyzed per CEQA*, depicts the maximum allowed overall development within the Plan Area determined by the environmental analysis performed for the “Envision Burlingame” General Plan Update. Some office and industrial use square footage analyzed in the General Plan Update was converted into additional multi-unit residential units, as the Specific Plan Area does not permit office uses. As the Plan Area is developed over time, remaining development capacity shall be tracked by the Burlingame Community Development Department. A sample tracker is provided in Appendix A of this Specific Plan. The City may elect to track development within this Specific Plan or as a separate methodology.

Residential and non-residential development exceeding the thresholds identified in Table 6.2 is permitted; however, additional environmental review may be required. For residential development within the Plan Area, dwelling units identified in Table 6.2 are “base units.” Affordable housing bonuses pursuant to Chapter 25.36 of the BMC and/or the California Government Code may allow developments to exceed both the maximum allowable new development threshold for new dwelling units identified in Table 6.2,

as well as maximum development standard densities identified in Table 5.2. These bonuses do not affect non-residential development capacity within the Plan Area.

TABLE 6.2 — MAXIMUM DEVELOPMENT ANALYZED PER CEQA	
Land Use	Maximum Allowable New Development
Multi-Unit Residential	1,557 dwelling units
Commercial Uses	139,266 square feet
Office Uses	50,083 square feet
Industrial Uses	591,217 square feet

If preliminary environmental analysis determines that a project is consistent with previous environmental documents or requires only an addendum, Table 6.2 may be amended upon certification/adoption of the appropriate environmental document pursuant to CEQA and at the discretion of the Community Development Director or his/her designee, per Section 6.7.1(a) of this Specific Plan.

If required CEQA review and necessary mitigation measures determine a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Analysis is required, modifications to Table 6.2 require Planning Commission and City Council approval per Section 6.7.1(b) of this Specific Plan.

6.7 Specific Plan Adjustments and Amendments

6.7.1 Minor Adjustments to the Specific Plan

Minor adjustments to the plans, guidelines, regulations, and standards contained in this Specific Plan may be approved at the discretion of the Community Development Director; provided, however, that such deviations are deemed to be in substantial conformance with this Specific Plan and are not detrimental to the public health, safety and welfare.

Modifications to the adopted Specific Plan must be consistent with the purpose and intent of the originally approved Specific Plan. Any decisions made by the Community Development Director may be appealed to the Planning Commission. Decisions of the Planning Commission may be appealed to the City Council. Decisions by the City Council shall be deemed to be final. The following modifications constitute “minor adjustments” to the approved North Rollins Specific Plan:

- a. *Table 6.2, — Maximum Allowable Development Analyzed per CEQA*, may be modified at the discretion of the Community Development Director or his/her designee if the project can be demonstrated to be consistent with previous environmental documentation, or requires only an Addendum to demonstrate CEQA compliance;
- b. *Table 6.2, — Maximum Allowable Development Analyzed per CEQA*, may be modified with the approval of the Planning Commission and City Council, if a Negative Declaration, Mitigated Negative Declaration,

or Environmental Impact Report is required per CEQA and necessary mitigation measures demonstrate that the Plan Area may accommodate additional development;

- c. Minor changes to the circulation plan to accommodate actual conditions on-site or modify ingress and egress locations, or to respond to new information that was not available at the time the Specific Plan was originally prepared;
- d. Minor changes to the design of the roadway cross-sections, provided that the streets have adequate capacity to handle the anticipated volumes of traffic and the design changes are deemed acceptable by the City's Traffic Engineer;
- e. Minor modifications to the architectural or landscape design guidelines;
- f. Minor modifications to the water, sewer, and/or drainage plan;
- g. Addition of new information or data to the Specific Plan maps, figures, and/or text which does not change the effect of any concepts or regulations.

6.7.2 Specific Plan Amendments

Modifications to the Plan not identified in Section 6.7.1, Minor Adjustments to the Specific Plan, require a Specific Plan Amendment.

- a. The City of Burlingame, a property owner within the Specific Plan area, or designee shall have the authority to initiate an amendment to the adopted Specific Plan at any time. No authorization by City staff, the Planning Commission, or the City Council shall be necessary to initiate a Specific Plan Amendment to the North Rollins Specific Plan.
- b. Said amendment shall not require a concurrent General Plan Amendment unless it is determined by the City of Burlingame that the proposed amendment would be inconsistent with the General Plan goals, objectives, policies, or programs.
- c. All Specific Plan Amendments shall be subject to the requirements of CEQA and any applicable City of Burlingame environmental guidelines.
- d. The Planning Commission and City Council shall each hold a public hearing on the proposed amendment of the Specific Plan. Any hearing may be continued from time to time as deemed appropriate and necessary by the Planning Commission and City Council.
- e. The Planning Commission shall review all proposed amendments to the adopted Specific Plan. Upon the close of the required public hearing, the Planning Commission shall act by resolution to recommend to adopt, reject, or modify the proposed Specific Plan Amendment and forward its recommendation and findings to the City Council for action.
- f. The City Council shall review the Planning Commission's findings and recommendations. Upon the close of the required public hearing, the City Council shall act to adopt, reject, or modify the proposed Specific Plan Amendment.
- g. Prior to approving or conditionally approving any Specific Plan Amendment, the Planning Commission and City Council must make that the following findings regarding the Amendment:
 1. It is consistent with the goals and policies of the City of Burlingame General Plan;
 2. It is consistent with the goals and policies of the Specific Plan and with its purposes, regulations, standards, and guidelines;
 3. Results in development of desirable character that will be compatible with existing and proposed development in the surrounding neighborhoods; and
 4. Respects the aesthetic assets of the community consistent with economic realities.

6.8 Art in Public Places Review

The provisions of this section apply to applicable projects within the Specific Plan area.

- a. At least one City Arts Liaison(s) shall perform preliminary advisory review for art implemented through the program and suggest priorities and types of preferred for artwork in the area.
 1. The City Council shall appoint all City Arts Liaison(s) who works in the arts industry (art curators, museums, artists, buyers, etc.). The City Arts Liaison(s) must work or reside within the City of Burlingame.
 2. All publicly visible artwork (including those within public parks and within the public rights-of-way) shall be reviewed by the City Council. City Council determinations on art acceptability are considered final.
- b. All artwork implemented via this program shall be the property of the developer and/or owner of the project. Project owners are obligated to preserve public access and maintain required art in good condition.
- c. Art that is not maintained and repaired in good condition shall be considered a public nuisance and abated consisted with BMC Chapter 1.16.
- d. The project owner is responsible for the preservation, maintenance, and replacement, if necessary, of the public art provided for the life of the project.
- e. Art should be adequately lit during evening hours.
- f. Anti-graffiti coatings should be applied to art, when applicable.

- g. Art located within a public park must be approved by the City of Burlingame Parks and Recreation Department, and the Parks and Recreation Commission prior to review from City Council.
- h. Art located within any public right-of-way must be approved by the City of Burlingame Department of Public Works prior to review from City Council.
- i. The payment of any in-lieu fees shall be made prior to the issuance of a building permit.

In the event a city-wide ordinance is implemented regulating and requiring art within the City of Burlingame, the implementation of the city-wide ordinance shall supersede that of the Art in Public Places program of this Specific Plan; however, the provisions of the Specific Plan regarding required art within the Specific Plan area would remain.

6.9 Comprehensive Airport Land Use Compatibility Plan Consistency

The following requirements and criteria shall be incorporated into site-specific development projects:

- a. Airport Disclosure Notices. All new development is required to comply with the real estate disclosure requirements of state law. The following statement must be included in the notice of intention to offer the property for sale:

"Notice of Airport in Vicinity

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you."

- b. Airport Noise Evaluation and Mitigation. Project applicants shall be required to evaluate potential airport noise impacts if the project is located within the sixty-five (65) CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport). All projects shall be required

to mitigate impacts to comply with the interior (CNEL forty-five (45) dB or lower, unless otherwise stated) and exterior noise standards established by the Airport Land Use Compatibility Plan or Burlingame General Plan, whichever is more restrictive.

- c. Avigation Easement. Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL sixty-five (65) dB or greater (as mapped in the Airport Land Use Compatibility Plan) shall include the grant of an avigation easement to the City and County of San Francisco prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with Airport Land Use Compatibility Plan Policy NP-3 Grant of Avigation Easement.
- d. Other Flight Hazards. Within Airport Influence Area (AIA) B, certain land use characteristics are recognized as hazards to air navigation and, per SFO ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:
 1. Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight;

2. Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting;
3. Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight;
4. Sources of electrical/electronic interference with aircraft communications/navigation equipment;
5. Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including but not limited to FAA Order 5200.5A, Waste Disposal Site On or Near Airports and FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports and any successor or replacement orders or advisory circulars.

6.10 Review Procedures

- a. Design Review Required. Design review is required for all projects within the Specific Plan area pursuant to Chapter 25.68, Design Review, of the BMC.
- b. Residential and mixed-use projects meeting eligibility requirements for Senate Bill (SB) 35 are not subject to discretionary design review and are instead only subject to the objective design standards found within this Specific plan and the BMC. A summary of eligibility requirements for SB 35 under California Government Code (CGC) Section 65913.4 are as follows:
 1. The project is a multi-unit housing development consisting of two or more units. (CGC subsection (a)(1)).
 2. The project dedicates a minimum of 50% of units as affordable at the moderate-income level, or 80% area median income (AMI) (CGC subsection (a)(4)(B)).
 3. The site is in an “urbanized area” or “urban cluster” as designated by the Census (subsection (a)(2)(A)).
 4. At least 75% of the perimeter of the site adjoins parcels currently or formerly developed with “urban uses” (CHC subsection (a)(2)(B), (h)(8)).
 5. Mixed-use developments must propose at least 2/3rds square footage as residential uses.
 6. The project must not include a subdivision of land, subject to certain exemptions (subsection (a)(9)).

7. The project must be consistent with objective design review standards and objective zoning standards at the time the application is submitted. Objective standards are those that require no personal, subjective or discretionary judgement, and must be verifiable by reference to an external and uniform source knowable prior to submittal. (subsection (a)(5)).
8. The project must be located outside of the following areas (subsection (a)(6)-(a)(7)):
 - Coastal zone
 - Prime farmland or farmland of statewide importance
 - Wetlands, as defined under federal law
 - Earthquake fault zones
 - High or very high fire hazard severity zones
 - Hazardous waste sites
 - FEMA designated flood plain or floodway
 - Protected species habitat or lands designated for conservation in a habitat conservation plan
 - Lands under a conservation easement
 - A site that would require the demolition of any housing subject to recorded rent restrictions, housing subject to rent control, a historic structure on a local, state, or federal register, or housing occupied by tenants within the past 10 years.
 - A site that previously contained housing occupied by tenants within the past 10 years.
 - A parcel of land governed by the Mobilehome Residency Law, the Recreational Vehicle Park Occupancy Law, the Mobilehome Parks Act, or the Special Occupancy Parks Act.
9. The entire development must be a “public work” for purposes of prevailing wage law, or construction works shall be paid at least the prevailing wage within the area (subsection (a)(8)(A)).
10. The project proponent must certify that “a skilled and trained workforce” will be used to complete the development if any of the following conditions in *Table 6.3, Skilled and Trained Workforce Applicability*, apply.

TABLE 6.3 — SB 35 SKILLED AND TRAINED WORKFORCE APPLICABILITY

<i>Bay/Coastal Counties >225K in population</i>	<i>Non-Bay/Coastal Counties <550K in population</i>
Until 2022: Projects >75 Units	Until 2020: Projects >75 Units
After 2022: Projects >50 Units	2020-2022: Projects >50 Units
---	After 2022: Projects >25 Units

- c. Projects that meet the eligibility requirements for SB 35 utilize an “streamlined” review process. Applicants shall submit to the City a memo summarizing project compliance with the eligibility requirements of SB 35. City staff review project compliance with government code through a ministerial process. Deviations from objective design standards are permitted, at the discretion of the Community Development Director. SB 35 eligible projects are exempt from the California Environmental Quality Act (CEQA).
- d. Planning Commission Approval of Community Benefits Bonuses. The Planning Commission shall be the final review authority for an application for Tier 2 and Tier 3 projects. (Ord. 1988 § 1, (2020))
- e. Should SB 35 be updated or amended, or should the State Department of Housing and Community Development modify the City of Burlingame’s housing determination, changes in state law or determination shall supersede this Section.

6.11 Impact Fees

Parks Fees

In-lieu parks fees collected within the Plan Area as a result of new development shall be collected and administered pursuant to the City of Burlingame Park In-Lieu Fee Program, as amended. Public and private parks may be eligible to receive an in-lieu park fee credit subject to review by the Director of Parks and Recreation.

Arts Fund Fees

Fees collected within the Plan Area resulting from the administration of the Art in Public Places program shall be administered as described in *Section 5.10*.

Commercial Linkage Fees

Commercial linkage fees collected within the Plan Area as a result of new nonresidential development shall be administered pursuant to Chapter 25.44 of the BMC.

Residential Impact Fees

Residential impact fees collected within the Plan Area as a result of new residential development shall be administered pursuant Chapter 25.45 of the BMC. As an alternative to the residential impact fee requirements, developers of residential projects may propose to mitigate the affordable housing impacts of such development through the construction of affordable units on site or through an alternative mitigation program proposed by the developer, such as the provision

of off-site affordable units, donation of land for the construction of affordable units, or purchase of existing units for conversion to affordable units, per Section 25.45.070 of the BMC.

Public Facilities Impact Fees

Public facilities impact fees collected within the Plan Area as a result of new development shall be administered pursuant Chapter 25.46 of the BMC.

Appendix A

Table A-1, Development Tracker indicates the maximum development analyzed by the environmental analysis performed for the “Envision Burlingame” General Plan Update and North Rollins Specific Plan. This table (or any other tracking mechanism within this Appendix) is expected to document and track development as it occurs within the Specific Plan area. This Appendix is for informational purposes only and may be amended at any time by the Planning Division without the need for Planning Commission or City Council review. However, no governing policies may be included within this Appendix.

TABLE A-1 — MAXIMUM DEVELOPMENT			
<i>Land Use</i>	<i>Maximum Allowable New Development</i>	<i>Approved</i>	<i>Remaining Intensity</i>
Multi-Family (DU)	1,557	-	1,557
Industrial (SF)	591,217	-	591,217
Office (SF)	50,083	-	50,083
Commercial (SF)	139,266	-	139,266

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Appendix B

The resolutions approved by City Council for addendum on September 5th, 2023 are included in this appendix.

RESOLUTION NO. 121-2023

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BURLINGAME TO ADOPT AN ADDENDUM TO THE BURLINGAME 2040 GENERAL PLAN ENVIRONMENTAL IMPACT REPORT (EIR) IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

THE CITY COUNCIL OF THE CITY OF BURLINGAME FINDS:

WHEREAS, pursuant to the requirements of California Government Code Section 65300 et seq., on January 7, 2019 the City of Burlingame adopted a new general plan for the physical development of the City pursuant to Resolution No. 006-2019 (the "General Plan"); and

WHEREAS, pursuant to the requirements of California Government Code Section 65450 et seq., the City of Burlingame has prepared and proposes to adopt a new specific plan for the northern portion of the Rollins Road area of the City, consistent with the goals and policies of the General Plan ("Specific Plan" or the "Project"); and

WHEREAS, the proposed Specific Plan specifies the distribution, location, and extent of the uses of land, including open space, within the area covered by the plan; and

WHEREAS, the proposed Specific Plan specifies the proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan; and

WHEREAS, the proposed Specific Plan specifies the standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable; and

WHEREAS, the proposed Specific Plan specifies a program of implementation measures including regulations, programs, public works projects, and financing measures; and

WHEREAS, the proposed Specific Plan includes a statement of the relationship of the Specific Plan to the General Plan; and

WHEREAS, pursuant to the California Environmental Quality Act ("CEQA") (Public Res. Code, § 21000 et seq.) and the State CEQA Guidelines (14 CCR § 15000 et seq.), the City Council of the City of Burlingame ("Council") is the Lead Agency for the Project, as the public agency with general governmental powers; and

WHEREAS, an Environmental Impact Report (State Clearinghouse [SCH] #2017082018) was prepared for the General Plan that evaluated the long-range and cumulative environmental impacts associated with projected development of the Specific Plan area. The

RESOLUTION NO. 121-2023

Final EIR for the General Plan was certified on January 7, 2019 pursuant to Resolution No.005-2019; and

WHEREAS, the City of Burlingame, as Lead Agency, has determined that an Addendum to the Burlingame 2040 General Plan Environmental Impact Report (EIR) should be prepared pursuant to CEQA in order to analyze all adverse environmental impacts of the proposed Specific Plan; and

WHEREAS, as outlined in Section 15164 (Addendum to an EIR or Negative Declaration) of the CEQA Guidelines, a Lead Agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in the CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred; and

WHEREAS, an addendum to the General Plan EIR dated July 2023 (the "EIR Addendum") has been prepared in accordance with Sections 15162 and 15164 of the CEQA Guidelines; and

WHEREAS, the EIR Addendum has determined that the proposed Specific Plan is substantially similar to the City of Burlingame's previously approved 2040 General Plan discussed and analyzed in the 2040 General Plan Final EIR; and

WHEREAS, the minor modifications between the approved 2040 General Plan and the proposed Specific Plan would not introduce new significant environmental impacts beyond those which have already been identified and characterized in the approved 2040 General Plan Final EIR; and

WHEREAS, the Planning Commission of the City of Burlingame held a public hearing to consider the North Rollins Specific Plan, the Addendum to the General Plan EIR, and staff recommendations, on August 28, 2023, in which it recommended that the City Council adopt the North Rollins Specific Plan and Addendum to the General Plan EIR, with notice of this public hearing provided through publication on August 18, 2023; and

WHEREAS, the City Council of the City of Burlingame held a public hearing to consider the North Rollins Specific Plan, the Addendum to the General Plan EIR, and Planning Commission and staff recommendations, on September 5, 2023, and notice of this City Council hearing was provided through publication on August 25, 2023.

NOW, THEREFORE, BASED ON THE STAFF REPORT, AND THE WRITTEN AND ORAL TESTIMONY AT THE HEARING, AND THE ENTIRE RECORD, THE CITY COUNCIL OF THE CITY OF BURLINGAME RESOLVES AND ORDERS AS FOLLOWS:

Section 1. The foregoing recitals are true and correct and are incorporated herein as findings.

RESOLUTION NO. 121-2023

Section 2. On the basis of the Final Environmental Impact Report ("FEIR") certified by the Burlingame City Council on January 7, 2019, the EIR Addendum dated July, 2023 and the documents submitted and reviewed, and comments received and addressed by the Planning Commission and the City Council, the City Council as Lead Agency hereby finds that none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a Subsequent EIR have occurred; and there is no substantial evidence that the Specific Plan will have a significant effect on the environment beyond those that were previously evaluated in the certified FEIR for the 2040 General Plan.

Section 3. On the basis of the above, the City Council adopts the Addendum to the Burlingame 2040 General Plan FEIR, dated June 2023, as attached hereto.

Section 4. The findings of the City Council articulated herein represent the independent judgement of the Burlingame City Council following its deliberations relative to the Specific Plan during a duly noticed public hearing on September 5, 2023.

Section 5. This Resolution is effective upon its adoption.



Michael Brownrigg, Mayor

I, Meaghan Hassel-Shearer, City Clerk of the City of Burlingame, certify that the foregoing resolution was adopted at a regular meeting of the City Council held on the 5th day of September 2023, by the following vote:

AYES:	COUNCILMEMBERS: BEACH, BROWNRIGG, COLSON, ORTIZ, STEVENSON
NOES:	COUNCILMEMBERS: NONE
ABSENT:	COUNCILMEMBERS: NONE



Meaghan Hassel-Shearer, City Clerk

RESOLUTION NO. 122-2023

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BURLINGAME ADOPTING THE NORTH ROLLINS SPECIFIC PLAN

THE CITY COUNCIL OF THE CITY OF BURLINGAME FINDS:

WHEREAS, pursuant to the requirements of California Government Code Section 65300 et seq., on January 7, 2019 the City of Burlingame adopted a new general plan for the physical development of the City (Resolution No. 006-2019); and

WHEREAS, pursuant to the requirements of California Government Code Section 65450 et seq., the City of Burlingame has prepared and proposes to adopt a new specific plan for the northern portion of the Rollins Road area of the City, consistent with the goals and policies of the General Plan; and

WHEREAS, two community workshops, three Community Advisory Committee meetings, four Planning Commission meetings, two City Council meetings, and one joint meeting of the Planning Commission and City Council, were held to involve, the public, local residents and business owners, and property owners in the development of the plan; and

WHEREAS, the proposed Specific Plan specifies the distribution, location, and extent of the uses of land, including open space, within the area covered by the plan; and

WHEREAS, the proposed Specific Plan specifies the proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan; and

WHEREAS, the proposed Specific Plan specifies the standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable; and

WHEREAS, the proposed Specific Plan specifies a program of implementation measures including regulations, programs, public works projects, and financing measures; and

WHEREAS, the proposed Specific Plan includes a statement of the relationship of the specific plan to the general plan; and

WHEREAS, the proposed Specific Plan has been prepared in conformity with the provisions of State law requirements, including the requirements of California Government Code Section 65450 et seq., and the requirements of the City of Burlingame Municipal Code; and

RESOLUTION NO. 122-2023

WHEREAS, the Planning Commission of the City of Burlingame, after proceedings duly and regularly held and noticed as provided by law, did on August 28, 2023 review and consider the staff report and all other written materials and testimony presented at said hearing, and recommended to the City Council that it adopt the North Rollins Specific Plan; and

WHEREAS, the Planning Commission has also recommended adoption of an Addendum to the General Plan EIR ("Addendum") which was prepared in accordance with the California Environmental Quality Act ("CEQA") and the CEQA Guidelines and which found that the Specific Plan does not have any new or more significant impacts than those analyzed in the General Plan EIR.

WHEREAS, the City Council considered the Planning Commission's recommendations, the staff report, and all other written materials and testimony presented at duly noticed public hearing on September 5, 2023.

NOW, THEREFORE, BASED ON THE STAFF REPORT, AND THE WRITTEN AND ORAL TESTIMONY AT THE HEARING, THE CITY COUNCIL OF THE CITY OF BURLINGAME RESOLVES AND ORDERS AS FOLLOWS:

1. The above recitals are true and correct and are material to this Resolution and are incorporated into this Resolution as findings of the City Council.

2. The Specific Plan meets all of the findings required by Burlingame Municipal Code section 25.80.050, as follows:

- a. The Specific Plan is consistent with the General Plan, including its goals, policies, and implementation programs.

The Specific Plan is consistent with the General Plan and General Plan goals, policies, and implementation programs. Specifically, the Specific Plan implements General Plan Goal CC-12, which states that the City should "Recreate Rollins Road as two distinct but complementary districts, with the southern two-thirds of the corridor supporting industrial and creative business enterprises and the northern one-third of the corridor reimagined as a live/work complete residential neighborhood – with parks, tree-lined streets, and a pedestrian orientation – that connects to the Millbrae multimodal transit station."

- b. The Specific Plan is a desirable planning tool to implement the provisions of the General Plan.

The Specific Plan includes concepts, guidelines, and regulations for urban form, open spaces, streetscapes, and community amenities for the North Rollins Road neighborhood. The elements of the plan have been guided by input received through

RESOLUTION NO. 122-2023

community engagement, as well as experience with previous development projects in the specific plan area as well as other areas of Burlingame.

- c. The Specific Plan will not adversely affect the public health, safety and general welfare or result in an illogical land use pattern.

On the basis of the Final Environmental Impact Report (FEIR) certified by the Burlingame City Council on January 7, 2019, the Environmental Impact Report (EIR) Addendum dated July, 2023 and the documents submitted and reviewed, and comments received and addressed by this commission, it has been found that there is no substantial evidence that the Specific Plan will have a significant effect on the environment beyond those that were previously evaluated in the certified FEIR for the 2040 General Plan.

3. Based upon the foregoing findings, the City Council affirms the Planning Commission's recommendation and adopts the North Rollins Specific Plan dated August 2023, attached hereto and incorporated herein.

4. This Resolution is effective upon its adoption.



Michael Brownrigg, Mayor

I, Meaghan Hassel-Shearer, City Clerk of the City of Burlingame, certify that the foregoing resolution was adopted at a regular meeting of the City Council held on the 5th day of September 2023, by the following vote:

AYES:	COUNCILMEMBERS: BEACH, BROWNRIGG, COLSON, ORTIZ, STEVENSON
NOES:	COUNCILMEMBERS: NONE
ABSENT:	COUNCILMEMBERS: NONE



Meaghan Hassel-Shearer, City Clerk

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