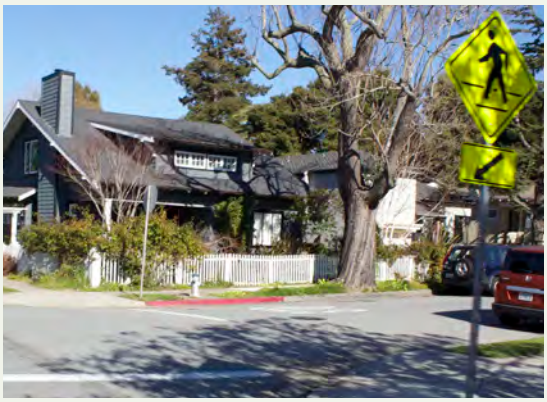
ENVISION BURLINGAME







# Draft General Plan

City Council Hearing Draft | January 2019

Consultant to the City

MIG

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City of Burlingame

# ENVISION BURLINGAME
# General Plan

~~Public Review Draft~~ City Council Hearing Draft
~~November~~December ~~2018~~August ~~2017~~ January 2019

# Chapter I. Introduction

THE BURLINGAME GENERAL PLAN articulates the shared community vision for preservation and change in our community. This General Plan is a long-range policy document that guides decision-making and establishes the "ground rules" for the design and development of new projects, conservation of resources, economic development, mobility and infrastructure improvements, expansion of public services, and community amenities. As the blueprint for our future, this General Plan directs how Burlingame will look, and how residents, business owners, and visitors will experience our City today and in the future. This Plan defines our future~~,~~ and is intended to provide direction through the year 2040.

This General Plan represents the City's first comprehensive planning endeavor since the late 1960s. While the General Plan of that era had been incrementally updated periodically to respond to specific needs or changes in State law, Burlingame found that the 40-plus~~+-~~-year-old plan continued to provide a solid and workable guide for land-use decision making. However, dramatic regional economic growth — largely driven by Silicon Valley businesses — and the resultant impacts on the housing market, which made the Bay Area among the most expensive markets in the U.S., led City leaders to engage the entire community in a conversation about Burlingame's future. How should the City plan to accommodate housing for people of all income and age levels so that the City could maintain its diverse demographic? How might business and retail districts be reimagined to respond to evolving business and shopping practices and people's leisure preferences? How will we get around locally and regionally with the rapid emergence of new tranport modes? How might climate change affect bayfront properties and our use of natural resources? This General Plan sets forth our vision and the steps we will take to achieve the future we have defined.

State law requires that every city and county prepare and adopt a comprehensive and long-range Ggeneral ~~p~~Plan (California Government Code Section 65300) and that the plan inform the content and application of the various programs and ordinances that are used to govern. The Burlingame General Plan and its maps, diagrams, and policies are reflected, for example, in the Zoning Ordinance, the Capital Improvement Program, and economic development strategies. Also, under California law, all specific plans, area plans, community plans, zoning ordinances, subdivision maps, and public works projects must be consistent with the General Plan.

While a ~~g~~Ggeneral ~~p~~Plan can cover a variety of topics based on a community's specific needs, each one is required by State law to address these seven topics, or elements: Land Use, Circulation/Transportation, Housing, Conservation, Open Space, Noise, and Safety. These seven elements must establish policy direction relating to:

- The use and development of properties citywide
- Accommodation of all modes of transportation
- The provision of parks and other open spaces to meet community needs
- The types of housing available in the community
- ~~Use~~ The use and protection of natural resources
- The provision of public safety services and protection against natural and human-caused hazards (including noise) in the city

Preparation of a Ggeneral ~~p~~Plan is also subject to the California Environmental Quality Act (CEQA), which means that local jurisdictions must analyze and mitigate (where necessary) the plan's significant environmental impacts.

## About Envision Burlingame

*Envision Burlingame* is the community-led planning process that guided development of the Burlingame General Plan. When the City initiated the

*Envision Burlingame* process in 2015, it had not comprehensively updated the General Plan in over 30 years. *Envision Burlingame* presented the unique opportunity to engage the entire Burlingame community and ask: "How do we want Burlingame to look, function, and feel 25 years from now?" The process had three broad objectives:

1. **Develop a vision for Burlingame**~~,~~ in the context of an evolving and increasingly dense San Mateo County and Bay Area, with particular attention paid to ~~the topics of stability and~~ opportunities for focused~~desired~~ change that responds to local and regional needs.

2. **Update policies and regulations** to ensure they address all applicable regional, State, and federal requirements.

3. **Create an updated and digital General Plan** that is easily accessed, understood, and applied by residents, property and business owners, and decision makers.

Envision Burlingame was a robust community-driven process that included multiple community workshops and surveys, a Community Advisory Committee (CAC) that met 18 times over the ~~two~~three-plus-year process, and extensive input from the Burlingame Planning Commission and City Council. The effort also made a priority of engaging the "next generation" with involvement from local Burlingame high school students, as well as students from University of California, Berkeley and San Francisco State University~~area universities~~. A summary of the *Envision Burlingame* community engagement process is included in Chapter 2: Community Context.

The community process resulted in a series of Guiding Principles that helped structure policy objectives throughout the General Plan. These Guiding Principles, outlined below and presented in detail in Chapter 3: Plan Principles, were shared at Community Workshop #2 in May of 2016 and were refined throughout the process:

- Balanced and Smart Growth
- Community Character
- Connectivity
- Economic Diversity and Vitality
- Healthy People and Healthy Places
- ~~Education~~Great Schools and Life-long Learning
- Civic Engagement

## Using the Plan

The Burlingame General Plan is structured around topics that emerged through community conversations. General plans are required to contain a minimum of seven ~~(7)~~ S~~s~~tate-mandated elements, but municipalities have flexibility in the organization of the elements to reflect local sensibilities. Table INT-1 indicates how the General Plan chapters and themes relate to the State-required General Plan elements.

Table INT-1
General Plan Chapters

| Burlingame General Plan Chapters | Land Use | Circulation | Housing | Conservation | Open Space | Noise | Safety | Optional |
|---|---|---|---|---|---|---|---|---|
| Chapter 1<br>Introduction | | | | | | | | ● |
| Chapter 2<br>Community Context | | | | | | | | ● |
| Chapter 3<br>General Plan Principles | | | | | | | | ● |
| Chapter 4<br>Community Character | ● | | | | | | | |
| Chapter 5<br>Economic Development | | | | | | | | ● |
| Chapter 6<br>Mobility | | ● | | | | | | |
| Chapter 7<br>Infrastructure | | ● | | | | | | |
| Chapter 8<br>Community Safety | | | | | | ● | ● | |
| Chapter 9<br>Healthy People and Healthy Places | | | | ● | ● | | | ● |
| Chapter 10<br>Engagement and Enrichment | | | | | | | | ● |
| Chapter 11<br>Implementation | | | | | | | | ● |
| Glossary | | | | | | | | ● |

## Plan Chapters

### *Community Character*

The Community Character chapter fulfills State requirements for the Land Use Element~~,~~ and identifies policies to focus growth in targeted areas to preserve Burlingame's historic and single-family neighborhoods, the character of El Camino Real, the jobs base along the Bayfront and Rollins Road, and the commercial districts of Burlingame Avenue and Broadway. This chapter is organized around areas of stability and areas of change, highlighting the unique characteristics, land uses, and design aesthetics of each Burlingame district.

### *Economic Development*

The Economic Development chapter addresses a topic emphasized by community members, but it is not required by law. This chapter provides policies to diversify the economic base and expand employment opportunities by attracting new businesses and retaining existing businesses.

### *Mobility*

The Mobility chapter fulfills State requirements for the Circulation Element~~,~~ and outlines policies to improve all modes of travel throughout Burlingame, with an ~~increased~~ emphasis on improvement for cyclists and pedestrians. Particular attention is focused on California Drive, with the aim of better accommodating pedestrians and bicyclists. Attention is also given to the importance of better connections across Highway 101 for all travel modes.

### *Infrastructure*

The Infrastructure chapter addresses topics required for the Circulation Element: water supply storage and delivery, wastewater collection and treatment, flood control and stormwater management, solid waste management, and telecommunications.

### *Community Safety*

The Community Safety chapter meets State requirements for the Safety and Noise Elements. This chapter establishes goals and policies regarding adequate emergency services and response systems, encompassing both preventative and proactive practices. It also outlines policies to protect the community from noise hazards, sea level rise, and storm surge events.

### *Healthy People and Healthy Places*

The Healthy People and Healthy Places Chapter fulfills California requirements for the Conservation and Open Space Elements, which focus on resource preservation, park space, and recreation resources. Optional topics important to community members included in the discussion are public health and scenic resources.

### *Engagement and Enrichment*

The Engagement and Enrichment Chapter provides optional content that supports Burlingame's aim to embrace education, arts, culture, and civic engagement in all aspects of community life.

## Key Terms

Each chapter contains goals, policies, and implementation programs crafted to achieve the community's vision.

- A ***goal*** is an overall statement of community desires and consists of a broad statement of purpose or direction. For each goal in this General Plan, associated and more definitive policy statements follow.
- A ***policy*** provides more specific guidance to the City Council, Planning Commission, other City commissions and boards, and City staff in their review of development proposals and other actions taken.
- Implementation ***programs*** ~~provide~~ further articulat~~eion regarding~~ how the City will achieve its goals and policies.

## Implementation Categories

An implementation plan is included in Part III, establishing processes, timelines, and tools to monitor progress. Each policy and program throughout the General Plan includes one or more of the following abbreviations that correspond to the specific implementation categories utilized in Part III:

### *Development Review [DR]*

Many General Plan policies are implemented through regulations based on the City's "police power" to protect public health, safety, and welfare. City ordinances also create a development review process that provides for review of individual project proposals and authorizes the City to approve, conditionally approve, or deny projects based on their consistency with the General Plan. The following lists plans, ordinances, and procedures commonly used by the City of Burlingame to implement the General Plan:

- Specific Plans
- Zoning Code
- Design guidelines
- Subdivision Code
- Building Ceode and other codes
- Development review process

### *Master Plans [MP]*

The City has adopted master plans, strategies, and programs for various City services and facilities, types of development, or geographic areas. These are prepared to provide more specific direction for decision makers, staff, and the public about ~~how the General Plan will be implemented~~for making policy and program decisions in the future. They are not elements or components of the General Plan; rather they are tools that implement the General Plan. Specific General Plan implementation programs call for the annual or periodic review of many of these master plans, strategies, and programs, in addition to adoption of new ~~master~~ ones.

*Financing and Budgeting [FB]*

The development, maintenance, and operation of public facilities such as parks and libraries require financial resources derived from various sources. Programming of City capital projects and their funding over time, ais outlined in the Capital Improvement Projects list, ~~which~~ is updated annually. The following revenue sources used by or available to the City will continue to support the development, maintenance, and operation of public facilities and services:

- Property tax revenue
- Sales tax revenue
- User fees
- Development impact and linkage fees
- Community facilities and special assessment districts
- Municipal bonds
- Special taxes
- Regional agency, State, and federal grants
- Other State and federal funding

*Studies and Reports [SR]*

The City conducts studies and produces reports to collect and evaluate information related to specific issues. These studies and reports are undertaken at the direction of the City Council as needed or are prepared annually to report on the status and implementation of the General Plan.

*Services and Operations [SO]*

The City provides a broad range of services to its residents, businesses, and visitors, and manages and operates its facilities to meet community needs. How the City provides services and carries out its operations influence~~s~~ the effectiveness of General Plan implementation.

*Agency Coordination [AC]*

The City must coordinate with numerous local, regional, State, and federal agencies to implement the General Plan. These agencies provide services, facilities, or funding, and administer regulations that directly or

indirectly affect many issues addressed in the General Plan. The following is a partial list of public agencies that may play a role in implementing the General Plan:

- Adjacent cities and towns, including ~~such as~~ Millbrae, San Mateo, and Hillsborough (with which Burlingame shares certain municipal services and facilities)
- Local water and wastewater providers
- Regional agencies such as ~~the Association of Bay Area Government, Metropolitan Transportation Commission, and~~Bay Area Metro (the combined Association of Bay Area Governments and Metropolitan Transportation Commission) the San Francisco Bay Conservation and Development Commission, and the Caltrain/Joint Powers Board
- State agencies such as Caltrans, General Services, State Parks, the State Lands Commission, the California Department of Fish and Wildlife, and the California Environmental Protection Agency
- Federal agencies such as U.S. Fish and Wildlife Services, the U.S. Park Service, the U.S. Army Corps of Engineers, and the Federal Emergency Management Agency

*Partnerships with the Private Sector [PA]*

The City may coordinate its activities with private sector efforts to improve public service delivery, manage public sector assets, or leverage private sector investment. By exploring new partnerships with the private sector, the City can use its technical, management, and financial resources in creative ways to achieve the goals of the General Plan.

*Public Information and Education [PI]*

A critical City function is providing information to residents and the business community about the policies and programs being carried out to achieve community goals.

### *Health and Sustainability [H] and [S]*

Health and sustainability are two topics that deserve particular attention in the Burlingame General Plan. Because health and sustainability are cross-cutting issues, the policies and programs relating to health and sustainability are woven throughout the entire General Plan. An **[H]** is used to indicate that a policy or program specifically relates to community health, and an **[S]** is used to indicate that a policy or program relates to sustainability. Policies tagged with an **[S]** will be used to guide ~~the~~ update~~s~~ of Burlingame's Climate Action Plan.

## User Groups

The Burlingame General Plan is intended for use by a variety of individuals and organizations, including residents, businesses, developers, City staff, the City Council, and appointed boards and commissions. Below is a brief summary of how various individuals and groups can use the General Plan.

### *Residents*

For Burlingame residents, the General Plan indicates the overall uses that are permitted in various Burlingame neighborhoods and districts, the long-range plans and changes that may affect different areas of the City, the programs and services the City will develop or enhance to improve quality of life, and the policies the City will use to evaluate future development applications. Sections of the General Plan that are likely to be of most interest to residents include the Plan Principles (Chapter 3) and the following General Plan Elements (Part II): Community Character, Mobility, Community Safety, Healthy People and Healthy Places, and Engagement and Enrichment.

### *Businesses*

For Burlingame businesses, the General Plan outlines the actions that the City will take to help support local business and expand and diversify the local economy. Sections of the General Plan of most interest to businesses include the Plan Principles (Chapter 3) and the following

General Plan Elements (Part II): Community Character, Economic Development, Mobility, Community Safety, and Engagement and Enrichment.

### *Developers*

For developers looking to build in and contribute in a positive manner to Burlingame, the General Plan provides an overview of the Burlingame community, summarizes its vision for the future, and outlines the overarching policies and expectations for development. Developers should review all elements of the General Plan to gain an understanding of challenges and opportunities related to land use and economic development. Other applicable documents, such as specific plans and the Zoning Ordinance, should also be reviewed to gain a complete perspective on the City's regulatory documents and processes.

### *City Staff*

The General Plan is a tool to help City staff make decisions related to programs and services, capital improvement projects, and land use and development applications. It also provides the goal and policy framework for City staff to make land use recommendations to the City Council, Planning Commission, and other boards and commissions. In addition, the General Plan provides a detailed implementation program that identifies actions to be completed by City staff. The implementation programs can be used as a guide to establish annual work programs and budgets.

### *City Council, Boards, and Commissions*

For the City Council and appointed boards and commissions, the General Plan guides policy and development decisions and actions on capital improvement projects. Future land use and development decisions and infrastructure improvements must be consistent with the General Plan. As a result, the General Plan provides the policy framework to be considered by the City Council, Planning Commission, and other appointed boards and commissions.

*Partnering and Supporting Agencies*

The City of Burlingame will rely on partnerships with outside agencies to implement the General Plan, including CalTrain, SamTrans, the Burlingame School District, San Mateo Union High School District, San Mateo County Parks Department, ~~the Association of Bay Area Governments (ABAG)~~Bay Area Metro, Peninsula Health Care District, Mills-Peninsula Medical Center, Sisters of Mercy~~ Center Burlingame~~, and San Francisco International Airport. The success of the General Plan will also rely on coordination with the neighboring cities of ~~Hillsborough,~~ Millbrae, and San Mateo, the Town of Hillsborough, and other ~~peninsula~~ Peninsula jurisdictions. The General Plan is intended to help these agencies and jurisdictions as they contemplate actions that affect the Burlingame community, and help the City form partnerships to achieve the community's vision within a regional context.

# Chapter II. Community Context

## Historical Context

### Burlingame Development

SITUATED ON SAN FRANCISCO BAY and framed by the Santa Cruz Mountains, Burlingame has benefit~~t~~ed from the scenic beauty of its surroundings and a location central to the Bay Area. It is a city with the charm and community spirit of a small town, combined with an urban culture and the amenities of a metropolitan area. These assets are what made Burlingame a popular destination from its earliest days ~~in the mid~~late ~~1800s~~.

With the opening of the Burlingame train station in 1894, the route from San Francisco became convenient and easy. By the turn of the century, the area featured many estates owned by San Francisco families drawn by the close proximity to that city and who looked to escape San Francisco's fog-bound summers. The young city also had more compact neighborhoods of modest bungalows where a thriving working class lived. This economic diversity has been an asset and source of community pride almost since the city's incorporation in 1908.

~~In its early decades~~During the early twentieth century, Burlingame developed as a quintessential commuter suburb, with neighborhoods organized along compact grids of tree-lined streets. Most of Burlingame's housing stock was developed between the 1910~~890~~s and 1960s. Residential growth occurred as a result of new subdivisions, with large estates divided into smaller lots and developed over time. The older neighborhoods are characterized by homes built by individual developers, while later subdivisions have homes built ~~in mass~~en masse by merchant builders. As a result, the City has a unique character created by the diversity of architectural styles found within its neighborhoods.~~ –~~

In the latter half of the 20th century, growth was spurred by proximity to San Francisco International Airport, with business and industry developing along the Bayfront~~,~~ and residential neighborhoods developing in the hills of the Mills Estate. Since the completion of the Mills Estate neighborhoods in the 1960s, the City's population growth has been relatively modest. New development over the decades between 1960 and the 1990s consisted largely of commercial development~~,~~ or relatively small-scale residential infill projects. The land use policies of the ~~1968~~ 1969 General Plan guided this development and the creation of several specific plans to implement General Plan land use directives.

## Historic Resources

Much of Burlingame's charm comes from its historic character, which includes historic buildings and entire neighborhoods, as well as its distinguishing eucalyptus ~~tree~~ groves. As of 2017, Burlingame had ~~five~~ six officially designated and historically significant resources. Burlingame Station, the original center of Burlingame, continues to serve train customers for commute trips. In its early days, it was home to the post office, the offices of Wells Fargo Express, Western Union, and meetings of the Burlingame~~'s~~ Woman's Club. In 1978~~1~~, the station was listed on the National Register of Historic Places (NRHP) as the first permanent example of the Mission Revival architecture style. In 1971~~8~~, the station was listed on the California Register of Historic Resources.

The Kohl Mansion was added to the National Register in 1982. Built between 1912 and 1914, Kohl Mansion was originally the home of Fredrick and Bessie Kohl. The house was used as a convent, and in 1931, a high school was also opened on the property.

In 2012, the Howard ~~-~~Ralston Eucalyptus Tree Rows planted as an ornamental windbreak by John McLaren in the 1870s along El Camino Real ~~and the Francard Grove Eucalyptus Tree Rows along the Caltrain tracks~~ were added to the National Historic Register. The Howard ~~-~~Ralston R~~r~~ows span~~s~~ 2.2 miles along El Camino Real between Peninsula Avenue

and Ray Drive~~,~~ and are~~is~~ within the State Highway 82 right-of-way belonging to Caltrans. Two additional McLaren eucalyptus tree rows—~~The~~ Francard Grove (Parcel 1) and Parcel II—run parallel to the railroad tracks on California Drive ~~tree row is aligned with the Caltrain tracks~~ between North Lane and Larkspur Drive; in 2015, these were determined to be eligible for National Register listing. ~~, and is within the right-of-way belonging to the Joint Powers Board. The trees were originally planted between 1873 and 1876 by horticulturalist John McLaren, intended as an ornamental windbreak along the major route.~~ The Francard Grove south of Oak Grove has been designated parkland since 1910. North of Oak Grove, the tree rows occur on land owned by the San Francisco Public Utilities Commission and the Joint Powers Board.

The Severn Lodge Dairy Wall Advertisement is listed on the California Register of Historic Resources as a ~~State~~ California Point of Historical Interest. It dates to 1917, when the Hillsborough-based Severn Lodge Dairy opened a distribution plant at 220 California Drive. The wall was restored by the Burlingame Historical Society and listed as a point of interest on the California Register in 2004.

Burlingame also has an Anza Expedition camp site. The Anza Expedition of 1776, on its way up the ~~p~~Peninsula to locate sites for the Presidio and Mission of San Francisco, camped on March 26 at a dry watercourse near the current corner of El Camino Real and Ralston Avenue. The California Historic Landmark No. 48 marker can be found at the El Camino Real/Howard Avenue intersection.

The William A. Whifler House at 1544 Drake Avenue added to the California Register of Historic Places in 2015, and listed on the National Register of Historic Places in 2016. Built in 1959, the house cantilevers over a small creek, and was built on the site of a large formal garden that was parceled off from architect William Whifler's childhood home. Soon after its completion, the home became renown for its use of steel, concrete, and glass. The building has undergone no modifications

since construction, and is in pristine condition with high historical integrity.

In addition to specifically designated historic sites, Burlingame is home to ~~entire~~ neighborhoods that provide a cohesive historic fabric ~~that is important to preserve~~. The Burlingame General Plan includes policies to preserve and enhance designated historic sites, and to ~~identify~~ explore options for recognizing ~~additional~~ buildings, landscapes, and districts worthy of special treatment.~~to be includes as designated resources.~~

# Context and Community Profile

## Geographic Context

The City of Burlingame is located on the San Francisco Peninsula, about 10 miles south of San Francisco. The corporate city limits encompass approximately 5.8 square miles, of which 76 percent (4.4 square miles) consists of developable land and the remaining 24 percent waters of San Francisco Bay (approximately 1.3 square miles) and the Mills Canyon Preserve (0.15 square miles). (See **Figure CX-1**.)

### *Sphere of Influence*

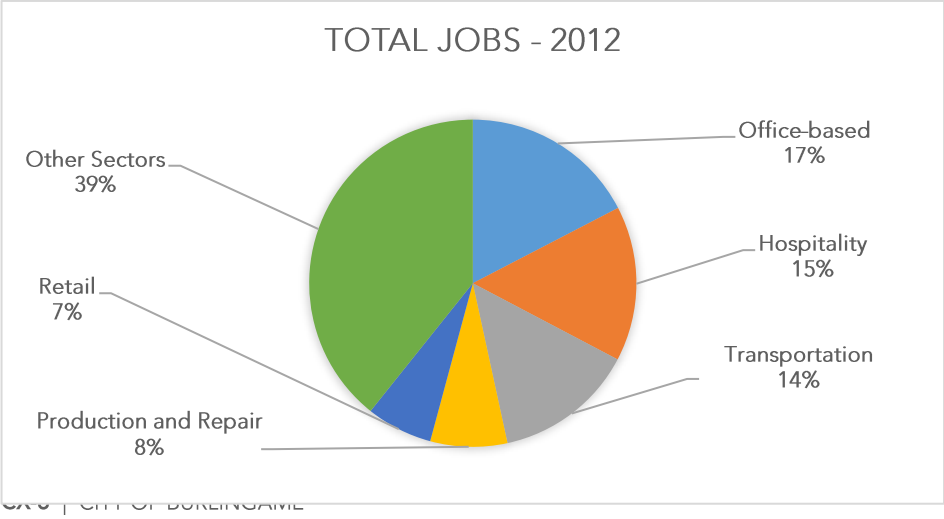
A city's sphere of influence refers to adjacent unincorporated areas that receive or may in the future receive services from the city and may become part of the city. The San Mateo County Local Agency Formation Commission (LAFCO) identifies the unincorporated residential neighborhood of Burlingame Hills as within Burlingame's sphere of influence (see **Figure CX-2**).

### *Burlingame Planning Area*

A Ge~~e~~neral ~~p~~Plan, pursuant to State law, must address all areas within the jurisdiction's planning area. The planning area for the Burlingame General Plan includes all properties within the incorporated city limits and the sphere of influence. **Figure CX-2** shows the boundaries of the Burlingame Planning Area.

## Economic and Demographic Context

Burlingame supports a strong economy and thriving community, and the City is committed to providing a welcoming environment for a diversity of businesses. The business mix includes a healthy supply of retail, office-based, and hospitality enterprises, as well as light-industrial operations. With the completion of significant streetscape improvements to Burlingame Avenue in 2015, the strength of this retail/restaurant/office destination grew.



Historically, Burlingame has had a very balanced distribution of owner and rental households and multifamily/single-family housing stock. However, the growth of the tech economy throughout the region has driven up housing prices significantly. In 2000, the average price of a single-family house in Burlingame was $811,418. By 2010, the average price had risen to $1.32 million, and in 2017, a buyer would have to pay an average of $2.35 million to purchase a home. Monthly rental rates experienced similar dramatic increases. High housing prices create barriers for many people who want to work and live locally, which is a challenge to achieving the City's goal to remain an inclusive and accessible community. The General Plan includes goals, policies, and programs to bolster and diversify Burlingame's economic base and promote a variety of housing types to accommodate changing demographics.

A key contributer to the City's economic success and high home values is the high quality of both public and private schools. The reputations of the Burlingame School District and San Mateo Union High School District attract ~~educated knowledge workers and their~~ families~~, many of whom work in Burlingame and~~ who engage extensively in local civic life.

## Regional Issues

The San Francisco Bay ~~area~~ Area is expected to experience continued economic and population growth through 2040, fueled by the innovation economy and its reputation as a desirous place to live and work. With its location on the Peninsula, Burlingame is amidst some of the strongest economic growth in the region. This growth has resulted in a sizable increase in new jobs, but communities throughout the area have had difficulty providing additional housing to keep pace with job growth. In this context, Peninsula communities, including Burlingame, have wrestled with how this regional growth dynamic relates to their local communities.

## Population Trends

In 2016, the California Department of Finance reported Burlingame's population at 29,724 residents. The City's population generally has grown at a slower pace than in surrounding Peninsula cities, some of which have had vacant land or more urban-focused land use policies to accommodate new development. Burlingame grew by approximately 7.5 percent between 1990 and 2010, while the surrounding area grew by over 10 percent.

Although Burlingame's population grew slightly from 1990 to 2010, the number of households remained nearly flat during this period. This can be attributed to the average household size having increased, partly explained by the growth in family households with children. The percentage of Burlingame households made up of families with children increased from 25 percent to 29 percent between 2000 ~~to~~ and 2013.

## Age

The age distribution of Burlingame residents suggests a demographic shift toward more families with children and also, similar to shifting demographics nationwide, a higher percentage of senior residents. The increase in families can be explained by the high quality of local schools and home sizes that can accommodate more people~~)~~. The aging

population reflects the fact that people are living longer and prefer, when they can, to stay in Burlingame during their retirement years.

### Income

Median household income in Burlingame is similar to the surrounding cities and county; however, the City has higher shares of households in the highest and lowest income brackets. This may be due to the diversity in the housing stock (an almost 50/50 split in multifamily versus single-family and renter versus owner).

### Tenure and Housing Stock

Burlingame has a higher share of renter households and multifamily housing units than San Mateo County as a whole, providing more diverse housing options. Nearly half (49.7~~%)~~ percent) of Burlingame's housing units are in multifamily structures, which is higher than in San Mateo County as a whole (42 percent). Fully 53 percent of units in Burlingame are renter-occupied, compared to 41 percent in the county.[1]

### Employment

More than half of Burlingame residents who work drive to employment locations in San Francisco and nearby Peninsula communities.

Burlingame has a relatively high ratio of jobs to employed residents compared to San Mateo County as a whole. According to the U.S. Census Longitudinal Employer-Household Dynamics, as of 2011 there were approximately 2.5 jobs in Burlingame for each employed resident. Countywide, this ratio was 1.00.

[1] 2015 American Community Survey

# Environmental Conditions

Although Burlingame is predominantly urbanized, a variety of environmental and scenic resources contribute to the community's character. An important role of the General Plan is to ensure that growth and change do not negatively impact environmental resources and health.

## Air Quality and Greenhouse Gas Emissions

Burlingame is located in the Peninsula Subregion air basin, which extends from northwest of San Jose to the Golden Gate Bridge. According to the California Air Resources Board emissions inventory for San Mateo County, mobile pollution sources such as cars and trucks are the largest contributor to the estimated annual average for air pollutant levels, accounting for much of total emissions in the county. Several chapters throughout the General Plan include policies and programs to promote alternative modes of transportation and reduce vehicle miles traveled, thus contributing to improvements in regional air quality and reduced greenhouse gas emissions.

## Biological Resources

Burlingame's varied terrain, from the foothills to the Bay, supports habitats for many plant and animal species, including special status species (rare plants and animals that require special consideration and/or protection under State or federal law). While certain plant and animal species have adapted to living within the developed areas of Burlingame, native vegetation and creeks within the urbanized areas have been modified to a degree that severely limits their value as habitat for special status plant and animal species. However, the shoreline and hillsides of Burlingame provide forest and wetland habitats that are important for several special status species. Chapter 9: Healthy People and Healthy Places specifies policies and programs to restore creek beds and habitats where possible~~,~~ and preserve wildlife areas.

## Water Resources

Burlingame lies within the Santa Clara Valley Groundwater Basin and contains multiple creeks that flow into San Francisco Bay. The health and function of the Bay Area's surface and groundwater resources are critical for habitat preservation and essential ecosystem services such as flood protection and clean water resources for multiple community uses.

In addition to water quality, overall water availability is a constant regional concern. Periods of abundant rainfall and severe drought have led to fluctuations in water supply, highlighting the need for consistent water conservation measures. Chapter 9: Healthy People and Healthy Places outlines policies to improve water quality in Burlingame and promote water conservation ~~during~~ at all times, not just during droughts.

## Visual and Scenic Resources

The natural features most associated with Burlingame are its trees, and Burlingame has been designated as a "Tree City USA" since the 1979~~80s~~.[2] California Drive and El Camino Real have groves of large, mature trees. In addition to Mills Canyon Park and the many tree-lined streets, other scenic resources include views of marshlands and San Francisco Bay, visible from the hills and Old Bayshore Highway and Airport Boulevard.

Highways with scenic corridors can create enjoyable travel experiences, link urban areas with open space areas, and provide access to recreational areas. Interstate 280, located just west of Burlingame, is an officially designated State Scenic Highway. Scenic roadways in and around Burlingame are shown in **Figure CX-3**. Development patterns and land use activities can block vistas or views of local landmarks and reduce

[2] Tree City USA is a national program established by the Arbor Day Foundation that provides the framework for community forestry management for cities and towns in the United States.

scenic qualities, and the exterior appearance of structures (e.g., bulk, height, color) can detract from the natural surroundings. Chapter 4: Community Character provides land use and development policies intended to protect Burlingame's visual and scenic resources.

### Sea Level Rise

Water levels in the San Francisco Bay have risen eight inches over the past century, with rates expected to accelerate in the next century as the pace of climate change accelerates. Burlingame's Bayfront is particularly vulnerable to sea level rise because it is not protected by natural wetlands, but instead has a hard-edge seawall along the waterfront. If sea level rise reaches projections by the San Francisco Bay Conservation and Development Commission and no actions are taken to protect or mitigate the impacts, most of the Bayfront Area and parts of Rollins Road could be under water by 2070. Chapter 8: Community Safety provides policies specifically intended to protect vulnerable areas and infrastructure from rising water levels in the Bay. Sustainability policies woven throughout the plan also target climate change and sea level rise issues.

## The Community Process

*Envision Burlingame* was a robust, community-driven process that included multiple community workshops and surveys, engagement with local high schools and colleges, a Community Advisory Committee (CAC) that met ~~almost 20~~18 times over the ~~two~~three-year process, and extensive input from the Burlingame Planning Commission and City Council. The following summarizes the meetings, interviews, surveys, and other events that took place between March 2015 and ~~September 2017~~December 2018.

### Stakeholder Interviews and Meetings

At the outset of *Envision Burlingame*, the project team conducted stakeholder interviews with members of the City Council, Planning Commissioners, business owners, residents, and others interested in Burlingame's plans for the future. This important step in the General Plan process provided an opportunity to understand the Burlingame community, identify desired project outcomes, and gain insight into issues, assets, and opportunities. Stakeholder sessions continued throughout the process to gather feedback as different policies and concepts emerged.

### Neighborhood Intercept Surveys

The project team held a series of neighborhood intercept surveys in June 2015 ~~at~~ in Burlingame's most popular commercial areas to gather information and spread awareness about the process. Members of the project team invited people to participate in an interactive exercise that asked them questions about Burlingame using printed poster boards and "voting" stickers. This approach engaged all age groups—especially families with young children—and allowed for informal and educational discussions.

### Community Advisory Committee Meetings

The Community Advisory Committee (CAC) was established by the City Council early in the process to advise the project team throughout development of the General Plan. Members included representatives from a variety of organizations and perspectives, including neighborhood groups, business groups, transportation and housing advocacy groups, and environmental organizations, as well as residents representing a range of perspectives and ages.

The CAC acted as a liaison to various Burlingame stakeholders, made recommendations to the Planning Commission and City Council, and reviewed draft General Plan chapters.

### Community Workshop #1

On October 24, 2015, the City hosted the first community workshop for *Envision Burlingame*. The workshop was held at the Burlingame Recreation Center as an open house in which members of the community were free to drop in anytime during the four-hour event. The workshop provided an opportunity to learn about the community-driven planning process and discuss Burlingame's assets, issues, and opportunities. Over 70 members of the community shared their ideas and vision for Burlingame's future. The static information from the workshop was put on the *Envision Burlingame* website to allow people to participate virtually after the workshop date.

### UC Berkeley Graduate Students

In February 2016, a group of UC Berkeley graduate students learning about community and stakeholder engagement held an outreach event at the Burlingame Caltrain station. The focus of this event was to engage commuters and young professionals about their thoughts and perspectives related to the future vision for the ~~city~~City. The students produced a video of their interviews and a summary of their findings.

### Burlingame High School Students

Between January and May 2016, students in a Burlingame High School architecture class identified planning and design ideas for new uses along Burlingame's Bayfront. The process included a walking tour of the Bayfront area, as well as mapping and designing potential development projects along the waterfront. Students had an opportunity to present their ideas at Community Workshop #2.

### Community Workshop #2 and Online Survey

In May 2016, the City hosted the second community workshop for *Envision Burlingame*. It was structured similarly to Community Workshop #1, as an open house event in which community members could drop in to review and comment on potential land use and circulation alternatives for key study areas. Participants were given a workbook with specific

questions to provide feedback. Burlingame High School students also had an opportunity to showcase their ideas for the Bayfront. For community members who were unable to attend the workshop, an online survey was available which corresponded directly to the workshop materials and workbook. In total, over 240 people participated in the workshop and online survey.

### San Francisco State University Students

During the Spring 2017 semester, students in an Urban Studies and Planning senior seminar at San Francisco State University ~~(SFSU)~~ worked on a project for the North Burlingame/Rollins Road area, which had been identified by the community as an area for an arts and innovation district including live/work units. The students provided a range of ideas for housing, commercial, and arts uses in the area, and presented their projects to the CAC in May 2017.

### Planning Commission Study Sessions

The Planning Commission held a study session on July 13, 2016, to discuss the emerging land use concept, population and employment projections, and community engagement input. Input and direction from the Planning Commission was used to refine key policies and concepts for the draft plan. Once the draft General Plan had been prepared, the Commission held study sessions in the summer and fall of 2018 prior to conducting formal public hearings.

### City Council Study Sessions

The City Council held study sessions on September 7, 2016 and December 7, 2016 to discuss land use alternatives, population and employment projections, housing, and community engagement input. The outcomes of these study sessions were direction to the project team on the preferred land use alternative and growth scenario.

As part of its annual Spring joint meetings with the Planning Commission, the Council included the General Plan as an agenda item (in 2016, 2017, and 2018). Like the Planning Commission, the Council also conducted an

informal workshop to review the draft General Plan precedent to formal public hearings in late 2018.

## Study Areas

### Areas of Stability and Change

One of the first community engagement activities conducted for *Envision Burlingame* was to identify "areas of stability" and "areas of change." Areas of stability were defined as neighborhoods or districts in which the community would anticipate little change over the next 10 to 20 years, while areas of change were places where the community desires new uses or redevelopment of existing uses to occur. During this exploratory phase, community members expressed a strong desire to preserve Burlingame's residential neighborhoods and public parks. The Bayfront, Rollins Road, North Burlingame, Downtown, and Broadway commercial district were all identified as areas of potential change, and El Camino Real was viewed as having potential for some change and some stability. Based on this feedback, the project team identified seven key study areas around which to structure the General Plan:

- Bayfront
- Rollins Road
- North Burlingame
- Downtown
- California Drive
- El Camino Real
- Residential Neighborhoods (area of stability)

### Study Area Refinement and Direction

The seven study areas were used to generate ideas about Burlingame's assets, issues, and opportunities at Community Workshop #1, which included a visioning station for each study area, and a large interactive map. The input from the first workshop helped the City and the CAC

identify ways to capitalize on each study area's assets and opportunities, and address or improve each area's issues.

During ~~Spring~~ spring 2016, CAC members participated in walking tours of the seven study areas, and discussed land use and development ideas for each area. This extensive iterative process was used to generate land use alternatives for each area, which were presented at Community Workshop #2 and in the online survey. Feedback gathered through these forums was then presented to the Planning Commission and City Council for further refinement, eventually leading to the preferred land use alternative illustrated in Chapter 4: Community Character and refined through the public hearing process. The Community Character chapter not only discusses the land use goals and policies for each study area, it also describes the vision for each area.

## Projected and Desired Growth for Burlingame

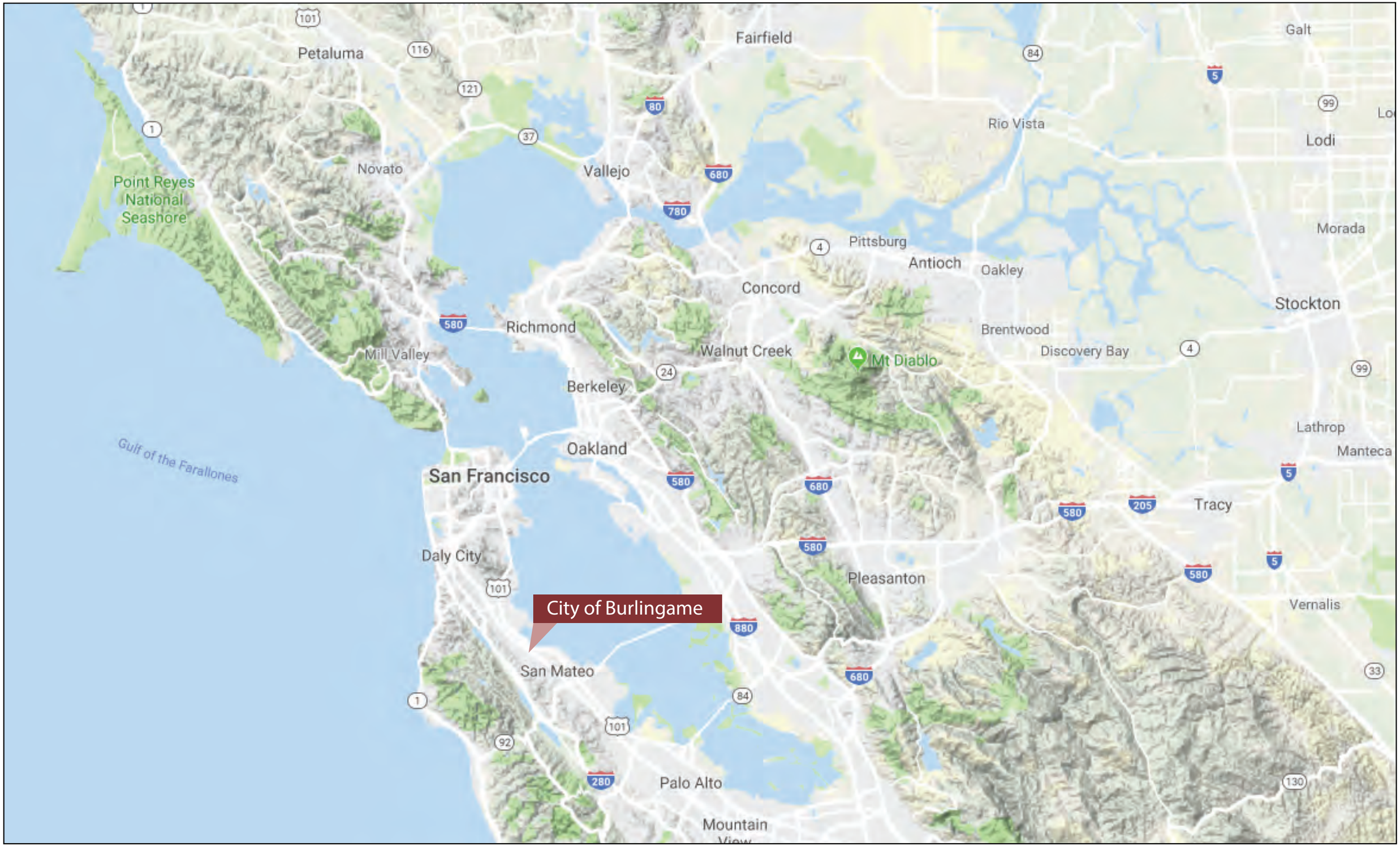
The *Envision Burlingame* community process and study area framework helped guide growth discussions for the General Plan. Important local considerations driving the discussion of growth included infrastructure capacity, public facilities (particularly school capacity in Burlingame), transportation, and community character. The goal of this General Plan is to identify an appropriate level of growth that responds to Burlingame's commitment to accommodate new residents and housing units, while also ensuring adequate services and infrastructure to support that growth. Community members have expressed a desire to accommodate growth in targeted areas well-served by transit, to provide more affordable housing, and to maintain Burlingame's charm and small-town character.

### Envision Burlingame Growth Scenario

The *Envision Burlingame* process evaluated several growth scenarios that responded to the community's strong desire to target areas for higher-density, more affordable housing. This General Plan accommodates an estimated 23 percent increase in the population over 2016 conditions, to a build-out population of 36,600 residents. This includes 2,951 new housing units and ~~1,547~~ 9,731 new jobs (see Table CX-1). As is discussed in Chapter 4: Community Character, most of this growth will be targeted in the North Burlingame area, North Rollins Road, and Downtown, providing opportunities for higher-density housing close to transit (BART and CalTrain), services, and the Burlingame Avenue and Broadway commercial districts.

Table CX-1
Burlingame General Plan Growth Projections through Build-out

| | Housing Units | Population | Jobs |
|---|---|---|---|
| 2016 | 13,144 | 29,724 | 29,879 |
| Build-out | 16,065 | 36,600 | 39,610 |
| **Net New** | **2,951** | **6,876** | **9,731** |



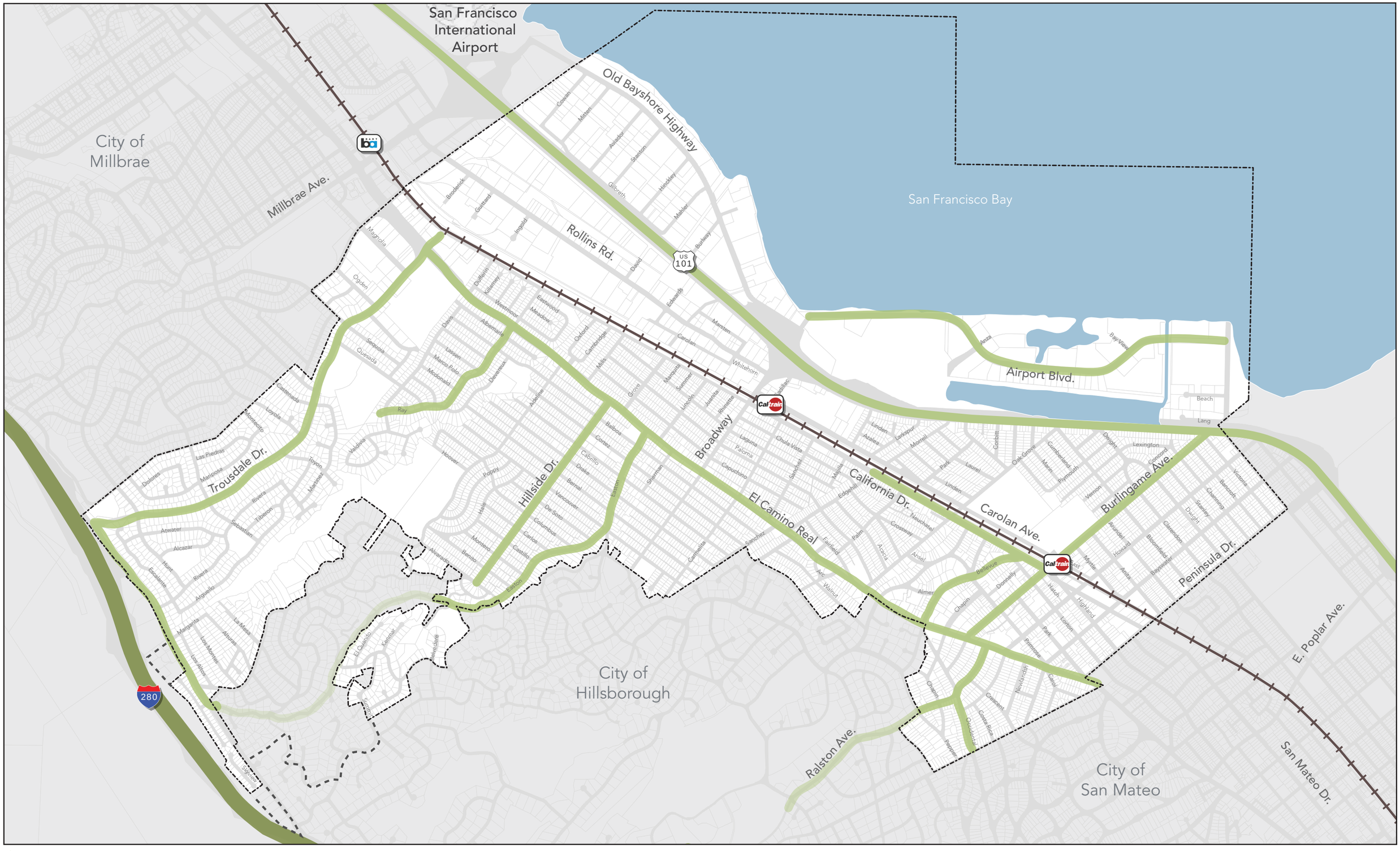

**Burlingame General Plan**
Figure CX-1 Regional Context




**Burlingame General Plan**
**Figure CX-2 Planning Area Boundary**

------ City Limits
- - - SOI

N 0 750 1,500 3,000 FT




**Burlingame General Plan**
**Figure CX-3 Scenic Corridors and Roadways**

City Limits
SOI
Scenic Roadway
State Designated Scenic Highway

N 0 750 1,500 3,000 FT

# Chapter III. General Plan Principles

## Introduction

These General Plan Principles establish the foundation for the entire Plan. They apply across all topical areas and describe the future envisioned by the community. The goals, policies, measures, and actions in Chapters 4 through 10 support these Principles.

## Principle 1: Balanced and Smart Growth

The Burlingame community recognizes the need to grow in a manner that supports inclusivity and access while protecting established neighborhoods and community assets. General Plan policies guide future development and investments in a manner that is thoughtful, sustainable, and reflective of local values. The following are the tenets of this Plan Principle.

- Allow residential growth to occur in targeted areas near transit, which is by and large not near existing neighborhoods, while not adding density or changing uses within the existing single family neighborhoods.
- Focus commercial growth in the Bayside area east of Highway 101, and as smaller-scale infill in the Downtown area.
- Encourage growth of businesses where supportive physical and community infrastructure are available or can readily be provided, and where such growth contributes to the positive qualities and characteristics that define Burlingame.
- Maintain a balance of ownership and rental housing, with opportunities for people of all income ranges to live in Burlingame.
- Base land use decisions on the ability of the multimodal transportation network to support growth.

- Be mindful of the need to balance the growth of jobs locally with the ability of the City to provide sufficient capacity for housing that meets the needs of all income levels
- ~~Ensure that new commercial, office, and industrial development can accommodate the evolving nature of how buildings are used and business is conducted.~~

## Principle 2: Community Character/Urban Forest

Burlingame's physical character is defined by its cherished tree groves and urban forest, distinct neighborhoods and business districts, and historic structures and resources. The City should ensure that these features are respected and enhanced, with streetscape and architectural styles sensitive to long-established forms and features.

- Ensure that trees continue to be an integral character-defining feature of our streetscapes, neighborhoods, and business districts.
- Recognize the distinct qualities of Burlingame's many and varied neighborhoods and business districts, and require that new development respond to and respect the desired character-defining features of these places.
- Protect the character and quality of Burlingame's historical buildings, neighborhoods, districts, and landscapes.
- Be receptive to modern design approaches that complement the Burlingame aesthetic and are harmonious with their surroundings.
- Protect and expand the City's urban forest and tree groves as aesthetic, historical, and environmental resources.
- Maintain the Floor Area Ratio and design guidelines for single family homes as a balance between home expansion and neighborhood character, while being mindful that changing parking and Accessory Dwelling Unit requirements may necessitate some modifications in the future.

## Principle 3: Connectivity

For Burlingame residents and visitors to access the full range of services and amenities the City offers, meaningful connections must be provided that can be safely navigated by all modes of travel. The mobility concepts, goals and policies in this General Plan seek to improve connectivity and access by realizing the following~~.~~:

- Ensure provision of a well-defined multimodal transportation network that accommodates a range of travel choices and connects Burlingame to the region.
- Provide safe, convenient, and comfortable vehicular and pedestrian connections across Highway 101, linking the Bayfront with the rest of the City.
- Develop and maintain safe and easy-to-use, protected bicycle and pedestrian travelways citywide, with an emphasis on providing connections from neighborhoods to local schools, parks, shopping, and entertainment.
- Ensure the provision of "first-mile" and "last-mile" connections to and from transit stations, providing safe and effective access between transit and destinations.

## Principle 4: Economic Diversity and Vitality

The City of Burlingame recognizes the importance of a diverse economic base to providing sustainable, reliable revenue to the City and access to economic opportunity for residents. A combination of small, local "mom-and-pop" businesses should co-exist alongside larger regional and national enterprises. The goals and policies of the General Plan ensure the City accommodates and supports a mix of commercial activity while providing the flexibility to adapt to a dynamic economic environment.

- Support and encourage the operations of local, independent businesses equally to businesses that are regionally and nationally owned.

- Accommodate a mix of businesses that collectively works to maintain a stable tax base and revenue stream for the City.
- Pay attention to the evolving nature of how people work and shop, and ~~work to~~help ensure that Burlingame's commercial and auto row districts can adapt and be resilient.
- Remain able to respond to demands for high-quality and adaptable office space to enhance Burlingame's attraction to high-quality professional providers.

## Principle 5: Healthy People, Healthy Places

The health and safety of the City's residents and its natural environment are fundamental to the many goals of this General Plan. Burlingame continues to plan for community resilience and ~~the~~ physical and social health of the community through all policies, guided by the following Plan Principles.

- Provide unique recreation experiences in parks, open spaces, and public plazas citywide.
- Promote development approaches that emphasize nonmotorized and pedestrian access.
- Incorporate high-quality, energy-efficient, and sustainable design into all new development.
- Preserve and enhance open spaces, natural resources, and environmentally sensitive areas, including the Bay and the local creek system.
- Maintain and enhance public safety through community and environmental designs that promote secure, active, and safe streets and neighborhoods.
- Celebrate and accommodate arts, culture, and diversity.

## Principle 6: ~~Education~~Great ~~K-12~~ Schools and Life-long Learning

Residents value Burlingame for the opportunities it offers, including access to ~~high caliber~~outstanding education for all ages. Burlingame is

committed to fostering educational opportunity for all residents, while promoting high-quality education for K-12 students in both public and private schools.

- Promote productive partnerships with local schools and other educational institutions.
- , and Rrecognize that high-quality education contributes to overall community success and health.
- Support programs that provide enrichment and life-long learning.

## Principle 7: Civic Engagement

*Envision Burlingame* is built on the foundation of community engagement, and the City is committed to building on this legacy to implement the General Plan and foster healthy civic dialogue for all issues of public interest. The following statement illustrates this Principle.

- Maintain an environment that always welcomes and encourages productive public discourse on issues shaping Burlingame's future.

# Chapter IV. Community Character

## Introduction

A combination of physical, cultural, natural landscape, and urban development features shape Burlingame's character. Framed by San Francisco Bay and the Santa Cruz Mountains, the city has both hillside and flatland environments that have defined development patterns and approaches. Early development that focused around the two train stations, built in ~~the 1890s~~1894 and ~~1920s~~ 1917, established a traditional grid street pattern for the residential neighborhoods and commercial districts. The character of many of Burlingame's earliest neighborhoods—Easton Addition and Burlingame Park, to name a few—can be seen today in the well-preserved homes along tree-lined streets. In fact, treasured tree plantings and groves contribute significantly to the city's "feel." In Downtown, development patterns reflecting a pre-automobile era have been embraced anew as a mixed use, pedestrian-oriented district that projects a European village charm, where neighbors meet at the library and restaurants along Burlingame Avenue and its intersecting Downtown streets. Burlingame High School and Washington Park provide a community focal point for neighborhoods east of Downtown. The northern portion of the community benefits from the presence of the Broadway commercial district, which functions as a neighborhood retail and service center for that area.

In the hillsides, tracts of 1960s-era ranch-style houses, with a sprinkling of Eichler-style homes, exemplify a period of a robust American economy, when home ownership represented a goal for many American families. Residents have shown their commitment to the community by investing in significant improvements in these homes, and City staff anticipates that over the life of this General Plan, pressures to remodel and expand will

be great, given the scarce housing resources in the Bay Area and Burlingame's strategic location ~~to~~ near employment centers north in San Francisco and south in Silicon Valley.

Along San Francisco Bay, land use patterns reflect the dividing line created by Highway 101 and the proximity to San Francisco International Airport (SFO). The Bayfront district historically has supported higher-intensity nonresidential uses and is distinctively different than Burlingame's neighborhoods, Downtown, and the Broadway commercial district. F~~(f~~or example, the Bayfront features hotels serving travelers in and out of SFO, industrial uses, and utility uses such as the wastewater treatment facility~~)~~. The location of properties directly on the Bay offers opportunities for vibrant new uses that provide jobs for all income levels and recreation amenities for locals and visitors to enjoy. Similarly, the Rollins Road district, while built up as an industrial area, can be reinvented as a more diverse ~~-~~mixed-~~-~~use neighborhood, particularly where properties have ready access to the multimodal BART station in Millbrae.

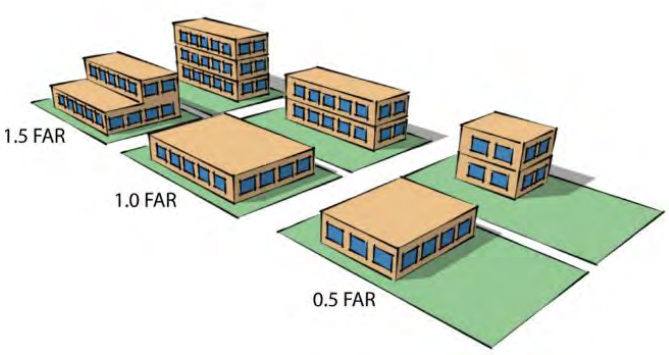
Residents of Burlingame are proud of their community, its balanced land uses, and its small-town character. Throughout the process of crafting this General Plan and looking toward the year 2040, residents and the business community consistently expressed their desire~~s~~ to preserve the physical qualities that define Burlingame: the diverse neighborhoods that offer housing of many scales and styles, the urban forest character citywide, a lively Downtown, the Broadway district with local-serving businesses, great parks, and business districts on Rollins Road and along the Bay that provide jobs across the economic spectrum. But the community and City leaders also have recognized a responsibility to carefully plan for and accommodate changes brought about by economic growth throughout the Bay ~~area~~Area, the tremendous regional demand for new housing, and the evolving nature of retail commerce, leisure activities, and living choices. This Community Character Element balances these values and objectives. This element also defines policies to guide

targeted growth, sustainable development practices, preservation of historical resources, maintenance of urban forests, and continued enhancement of streetscapes.

## Land Use Plan

Figure CC-1 illustrates the planned distribution of land uses throughout Burlingame and the sphere of influence. During the extensive community engagement process of 2015-2017~~6~~, the community identified *areas of change* and *areas of stability*. The land use plan focuses growth in the areas of change and preserves the existing fabric in areas of stability. The following land use designation descriptions correspond to **Figure CC-1** and define allowable uses and permitted density and intensity ranges.

The extent to which properties may be developed or redeveloped over time are expressed in this General Plan in terms of *density* for residential uses and *intensity* for nonresidential development. *Density* reflects how many units may be built per acre of land (units per acre) but does not control building height, setbacks, required open space area, or other development parameters; the details as to how density is implemented are contained in the Zoning Code (Title 25 of the Municipal Code), guided by the vision statements contained in this element. *Intensity* is expressed using the floor-area ratio (FAR) metric, which measures the total allowable building square footage on a property relative to the size of that property. FAR does not dictate building height or other development standards; again, those regulations are set forth in the Zoning Code. The FAR allows for flexibility in design approaches, as the graphic here illustrates.



# Land Use Designations

## Residential Land Uses

Four residential land use designations are established to preserve and maintain the long-established residential fabric of Burlingame, while allowing targeted growth in existing higher-density areas and providing housing opportunities for all income ranges. While residential uses are the primary permitted uses, other compatible uses—such as public and private places of assembly and places of worship—may be allowed, as zoning regulations permit.

### *Low Density Residential (LDR)*

The Low Density Residential (LDR) designation permits detached housing units on individual lots with private yards and private parking. This designation also allows accessory dwelling units and ancillary structures.

*Development Standards*

- Density: 1.0 – 8.0 units/acre






### *Medium Density Residential (MDR)*

The Medium Density Residential (MDR) designation permits detached and attached housing units~~, with no more than two separate residential units in a structure~~. Ancillary structures are also permitted.

*Development Standards*

- Density: 8.1 – 20.0 units/acre



### *Medium/High Density Residential (M/HDR)*

The Medium/High Density Residential (M/HDR) designation permits a mix of multi-family housing types and ancillary structures. Preferred locations for Medium/High Density Residential uses are along or with immediate access to arterial streets and/or near major activity centers. Development types may include row houses, townhouses, condominiums, and apartments.

*Development Standards*

- Density: 20.1 – 50.0 units/acre





### *High Density Residential (HDR)*

The High Density Residential (HDR) designation permits a mix of high density multi-family housing types in targeted locations near transit or with immediate access to arterial streets and/or near major activity centers. Development types are characterized by multi-story structures.

*Development Standards*

- Density: 50.1 – 80.0 units/acre





### *Multi-Family Residential Overlay*

The Multi-Family Residential Overlay designation is established to provide options for development of multi-family residential uses on properties that historically have supported commercial uses but which, due to evolving consumer preferences and practices, may no longer be able to attract viable retail or service users. The overlay indicates areas where a change of zoning from commercial to residential can be applied without an amendment to the General Plan land use policy map. The residential zoning district applied will be based upon compatibility with surrounding land uses, property access, and availability of services, among other relevant considerations.

*Development Standards*

- Density: 8.0 – 80.0 units/acre

## Commercial Land Uses

Two commercial land use designations are established to provide opportunities for a variety of commercial business types, including retail uses, restaurants, and services for residents, as well as larger commercial attractions and hotels for visitors. These designations also support auto-related businesses, while still ensuring minimal impacts on nearby residential neighborhoods. Commercial areas also provide places for office spaces that accommodate a diversity of business types and sizes.

### *General Commercial (GC)*

The General Commercial (GC) land use designation establishes areas for lower-intensity commercial uses intended to meet the needs of nearby residents and employees. Permitted uses include retail, service commercial, restaurants and cafes, offices, and limited low-intensity auto-related uses. General Commercial uses are in targeted locations where higher-intensity uses and development are not appropriate and where low-intensity commercial businesses have minimal impact on adjacent residential areas. The design of buildings in General Commercial districts should encourage pedestrian access and be compatible with surrounding uses in terms of scale and appearance.

*Development Standards*

- Maximum Intensity: 1.0 FAR





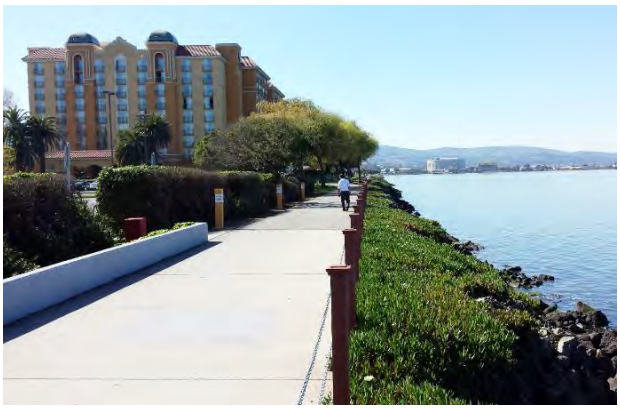

### *Bayfront Commercial (BFC)*

The Bayfront Commercial (BFC) designation provides opportunities for both local and tourist commercial uses. Permitted uses include entertainment establishments, restaurants, hotels and motels, retail, and higher-intensity office uses. Development in this area should prioritize public access to the waterfront; thus, the designation allows public open space and includes open space easements to implement local and regional trail plans, recreation, and habitat preservation objectives. The Bayfront Commercial designation provides a mix of uses, creating a welcoming environment for Burlingame residents and tourists alike to visit, shop, eat, bike and walk, and enjoy nature.

*Development Standards*

- Maximum Intensity: 3.0 FAR









## Mixed Use Land Uses

Several areas in Burlingame provide opportunities for a mixture of residential and commercial development to create vibrant activity nodes, dynamic commercial corridors, and housing opportunities for all income levels. Each mixed-use designation meets the needs of the specific area in which it is located. Districts close to transit are suitable for higher-density housing combined with commercial uses and services that enable residents to minimize auto use. Mixed-use designations in established commercial areas provide opportunities for medium-density residential development that enhances the vibrancy of the commercial corridor while maintaining the scale of surrounding neighborhoods. The term "mixed use" applies to a compatible array of varied uses in a single building or comprehensive development, as well as a mix of uses within a district.

### *California Mixed Use (CMU)*

The California Mixed Use (CMU) designation allows for an eclectic mix of uses along California Drive, reflective of long-established use patterns, a pedestrian scale, locally owned retail and service commercial businesses, and upper-story residential units. Permitted commercial uses are limited to those that do not involve late-night hours and do not have any operating characteristics that would adversely impact residential uses. This area will remain a medium-density corridor that transitions seamlessly to the abutting residential districts. Stand-alone residential structures can be accommodated via a zoning overlay.

*Development Standards*

- Density: 0 – 20.0 units/acre
- Maximum Intensity: 0.6 FAR





### *North Burlingame Mixed Use (NBMU)*

The North Burlingame Mixed Use (NBMU) designation creates a high-intensity development node within walking distance of the Millbrae multimodal transit station. Permitted uses include retail, service commercial, dining establishments, offices, and high-density residential. Development may occur as mixed-use projects or single-purpose buildings, provided the node, as a whole, includes a mix of uses. Housing development should provide housing options for all income levels. Development approaches must emphasize a pedestrian-friendly environment, with active ground-floor treatments and no parking levels that front directly on El Camino Real or Trousdale Drive. The design, scale, and massing of new buildings should be sensitive to adjacent lower-intensity residential neighborhoods.

*Development Standards*

- Density: 20.1 – 1420.0 units/acre
- Maximum Intensity:
  - Office: 2.0 FAR
  - Commercial: 1.0 FAR





### *Broadway Mixed Use (BMU)*

The Broadway Mixed Use (BMU) designation establishes a mixed-use corridor that maintains commercial uses along the Broadway frontage, with an emphasis on independently owned businesses. The goal is to maintain a commercial district that is active seven days a week, with restaurants and shops lining the Broadway corridor at a pedestrian scale. Permitted uses along the Broadway frontage are limited to retail and

service, with only ancillary office space. Residential uses are allowed only on upper floors. Ground-floor office uses are only allowed on side streets (exclusive of El Camino Real) on properties that do not have frontage on Broadway.

The scale of development shall not exceed three stories, and step-back or step-down building approaches may be required where buildings border lower-scale residential development in adjacent districts.

*Development Standards*

- Density: ~~40~~50.0 units/acre
- Maximum Intensity: 2.0 FAR








### *Downtown Specific Plan (DSP)*

The Downtown Specific Plan (DSP) designation applies to properties within the Downtown Specific Plan area. Downtown Burlingame has a village character, with a complete, complementary mix of uses all within easy walking distance of one another. From civic uses to residential development to shops and restaurants and office space, Downtown offers a neighborhood where people can easily live without owning a car. The Specific Plan defines permitted uses and development intensities. Overall parameters for development are included in Table CC-1.

*Development Standards*

- Density: As set forth in the DSP
- Maximum Intensity: As set forth in the DSP








*Live/Work (L/W)*

The Live/Work (L/W) designation applies to the northerly one-third of the Rollins Road corridor, located within easy walking distance of the Millbrae multimodal transit station, and is intended to promote a creative mix of medium-density residential buildings and workspaces. The City envisions creation of a complete new neighborhood, where residents and creative businesses have ready access to transit and commercial and open space amenities. Live/work spaces that combine residential units with commercial spaces, typically in which the resident uses the workspace for his or her own business, are envisioned as the primary residential type, but stand-alone, moderate-scale residential development may be permitted, provided the development includes or contributes to district-wide functional open space amenities. Long-established industrial buildings and uses may remain, provided any new use proposed in an existing industrial building is deemed compatible with live/work uses, as defined in the Zoning Code. In addition to light industrial and warehouse, commercial uses that serve the neighborhood, creative industry businesses, design businesses, indoor sports and recreation, and wholesale uses are allowed.





*Development Standards*

- Density: up to 70.0 units/acre
- Maximum Intensity: 1.0 FAR (nonresidential uses)



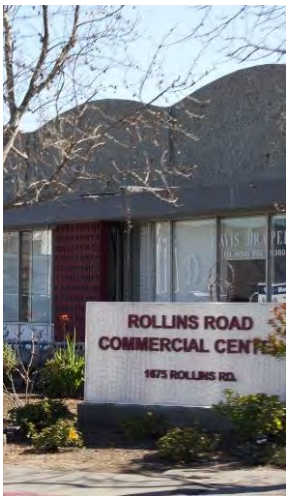


## Industrial Land Uses



Burlingame is home to a variety of important industrial uses that provide products, services, and jobs for the region. The City's strategic location near ~~the~~ San Francisco International Airport creates opportunities for airport-related enterprises and logistics/operations businesses. Because they provide an economic base for Burlingame and jobs for the region, industrial areas will be maintained and enhanced while also allowing new, creative industrial uses to emerge.

### *Innovation Industrial (I/I)*



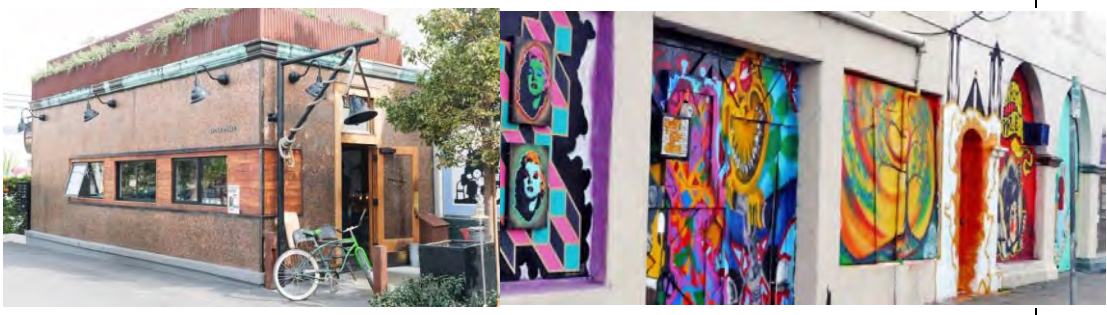

The Innovation Industrial (I/I) designation applies to two areas: the southern two-thirds of the Rollins Road corridor and the Inner Bayshore area. These districts function well as light industrial and logistics centers, with complementary commercial businesses. Establishment of indoor recreation facilities should be minimized to maintain properties for more jobs-intense enterprises and to avoid land use conflicts. Creative and design-related businesses are encouraged to diversify the mix. Permitted uses include commercial and light industrial uses, creative industry

businesses, design businesses, limited indoor sports and recreation, and wholesale uses.

In the Inner Bayshore area, additional permitted uses include hospitality uses accommodated within the Bayfront Commercial designation.

*Development Standards*

- Maximum Intensity: 0.75 FAR for industrial and commercial uses; 3.0 FAR for hospitality uses



## Open Space and Recreation Land Uses

Open spaces serve a multitude of functions for Burlingame residents and visitors: for recreation, as wildlife habitat, flood control, and as quiet places to enjoy nature and scenery. Burlingame's open spaces are critical to ensuring a healthy and active population and facilitating access to nature. The open space land use designations are established to preserve and maintain open space amenities.

### *Open Space (OS)*

The Open Space (OS) designation applies to natural habitat areas and other properties supporting environmental resources protected via easements or other means. Areas with the Open Space designation are located in hillsides. Development is not permitted except for facilities such as restrooms, interpretive exhibits, and other improvements that support open space uses.



### *Parks and Recreation (PR)*

The Parks and Recreation (PR) designation applies to regional parks, community and neighborhood parks, and special use facilities such as community centers, golf courses, and trails that accommodate active recreation activities. Burlingame has a diverse set of parks and recreation facilities that meet a variety of needs for both residents and visitors, and this land use designation preserves these spaces throughout the City.







*Badylands (BAY)*

The Badylands (BAY) designation applies to waters in the San Francisco Bay and other waters subject to bay tidal influences. No development is permitted except as authorized by State law.





**Public and Quasi-Public Land Uses**

Public and Quasi-Public land use designations refer to spaces and buildings operated for public benefit. This includes a variety of use types: city facilities, hospitals, schools, and infrastructure.

*Public/Institutional (P/I)*

The Public/Institutional (P/I) designation applies to government buildings, educational and cultural facilities, health care uses and hospitals, and unique private institutional uses. This designation also applies to utilities infrastructure and easements. Public and institutional uses are dispersed throughout the city, and any expansion or development of such facilities should be sensitive to the surrounding uses, particularly when development is adjacent to residential neighborhoods.

*Development Standards*

- Maximum Intensity:
  - Government, education, cultural facilities: 1.5 FAR
  - Hospitals: 3.0 FAR





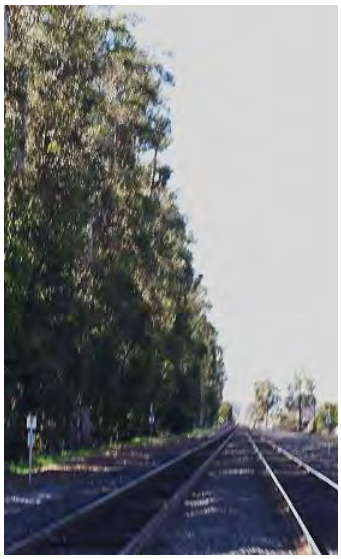






*Rail Corridor (RC)*

The Rail Corridor (RC) designation applies to properties including and supporting rail lines and ancillary functions. These parcels include the public right-of-way, as well as parking lots and other spaces associated with commuter service.






## Sphere of Influence Land Uses

Burlingame's sphere of influence includes the Burlingame Hills neighborhood and two small parcels of unincorporated land along Interstate 280. Established development consists of large-lot single-family homes and natural hillside open space. ~~As a matter of City policy,~~ The City, affected property owners, and San Mateo County—under the guidance of the Local Agency Formation Commission—will work cooperatively on annexation when ~~requested~~mutually agreed upon ~~these areas will not be annexed by the City of Burlingame unless annexation is initiated~~ by ~~the property owners~~all parties.

### *Open Space–Sphere of Influence (OS-SOI)*

The Open Space–Sphere of Influence (OS-SOI) land use designation refers to the unincorporated open space areas within the City's designated sphere of influence. These areas provide scenic and natural amenities for both Burlingame residents and Burlingame Hills residents. No development is permitted in these areas.

*Low Density Residential–Sphere of Influence (LDR–SOI)*

The Low Density Residential–Sphere of Influence (LDR–SOI) land use designation applies to the unincorporated low-density residential neighborhoods within the sphere of influence. Permitted uses include detached housing units on individual lots, accessory units, and related ancillary structures.

*Development Standards*

- Density: 1.0 – 8.0 du/acre

## Managed Growth

Given Burlingame's built-out character, capacity for "greenfield" growth is limited. However, the City is committed to accommodating and managing targeted growth via higher densities and intensities to respond to regional demand for housing—and housing affordable to a broader range of income levels in particular—and to allow for new commercial and industrial development adapting to an evolving economy over time. The ~~three~~ areas targeted for change and growth are Downtown, the Bay~~d~~lands (all properties east of Highway 101), the North Rollins Road district (Innovation Industrial), and the north end of El Camino Real (North Burlingame Mixed Use). Proposals for more intensive development will require detailed analysis of infrastructure conditions and plans for any required upgrades/improvements.

## Sustainable Development

Climate scientists have identified clear relationships between land use patterns, development types, and greenhouse gas emissions. The creation of walkable and bike-friendly neighborhoods with higher-density, mixed-~~-~~use, infill development around transit stations can reduce vehicle trips and associated pollutant emissions. Use of energy-efficient building materials, green construction practices, and the reduction of impervious surfaces can also contribute locally to reductions in greenhouse gas emissions, and improvement in water quality. The City of Burlingame is

committed to reducing its carbon footprint by promoting sustainable development through a variety of means.

Burlingame's Climate Action Plan (CAP), first adopted in 2009, set the framework for City policies relating to greenhouse gas reduction. Given the ties between land use policy practices and climate change ~~affects~~effects, the City has incorporated CAP considerations and policies into this General Plan; see the Healthy People and Healthy Places Element in particular. The sustainable development policies move Burlingame forward in reducing the community's carbon footprint, protecting local environmental resources, and creating healthy people and healthy places.

As discussed in the Community Safety Element, Burlingame's b~~B~~ayfront location exposes properties and the populace to the adverse effects of sea level rise and flooding. Strategies to combat climate change and prepare for the impacts of sea level rise through resilience are integrated throughout this General Plan. The following goal and policies reflect the City's approach to promoting sustainable practices in future development and protecting existing development from elevated sea levels and flooding. Additional policies relating to sustainability are incorporated throughout the other elements, and in the Healthy People and Healthy Places Element in particular.

**Goal CC-1:** Incorporate sustainable practices in all development decisions.

### CC-1.1: Climate Action Plan

Maintain up-to-date Climate Action Plan policies, and continue to provide annual sustainability reports. [SR]

### CC-1.2: Mixed Use, Transit-Oriented Infill Development

Promote higher-density infill development with a mix of uses on underutilized parcels, particularly near transit stations and stops. [DR]

### CC-1.3: Walkable Streets and Neighborhoods

Promote walkable neighborhoods and encourage pedestrian activity by designing safe, welcoming streets and sidewalks that incorporate signalized crosswalks, attractive lighting and landscaping, curb extensions, and traffic-calming measures at appropriate locations. [DR]

### CC-1.4: Parking Requirements

Study options for reduced residential parking requirements in areas that are well served by public transportation, such as the North Burlingame and North Rollins Road areas. Implement preferred options. [SR, SO]

### CC-1.5: Transportation Demand Management (TDM)

Require that all major development projects include a Transportation Demand Management (TDM) program, as defined in the City's TDM regulations, to reduce single-occupancy car trips. "Major development" shall be defined in the TDM regulations by square footage for commercial development, or minimum number of units for residential development. [DR]

### CC-1.6: Water Conservation

Promote water conservation by encouraging and incentivizing property owners to incorporate drought-tolerant landscaping, "smart" irrigation systems, water- efficient appliances, and recycled water systems. Continue to enforce the water-efficiency landscaping ordinance. Encourage recycling and reuse of graywater in new buildings. [DR]

### CC-1.7: Solar Energy

Incentivize solar panel installation on existing buildings and new developments. [DR]

### CC-1.8: Green Infrastructure

Encourage green infrastructure systems that rely on natural processes for stormwater drainage, groundwater recharge, and flood management. [DR, SO]

Continue to implement storm drainage fee programs that discourage broad applications of impervious surface coverage. [DR]

Require that new development minimize impervious surfaces ~~by establishing a maximum percentage of allowable impervious surface per property~~and meet San Mateo Countywide Stormwater Pollution C.3 requirements. [DR]

### CC-1.9: Green Building Practice and Standards

Support the use of sustainable building elements such as green roofs, cisterns, and permeable pavement.

Continue to enforce the California Green Building Standards Code (*CAL*Green). Periodically revisit the minimum standards required for permit approval. Adopt zero-net-energy building goals for municipal buildings. [DR]

### CC-1.10: Site Design

Establish sustainable site design standards that maintain and protect valuable stands of vegetation, minimize impacts of runoff to San Francisco Bay and local creeks, reduce water consumption, optimize buildings' solar orientation, and minimize the impact of new structures on wind movement. [DR]

### CC-1.11: Urban Agriculture

Identify opportunities for additional community gardens and urban agriculture locations in Burlingame, and partner with community groups

to establish these sites. Review code requirements for chicken and bee keeping, and revise to better support urban agriculture. [SO, PA]

CC-1.12: Public Education and Outreach

Continue to educate Burlingame community members about sustainable development strategies, programs, and opportunities. [PI]

CC-1.13: Electric Vehicle Network

Support the electric vehicle network by incentivizing use of electric vehicles and installations of charging stations. [DR]

CC-1.14: Bird-friendly Design

~~I~~For projects in the Bayfront area, incorporate into the development review process design measures that promote bird safety as a means of minimizing adverse effects on native and migratory birds. [DR]

CC-1.15: Residential Runoff

Establish programs that encourage and enable owners of new and existing single family homes to provide onsite drainage systems to retain runoff on site and allow for percolation into the groundwater table. For new multifamily residential development projects, require such systems to comply with San Mateo Countywide Stormwater Pollution Prevention Section C.3 [DR]

## Urban Forest and Streetscapes

Burlingame literally is a "green" community, with canopies of expansive, mature, and diverse "urban forests" created by many tree varieties along public streets, on private property, and within natural areas. The trees contribute significantly to the walkable nature of the city and neighborhood/district character. Trees also provide important health and economic benefits: they reduce pollutants in the air and water, provide shade and wind breaks, and can enhance property values. Trees provide connections to nature, offering habitat and refuge for wildlife. The

following goal and policies focus on maintaining and enhancing Burlingame's valuable public and private ~~trees~~trees, so they remain a prominent part of the community's identity, culture, and history, while also providing shade, habitat, and beauty.

**Goal CC-2:** Ensure that public and private trees are beautiful, healthy, and safe, and that they remain an integral feature of the community.

### CC-2.1: Public Street Trees

Recognize street trees for their ability to help achieve targeted environmental and public health benefits, and identify specific species that perform best to maximize the environmental, economic, and social benefits of Burlingame's street trees. [SR, SO, AC, PA]

### CC-2.2: Increase the Public Street Tree Population

Identify ways to increase the overall population of street trees in Burlingame to stem the natural decline of the urban forest and create a more equitable distribution of tree canopy. [MP, FP]

### CC-2.3: Street Tree Maintenance Program

Maintain a citywide street tree maintenance program tied to a long-term funding mechanism to ensure adequate maintenance of all public street trees. [MP, FP, SO, SR]

### CC-2.4: Invasive Vegetation Reduction

Discourage the planting of invasive ~~non-native~~ vegetation, and encourage the removal of existing invasive ~~non-native~~ vegetation through the development review process or through capital improvement projects, except for any trees listed or eligible for listing on historic registries. Examine all proposed removals on a case-by-case basis to ensure desired resources are not removed. [DR, SO, AC, PI]

### CC-2.5: Development Review

Preserve protected, historical, and other significant trees as part of the development review process through the following measures:

- Limit the adverse effect on the health and longevity of protected or other significant trees through appropriate design measures and construction practices.
- Encourage the preservation of native oOak trees.
- Require appropriate tree replacement when tree preservation is not feasible.
- As a condition of new development, require, where appropriate, the planting and maintenance of both street trees and trees on private property.
- Protect trees during construction projects.
- Manage infrastructure to ensure that the placement and maintenance of street trees, streetlights, signs, and other infrastructure assets are integrated.
- Where urban development occurs adjacent to natural plant communities (e.g., oOak woodland, riparian forest), ensure landscape plantings incorporate native tree species.
- Limit the number of new curb cuts for development projects to provide adequate space for protection of tree roots and for planting of new trees. [DR]

### CC-2.6: Interagency Coordination

Collaborate with other local, regional, Sstate, and federal agencies to leverage resources to achieve the City's urban forest goal. [AC]

### CC-2.7: Volunteer Efforts

Support volunteer urban forestry programs that encourage the participation of residents and business owners in tree planting and maintenance in neighborhoods and parks throughout the city. [PA, PI]

## Historic Resources

Burlingame has a rich history as one of the earliest complete communities on the Peninsula. San Francisco residents of the late 1800s wishing to escape the city's cold, foggy summers built grand estates in Burlingame, where they enjoyed sunny weather and beautiful wooded landscapes. Development proceeded ~~in earnest~~gradually in the 1890s with establishment of the Burlingame Country Club~~,~~ and construction of a train station ~~, and opening of a U.S. Post Office (all existing in 2017, although the country club is in the neighboring town of Hillsborough and the post office has been closed). The station was constructed~~ in 1893-94 on a route that extended from San Francisco to San Jose. The station became ~~and is~~ the first permanent structure in the United States built in the Mission Revival architecture style. By the turn of the century, the area featured many estates owned by families drawn by the proximity of San Francisco and the Burlingame Country Club. ~~The first residential subdivision in the area~~Burlingame's first subdivision, the "Town of Burlingame," was completed in 1896~~,~~ and ~~consisting~~ consisted of hundreds of parcels generally 50 feet wide and 150 feet deep. The settlement grew slowly until 1906, when the San Francisco earthquake and fires forced many people to leave San Francisco in search of new homes. By then, a handful of modest businesses had been established around the train station, in what became known as ~~and~~ Burlingame Square, ~~clearing~~ clearly defining the center of this growing community. By 1908, the year of incorporation, over a dozen additional subdivisions had been recorded in Burlingame.

Figure CC-2 identifies the ~~four~~ six officially designated and historically significant resources in the community (as of 2017): Burlingame Train Station, the Kohl Mansion, Howard-Ralston Eucalyptus Tree Rows (along El Camino Real), ~~and~~ the Severn Lodge Dairy Wallscape, the William A Whifler House (1544 Drake Avenue), and the Anza Expedition Camp #94. In addition to the ~~four~~six officially designated and historically significant resources, Burlingame has a wealth of older building stock,

neighborhoods, and tree groves that form the basis of the community's character. For example, the Francard Tree Groves along the Caltrain tracks are eligible for listing on the National Register of Historic Places. The following goal and policies ensure that buildings, neighborhoods, districts, and natural areas with historical significance to the Burlingame community are protected and celebrated so they can remain defining community features that preserve a community character for future generations to enjoy and appreciate.

A comprehensive survey was prepared for Downtown, and the information and findings in the survey, as it may be updated periodically, will inform historic preservation strategies within Downtown.

**Goal CC-3:** Protect the character and quality of Burlingame's historical buildings, tree groves, open spaces, neighborhoods, and districts.

### CC-3.1: Comprehensive Historic Surveys

Maintain up-to-date comprehensive surveys for officially designated historic districts and neighborhoods in Burlingame. [MP]

### CC-3.2: ~~Comprehensive~~ Historic Evaluation Approaches ~~Surveys~~~~Historic Resource Analysis~~

~~Require applicants for any discretionary permits that involve remodeling, removing, or substantially altering any structure older than 50 years (at the time of the application) to prepare a Historic Resources Analysis consistent with State CEQA requirements to identify the historical significance of the property. The analysis shall be prepared by a qualified historic preservation specialist pre-qualified by the Community Development Department and should include sufficient information on the structure's history, architecture, and/or association with people or events significant to Burlingame's or California's history, or representative of significant architects.~~Evaluate options for identifying potential historic

resources, both to allow property owners to utilize historic preservation incentives and as a consideration in development review. [DR]

### CC-3.3: Historic Preservation Standards and Guidelines

When a structure is deemed to have historic significance, use the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* when evaluating development applications and City projects, or development applications that may affect scenic views or the historic context of nearby historic resources. [DR, MP]

### CC-3.4: Flexible Land Use Standards

Maintain flexible land use standards to allow the adaptive reuse of identified historical buildings with a variety of economically viable uses while minimizing impacts to the historical value and character of sites and structures. [DR, MP]

### CC-3.5: Historic Districts

Identify opportunities to establish National Park Service Certified Historic Districts to encourage the preservation of Burlingame's historical neighborhoods and districts, and to qualify property owners for the Federal Preservation Tax Incentives Program. [AC, PA, PI]

### CC-3.6: State Historic Building Code

Promote the use of the State Historic Building Code to facilitate the reuse and conversion of historical buildings to alternative uses. [MP, SO]

### CC-3.6: Mills Act

Participate in the California Mills Act Property Tax Abatement Program to provide property owners of historical resources an economic incentive

(property tax relief) to restore, preserve, and maintain qualified historic properties. [MP, AC, PA]

### CC-3.7: Federal Historic Preservation Tax Incentives

Promote the use of the Federal Historic Preservation Tax Incentives Program to encourage the rehabilitation of income-producing historical structures in Burlingame. [PI]

### CC-3.8: Federal Historic Preservation Tax Credit Program

Promote the Federal Historic Preservation Tax Credit Program to encourage the charitable contribution of historical resources and the establishment of conservation easements for historic preservation purposes. [PI]

### CC-3.9: Demolition of Historical Resources

Prohibit the demolition of officially designated historical resources unless one of the following findings can be made:

- The rehabilitation and reuse of the resource is not structurally or economically feasible.
- The demolition is necessary to protect the health, safety, and welfare of the public.
- The public benefits of demolition outweigh the loss of the historical resource. [DR]

### CC-3.101: Heritage Trees

Protect ~~and~~, maintain, and manage Burlingame's historic eucalyptus groves and other heritage trees in a healthy, safe, and efficient manner so they remain an important part of the community. [MP]

## Neighborhoods

Burlingame is a mature and built-out community with well-established residential neighborhoods. Many residential neighborhoods display architectural styles representing different eras of development, including the earliest periods of Burlingame's history, and homeowners take great pride in home maintenance and neighborhood preservation.

Each of Burlingame's neighborhoods ~~reflects the~~contains building styles representative of ~~that were~~ popular styles during the time of their construction. Older neighborhoods have an abundance of Craftsman and vernacular-style homes originally built in the 1910s and 1920s. These were typically made of wood shingles, wood siding, stucco, or a combination of these materials. By the early to mid-1920s, Tudor and Mediterranean-style homes gained popularity, creating an eclectic mix that generally is the hallmark of pre-1940s neighborhoods. Ranch-style and Eichler homes became popular between the 1940s and 1960s, and are particularly prevalent in post-WWII neighborhoods that developed following the subdivision of the Mills Estate on the north end of Burlingame.

C~~The c~~onsistent neighborhood styles and high design quality contribute to home values and neighborhood cohesion. However, evolving household compositions and increased disposable income among Burlingame residents ha~~ves~~ led to some conflict ~~created tensions~~ between homeowners' desires to build larger homes and broader community interest in maintaining established neighborhood character. The following goal and policies promote continued application of residential design guidelines ~~aim~~ to provide for new and substantially remodeled homes to be well integrated into existing neighborhood fabrics and landscapes.

Also, long-established institutional uses such as churches, synagogues, convents, and private schools are integrated into several neighborhoods. Over time, the mission of these institutions may change, with the owners desiring to repurpose the properties. Such reuse will require careful

consideration of their neighborhood context. Neighborhoods are shown in Figure CC-3.

**Goal CC-4:** Ensure high-quality, integrated, and appropriately scaled residential development within Burlingame's neighborhoods.

### CC-4.1: Residential Character and Design

~~Encourage a diverse housing stock while also ensuring that new development and substantially remodeled homes maintain~~ respect ~~the architectural and massing character~~ predominant in their ~~of each unique residential neighborhood in Burlingame.~~Ensure that homes in the single family (R-1 zoned) neighborhoods retain the character of Burlingame as elucidated in the Burlingame *Neighborhood Design Guidebook* and by its regulations on Floor Area Ratio and massing, so as to ensure that new homes and remodels continue to meet Burlingame's high design and aesthetic standards. [DR]

### CC-4.2: Attractive Design

Emphasize attractive building and site design by paying careful attention to building scale, mass, placement, architecture, materials, landscaping, screening of equipment, loading areas, signage, and other design considerations. ~~Allow below-grade design approaches where such can be used to maintain consistent scale and massing with surrounding development.~~ [DR]

### CC-4.3: Mass and Scale

Ensure that the scale and interrelationships of new and old residential development complement each other. [DR]

### CC-4.4: Density Compatibility

Ensure that the bulk and scale of multifamily residential developments are ~~compatible~~ sensitive to ~~with~~ homes and buildings in the surrounding area. [DR]

~~### CC-4.5: Neighborhood Guidelines~~

~~Consider i~~Identifying neighborhoods that have a unique architectural styles or other place-defining characteristics, historical background, or location, and as appropriate, develop plans that preserve and enhance their character. [SR]

~~### CC-4.6: Ridgeline Development~~

~~Discourage the placement of homes and structures near ridgelines to maintain natural open space and preserve views. If ridgeline development cannot be avoided, require grading, building, and landscaping designs that mitigate visual impacts and blend the development with the natural features of the hillside. [DR]~~

### CC-4.~~6~~7~~5~~5: Hillside Residential Design Standards

Regulate the design of streets, sidewalks, cluster home development, architecture, site design, grading, landscaping, and utilities in hillside areas to protect aesthetics, natural topography, and views of surrounding open space and distant landscapes. [DR, MP]

### CC-4.~~7~~8~~6~~6: Sisters of Mercy Campus and Similar Institutions

Require development of a master plan or similar comprehensive planning tool for any proposed reuse/repurposing of the Sisters of Mercy campus (including Sisters Residences, Mercy Center, and Mercy High School) to accommodate its continuing mission, while ensuring that any new land uses and development scenarios integrate well with surrounding residential development and preserve the overall character of the campus

as a community asset. Also require a master plan or similar tool for any large institution located within a residential neighborhood. [MP]

~~CC-4.9: Preservation of Older Residences~~

~~Consider protection of older single family and multifamily residences that, although they may not have historical significance, define and contribute to the character of a neighborhood. Provide incentives to encourage their preservation. [DR, SO]~~

## Bayfront

*Planning Context*

Burlingame's Bayfront area covers approximately 2.5 linear miles of frontage along San Francisco Bay. The Bayfront is characterized by the open waters of the bay, important recreation and open space resources, and office buildings, hotels, and destination restaurants that benefit from their proximity to San Francisco International Airport. These commercial uses provide an important economic base for the City. Within the Bayfront Area, the Inner Bayshore district between Old Bayshore Highway and Highway 101 has long provided space for warehouses, industrial and logistic businesses, and office space that largely support uses at the airport.

~~Largely due to limited access across Highway 101, the~~The Bayfront has developed somewhat independently from the rest of Burlingame~~, on properties that were once tidal lands and marshlands~~. The area is composed primarily of fill materials imported to development sites. The low-lying properties are exposed to flood risks and sea level rise hazards.

The regional Bay Trail runs along the Bayfront, providing a pedestrian and bicycle connection between recreation opportunities and services along the Bay. While the trail is substantially complete, gaps occur where the trail route crosses private lands (see **Bayfront Diagram**)

*Bayfront Vision*

The Bayfront will be a regional recreation and business destination. Enhanced parks, natural open spaces, and recreational amenities will offer places that residents and visitors can enjoy, with enhanced access for pedestrian, cyclists, and watercraft, including commercial ferry service. The area will be an environment where hotels and airport-related services continue to thrive, and where new commercial uses create a well-rounded district that serves a variety of needs. Industrial and office uses within the Inner Bayshore district will continue as preferred land uses, and compatible creative industries will be accommodated and encouraged. Long-term parking uses that serve operations at the airport will only be considered in conjunction with office and hospitality development, and only as a secondary or ancillary use. All development will be undertaken in a manner that protects people and property from flood hazards and sea level rise.

**Goal CC-5:** Maintain and promote the Bayfront Area as a premier destination along San Francisco Bay for land- and water-based recreation, hospitality uses, creative industries, logistics support, water-based transit service, and local businesses that benefit from proximity to San Francisco International Airport.

### CC-5.1: Commercial Destinations

Support and encourage commercial uses along the waterfront that enliven the area and serve as destinations for residents and visitors, including hotels, restaurants, and entertainment venues. [MP, DR]

### CC-5.2: Diverse Industrial Uses

Continue to accommodate diverse industrial functions, and support emerging creative businesses through flexible zoning regulations. [DR]

### CC-5.3: Airport Support Uses

Maintain the Bayfront's industrial and airport support functions, and establish adaptable regulations that respond to the evolving nature of those industries. [DR]

### CC-5.4: Parks and Open Space

Preserve and enhance Bayfront parks and open spaces, and identify strategies to increase usage of recreational amenities. [FB, SO]

### CC-5.5: Trail Connectivity

Coordinate with partner agencies to connect gaps in the Bay Trail, and require new waterfront development to improve and maintain trail segments along property lines. [AC, PA]

**Goal CC-6:** Establish a cohesive design character for the Bayfront Area that protects views to the waterfront, encourages walking and biking, accommodates water-based recreation and ferry service, and addresses sea level rise.

### CC-6.1: View Preservation

Ensure that new development preserves public views to the waterfront. Consider sightlines and viewsheds from Bayfront open spaces when planning future projects. [DR, SO]

### CC-6.2: Reuse of Building Stock

~~Promote~~ Allow for ~~the reuse of existing buildings for creative commercial uses in the Innovation/Industrial District, and encourage aesthetic and façade improvements.~~Consider the reuse of existing buildings as a sustainable option for accommodating creative commercial uses in the Innovation/Industrial District [DR]

### CC-6.3: Infill Development

Encourage increased intensity via high-quality infill development on surface parking lots, and support the conversion of surface parking lots into active commercial and hospitality uses. [DR]

### CC-6.4: Design Character

Establish design standards that facilitate attractive interfaces between use types, enhance the public realm, and activate commercial districts. Prioritize pedestrian improvements and waterfront access. [MP, DR]

### CC-6.5: Pedestrian and Bicycle Access

Improve pedestrian and bicycle access to the Bayfront across Highway 101 and along the Bay Trail, and identify opportunities for new bicycle and walking connections to key waterfront destinations. [MP]

### CC-6.6: Water-based Activities

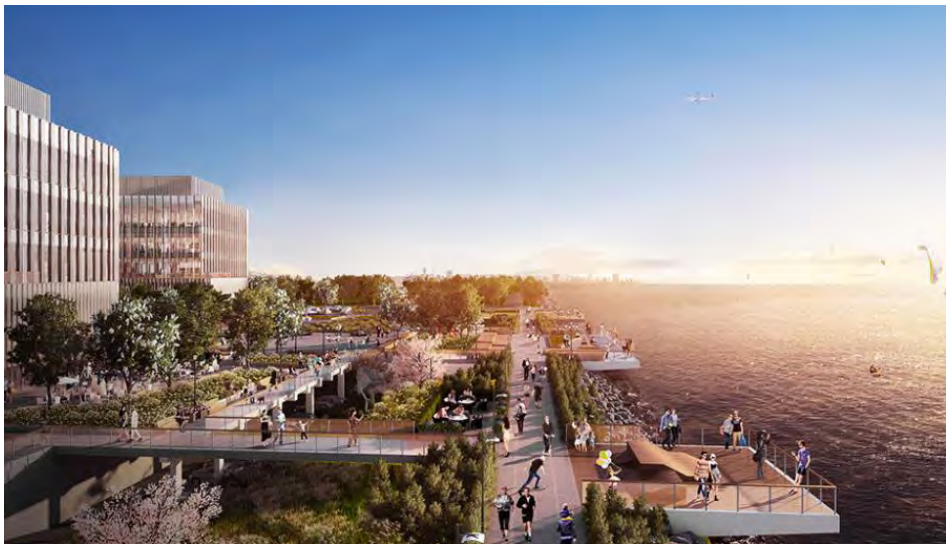
Accommodate access to the Bay for water-based recreation and transit uses. [DR, MP]

### CC-6.7: Sea Level Rise

Require that new and existing development along the Bayfront ~~address~~ make provisions for sea level rise and flood risks~~ via attractive and effective shoreline barriers~~, which may ~~include~~involve payment of assessments to fund City or other efforts to build a unified defense system. ~~Enforce~~ Maintain ~~a~~ minimum ~~75 foot~~ waterfront setback ~~requirements~~, with the setback area~~s used for active and passive open space to minimize structural damage during flood and storm events~~providing space in the future to accommodate sea level rise and flooding defenses. Design new buildings with habitable areas elevated to minimize potential damage from exceptional storm events. [DR]



Burlingame Shoreline



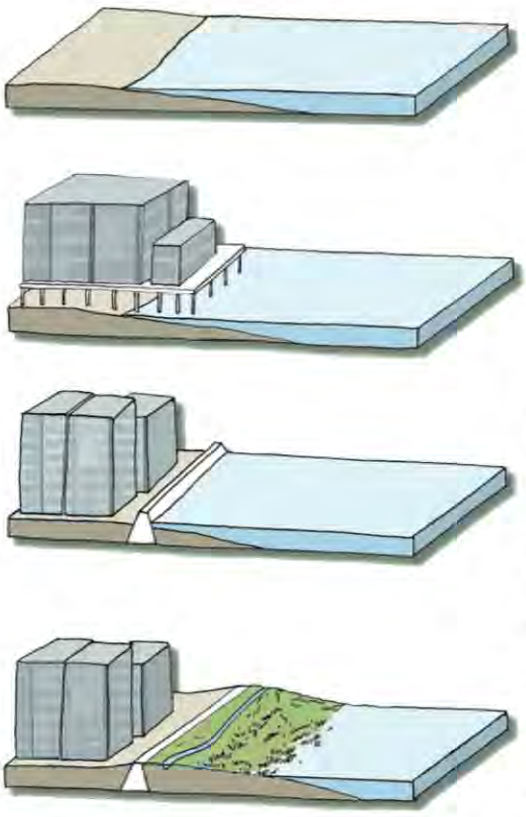
Burlingame Point



Burlingame Point

Sea Level Rise Approaches that communities typically consider: (Protect, Accommodate, Retreat, Hybrid, and/or Adaptation. In Burlingame there may be limitations on some approaches, given current and future land uses along the shoreline, and the engineered nature of the land and shoreline.)

## FOUR WAYS TO GUARD AGAINST SEA LEVEL RISE



**1. RETREAT FROM SHORELINE**
The simplest response, abandoning land that is at risk, is also the rarest. Communities encourage and protect coastal properties "so they can get tax revenue to pay for services and even adaptation strategies," said Jessica Grannis, a sea level policy expert at Georgetown University Law Center in Washington. The best and cheapest time to adopt this strategy is after a disaster — not rebuilding after floods in some areas. But planning for these decisions should be made prior to such disasters.

**2. FLOOD-PROOF STRUCTURES**
Engineers typically do this by raising occupied floors above flood level or trucking in dirt to raise the land before starting to build. A 2014 study of the Gulf Coast by researchers at The Nature Conservancy and academic researchers concluded that elevating structures was among the least cost-effective solutions, ranking behind seawalls, natural barriers and simple sandbags. But it is the most popular solution around San Francisco Bay.

**3. BUILD LEVEES**
Dirt, rock and concrete can be effective barriers. Most of the urban parts of the bay and the Sacramento-San Joaquin River Delta are already protected by a patchwork of levees. San Mateo and Santa Clara counties are both studying what it will cost to make their levees stronger. But levees, and their more compact cousins seawalls, are expensive and can fail. Officials at the Port of San Francisco say $5 billion in retrofits is needed along the four-mile Embarcadero to keep some 700 acres of high-value property above the water line through 2100.

**4. RESTORE NATURE**
Natural habitats such as marshes, sandbars and creek beds absorb the energy of storms, mitigating risk from sea level rise. Past development has tended to erase or bury these features, but recent restoration projects are changing that. A 2013 study by the Bay Institute, a San Francisco-based nonprofit group, showed that restoring a 200-foot-wide strip of marsh around the bay would cut the cost of protection in half — mainly by allowing engineers to build smaller, less expensive levees. A rising bay will eventually put many marshes at risk of inundation, though some shoreline ecosystems are designed to grow vertically as seas rise.

*Source: Winifred Bird and Emily Underwood, San Francisco Public Press*

~~Sea Level Rise Resilience Strategies~~

Sea level rise resilient developments, Hafen City, Germany





PROTECT – ENGINEERED, Coastal armoring, seawalls and levees, Burlingame



PROTECT – NATURAL, Baylands restoration, Oro Loma marsh



ACCOMMODATE, Flood-proof infrastructure



ACCOMMODATE, Floodable development, Tasinge Plads, Copenhagen



ADAPTATION, Flood resilient ferry wharf, Brisbane Australia



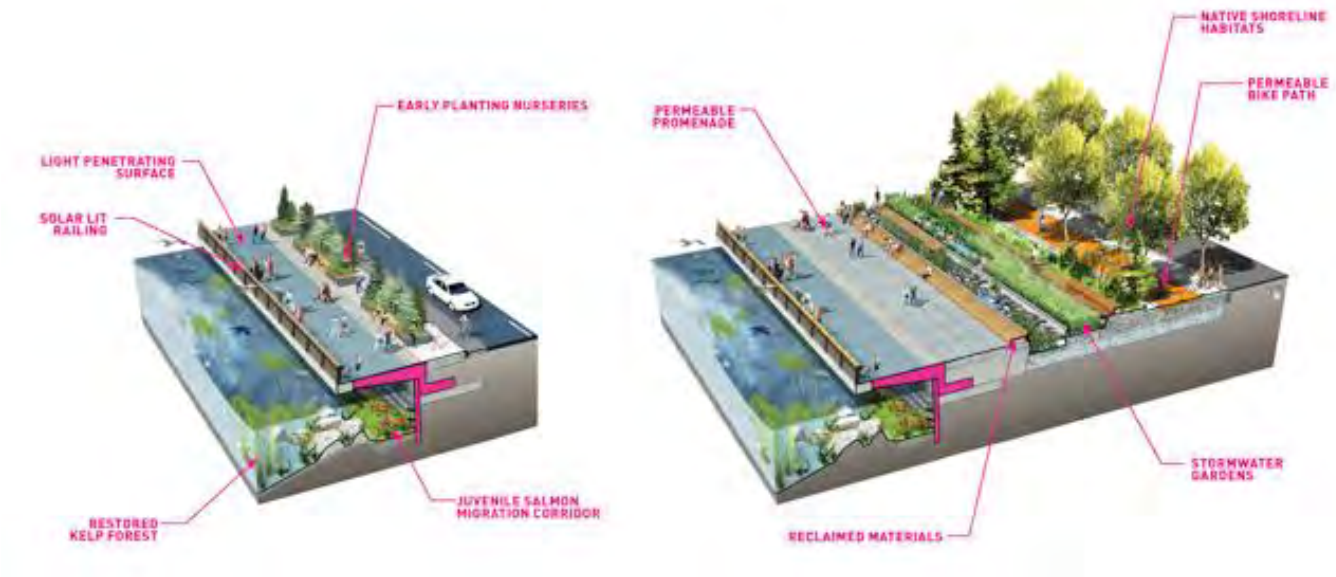
RETREAT, Surfer's Point, Ventura



ADAPTATION, Living shoreline, oyster and estuarine restoration, San Rafael



HYBRID, Multifunctional infrastructure, Hafen City




HYBRID, Sustainable waterfront redevelopments, Seattle Waterfront

## Broadway

### *Planning Context*

Broadway is one of two primary commercial destinations in the cCity and is known for its distinct, small-town main street character. Whereas Downtown supports a diverse mix of shops, restaurants, and professional offices with a regional emphasis—including a healthy distribution of national brand businesses—Broadway has a local, home-grown feel. The surrounding residential neighborhoods support these businesses with foot traffic. And although Broadway is a primary connection for vehicles traveling between Highway 101 and El Camino Real, the roadway's narrow width and tree canopy work to maintain lower traffic speeds that support the pedestrian environment. Broadway's charm is in its scale, focus on an active street front, and in its mixture of neighborhood and community-serving rather than regional-serving businesses (see **Broadway Area Context Diagram)**.

### *Broadway Vision*

Broadway will continue to be a commercial corridor, with a requirement for ground-floor uses and development approaches that encourage and support pedestrian activity. Public realm improvements and ongoing maintenance will create a distinctive look for the corridor. Increasing foot traffic, creating gathering places, and improving the façades will strengthen Broadway as a neighborhood district and preserve its distinct character and function. Residential development on upper floors along the Broadway frontage will bring additional people and vitality to the district. An emphasis will be placed on reuse and rehabilitation of character-defining structures. Infill development projects will respect and respond to the pedestrian scale and simple architectural styles. Building scales will include structures no higher than three stories (approximately 45 feet).

**Goal CC-7:** Ensure that Broadway maintains its character as a vibrant, pedestrian-friendly, ~~-~~mixed ~~-~~use district that supports and encourages local businesses and local investment, and that serves as a gathering place for Burlingame residents and a quaint destination for visitors.

### CC-7.1: Mix of Uses and Activities

Encourage a diverse mix of commercial, office, and residential uses that support both daytime and evening activity, increase foot traffic, and attract visitors. [DR]

### CC-7.2: Pedestrian-Friendly District

Ensure active and transparent ground-floor uses by restricting businesses fronting Broadway to retail, service, dining, and entertainment businesses. [DR]

### CC-7.3: Supporting Uses

Encourage second- and third-story office and residential uses along Broadway, and allow ground-floor office and residential (including lofts and live/work units) on side streets within the Broadway Mixed Use designation. Accommodate additional office space on ground floors of mixed use development on side streets. [DR]

### CC-7.4: Scale of Development

Maintain the scale of development along Broadway ~~generally~~ to ~~two~~ up to three stories, with more intensity at California Drive and El Camino Real. Ensure that residential and ~~-~~mixed use developments along side streets are designed and scaled to create a transition to lower-density residential neighborhoods. [DR]

### CC-7.5: Design Character

Establish design standards for commercial and mixed-use development that reflect Broadway's historical scale and character. Emphasize design elements that create an active ground-floor public realm and maintain the "rhythm" of storefront widths present in the district. [MP, DR]

### CC-7.6: Gateways

Enhance the gateways to the Broadway commercial district by protecting the sign at Broadway and California Drive, enhancing the use and design of the California Drive and El Camino Real intersections, and allowing more prominent development at those intersections as gateway signifiers. [DR]

### CC-7.7 Pedestrian Safety

Ensure pedestrian safety with intersection improvements and traffic-calming measures at key intersections along Broadway. [SO]

### CC-7.8: Streetscape Improvements

Maintain streetscape and sidewalk improvements along Broadway that encourage walking, improve accessibility, and create gathering spaces. [SO]

### CC-7.9: Broadway Business Improvement District (BID)

Continue to collaborate with the Broadway Business Improvement District (BID) to support and implement projects consistent with the goals of this General Plan. Facilitate two-way communication between business owners and the City. [PA]

### CC-7.10: Connectivity

Support and encourage efforts to better connect Broadway to surrounding neighborhoods and destinations via walking, bicycling, and public and private transit. [MP, SO]

### CC-7.11: Parking

Improve parking management in the Broadway district by providing wayfinding signage and modern methods for collecting parking fares. Consider improvements to existing surface lots and/or incorporate public parking into a new structure. [MP, SO, PA]

### CC-7.12: Event Programming

Promote, and support a variety of events in the Broadway commercial district year-round, including events supported by the City, as well as events initiated by other organizations and the private sector.

## Downtown

*Planning Context*

In 2010, the City Council adopted the *Burlingame Downtown Specific Plan*. This Specific Plan established direction for continuing the complementary mix of uses that allow Downtown to be a truly pedestrian-oriented place, anchored by the library and other civic uses, residential neighborhoods that offer a range of housing types, and restaurants and shops that locals frequent and visitors to Burlingame enjoy. The extensive streetscape improvements along Burlingame Avenue, completed in 2015, catalyzed private reinvestment along Downtown's key artery and inspired interest and investment throughout the district. Given the proximity of Downtown to the Burlingame rail station, the Specific Plan creates opportunities for carefully located, more intense development projects that take advantage of easy transit access, and that responds to the desire of existing and prospective new residents to live in a charming, walkable environment that many compare to a European village (see **Downtown Area Context Diagram**).

*Downtown Vision*

As stated in the *Burlingame Downtown Specific Plan*, Downtown Burlingame will be an economically, socially, and culturally vibrant local

and regional destination, with a diverse and balanced mix of activities, pedestrian-friendly streets, historical buildings, and inviting gathering places, including a public square. Burlingame Avenue will continue to be an active commercial venue, with restaurants, shops, and entertainment venues for locals and visitors. Over time, the mix of uses along other Downtown streets may shift in response to market conditions, with office uses, creative work spaces, and emerging business types occupying spaces traditionally devoted to commercial enterprises. New housing will be provided to meet all income levels and housing choices for people at all stages in their lives. Emphasis will continue to be placed on preserving historical structures, including the Post Office, and ensuring that new development projects blend with the aesthetic quality of their surroundings. And while walking will be the primary way to get around Downtown, the City will ensure that public parking facilities are well located, easy to find, demand priced, and attractive.

**Goal CC-8:** Ensure that Downtown maintains its character and function as a vibrant, pedestrian-scaled, mixed use district that supports and encourages a diversity of commercial businesses, treasured civic uses, activated office space, and housing for all income levels and people of all ages.

### CC-8.1: Mix of Uses and Activities

Encourage throughout Downtown a diverse mix of commercial, office, and residential uses that support both daytime and evening activity, take advantage of easy transit access, and distinguish Burlingame from other downtowns along the Peninsula. [MP, DR]

### CC-8.2: Burlingame Avenue

Maintain Burlingame Avenue as an active commercial venue of regional importance and interest, with restaurants, shops, and entertainment venues for locals and visitors. [MP, DR]

### CC-8.3: Pedestrian-Scaled District

Maintain the scale of buildings throughout Downtown with pedestrians in mind, with new buildings emphasizing human-scale massing and architectural details. Require active storefronts and building fronts. [DR]

### CC-8.4: Residential Development

Ensure that the *Burlingame Downtown Specific Plan* maintains use regulations and standards that accommodate a diversity of housing types and affordability. Provide realistic incentives for affordable housing that is well integrated into development projects and throughout Downtown. Consider allowing additional density and housing configurations that fit within the height limits of the *Downtown Specific Plan.* [DR, PA]

### CC-8.5: Evolving Business Types

Ensure that the land use regulations in the *Burlingame Downtown Specific Plan* accommodate evolving markets for commercial and office space and do not constrain uses within particular sub-districts, provided that the diversity of uses throughout Downtown is retained. This includes flexibility of street frontage space along Howard Avenue, California Drive, Park Road, Lorton Avenue, and Highland Avenue. [DR, MP]

### CC-8.6: Pedestrian Accommodations

Provide sidewalks, street furniture, street trees, and other streetscape and public realm amenities that preserve and enhance the comfortable pedestrian environment throughout Downtown. [MP, FB, SO]

### CC-8.7: Auto Dealerships

Accommodate the continued presence of auto dealerships along California Drive, but also support the desire of property owners to reconfigure or redevelop properties along California Drive with other compatible uses consistent with the *Burlingame Downtown Specific Plan.* [MP, DR, PA]

### CC-8.8: City Hall ~~Site~~

Explore options for updating ~~relocation of~~ City Hall, with options to include rebuilding at the Primrose Road ~~to another~~ location or siting City Hall at another location ~~within Downtown~~ convenient for residents and the business community~~, and consider reuse of the City Hall site for other beneficial uses, including housing and open space~~. [MP, PA]

### CC-8.9: Civic Uses and Community Gathering Places

Keep important civic uses in Downtown, and create new public gathering places, including a public square, through City efforts and public/private partnerships. [MP, PA, SO]

### CC-8.10: Historical Buildings and Features

~~P~~Establish regulations that protect historical buildings and features in Downtown from neglect, misuse, or destruction~~~~Establish programs that encourage the protection of historical buildings and features. Encourage adaptive reuse of historical buildings, including a historically compatible and sensitive redevelopment of the former U.S. Post Office in keeping with the *Downtown Specific Plan*. [DR, PI]

### CC-8.11: Public Parking

- Develop and implement a comprehensive public parking program for Downtown that utilizes surface lots and parking structures to accommodate demand associated with visitor traffic.
- Allow property owners and businesses to purchase credits in public parking facilities in lieu of providing private on-site parking.
- Create an intuitive signage program for Downtown parking.
- Consider p~~P~~ricing~~e~~ public parking based on distance from uses and other demand factors.
- Utilize modern approaches for collecting parking fees and for identifying availability of park spaces.

- Respond to changes from increased ride-share autonomous vehicles with creative parking management strategies.
- Explore shared-use opportunities for public/private parking. [PA, SO]

### CC-8.12: Private Parking

Establish parking regulations for private development projects in Downtown that recognize the pedestrian nature of the district, shared use of buildings, and proximity to transit. Allow for ~~innovate~~ innovative parking approaches. [MP, DR, PA]

### CC-8.13: Wayfinding

Design, implement, and maintain a modern wayfinding signage program throughout Downtown. [MP, SO, FB]

### CC-8.14: Event Programming

P~~rogram, p~~romote, and support a variety of ~~publicly sponsored~~ events in Downtown year-round, including events supported by the City, as well as events initiated by other organizations and the private sector. ~~and encourage private efforts to host events.~~ [PA, SO, FB]

### CC-8.15: Variable Massing

Allow for development projects to incorporate variable massing approaches that provide for an overall average building height within an individual development project, rather than strict maximums. [MP]

## California Drive

*Planning Context*

California Drive, from just north of Broadway to Oak Grove Avenue (the northern boundary of the Downtown district), has an eclectic character. The Caltrain right-of-way to the east forms a hard boundary, with an intermittent landscaped buffer between the tracks and California Drive. Low-scale commercial buildings—largely occupied by local businesses in

buildings built to the front property line—are interspersed with residential uses either fronting California Drive or above and behind the commercial buildings. Despite the wide right-of-way of California Drive and traffic speeds of an arterial roadway, the street has characteristics of a pedestrian boulevard: a mix of complementary uses, buildings close to the street, and businesses focused on local needs. The right-of-way is wider than what is needed to accommodate anticipated traffic volumes through 2040, and pursuing a "road diet" (see the Mobility Element) for California Drive will create a slower, more pedestrian-friendly corridor that will influence land uses over the long term. The moderate-density residential neighborhoods behind the California Drive frontage define a building scale and sensitivity for uses along the street (see California Drive Area Context Diagram).

*California Drive Vision*

California Drive between Juanita Avenue and Oak Grove Avenue will remain a medium-density mixed use corridor that transitions seamlessly to the abutting residential districts to the west. An eclectic mix of uses reflective of long-established use patterns, a pedestrian scale, locally owned retail and service commercial businesses, and upper-story residential units will continue. Prototypical commercial uses are those that serve Burlingame residents and nearby communities, do not involve late-night hours, and do not have any operating characteristics that adversely impact residential uses. Stand-alone residential developments will accommodate local and regional demand for innovative and interesting housing types. California Drive will be reinvented as a fully multi-modal corridor, with a separate bike lane and improved pedestrian connections along the west side of and across the road.

**Goal CC-9:** Preserve the California Drive district as an unconventional, eclectic place, where locally serving commercial businesses and varying types of residential development interact along a multimodal corridor, and the uses along California transition and interface quietly to neighborhoods behind the corridor.

### CC-9.1: Mix of Low-scale Uses

Accommodate a diverse mix of low-scale, locally-serving commercial businesses and creative residential development along the corridor. In the zoning regulations, limit commercial uses to those that can clearly be considered compatible with established residential neighborhoods immediately adjacent. [DR]

### CC-9.2: Stand-alone Residential

Allow stand-alone residential development to remain at locations where historically established. [MP, DR]

### CC-9.3: Development Approaches

- Encourage new development to be built to the California Drive frontage.
- Require step-down building setbacks and buffer treatments where commercial uses and higher-intensity residential development abuts established residential neighborhoods to the immediate west. [DR]

## El Camino Real

*Planning Context*

El Camino Real extends approximately 52 miles along the peninsula, connecting San Jose to San Francisco. Along most of its route, El Camino Real is known as State Route 82, a roadway maintained by Caltrans. In most communities, land uses developed along the route over time to respond to the road's function as a commuter route, with motels and auto-oriented commercial businesses typifying the uses. Much of El Camino Real in Burlingame is an exception, however, with majestic eucalyptus trees lining the roadway and multifamily residential to each side. The apartments, townhomes, and condominiums along El Camino Real represent almost every era of architectural style from the 1920s forward, providing a diverse array of housing. Virtually absent along much of the stretch through Burlingame are the commercial uses that predominate in other communities (with the exceptions of the segment extending from Dufferin Avenue north to Millbrae, which is included within the North Burlingame planning area; commercial properties at the corner of Broadway and El Camino Real, which are included within the Broadway planning area; and commercial properties along the edge of Downtown from Chapin Avenue south, which are included in the Downtown planning area).

Nineteen cities, counties, and agencies are coordinating to reinvent El Camino Real through the "Grand Boulevard Initiative," which aims to

have the route "realize its full potential as a place for residents to work, live, shop, and play, creating links between communities that promote walking and transit and an improved and meaningful way of life."[1] From Burlingame's perspective, El Camino Real's unique character through the c~~C~~ity represents a window into the past and is a defining feature of Burlingame. From an urban character perspective, very little needs to change—and indeed, the eucalyptus grove itself is protected as an officially designated landmark so will endure into the future. The City has designated El Camino Real as a scenic roadway. From a street function perspective, ~~the~~ there are opportunities for operational and safety enhancements, as discussed in the Mobility Element. See El Camino Real Area Context Diagram.

*El Camino Real Vision*

El Camino Real will continue to be an iconic roadway through Burlingame. Development along the densely tree-lined boulevard will consist of distinctive multifamily housing, with commercial development limited to properties that are within Downtown, at the intersection with Broadway, ~~and~~ at a small node at Adeline Drive, and north of Dufferin Avenue. The City, in conjunction with Caltrans, will develop a plan to preserve the tree groves through management and a defined replanting plan for older trees. Traffic management and safety will be addressed as outlined in the Mobility Element, with clear direction to make El Camino Real pedestrian friendly
through Burlingame.

[1] www.grandboulevard.net/about/grand-boulevard

**Goal CC-10:** Preserve the character of El Camino Real as a distinctive tree-lined corridor in Burlingame, clearly different than sections through other communities, with development consisting of multifamily housing of all types.

### CC-10.1: Residential Character

Maintain El Camino Real as a finely scaled, medium/high-density residential corridor, with supportive institutional uses. [DR]

### CC-10.2: Commercial Uses

Allow a limited amount of commercial and/or mixed-use development at key intersections along the corridor, and consistent with the Downtown Specific Plan. Apply a Medium-High Density Residential overlay to the Adeline Drive/El Camino Real commercial node, allowing either commercial, residential, or mixed commercial/residential development consistent with adjacent Medium-High Density Residential height and setback standards. Ensure the scale of development is compatible with established and adjacent uses along the corridor. [DR]

### CC-10.3: Design Character

Establish design and landscape standards that maintain and strengthen the unique aesthetics of El Camino Real, and ensure compatibility with surrounding structures, including adjacent low-density residential. Policies protecting the Howard Ralston Tree Rows should extend along the entire length of the tree-lined corridor, including the edge of the Downtown Specific Plan area. [DR]

### CC-10.4: Gateway

Enhance and celebrate the entry to Burlingame on El Camino Real with context-sensitive gateway design elements, including signage. [MP]

### CC-10.5: Tree Groves

Balance the preservation and maintenance of the iconic tree groves along El Camino Real with public safety and consistent with the City's Tree Preservation Ordinance. [DR]

### CC-10.6: Collaboration with Transportation Agencies

Continue to partner with Caltrans, SamTrans, ~~VTA,~~ the Grand Boulevard Initiative, and other partners to improve multi~~-~~modal safety and mobility along the corridor in a manner that reflects local priorities. [AC]

### CC-10.7: Infrastructure

Provide for roadway improvements along the El Camino Real corridor as outlined in the Mobility Element. [SO, AC]

## North Burlingame

*Planning Context*

The North Burlingame area represents a primary gateway as motorists travel south on El Camino Real. At this gateway, El Camino Real is a wide boulevard, with frontage roads providing access to the suburban-scale and character Burlingame Plaza commercial center and office buildings between the boulevard and railroad tracks. Significantly, this north end of the ~~City~~ city has easy pedestrian access to the Millbrae multimodal transit station. Properties in Burlingame could support much more intense development due to the proximity to the multimodal transit station and to respond to housing needs for more diverse housing types. And while El Camino Real is under the jurisdiction of the California Department of Transportation (Caltrans), opportunities exist to make more efficient use of the street right-of-way. See **North Burlingame Area Context Diagram.**

*North Burlingame Vision*

North Burlingame will be a distinct, defining area of Burlingame, with streetscape enhancements, ~~and~~ new housing, and complementary

commercial uses at urban-level intensities. This transit-oriented development node will provide housing for all income levels, connect with surrounding commercial and institutional uses with improved pedestrian accommodations, and welcome visitors to Burlingame with distinguishing and historically sensitive gateway features.

**Goal CC-11:** Establish a high-intensity- mixed- use development node at the north end of El Camino Real to take advantage of the proximity to the Millbrae multimodal transit station and SamTrans commuter routes.

### CC-11.1: Mix of Uses and Activities

Promote a mix of residential and commercial uses, including a range of housing types and a mix of office, service, and retail uses that serve residents and complement the adjacent medical center. [DR]

### CC-11.2: Transit-Oriented Development

Allow and encourage higher-density, transit-oriented development along El Camino Real and Trousdale Drive to provide housing, employment, and retail opportunities easily accessible from the Millbrae multimodal transit station and SamTrans commuter routes. [DR]

### CC-11.3 Housing

Encourage and support the development of new housing in North Burlingame. Ensure that new residential development provides a range of housing types available to different income levels and ~~meets or exceeds minimum requirements~~includes provisions for affordable housing. [PA, DR]

### CC-11.4 Design Character

Establish design and landscape standards and strategies to improve the streetscape, create a distinct development character, and create activity nodes while respecting the scale of nearby lower-density neighborhoods. Consider the following design strategies:

- Require parking lots and structures to locate behind buildings and within the interior of a site.
- Ensure pedestrian connections and access routes connect building entrances to adjacent sidewalks and transit stops.
- Encourage pedestrian-friendly sidewalks and outdoor gathering spaces along ground-floor building frontages.
- Encourage buildings to step back from the street and step down to adjacent uses to ensure compatibility with adjacent uses.
- Ensure street setbacks offer ample space for substantial setbacks along El Camino Real. [DR]

### CC-11.5 Gateway Treatment

Develop and implement a defining gateway treatment on El Camino Real at the entrances to Burlingame. Use monuments, landscaping, and other streetscape elements as part of the design treatment. {[AC, MP]

### CC-11.6 Access Lanes

Maintain and enhance frontage lanes along the east side of El Camino Real, with improvements such as wide sidewalks and generous landscaping to support pedestrian activity and serve as an amenity for adjacent buildings. [MP, DR]

### CC-11.7 Connectivity

Ensure safe, comfortable crosswalks and intersections to support pedestrian and bicycle access to transit stops and across El Camino Real. [AC, SO]

### CC-11.8 Access to Burlingame Businesses

Encourage residents and employees in ~~the~~ North Burlingame to shop, dine, and visit businesses along Broadway and in Downtown Burlingame. [PA, PI]

## Rollins Road

*Planning Context*

The Rollins Road industrial corridor is a major employment base in Burlingame. Dating to the middle of the last century, the area largely has supported light manufacturing businesses, warehousing, auto repair~~s~~ shops, and wholesale sales activities. In the early 2000s, new uses setting up business in the district included commercial recreation businesses such as tennis clubs and indoor soccer facilities. Given the presence of the Millbrae multimodal transit station less than one-half mile from the north end of Rollins Road, the district presents opportunities for further evolution and particularly, to support housing development. However, with the diminishing availability of well-situated industrial properties in the Bay Area, balancing the need to preserve industrial land and businesses with the ability to accommodate emerging and desirable new uses will be a key challenge.

Rollins Road itself is a wide, four-lane thoroughfare with parking on both sides. Service and delivery trucks utilize the parking (and sometimes traffic) lanes during certain hours, and traffic on the street is relatively light. Currently, t~~T~~he corridor is not pedestrian friendly, as sidewalks are relatively narrow, buildings are set far back, and few pedestrian crossings are provided~~, but it functions well for the long-established industrial and commercial purposes~~. Over time, the northern portion of Rollins Road in the Live/Work area should be enhanced to support pedestrian activity, balanced with continuing to accommodate truck traffic accessing the Innovation Industrial area to the south (see Rollins Area Context Diagram).

*Rollins Road Vision*

Rollins Road will primarily be an industrial district, particularly along the southern portion of the street within the Innovation/Industrial district. Traditional light industrial uses and auto service businesses will continue to represent key land uses since these provide vital services and jobs within the community, but allowing a cluster of creative and design industry activities to flourish will create synergies and a regional destination for wholesalers and consumers.

The northern portion of the corridor, within easy walking distance to the Millbrae multimodal transit station, presents an opportunity for establishment of a new neighborhood of medium- and high-density creative live/work units and support uses. The City envisions creation of a complete new neighborhood, where residents and creative businesses have ready access to transit, supportive commercial businesses, and public and private open space amenities. Such housing will ~~provide~~ include workforce housing, thus meeting the needs of all income levels in Burlingame. Streetscape improvements within the new neighborhood will emphasize a pedestrian focus, while still accommodating industrial-related traffic through to Millbrae Avenue.

**Goal CC-12:** 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 ~~northerly~~ 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.

### CC-12.1: Industrial Base

Continue to support and accommodate the industrial and commercial uses throughout the Innovation/Industrial and Live/Work districts. [DR]

### CC-12.2: Creative Commercial and Industrial Uses

Support emerging businesses by establishing flexible zoning regulations that allow creative art and design-oriented and green-tech commercial and industrial uses. [DR]

### CC-12.3: Live/Work District

Establish a creative Live/Work district at the north end of the Rollins Road corridor within approximately one-half mile of the Millbrae multimodal transit station; accommodate medium- and high-density residential uses either as stand-alone development or as integrated live/work environments. [DR]

### CC-12.4: Alternative Transportation

Require new residential development in the Live/Work district to support alternative modes of transportation, including high-quality bicycle facilities and public transit incentives. Establish reduced parking requirements for residential buildings in this area, and study options for protected bike lanes along Rollins Road and improved connections from the Millbrae multimodal transit station. [MP, SR, DR]

### CC-12.5: Reuse of Existing Buildings

Promote reuse of the existing building stock for creative commercial and industrial uses—and where feasible and desired, as residential and live/work places. Require aesthetic and façade improvements as part of redevelopment projects and property improvements. [DR]

### CC-12.6: Views from Highway 101

Require development along the Highway 101 frontage to include attractive design elements, landscaping, and signage that create a positive aesthetic condition, as viewed from the highway corridor. [MP, DR]

### CC-12.7: Design Aesthetic

Establish an eclectic but cohesive design aesthetic for the Live/Work district, and require new development to utilize contemporary architectural treatments and materials that are compatible with the industrial nature of the area. Ground-floor workspaces should use transparent materials to activate sidewalks and support work functions. [DR]

### CC-12.8: Open Space

Develop a vibrant public realm with attractive public spaces along the Rollins Road corridor by requiring new development to include publicly accessible plazas and pocket parks in appropriate locations. [DR, PA]

### CC-12.9: Streetscape Enhancements

Promote a pedestrian-friendly environment, particularly in the Live/Work district. Require new development to create active street frontages, with workspaces or commercial uses on the ground floor, attractive landscaping and street trees, and other streetscape enhancements as appropriate. [DR, PA]

### CC-12.10: Pedestrian Connectivity

Study opportunities for signalized pedestrian crossings along Rollins Road, and identify pedestrian connectivity improvements between the Live/Work district and the Millbrae Multimodal BART station. [SR, AC]

City of Millbrae

San Francisco Bay

City of Hillsborough

City of San Mateo

Millbrae Ave.

Old Bayshore Highway

Rollins Rd

Airport Blvd.

Lang

Ralston Ave.

San Mateo Dr.

E. Poplar Ave.

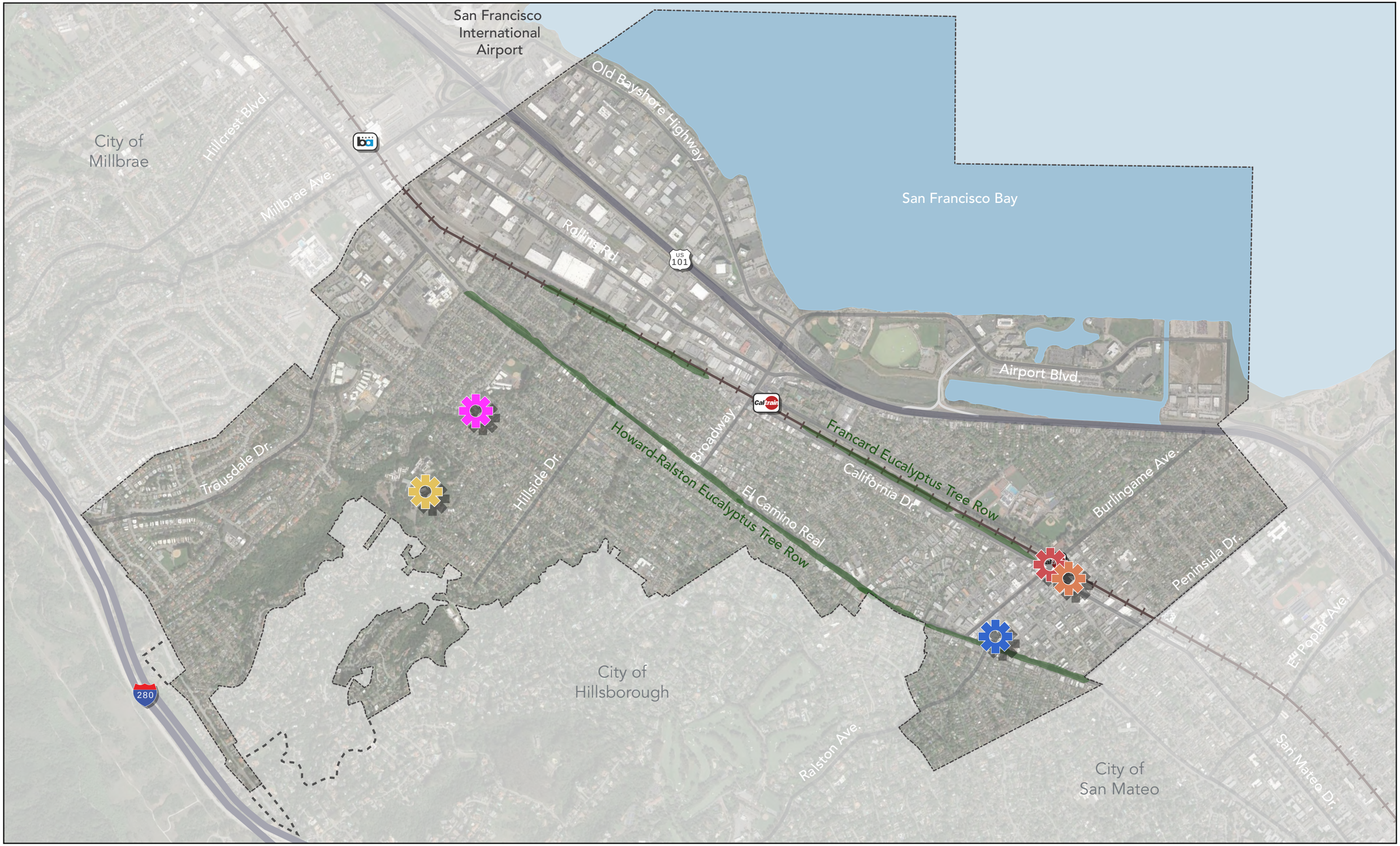
Skyview

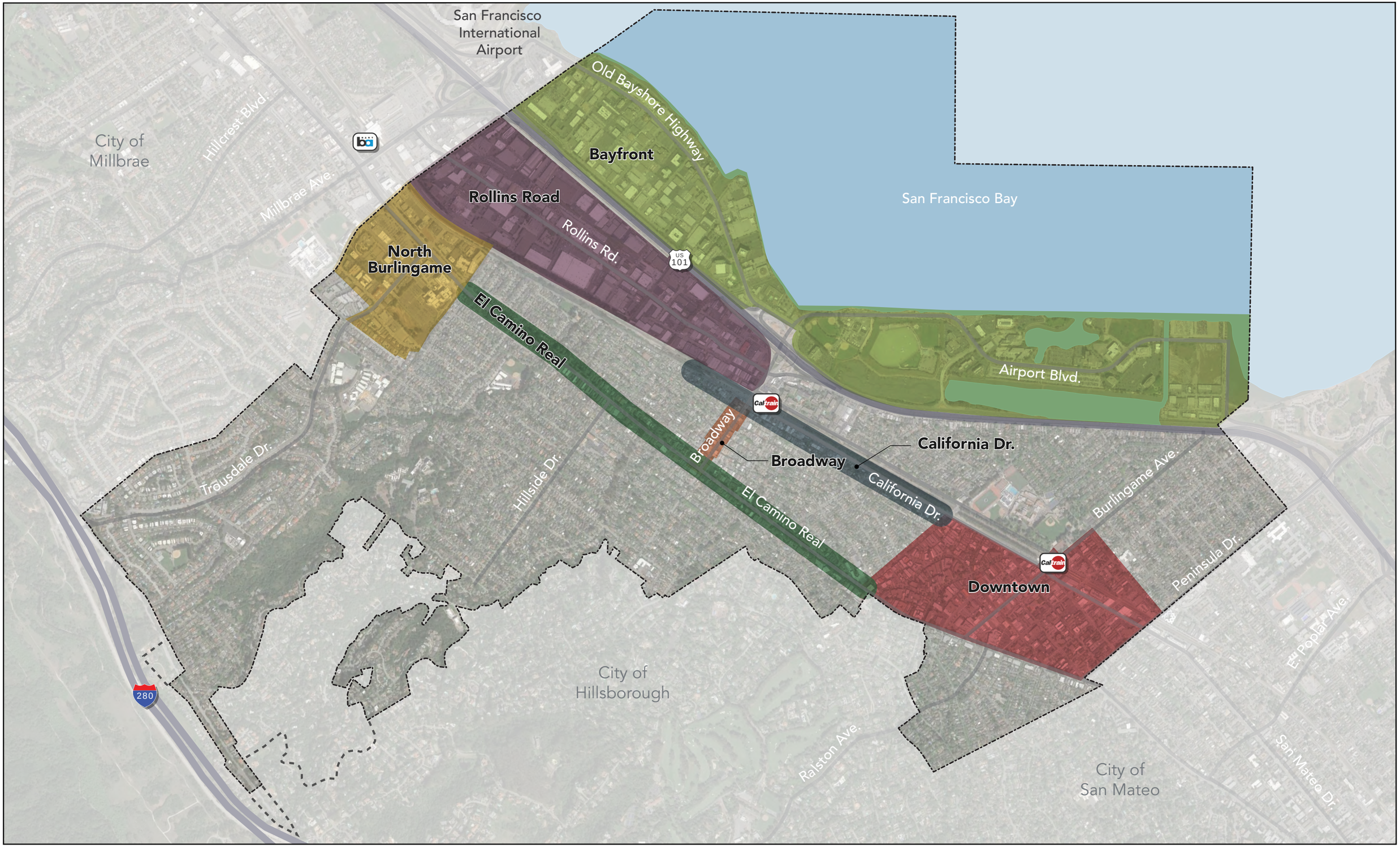
# Burlingame General Plan
## Figure CC-1 Land Use Plan

- Low Density Residential
- Medium Density Residential
- Medium/High Density Res.
- High Density Residential
- General Commercial
- Bayfront Commercial
- California Mixed Use
- North Burlingame Mixed Use
- Broadway Mixed Use
- Downtown Specific Plan
- Live/Work
- Innovation Industrial
- Public/Institutional
- Baylands
- Rail Corridor
- Parks and Recreation
- Open Space Easement
- Open Space Easement-SOI
- Low Density Residential-SOI
- Multi-Family Residential Overlay
- City Limits
- Sphere of Influence

N

0 750 1,500 3,000 FT

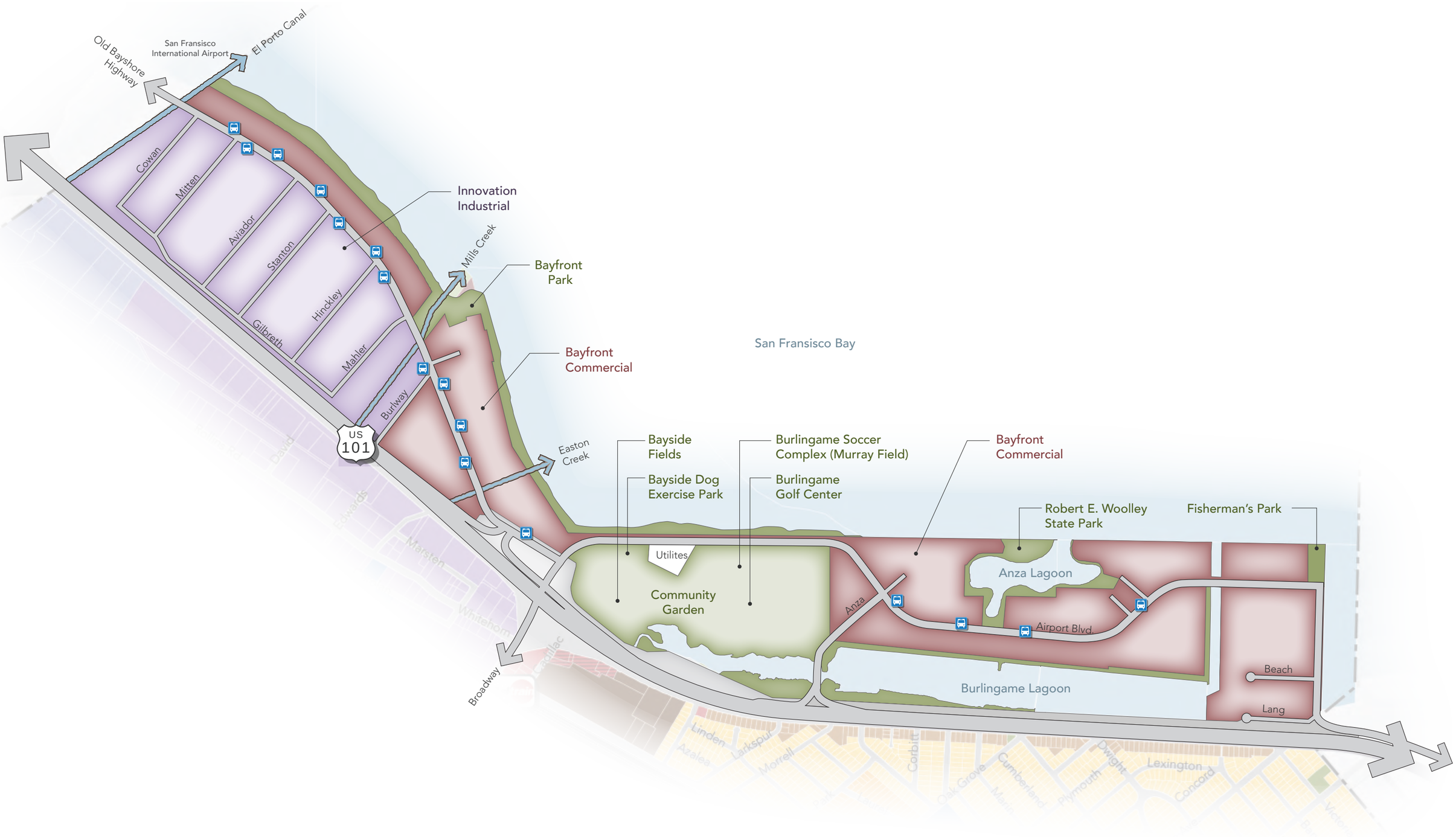

San Francisco International Airport
City of Millbrae
Hillcrest Blvd.
Millbrae Ave.
Old Bayshore Highway
San Francisco Bay
Rollins Rd.
US 101
Airport Blvd.
Howard-Ralston Eucalyptus Tree Row
Francard Eucalyptus Tree Row
California Dr.
Burlingame Ave.
Peninsula Dr.
El Camino Real
Broadway
Trousdale Dr.
Hillside Dr.
280
City of Hillsborough
Ralston Ave.
E. Poplar Ave.
San Mateo Dr.
City of San Mateo
Burlingame General Plan
Figure CC-2 Designated Historical Structures and Places
City Limits
SOI
Eucalyptus Tree Row
Kohl Mansion
Burlingame Railroad Station
Severn Lodge Dairy Wallscape
William A. Whifler House
Anza Expedition Camp
N
0
750
1,500
3,000 FT



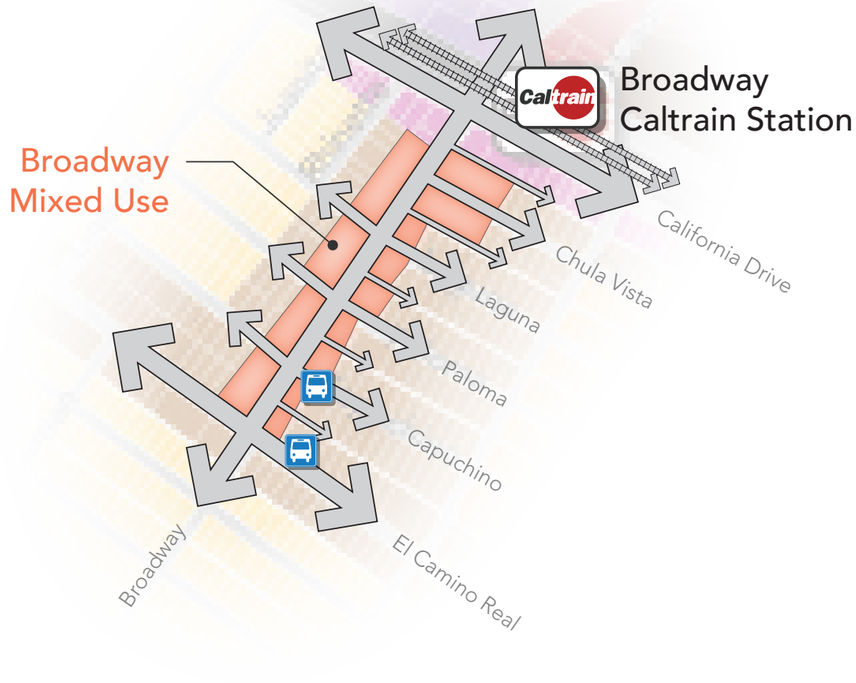

**Burlingame General Plan**
**Figure CC-3 Neighborhoods Context Map**

City Limits
SOI
Bayfront
Rollins Road
California Drive
North Burlingame
El Camino Real
Broadway

N 0 750 1,500 3,000 FT

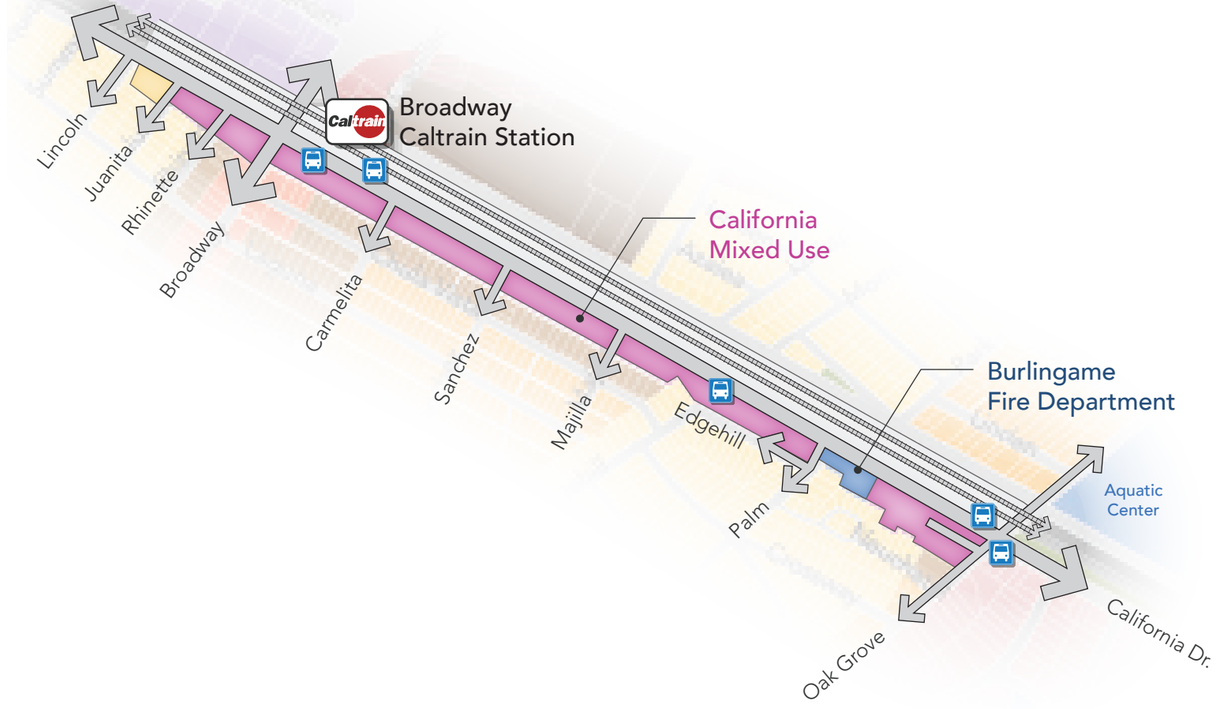



Bayfront Area Context Diagram

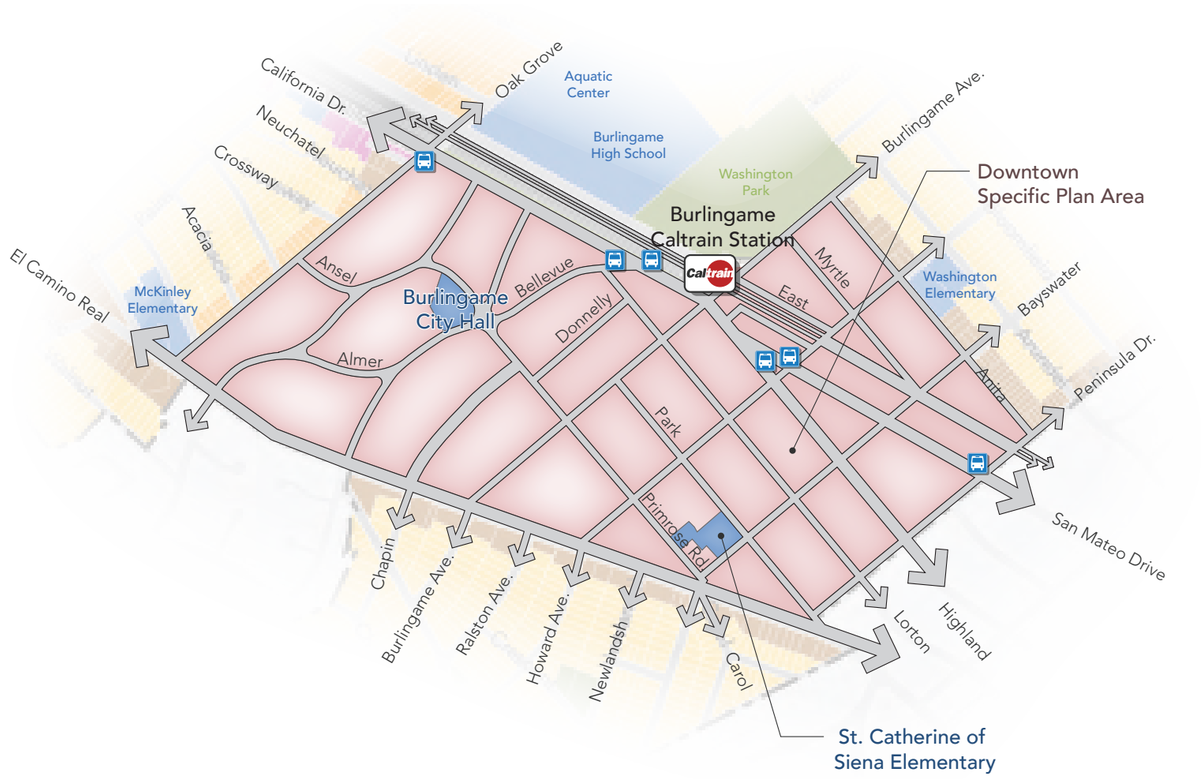



Broadway Area Context Diagram

Letter Size Paper

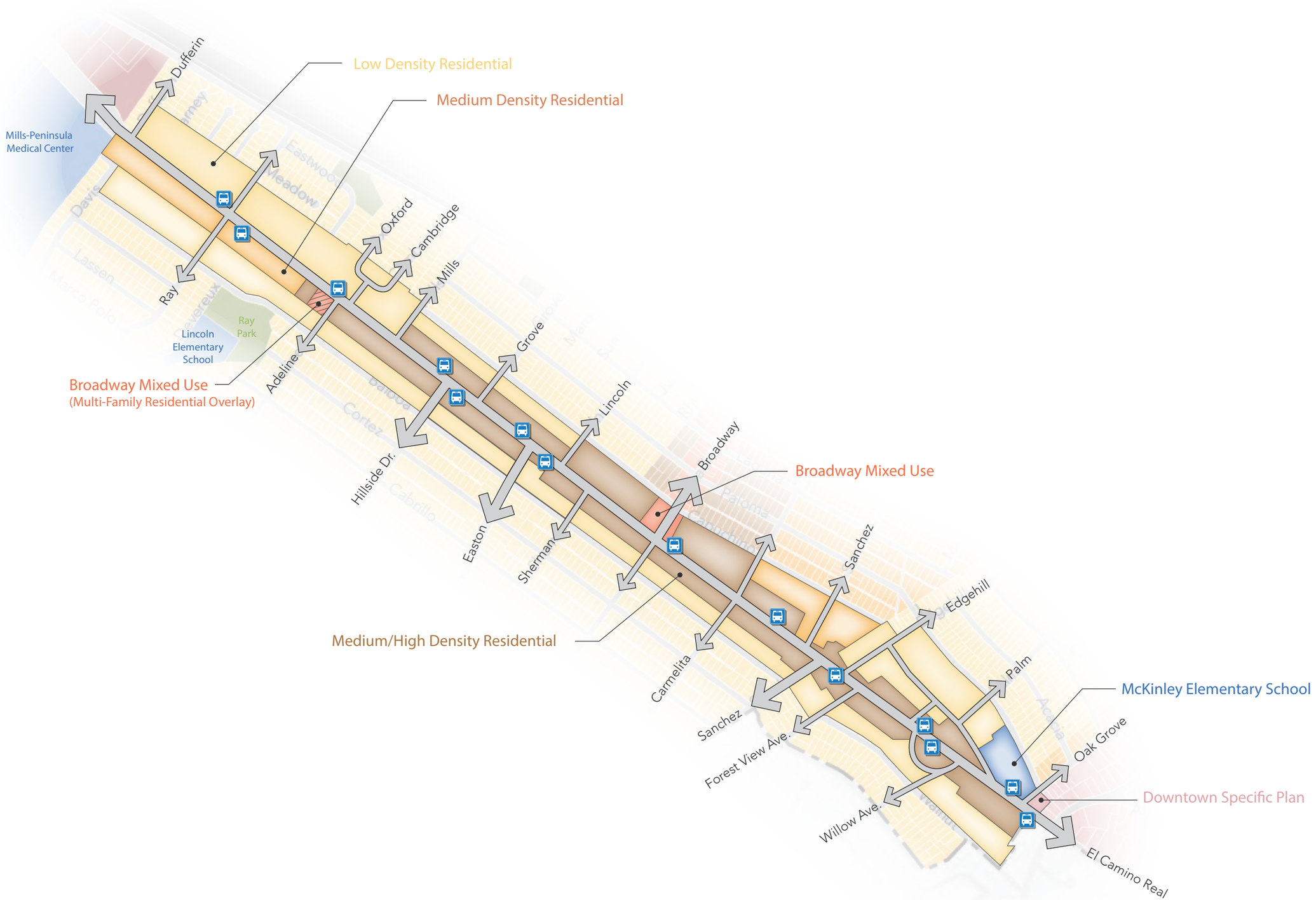



California Drive Area Context Diagram

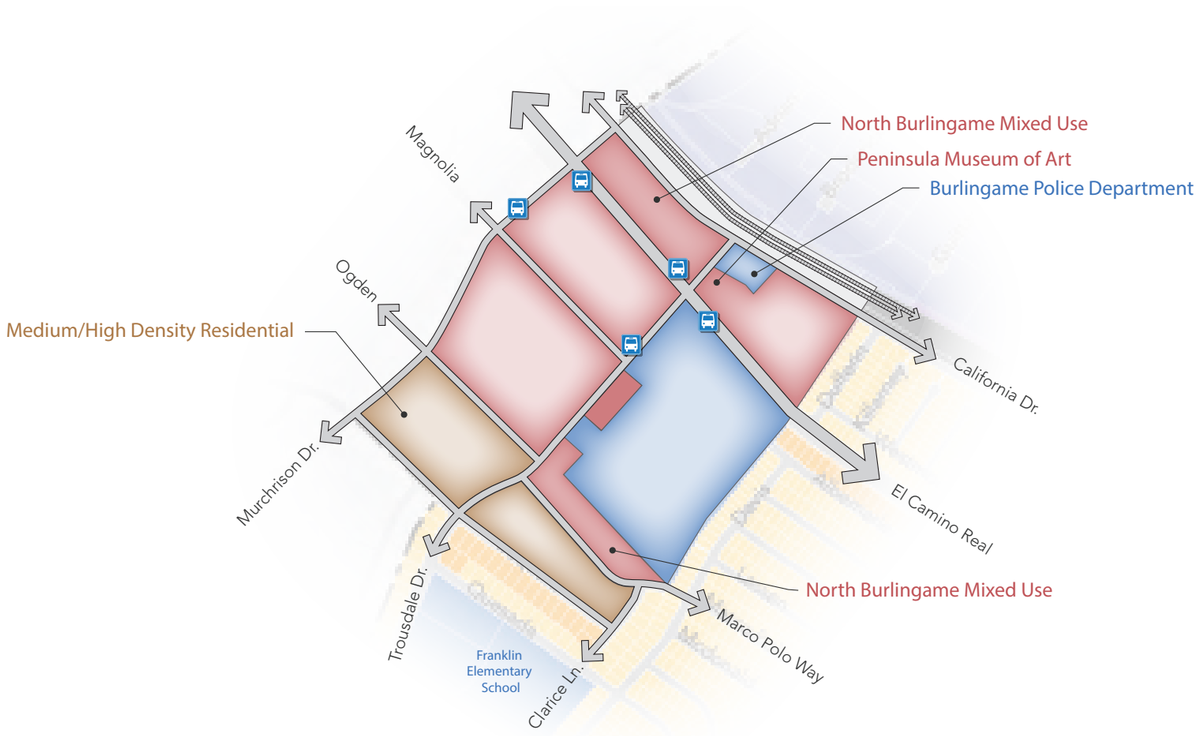



Downtown Area Context Diagram

Letter Size Paper

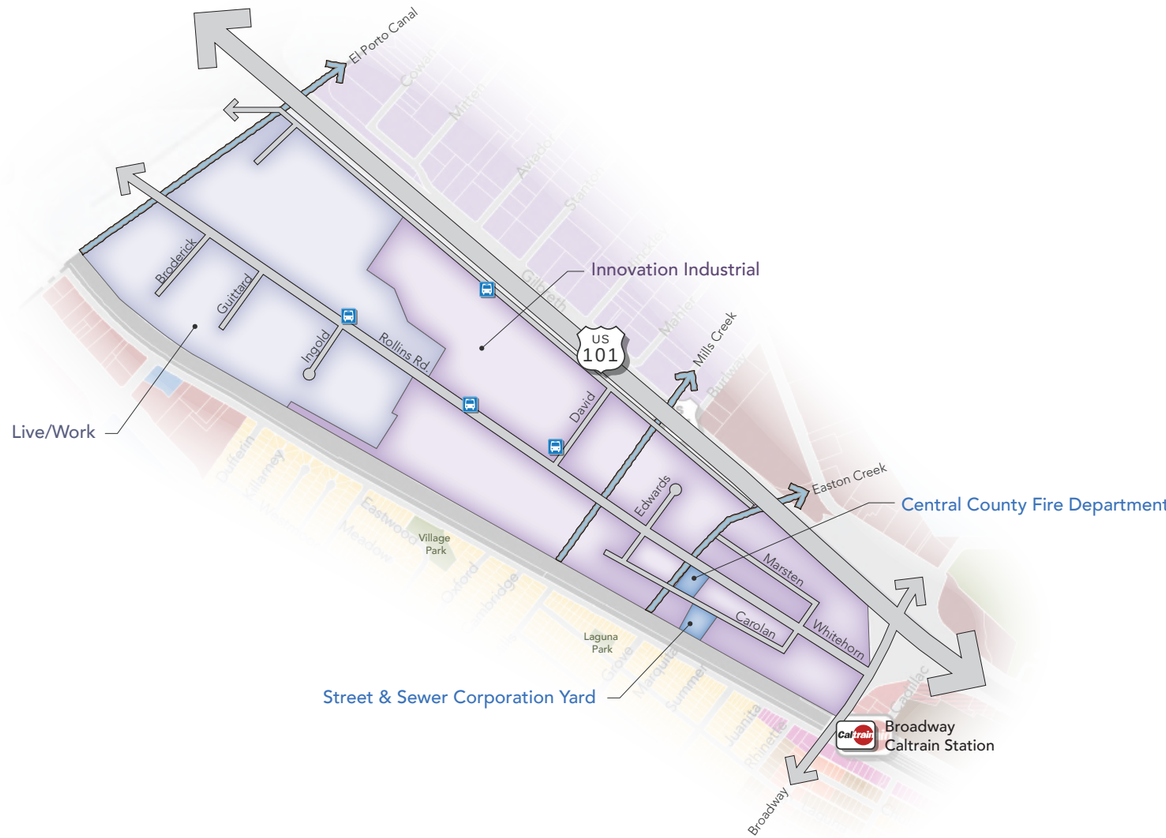



El Camino Real Area Context Diagram




North Burlingame Area Context Diagram

Letter Size Paper




Rollins Area Context Diagram

# Chapter V. Economic Development Element

## Introduction

Burlingame has a diverse local economy, with strengths in hotel, tourism, retail, and airport-related industries. Burlingame's proximity to San Francisco International Airport has been key to attracting hotels, logistics, air transportation, and business services companies. Burlingame also has a variety of retail centers that serve unique market niches, including regional-serving retail in Downtown Burlingame, local independent retailers and restaurants in the Broadway district and Burlingame Plaza, and automobile dealerships along California Drive and adjacent to Highway 101 near the Broadway interchange. While the city historically has not been a primary regional office location, the potential for attracting office-based technology and business services firms is strong as businesses look to take advantage of Burlingame's convenient transit and freeway access that connect~~s~~ the city ~~to north~~ to San Francisco and other locations along the Peninsula.

This Economic Development Element establishes goals and policies focused on protecting and growing Burlingame's economic assets, and leveraging new business retention and attraction opportunities created by Burlingame's competitive advantages within the evolving and dynamic San Francisco Bay Area economy.

## Economic Base

A healthy and diverse business mix allows Burlingame to weather economic cycles and provides a range of job opportunities for residents. The revenues generated by businesses—such as hotel taxes (transient occupancy taxes), sales and use taxes, and business license fees—allow the City to provide high-quality services for residents, employees, and

visitors. These amenities and services further reinforce Burlingame's reputation as a highly desirable location for businesses, creating a virtuous cycle that benefits the entire community.

Opportunities to expand the business mix in Burlingame are provided through flexible land use policies in all business districts, with the implementing zoning regulations able to accommodate evolving business practices. Whereas the Rollins Road and North Bayshore districts historically have been centers for industrial and airport support activities, this General Plan applies the Innovation / Industrial designation to these areas to accommodate creative industry businesses as well. The Bayfront Commercial designation allows for greater development intensities for office and hospitality uses to encourage recycling of underutilized properties. And in Downtown, commercial properties along Howard Avenue can support either retail or office uses over time, based on market shifts.

~~These~~ The following goal and policies focus on maintaining a diversified economic base by accommodating a variety of business types, supporting major revenue-generating activities that support municipal services, and maintaining Burlingame's competitive advantages.

**Goal ED-1:** Maintain a diversified economic base that provides a wide range of business and employment opportunities capable of ensuring a healthy and prosperous economy for generations to come.

### ED-1.1: Diverse Building Types and Sizes

Encourage development of new office, research, and technology spaces to diversify the types of businesses in Burlingame, specifically focusing on the Rollins Road, Bayfront, and Downtown areas. [DR, MP, SO]

### ED-1.2: Flexible Building Use

Provide opportunities for flexible building uses, such as live/-work uses or conversion between types of space, as appropriate, in the Rollins Road, Bayfront, and Downtown areas consistent with land use policy. [DR, MP]

### ED-1.3: Automobile Dealerships

Support the continued presence of automobile dealerships in Burlingame at appropriate locations where they benefit most from clustering and regional exposure, and where impacts on surrounding uses can be minimized. Recognize and respond to the evolving nature of automobile sales in a manner that continues to benefit dealerships and the contribution of such businesses to the local economy. [DR, MP, SO, PA]

### ED-1.5: Hotel Base

Protect and grow hotel businesses by supporting such uses and ancillary activities on properties located along the Bayfront and, as appropriate, as boutique operations in Downtown and Broadway. [DR, FB, SO, PA]

### ED-1.6: Community Benefits of Development

Ensure that major commercial development projects contribute toward desired community benefits of urban design, land use, sustainability, resiliency, affordable housing, and community health while also expanding the economic base of the city. [DR, FB, SO, PA]

### ~~ED-1.7: Coordination with Local Schools~~

~~Work with the Burlingame School District, San Mateo Union High School District, and local private schools to support commercial businesses in Burlingame through purchasing practices and promotions that encourage shopping and eating locally. [AC, PI]~~

ED-1.~~8~~7: Sharing Economy

Track trends in the "sharing economy" (for example, private home rental and car sharing) to assess their impact on businesses in Burlingame, and implement appropriate responses to ensure that identified trends/practices do not adversely impact local businesses and residential neighborhoods and do contribute revenues~~ as appropriate~~. [SR, SO, PI]

## Business Retention and Attraction

Burlingame is located within a competitive and dynamic environment for businesses, entrepreneurs, and worker talent. The City's ability to attract and retain businesses is influenced by Burlingame's land use and economic development policies, infrastructure and place-making investments, and ongoing operations.

Burlingame's economic development policies must be responsive to larger economic trends in the Bay Area region and the changing nature nationally of how people work and shop. Increasing demand for high-quality office and research and development space on the Peninsula—driven by the computer technology and biotechnology industries, as well as emerging businesses resulting from a strong presence of venture capital—has generated interest in large-scale development in the Bayfront area and smaller increments of space in the Downtown area. The North Bayfront and Rollins Road areas are anticipated to attract private redevelopment interest and pressures for turnover of long-established industrial operations in favor of higher-intensity uses. At the same time, Burlingame's retail districts and automobile dealerships must adapt to rapidly changing retail patterns and competition.

The following goal and policies support Burlingame's desire to retain and attract businesses and remain economically resilient in the longer term through careful planning and investments.

**Goal ED-2:** Cultivate a business environment that supports long-established enterprises, attracts new and emerging businesses, and provides support for synergistic business relationships and partnerships.

### ED-2.1: Land Use Compatibility

Address potential land use compatibility issues and roadway/truck access conflicts between office, industrial, retail, and residential uses in areas of transitioning land uses, such as the Bayfront and North Rollins Road areas. [DR, MP, PA]

### ED-2.2: Commercial Uses

Provide appropriate zoning in the north El Camino Real, California Drive, Broadway, Bayfront, and Downtown areas to ensure that established businesses can remain and continue to meet community needs. [DR, MP]

### ED-2.3: Transportation Access

Work with businesses citywide to develop local transit and bicycle connections and first mile/last mile strategies from the Caltrain stations to Burlingame's employment and retail destinations. [AC, PA]

### ED-2.4: Streetscape Maintenance

Maintain attractive streetscapes citywide as a means of encouraging business investment, particularly in areas of high pedestrian activity, as identified in the Community Character Element. [SO]

### ED-2.5: Household-supporting Retail

Promote growth of neighborhood-serving retail uses—such as grocery stores, dry cleaners, and convenience stores—at locations within easy walking distance of residential neighborhoods. [DR]

### ED-2.6: Broadway District Streetscape

Implement improvements to the Broadway district streetscape and pedestrian environment to enhance the experience for visitors. Minimiz~~eing~~ any potential negative impacts to businesses and residents during construction periods. [MP, SO, PA]

### ED-2.7: Broadway Business Mix

Position the Broadway district as a destination for locally owned and operated businesses and restaurants. [MP, PA]

### ED-2.8: Regional Shopping Destination

Support Downtown businesses, and encourage the branding and marketing of specific activities that increase the district's recognition and competitiveness as a regional shopping destination. [DR, FB, SO, PA]

### ED-2.9: Shopping Districts

Collaborate with business and property owners in the Burlingame Plaza and Broadway areas to strengthen the economic performance of smaller retail stores and restaurants. [DR, MP, PA]

### ED-2.10: Bayfront Office and Research and Development

Position the Bayfront area as a location for larger office-based and research and development businesses as a complement to the hospitality businesses. [SO, MP, PA]

### ED-2.11: Economic Development Services

Provide economic development services—such as grants and loans ~~for expansion, expedited development review, and relocation assistance~~—to support businesses of all sizes. [SO, PA, PI]

### ED-2.12: Business Organization Partnerships

Collaborate and coordinate with business associations and districts for marketing, branding, and promotion activities. [SO, PA, PI]

### ED-2.13: Small Business Assistance

Collaborate with local organizations to provide technical and permitting assistance to small businesses. [SO, AC, PA, PI]

### ED-2.14: Commercial Data Tracking

Monitor occupancies and vacancies and track trends in major industries through collaboration with brokers, property owners, and business owners. Use the data to develop and pursue business attraction and retention strategies. [SR, SO, PA, PI]

### ED-2.15: Marketing Available Business Spaces

Promote efforts to market and fill spaces in commercial and industrial buildings, especially smaller creative and technology firms in Downtown and larger firms attracted to the North Rollins Road and Bayfront districts. [SO, PA, PI]

### ED-2.16: Permitting Processes

Provide efficient and transparent permitting and approvals processes for business~~es~~ permits and land use development/improvement projects. [DR, SO, PA, PI]

### ED-2.17: Hospitality Industry

Support the needs of the well-established and new hospitality businesses to attract and serve visitors from around the globe, and to adapt to emerging consumer preferences and industry practices. [DR, PA]

### ED-2.18: Entertainment Businesses

Implement strategies to attract desirable entertainment-related businesses to Burlingame that are regional destinations and that complement other local business sectors. [SO, PA]

# Chapter VI. Mobility

## Introduction

The many mobility, access, and transportation choices available to residents, visitors, and employees of businesses in the c~~C~~ity contribute to Burlingame's vibrant economy and community health. When people can make easy choices to forego driving their cars and instead take the train or the bus, bike, or walk to local destinations and to places more distant, everyone benefits.

The City is committed to providing a convenient and inviting multimodal network that connects all of Burlingame internally, and that integrates well with regional networks. To continue improving mobility and preparing for transportation demands of the future, the City will focus on working within established roadway infrastructure to fully support transit, bicycle, and pedestrian mobility, as well as travel modes that may emerge during the life of this plan, such as self-driving cars and electrified rail. These initiatives will include programmatic changes, such as updating how the City evaluates traffic impacts. Physical improvements will include improved street designs that encourage environmentally friendly travel habits. Altogether, these changes will result in improved connections for everyone who lives in, works in, and visits Burlingame.

This Mobility Element includes goals and policies that address:

- Multi-~~M~~modal Transportation Network
- Safe and Convenient Pedestrian Facilities
- Bicycle Facilities
- Transit Access and Amenities
- Transportation Demand Management
- Integration of Transportation and Land Use
- Parking
- Natural Resources and Sustainability
- Performance Measures and Guidelines
- Corridor and Area Plans

## Multimodal Transportation Network

An efficient, accessible, and safe multimodal transportation network moves people and goods through the community. In addition to their utilitarian function of moving vehicles, streets can also provide spaces for people to exercise, gather, and conduct business. Burlingame's streets serve many functions, including:

- Allowing people to move about town
- Providing access to businesses, homes, schools, parks, and public spaces
- Supporting adjacent land uses and developments
- Providing safe, attractive areas that encourage personal interactions
- Promoting human and environmental health by making it easier and safer to travel by transit, by bicycle, or on foot

Public rights-of-way (roadways, sidewalks, trails, and paths) cover a significant part of any community, generally occupying 20 to 30 percent of a community's total land area. The layout and use of these areas influence many aspects of the physical environment, including how people move, how people and goods get to homes and businesses, and how frequently people walk, bike, and exercise outdoors. Street and pathway designs also affect the safety and independence of people in the community, especially vulnerable populations such as children, persons with disabilities, and the elderly. A well-planned and well-designed mobility network is a means to realize the community's goals for improved health, economic growth, quality of life, and fiscal soundness.

With these goals in mind, Burlingame aims to develop a complete multimodal transportation network (Complete Streets network). This network will be designed to encourage people to use non-automobile modes for as many trips as possible, as high use of these alternative modes enables the system to move more people with less delay, cost, and environmental impacts. However, tradeoffs need to be made within each mode to allow safe access for all other modes. Streets are where

walking, bicycling, transit, private vehicles, and freight come together to provide mobility to their respective users.

### Street Classifications

Streets and sidewalks are public spaces that serve many functions: mobility corridors, connections to businesses, places for interaction among neighbors, and even facilities for managing stormwater control. Above all, the primary function is mobility, and different street types accommodate different means of moving about. The City of Burlingame's ~~S~~street ~~C~~classification system is shown in **Figure M-1**~~,~~, It ~~and~~ provides a framework for street design and mobility that supports all of these functions and meets the City's needs for 21st century transportation options.

The street classification system establishes and promotes the suitability of streets to accommodate various travel modes and land uses. In particular, this system is sensitive to local context, land use, built form, and mobility priorities. Each of the classifications aligns with Federal Highway Administration (FHWA) categories, as shown in **Table M-1.** However, they encompass a more dynamic range of uses than those identified by FHWA. A detailed description of Burlingame's street classifications and their corresponding FHWA category are shown in **Table M-2**.

Street uses are independent of their normal form and function, such as routes for emergency vehicles, streets adjacent to major transit stations or school zones, and bicycle priority streets. These uses do not necessarily dictate the specific design of a street but instead encourage design flexibility to better serve the specific purposes. For example, the local access streets that can best serve bicycles should be clearly identified so their roadway and intersection design emphasizes bicycle priority and comfortable access. Similarly, emergency routes may require width and design exceptions to accommodate movements of emergency vehicles; for example, where a roundabout is appropriate for a particular

intersection, its edges may need to be rounded so that large fire trucks can roll over rather than have to swerve around them.

Table M-1
Relationship between Street Types and ~~Existing~~ FHWA Classifications

| Classification | Arterial | Collector | Local |
|---|---|---|---|
| El Camino Real | ● | | |
| Major Connector | ● | ● | |
| Minor Connector | | ● | |
| Access | | | ● |

Table M-2
Description of Street Classifications

| Classification | Description | Example | FHWA Category |
|---|---|---|---|
| Commercial Arterial | *Street with commercial frontages with capacity to serve as a main route for multiple modes*<br>Distributes trips to commercial areas and provides a balanced level of service for vehicles, transit, bicycles, and pedestrians, wherever possible. Pedestrian improvements are comfortable to walk along and provide safe crossings at designated locations. | Howard Ave (west of California Drive) | Arterial |

Table M-2
Description of Street Classifications

| Classification | Description | Example | FHWA Category |
|---|---|---|---|
| Commercial Collector | *Street with commercial frontages with capacity to serve as a minor route for multiple modes*<br>Prioritizes walking and bicycling and accommodates intra-city trips while also distributing local traffic to other streets and areas. | Burlingame Avenue | Collector |
| Commercial Access | *Low-volume commercial street serving local traffic*<br>Provides access primarily to adjacent streets and nearby uses. These streets should offer safe and inviting places to walk and bike. | Highland Avenue | Local |

Table M-2
Description of Street Classifications

| Classification | Description | Example | FHWA Category |
|---|---|---|---|
| Mixed Use Arterial, El Camino Real | *El Camino Real, regional access corridor with mixed residential and commercial frontages and capacity to serve as a main route for multiple modes*<br>Provides local and regional access, distributes trips to residential and commercial areas, and provides a balanced level of service for vehicles, transit, and pedestrians, where possible. Pedestrian improvements are comfortable to walk along and provide safe crossings at designated locations. Accommodating vehicle traffic while ensuring a high-quality experience for visitors and residents is a key design challenge. | El Camino Real (north of Rosedale Avenue) | Arterial |
| Mixed Use Arterial | *Street with mixed use frontages with capacity to serve as a main route for multiple modes*<br>Distributes trips for mixed use and connecting residential areas, and provides a balanced level of service for vehicles, transit, bicycles, and pedestrians, wherever possible. Pedestrian improvements are comfortable to walk along and provide safe crossings at designated locations. | Rollins Road | Arterial |

Table M-2
Description of Street Classifications

| Classification | Description | Example | FHWA Category |
|---|---|---|---|
| Mixed Use Collector | *Street with mixed use frontages with capacity to serve as a minor route for multiple modes*<br>Prioritizes walking and bicycling and accommodates intra-city trips while also distributing local traffic to other streets and areas. | Adrian Boulevard | Collector |
| Mixed Use Access | *Low-volume mixed use through street serving local traffic*<br>Provides access primarily to adjacent streets and nearby uses. These streets should offer safe and inviting places to walk bike. | Malcolm Road | Local |
| Neighborhood Arterial,<br>El Camino Real | *El Camino Real, regional access corridor with residential frontages and capacity to serve as a main route for multiple modes*<br>Provides local and regional access, distributes trips to residential and commercial areas, and provides a balanced level of service for vehicles, transit, and pedestrians, where possible. Pedestrian improvements are comfortable to walk along and provide safe crossings at designated locations. Accommodating vehicle traffic while ensuring a high quality of life for residents is a key design challenge. | El Camino Real (south of Rosedale Avenue) | Arterial |

Table M-2
Description of Street Classifications

| Classification | Description | Example | FHWA Category |
|---|---|---|---|
| Neighborhood Arterial | *Primarily residential streets with capacity to serve as a main route for multiple modes*<br>Distributes trips for residential areas and provides a balanced level of service for vehicles, transit, bicycles, and pedestrians, wherever possible. Pedestrian improvements are comfortable to walk along and provide safe crossings at designated locations. | Trousdale Drive (West of Ogden Drive) | Arterial |
| Neighborhood Collector | *Primarily residential streets with capacity to serve as a minor route for multiple modes*<br>Prioritizes walking and bicycling and accommodates intra-city trips while also distributing local traffic to other streets and areas. Accommodating vehicle traffic while ensuring a high quality of life for residents is a key design challenge. | Hillside Drive | Collector |
| Neighborhood Access | *Low-volume residential street serving mostly local traffic*<br>Provides access primarily to adjacent streets and nearby uses. These streets should offer safe and inviting places to walk and bike. | Paloma Avenue | Local |

~~These~~ The following goal and policies provide a framework for ensuring that network changes and improvements over time are accomplished in such a way that reduces conflicts and congestion and promotes community health and sustainability.

**Goal M-1:** Achieve and maintain a citywide circulation network that provides safe, efficient, and convenient mobility for all users and modes of transportation.

### M-1.1: Complete Streets

Define and develop a well-connected network of Complete Streets that can move all modes safely, efficiently, and comfortably to promote efficient circulation while also improving public health, ~~and~~ safety, and accessibility. [MP, AC]

### M-1.2: Connectivity to Destinations

Connect commercial districts, centers of employment, civic uses, parks, schools, and other destinations with high-quality options for all travel modes. Ensure the system accommodates the needs of all users, including youth, the elderly, and people with disabilities. [MP, SO]

### ~~M-1.3: Travel Time Reliability~~

~~Develop a transportation system that provides travel time reliability for all modes of travel, with solutions that support transit and active transportation. [MP, FB, SO, AC]~~

### M-1.3~~4~~: Focus on Pedestrian and Bicycle Safety

Ensure that pedestrian and bicyclist safety at intersections ~~and on roadways is given priority over motor vehicles~~well integrated into ~~intersection design~~is prioritized in roadway improvement projects. [MP, SO]

## Safe and Convenient Pedestrian Facilities

Walking is the healthiest and lowest-cost form of transportation and fundamental to the entire circulation network, as even motorized vehicle trips start with a walk or bike trip to a bus, train, or car. Walking should be safe and pleasurable for everyone, on all streets and at all times of day. Special attention should be given to the needs of children, the elderly, and people with disabilities. Maintaining and developing enhanced and continuous sidewalks, paths, and intersection crossings reinforces access to commercial districts and transit stations, and establish safe routes to schools. The costs of these investments are minor compared to the ongoing expense of maintaining roadways designed for high-speed vehicle travel, insurance costs~~paying for accidents that result in pedestrian injury or death~~, and dedicating space to vehicle storage rather than high-quality public spaces and development projects.

Walking also contributes substantially to creating a healthier and more active community. Convenient active transportation opportunities benefit individuals through the addition of physical activity to their daily routine, improving health and reducing risk of chronic diseases. A community that embraces alternatives to driving is also better connected. This connectivity can foster small business development and social interaction among Burlingame residents. For example, residents in neighborhoods surrounding the Broadway and Burlingame Avenue commercial districts can easily walk to these areas and meet neighbors to socialize. Safe and well-connected pedestrian routes allow the elderly, mobility-challenged individuals, people on limited incomes, and youth to fully participate in their community.

~~Figure M-2 identifies the planned citywide pedestrian network, and T~~the following goal and policies support safe, convenient, and pleasing walking environments throughout Burlingame.

**Goal M-2:** Ensure Burlingame's streets are comfortable, safe, and attractive for people of all ages and abilities to walk.

### M-2.1: Pedestrian Amenities and Access

Expand pedestrian access by eliminating gaps in sidewalk and path networks, improving safety, and requiring safe and comfortable pedestrian facilities. Possible enhancements to the pedestrian network include:

- ~~A new~~Enhanced pedestrian/bicycle ~~crossing of U.S. 101~~access to the Bayfront
- In the vicinity of schools, libraries, and City Hall
- Around commuter rail stations
- Pedestrian overcrossing or undercrossing of rail tracks between Trousdale Drive and Broadway [DR/MP]

### M-2.2: Walkable Infrastructure and Access to Destinations

Ensure that schools, commercial districts, employment destinations, parks, civic facilities, and transit stops have safe and convenient pedestrian access, including connections across Highway 101 and trails through parks and regional networks. Explore improving access across Highway 101 exclusively for pedestrians and cyclists. [DR/MP]

### M-2.3: Pedestrian Priority

Promote and prioritize pedestrian improvements and safety where conflicts or problems exist between pedestrians and other travel modes. [DR/MP]

### M-2.4: Circulation around Downtown Library

Improve pedestrian circulation around the Downtown library to minimize potential automobile/pedestrian conflicts. [MP]

### M-2.5: Assessment and Maintenance

Ensure the ongoing assessment and maintenance of sidewalks, pavement markings, pedestrian crossing signals, and lighting. [MP/FB]

## Bicycle Facilities

Oftentimes the approach to addressing traffic congestion is to expand and redesign roadways to better accommodate cars and trucks. However, these improvements can be costly, eliminate or impinge upon businesses, and cause environmental damage. Promoting and providing facilities that encourage bicycling and other forms of active transportation can present cost-effective solutions to address these challenges while providing additional community benefits.

Convenient and safe bicycling is a way of life in cities throughout the world. In addition to getting from here to there cheaply, cyclists are able to introduce healthful physical activity into their daily routines. Any trip made by bicycle supports environmental goals related to air quality improvements and greenhouse gas emission reductions.

In Burlingame, bike trips can be relatively easy on the flatlands, provided the infrastructure is in place to encourage riders wi~~l~~th~~l~~ skills ranging from those of the casual user to the enthusiast. This may consist of a simple striped and signed lane. In the hillside neighborhoods, biking can be more of a challenge due to terrain, but bike facilities nonetheless can be provided to link homes to parks and schools. Burlingame is committed to establishing and maintaining a citywide bicycle network that provides convenient internal circulation and links to regional facilities. Bike facilities will be installed as shown on **Figure M-~~3~~2,** and the planned physical changes to the circulation system will be coupled with policies and programs that support biking, including requirements for secure bicycle parking and bicycle safety education.

The bicycle facilities shown on **Figure M-~~3~~2** consist of four classes that are used throughout the U.S. **Figure M-~~4~~3** illustrates typical cross sections for each class.

**Goal M-3:** Develop a network of high-quality, convenient, safe, and easy-to-use bicycle facilities to increase the number of people who use bicycles for everyday transportation.

### M-3.1: Uninterrupted Bicycle Network

Develop a safe, convenient, and integrated bicycle network that connects residential neighborhoods to employment, education, recreation, and commercial destinations throughout Burlingame, as illustrated in **Figure M-~~3~~2**. [MP, ~~/~~DR, ~~/~~SO]

### M-3.2: Safe and Functional Network

Ensure that roadway intersections, crossings, on-street bicycle lanes (Class II), separated bicycle paths (Class I), and other bicycle network facilities provide safe and comfortable connections to support continuous bicycle routes. [MP, ~~/~~DR]

### M-3.3: California Drive Bikeway

Establish a separated bikeway on California Drive that allows cyclists to move easily through Burlingame to connections north and south of the ~~City~~city, and that allows for interaction with businesses along California Drive (see detail under California Drive discussion). [MP, SO]

### M-3.4: Bicycle-Transit Integration

Design and construct bicycle and transit facilities so they reduce conflicts between cyclists and buses along transit corridors, while also ensuring these new facilities improve access to transit and support intermodal trips (e.g., bicycle to bus connections). [MP, SO]

### M-3.5: Bicycle Wayfinding Signage and Marked Routes

Encourage bicycling by providing wayfinding signage that directs bicyclists to designated bike routes and to civic places, cultural amenities, and visitor and recreational destinations. Along bike routes, provide clear

and unambiguous signage that alerts drivers to the presence of cyclists. [MP, SO]

### M-3.6: Support Facilities for Cyclists

Provide standards in the Zoning Code that address required bicycle parking, including provisions for secured facilities, as well as other development features and incentives that encourage bicycle use (e.g., changing rooms at places of business). [DR]

### M-3.7: Bicycle Facility Maintenance

Ensure that the City maintains an adequate capital improvement budget for ongoing assessment and maintenance of bicycle facilities, including pavement markings, wayfinding signage, and bicycle parking/storage. [FB, SO]

### M-3.8: Bicycle Education

Work with Caltrans, the local school districts, and bicycle user groups to conduct programs and training focused on bicycle safety education. [SO, AC, PI]

### M-3.9: Bicycle Commission

Establish a Bicycle Commission community advisory board to review and provide comments as appropriate on streetscape projects, development projects, and City-initiated bicycle programs. [SO, ~~,~~ DR]

### M-3.10: Bicycle Sharing

Implement a bicycle sharing program to provide an alternative to driving, enhance bicycle accessibility, and offer a last-mile option to transit. [SO, PA]

## Transit Access and Amenities

In Burlingame, local Caltrain service and SamTtrans bus routes link destinations up and down the Peninsula, providing Burlingame residents with viable alternatives to car use. These transit modes also bring people into Burlingame to work and shop. Certainly, the frequency and reliability of transit service are the two most critical factors that affect a person's decision to take the train or bus, but providing safe and easy access to transit for all potential users can encourage a casual or timid rider to take trips more frequently. Having this access establishes confidence in commuters who may want to take advantage of transit but are unsure how they would get themselves to a transit stop or station. By extending a seamless and safe multimodal environment outward from transit stops along existing streets, across barriers, and into nearby destinations or residential areas, the number of residents and employees using transit can be expanded proportionally. The community benefits of well-designed, accessible transit stations can extend more than one mile from a station or stop.

These connections also have significant health and economic benefits. By providing residents with better biking and walking infrastructure around transit stops and stations, the City is ~~simultaneously~~ also encouraging more active lifestyles among its residents. Additionally, by making these areas more walkable and bikeable, the areas become more desirable places to live and work.

Figure M-~~5~~4 identifies the citywide transit priority network, and the following goal and policies promote ways to expand and enhance transit services in Burlingame.

**Goal M-4:** Improve transit access, frequency, connectivity, and amenities to increase transit ridership and ~~convivence~~convenience.

### M-4.1: Interagency Collaboration

Collaborate with regional and local transit service providers to support improved transit service frequency and connections between routes operated by different agencies. [AC]

### M-4.2: Caltrain Electrification

Support efforts to electrify Caltrain to improve regional transit services to Burlingame, if these improvements do not result in unacceptable safety or noise impacts on the community. [AC, SO]

### M-4.3: California High Speed Rail

Review, comment, and participate in regional discussions related to California High Speed Rail on the Peninsula. Work with the California High Speed Rail Authority to consider plans for high speed rail development and access to high speed rail hubs if these improvements do not result in locally -unacceptable safety, environmental, traffic, visual, or noise impacts on the community. [AC, SO]

### M-4.4: Access to Transit

Ensure roadways and sidewalks near transit stops are designed to protect pedestrians and bicyclists and are well connected to provide seamless access to and~~/~~ from transit. [MP, SO]

### M-4.5: Transit Priority

Establish a network of transit-serving corridors to accommodate local and regional transit routes, supporting high-frequency service on regional transit streets to make transit service more time competitive with personal vehicle trips. [MP, PI]

### M-4.6: Broadway Station

Work with Caltrain~~ns~~ to identify opportunities to expand train transit services at the Broadway Station, ~~including adding~~particularly more frequent ~~community and weekend stops at this station~~service. [AC, SO]

### M-4.7: Shuttle Service

Increase use of available shuttles in Burlingame by improving signage, outreach, and coordination with co-sponsors. [AC, SO]

### M-4.8: Water-Based Transporation

Consider emerging water-based transporation options to improve multimodal access to the Bayfront. [AC, SO]

## Transportation Demand Management

Managing travel demand became popular in the 1970s as a means to encourage people to consume less oil during the energy crisis. Today, it is more closely associated with goals to reduce air pollutants, reduce congestion from single-driver vehicle trips, and encourage more sustainable travel practices. For years, transportation and land use decisions around the country supported ~~encouraged~~ single-occupancy vehicle use through on-site parking requirements, tax incentives, and commute reimbursement programs.

Transportation Demand Management (TDM) is a set of strategies used to mitigate traffic congestion, provide more options to get around, and reduce dependence on single-occupancy vehicles. Often these strategies are explicitly designed to improve community health and the environment. TDM strategies aim to reverse historical trends and expand choices for commutes and local trips, while also reducing the total number of vehicle miles traveled (VMT) in the community. The following goal and policies identify the City's TDM strategies that will be incorporated into new projects and public improvement projects.

**Goal M-5:** Implement TDM strategies that reduce overall vehicle trips and encourage the use of transportation modes that reduce VMT and greenhouse gas emissions.

### M-5.1: TDM Guidelines and Programs

Establish specific TDM guidelines and requirements within the Zoning Code ~~Ordinance~~ that encourage travel by a variety of modes for both individuals and employees, focusing different strategies in different parts of the community as appropriate to promote sustainability and economic development. [DR, MP]

### M-5.2: Targeted Outreach

Develop outreach materials for specific neighborhoods in the city that are suitable for increased transit ridership given their proximity to bus stops or train stations as a way to reduce drive-alone automobile trips. [MP, SR, PI]

## Integration of Transportation and Land Use

Streets support the places and neighborhoods they serve and balance the needs of everyone who travels along them. While often thought of as serving specifically the needs for movement, streets also provide spaces for people to come together to socialize and exercise. Street designs and retrofits should be based on how to serve the modal priorities and to support existing or desired land uses located along the frontage.

Commercial streets, for example, need to attract and accommodate visitors by providing for slow and steady vehicle traffic and available on-street parking to support retail. The busiest areas, such as Dd~~d~~owntown, need to prioritize transit and pedestrian movement. Local residential streets need to have speeds slow enough to enable motorists to stop for a child chasing a ball. The goal and policies below identify ways the City will most closely integrate land use planning and street use by enhancing transportation modes and thereby creating attractive and active street corridors.

**Goal M-6:** Create an integrated transportation program that reduces peak-period vehicle trips and vehicle miles traveled.

### M-6.1: Transit Supportive Land Use

Plan for and accommodate land uses that facilitate development of compact, mixed-~~-~~use development with the density, diversity of use, and local accessibility supportive of transit use. [MP, DR]

### M-6.2: Mixed Use Areas

Promote residential, employment, recreation, and commercial uses within designated mixed-use areas to reduce walking distances between destinations and to create an active street environment throughout the day. [DR]

### M-6.3: Building Access and Site Design

Establish site design guidelines that require entrances facing the street to provide convenient and direct access to pedestrians and transit users. [DR]

## Parking

A well-managed parking system achieves many objectives, such as fewer vehicles circulating on streets, easy access on foot from the car to one's ultimate destination, and enhanced commerce. Commercial parking spaces should be easy to find, priced according to demand, and complemented by programs and features that facilitate getting to stores, restaurants, and places of employment. When an effective parking management system is in place, the experience of visiting popular areas within Burlingame is perceived as comfortable and convenient, and people are encouraged to return again and again.

Active parking management leads to multiple favorable outcomes by incentivizing sustainable habits that reduce the reliance on driving for every trip. These outcomes include reducing development costs, cultivating multimodal communities, improving public space design, and reducing impervious surfaces. When all aspects of parking management are appropriately applied, a smaller parking inventory may still provide a higher level of service to customers. The following goal and polices identify ways the City will more effectively and efficiently manage both public parking and private parking for individual development projects.

**Goal M-7:** Use parking management strategies that promote parking availability, housing affordability, congestion management, and improved air quality.

### M-7.1: Parking Pricing

Manage public parking facilities effectively by using dynamic pricing strategies that allow all parking facilities to achieve desired occupancy rates in business and retail districts. [DR, FB, SO]

### M-7.2: Public Parking Management

Manage public parking areas to support economic development and accessibility, and ensure that parking is available for commercial and office uses so that parking does not spill over into adjacent residential neighborhoods. [DR, SO]

### M-7.3: Parking Requirements

Reduce or eliminate minimum parking requirements and/or implement parking maximums for housing, commercial, office, and other land uses in mixed use areas and in proximity to frequent transit services. Comprehensively examine parking requirements in the Zoning Code and adjust as needed to respond to evolving vehicle ownership patterns and parking practices. [DR, SR]

### M-7.4: Parking Facility Design

Require that the design of parking lots and structures meets ~~applicable~~ urban design objectives ~~goals and policies,~~ and minimizes negative impacts on people walking and biking, on transit users, and on the built environment. Where feasible, design parking structures to be adaptable to other uses in the future to accommodate potential changes in mobility and parking practices. [DR]

### M-7.5: Creative Parking Approaches

Promote and support creative approaches to parking, including but not limited to use of parking lifts and shared parking, particularly in mixed-use and retail areas. In Downtown and the Live/Work designation, include consideration of "unbundling" parking from residential development projects, whereby parking is provided as an amenity paid for separately from a lease. [DR, SO]

### M-7.6: Parking Demand Reductions

Reduce parking demand through travel options programs such as parking cash-out and other TDM strategies. [DR]

### M-7.7: Parking Supply

Evaluate incremental increases in parking Downtown and in the Broadway business district through the provision of parking structures that could support a range of uses, and/or arrangements with property owners to utilize private parking facilities at off-hours for public parking. [DR]

## Natural Resources and Sustainability

The transportation sector is one of the largest sources of air pollutants and the most significant user of energy resources. Reducing use of transportation modes that rely solely on fossil fuels or emit greenhouse gases supports the community's goal for improved environmental conditions and more sustainable mobility practices. Burlingame's planned

multimodal approach encourages the use of multiple transportation options. ~~These~~ The following goal and policies identify ways the City can reduce congestion and provide more opportunities to reallocate right-of-way for green space and alternative modes of transportation.

**Goal M-8:** Achieve air quality, sustainability, and greenhouse gas emission reduction objectives through technology upgrades and improved management of Burlingame's streets.

### M-8.1: Electric Vehicle Infrastructure

Identify electric vehicle charging priority locations and opportunities to integrate emerging technology into public parking infrastructure to encourage and expand the use of zero-emissions vehicles. [MP, PI]

### M-8.2: Vehicle Trip Reduction

Support vehicle trip reduction strategies, including building safer and more inviting active transportation networks, supporting connections to high frequency and regional transit, implementing TDM programs, and integrating land use and transportation decisions. [DR, MP]

## Performance Measures and Guidelines

Performance measures and guidelines for transportation projects in California historically have been guided by the California Environmental Quality Act (CEQA). If a project exceeds a significance threshold for a given metric, it will often trigger the need to prepare an Environmental Impact Report (EIR). In Burlingame, consistent with long-established practices, transportation projects have been analyzed based primarily on their potential impact on local traffic operations. Traffic impacts are measured using the Transportation Research Board's *Highway Capacity Manual* level of service (LOS) methodology for signalized intersections, which are graded A through F based on performance (with F representing

a failing grade). A project triggers a traffic-related threshold if calculations indicate an unacceptable degradation in LOS—in other words, if the average intersection delay is expected to increase to unacceptable levels (often LOS E or F). This typically leads to vehicle-centric traffic impact mitigations that dedicate right-of-way to vehicle storage and throughput, such as road widening or turn pockets, that can improve traffic flow but erode the safety and efficiency of other transportation modes.

Guidelines from the California Office of Planning and Research recommend that cities replace LOS standards with multimodal vehicle miles traveled (VMT) standards. This approach has changed the way municipalities measure transportation impacts. By using VMT, the project evaluation process may prioritize more sustainable transportation modes over high-capacity intersections. This can generate far-reaching impacts, leading to safer, more efficient, and more sustainable local street design, and encouraging development in locations well served by multimodal infrastructure, rather than those characterized by low vehicle volumes.

The following goal and policies establish a VMT standard for Burlingame and outline specific actions and programs the City will undertake to ensure a multimodal approach to traffic impact analysis.

**Goal M-9:** Achieve an improved paradigm for measuring the traffic impacts of development projects.

### M-9.1: Vehicle Miles Traveled (VMT) Transportation Performance Measures

Update the City's transportation performance measures to use vehicle miles traveled (VMT) standards for traffic impact analyses instead of level of service (LOS) standards. [MP, AC]

### M-9.2: Multimodal Transportation Impact Fee

Consider e~~E~~stablishing a transportation impact fee for new development that generates funds for improving all modes of transportation. Recognize that this ties into the update of performance measures, as developer fees and improvements will no longer be tied to intersection operations. [FB]

## Corridors and Area Plans

In addition to the citywide goals and policies, initiatives specific to Burlingame's corridors and districts will allow mobility challenges and objectives to be addressed.

### California Drive

California Drive, a local north-south corridor through Burlingame, has a distinct character, with uses that transition from single-family residential at the north end to neighborhood-serving commercial in the middle to auto dealerships at the south end. Running parallel to El Camino Real and the Caltrain right-of-way, California Drive provides local connections between Millbrae and San Mateo, supports a local SamTrans bus route, and is a designated bike route. This corridor is also a significant connection between the Broadway and Downtown commercial districts.

California Drive has long been a vehicle-dominated street, with narrow sidewalks, infrequent pedestrian crossings, and bicycle facilities consisting of "sharrows" to alert motorists that bicycles may share the outside travel lane. With low vehicle volumes relative to the roadway's capacity (based on standard traffic engineering practices), this corridor will benefit from an updated design that reallocates excess right-of-way for enhanced pedestrian, bicycle, and transit use. The following goals and policies identify how California Drive will be improved and will enhance connections to local commercial districts and transit hubs.

~~Figure M-6 identifies conceptual street cross sections for California Drive that will be implemented to better accommodate pedestrians, cyclists, and transit while also allowing efficient movement of cars and on-street parking.~~

**Goal M-10:** California Drive will be redesigned to support multimodal access, with facilities that encourage active transportation and improved linkages to commercial and residential areas.

### M-10.1: California Drive Roadway Redesign

Implement a redesign of California Drive consisting of a "road diet" south of Broadway and installation of continuous bicycle facilities to establish a north-south bicycle corridor through Burlingame, connecting to bike facilities in Millbrae and San Mateo. Concepts for sections north of Broadway and between Broadway and Burlingame Avenue focus on traffic calming, providing a continuous bicycle facility, and improving pedestrian connections. These may include:

- **North of Broadway:** Narrow vehicle lanes in each direction, install a buffered two-way off-street bike path on the east side, narrow parking lanes, and develop a new right-of-way of 42 feet from the west curb to east edge of cycle track, with additional four-and-one-half feet of width from the Southern Pacific easement ~~(see Figure M-6)~~.
- **South of Broadway**: Create one through vehicle lane in each direction and one center-running left-turn pocket, install a buffered two-way bike route on the east side with a wide buffer (which could be planted or separated by a curb or other vertical barrier), allow parking on the west side only adjacent to the active space, provide a buffer between pedestrians on the sidewalk and moving vehicles in the street, and maintain the 63 feet of right-of-way from the west curb to the east edge of the cycle track ~~(see Figure M-6)~~. This configuration will keep bicyclists separated from motor vehicles and will connect seamlessly to a planned two-way bicycle path north of Broadway, providing an inviting continuous north-south bike route for all skill levels.

## El Camino Real

El Camino Real, Spanish for the Royal Road, is a historic travel corridor, having served as the route connecting the 21 Spanish missions in California. Today, El Camino Real continues its function as a critical regional north-south corridor along the Peninsula, connecting cities and providing an alternative commute route to Highway 101 and Interstate 280 (although usually for shorter commute trips). Through Burlingame, El Camino Real has a character clearly distinct from that in cities to the north and south. The eucalyptus trees planted in the early twentieth century survive today, providing a distinctive canopy; collectively, the trees are listed on the National Register of Historic Places as the "Howard-Ralston Eucalyptus Tree Rows." Land uses in Burlingame largely consist of multifamily housing set back from the street, whereas El Camino Real frontage properties in most other cities ~~has~~ have been developed with commercial uses oriented toward motorists.

El Camino Real is owned and managed by the California Department of Transportation (Caltrans) and is designated State Route 82. As of 2017, El Camino Real maintained its original design as regional connector, with two lanes in each direction, narrow and sometimes discontinuous sidewalks, no dedicated right-of-way to accommodate bus loading/unloading, no turning or passing lanes, and long distances between marked pedestrian crossing facilities. El Camino Real presents an east-west barrier for pedestrian connections to residential neighborhoods on both sides of the corridor, and to commercial and employment destinations on the east side. Consistent with its function as a regional route, the roadway supports multiple SamTrans bus routes.

The City has considered options for improving El Camino Real to provide safer crossings for pedestrians and bicycles. The objective is to work with Caltrans to improve safety while retaining the character of the roadway.

Refer to the Community Character Element for additional discussion of land use and urban design goals for El Camino Real.

**Goal M-11:** Ensure that El Camino Real retains its distinct character as a residential street lined with a historic tree grove, with its function as a regional commute corridor secondary to Burlingame's vision of the corridor as a lower-speed tree-lined thoroughfare.

### M-11.1: El Camino Real Design Enhancements

Identify high priority locations to improve access, east-west connections, and pedestrian safety along El Camino Real. Coordinate with Caltrans and regional Grand Boulevard Initiative partners (including SamTrans) to update intersection treatments and lane configurations to improve safety while retaining the distinctive character of the roadway. [SR, AC]

## Broadway

Broadway traverses east-west across the center of Burlingame, connecting residential neighborhoods west of El Camino Real to California Drive, then extending across the commuter rail line and east to Highway 101. The Broadway/Highway 101 interchange is the only full interchange directly serving Burlingame.

The at-grade crossing at the rail tracks, combined with short distances between intersections along Broadway to Highway 101, has long challenged roadway operations. Also, Broadway serves a dual purpose between California Drive and El Camino Real: as the frontage street for this local commercial district and the key connection to neighborhoods west of El Camino Real. The City looks to Broadway to retain its many functions and to do them all well. Creating a grade separation at the rail line will allow intersection operations to improve and vehicles to move more easily to California Drive. This in turn will provide opportunities to enhance the Broadway commercial district as a local-serving, pedestrian-oriented place, with on-street parking and easily accessible public parking facilities.

**Goal M-12:** Allow Broadway to function for dual purposes: as a slow-speed roadway through the Broadway commercial district and as a connector to Highway 101.

### M-12.1: Neighborhood Connections

Maintain traffic-calming designs on Broadway between California Drive and El Camino Real, and provide improved pedestrian and bicycle connections to surrounding neighborhoods. [MP]

### M-12.2: Regional Connections

Coordinate with Caltrain and Caltrans to design and construct a grade-separated intersection at Broadway and the rail tracks to improve operations at California Drive and to create a safer and more complete multimodal network. [MP, AC]

## Rollins Road

Rollins Road provides north-south access between Millbrae Avenue to the north (in the city of Millbrae) and Broadway to the south. Historically, Rollins Road's function has been to serve an industrial district. Four lanes within a 75- to 84-foot right-of-way provide ample space for trucks to maneuver and access Highway 101 from either Millbrae Avenue or Broadway. Land use policy provides for the north end of Rollins Road to transition from its historically industrial function to a complete live/work neighborhood, with moderate density residential and mixed-use development. With this evolution, Rollins Road will need to serve more travel modes, particularly since employees in businesses in the district and new residents can be expected to use the BART station in Millbrae. The following goals and policies identify ways to enhance the Rollins Road corridor to accommodate a more diverse mix of uses while continuing to meet the needs of important industrial businesses.

**Goal M-13:** Ensure that Rollins Road meets the needs of all uses and users within the Rollins Road district.

### M-13.1: Support Transit Access

Investigate and implement improvements to the north end of Rollins Road that will provide complete streets treatments that allow convenient and safe bike and pedestrian access across Millbrae Avenue to the BART station, as well as within the Live/Work land use district. [SR]

### M-13.2: Accommodate the Needs of Industrial Businesses

Ensure that the design of Rollins Road accommodates the mobility and access needs of businesses in the Industrial/Innovation land use district in a manner that responds to the emerging presence of residential uses. Over time, enhance the northern portion of Rollins Road in the Live/Work land use district to support pedestrian activity, balanced with continuing to accommodate truck traffic accessing the Innovation/Industrial land use district to the south. [SO]

## Bayfront

The Bayfront area will experience increased investment and more intense uses on underutilized properties. The vision of creating a much more vibrant hospitality and business district requires that multimodal infrastructure improvements be provided to better connect uses and provide travel options for visitors. Old Bayshore Highway and Airport Boulevard will both be improved to accommodate users looking to access the recreation amenities along the Bayfront and to visit the mix of uses in the area. In addition to their new multimodal functions, the streets will have attractive urban design treatments that create a distinct identity for the Bayfront. ~~Critically~~Furthermore, the City will investigate options for crossing Highway 101, such as establishing an additional bicycle/pedestrian crossing as described in the overarching policies for this element.

**Goal M-14:** Reinvent Old Bayshore Highway and Airport Boulevard as multimodal streets, and enhance connections between the Bayfront and the balance of the ~~City~~city.

### M-14.1: Old Bayshore Highway and Airport Boulevard

Design and apply complete streets improvements to the Old Bayshore Highway and Airport Boulevard corridors. [MP]

### M-14.2: Bay Trail

Identify and construct multimodal paths to complete all gaps in the Bay Trail. [MP, AC]

### M-14.3: Improved Connections

Define approaches to improving the Anza Boulevard interchange with Highway 101 to ~~reduce driver confusion and~~ create an easier transition to Bayfront businesses and attractions. [SR, AC, FB]

### M-14.4: Wayfinding Signage

Develop and implement a comprehensive wayfinding program for the Bayfront area. [MP]

## Neighborhood Streets

Neighborhood streets throughout Burlingame are the primary trip origins for residents and provide the essential connections to local destinations such as schools. The following goal and policies identify ways to improve the functionality of neighborhood streets.

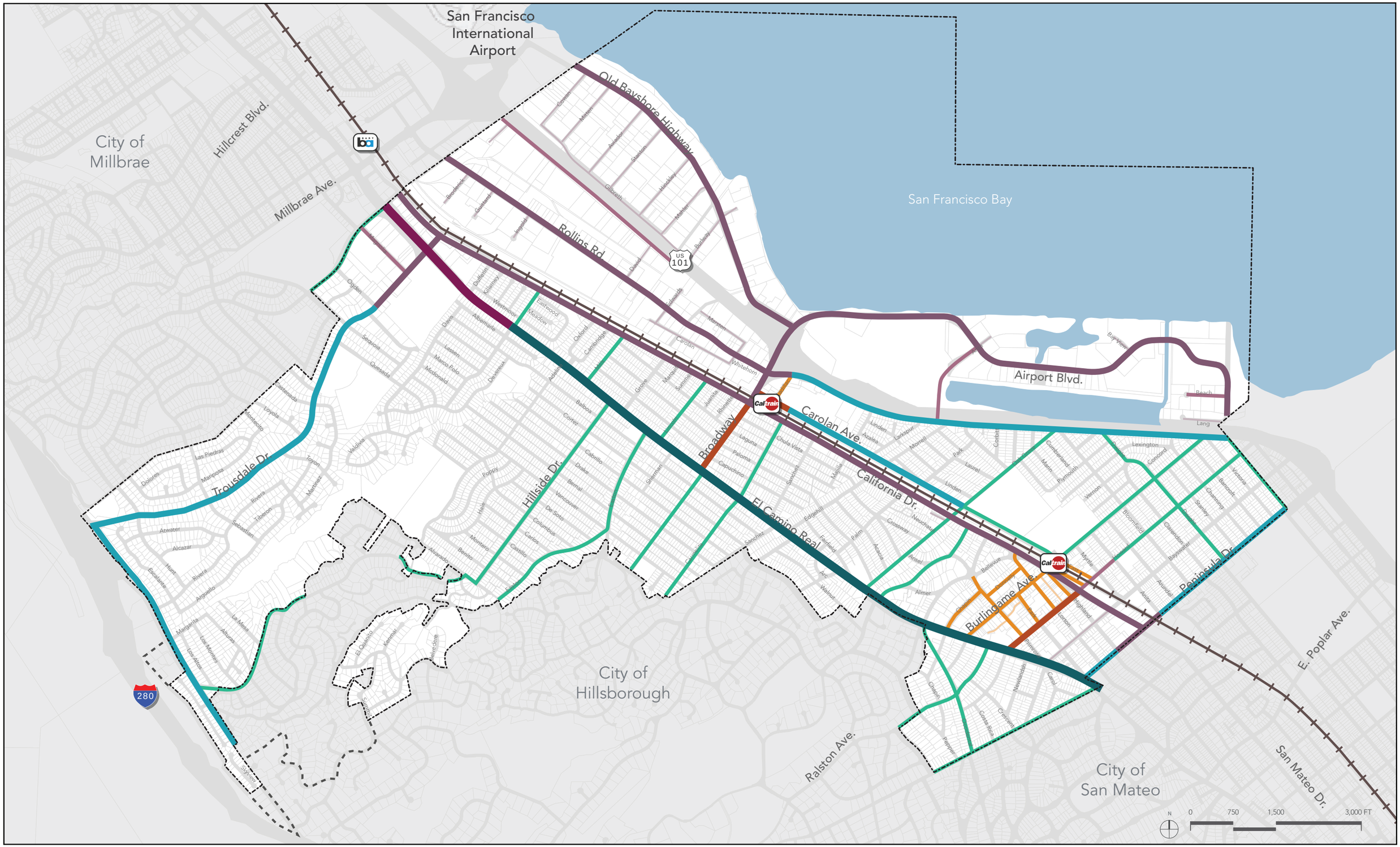
**Goal M-157: Ensure that neighborhood streets are safe and provide efficient vehicular access to residential neighborhoods and schools.**

### M-157.1: Safe Routes to Schools

Identify essential pedestrian crossings and gaps in the multimodal network around schools, and establish and implement Safe Routes to Schools programs to improve access for children walking and biking to school. [MP, AC]

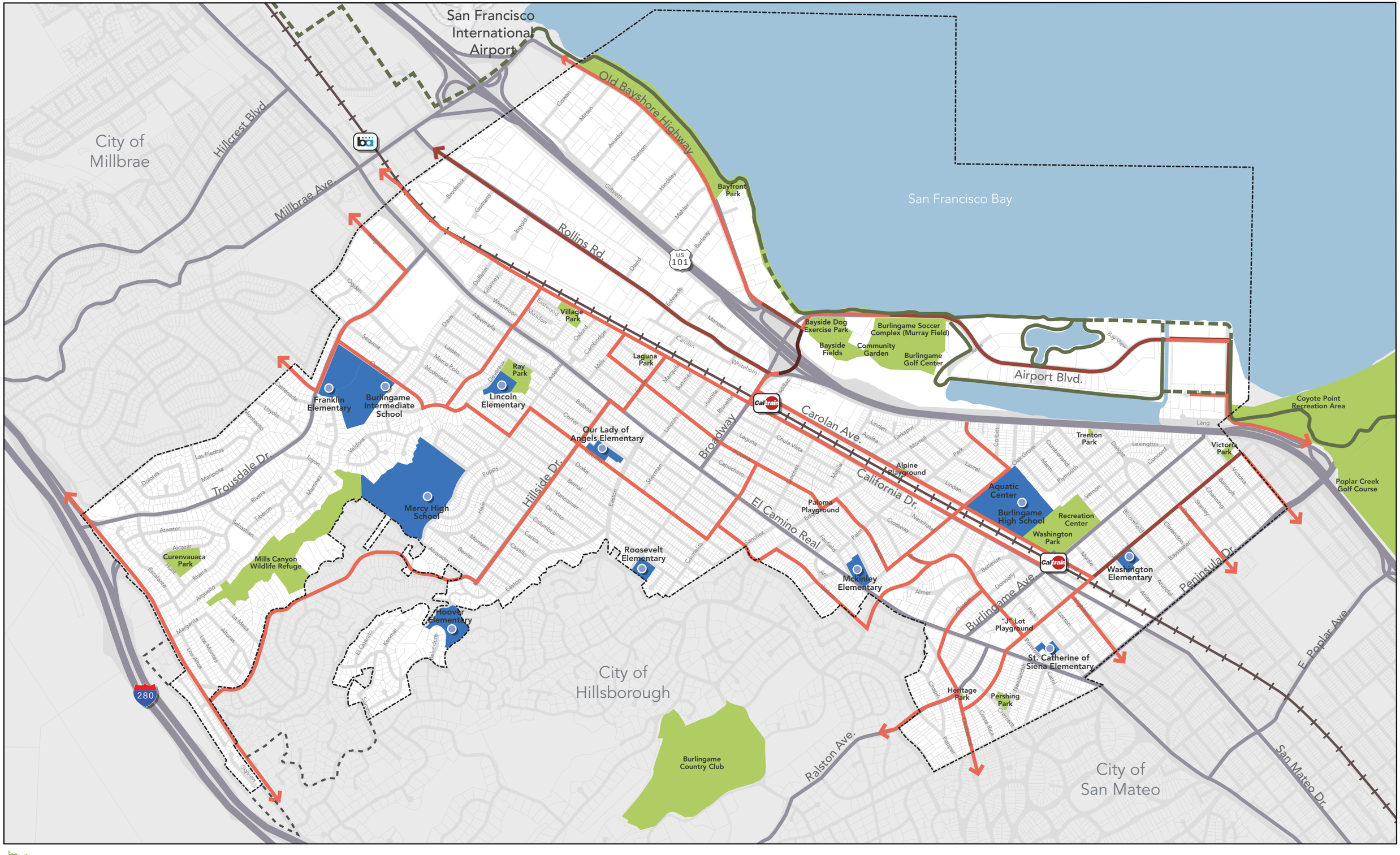
### M-157.2: Active Transportation Infrastructure

Develop neighborhood traffic-calming programs that support construction of intersection treatments and completion of multimodal networks, with a focus on pedestrian crossings and gaps in bicycle routes to encourage more active transportation trips. [MP, FB, SO]




**Burlingame General Plan**
**Figure M-1 Multimodal Circulation Network**

- City Limits
- SOI
- Commercial Arterial
- Commercial Collector
- Commercial Access
- Mixed-Use El Camino Real
- Mixed-Use Arterial
- Mixed-Use Collector
- Mixed-Use Access
- Neighborhood Arterial, El Camino Real
- Neighborhood Arterial
- Neighborhood Collector
- Neighborhood Access (All unmarked streets)




**Burlingame General Plan**
**Figure M-2 Bicycle Network**

City Limits
SOI
Trail (existing)
Trail (planned)
Bike Path (Class I)
Bike Path (Class II)
Bike Path (Class III/Sharrows)

N
0 750 1,500 3,000 FT

## CLASS I: Separated Bicycle Path



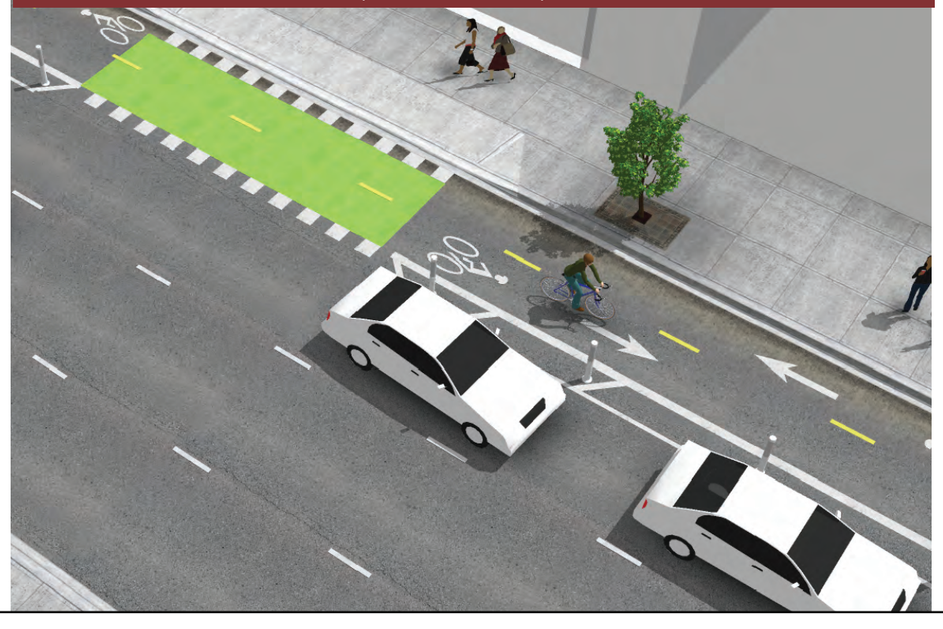
## CLASS III: Shared Bicycle Lane (sharrow)



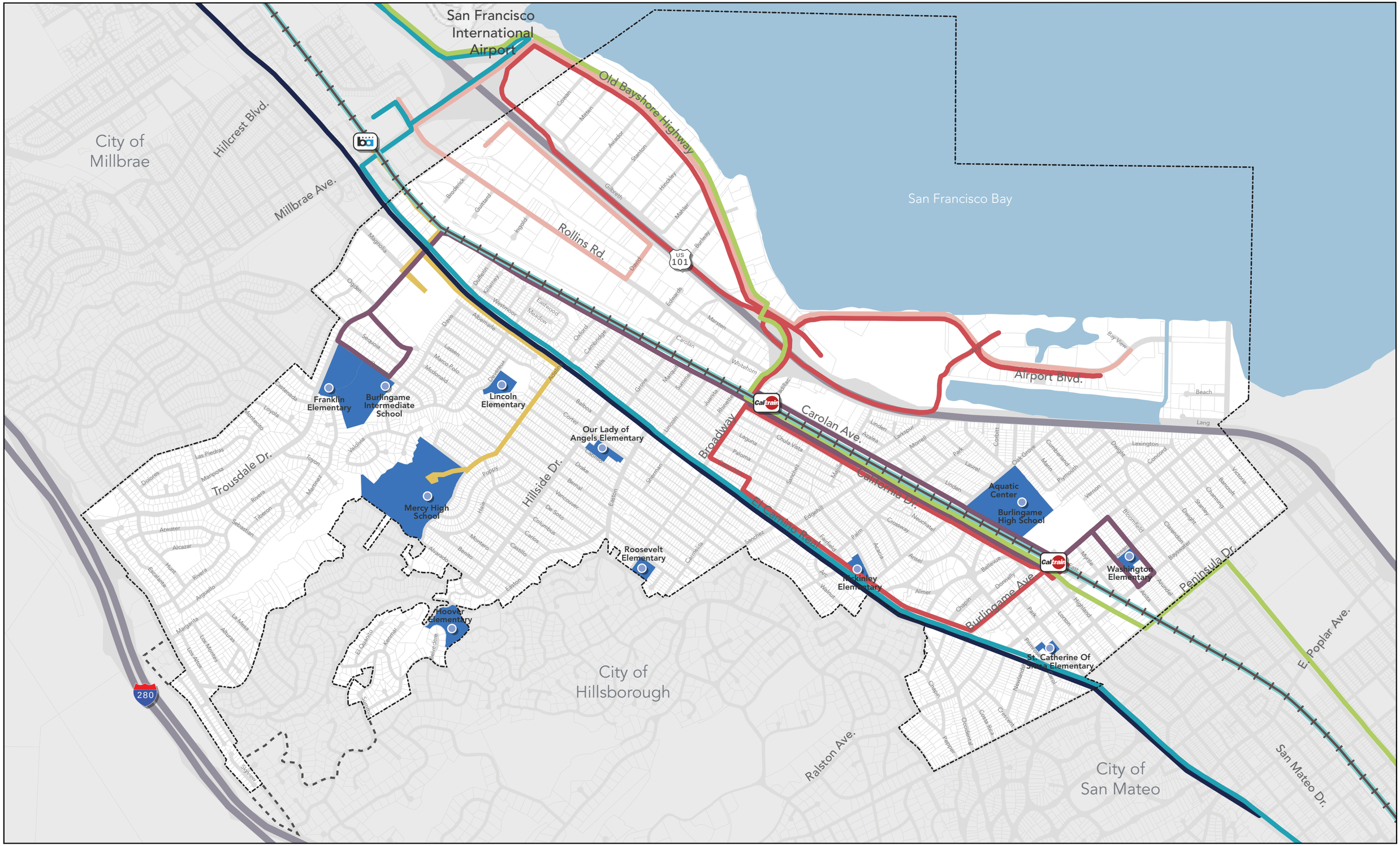
## CLASS II: On-Street Bicycle Lane



## CLASS IV: Buffered Bicycle Lane/Cycle Track



**Burlingame General Plan**
Figure M-3 Cross Section for Bicycle Classes




**Burlingame General Plan**
**Figure M-4 Transit Priority Network**

ENVISION BURLINGAME

City Limits
SOI
Samtrans Route ECR
Samtrans Route 46
Samtrans Route 292
Samtrans Route 397
Burlingame Trolley
North Burlingame Shuttle
Burlingame Bayside Shuttle
Proposed High Speed Rail

N
0 750 1,500 3,000 FT

# Chapter VII. Infrastructure

## Introduction

City residents, institutions, and the business community depend upon reliable, flexible, and cost-effective infrastructure to ensure that existing homes and businesses have efficient utility services and that desired growth can be accommodated. Several public, quasi-public, and private infrastructure service providers maintain the systems that support urban uses: the water supply system that provides high quality and reliable drinking water from the Hetch Hetchy Regional Water System, the sewer system that collects and treats sewage from homes and businesses in the wastewater treatment facility, the storm drain system that reduces urban flooding by moving stormwater runoff to waterways, the natural gas and electric lines that heat and cool our homes, and the telecommunications infrastructure that keeps us connected. We expect these systems to function without interruption, and the only time we really notice them at all is when they do not work, which is rare. This can be attributed to the attention paid to keep infrastructure in Burlingame up to date and to improve systems so that local businesses remain cutting edge and competitive.

This Infrastructure Element establishes goals and policies focused on the efficient and reliable provision of utilities and infrastructure throughout Burlingame sufficient to support the planned level of growth and economic development goals. This element addresses:

- Efficient and Sustainable Municipal Operations
- Water Delivery and Supply
- Wastewater
- Stormwater Drainage and Flood Control
- Solid Waste and Recycling
- Energy
- Telecommunications

## Efficient and Sustainable Municipal Operations

The City of Burlingame Public Works Department maintains systems for water supply and delivery, wastewater collection and treatment, and stormwater drainage and flood control. The City ~~contracts~~ participates in a joint powers authority (JPA) for solid waste and recycling services, ~~with~~ and revists agreements with services providers ~~revisited~~ on a regular basis to ensure community needs and objectives are being met. The City is committed to providing high service levels through its own operations and for contract services.

**Goal IF-1:** Ensure the provision of adequate, efficient, and sustainable municipal operations to ensure long-term, high-quality utility services for Burlingame residents, institutions, and businesses.

### IF-1.1: Infrastructure Priority

Prioritize capital improvement funding to rehabilitate or replace critical infrastructure that has reached the end of its useful life or has capacity constraints. [MP, SO]

### IF-1.2: Development Fair Share

Ensure, through a combination of improvement fees and other funding mechanisms, that new development pays its fair share of providing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development. [DR, FB]

### IF-1.3: Neighborhood Compatibility

Ensure that public facilities and infrastructure are located, designed, and maintained so that noise, light, glare, or odors associated with these facilities will not adversely affect nearby land uses, particularly residential areas. Require these facilities to use building and landscaping materials that are compatible with, or screen them from, neighboring properties. [DR]

### IF-1.4: Sustainable Practices

- Make purchasing decisions that minimize packaging and avoid waste.
- Implement recycling programs that reduce waste beyond State-mandated requirements.
- Implement municipal energy efficiency and conservation practices that reduce water, electricity and natural gas use.
- Run fleet operations in a manner that reduces the consumption of non-renewable energy sources.
- Ensure that new City facilities incorporate low-impact development stormwater management practices. [DR, SO, PI]

~~IF-1.5: Sustainable Contracting~~

~~When awarding contracts, professional service agreements, and grants to businesses and non-profit agency partners, request that proposals or applications to include information about the sustainability practices of the organization. [SO, PA]~~

### IF-1.~~6~~5: Design Capacity

Ensure that public infrastructure is designed to meet planned needs consistent with the General Plan growth capacity to avoid the need for future upsizing. Maintain a balance between meeting future growth needs and over-sizing of infrastructure to avoid fiscal impacts or impacts on other goals. [MP, SO]

### IF-1.~~7~~6: Coordination

Require coordination of construction activity between various providers, particularly in City facilities and rights-of-way, to ensure that the community is not unnecessarily inconvenienced. Require that providers maintain adequate space for all utilities when planning and constructing their infrastructure. [AC, PA, PI]

## Water Delivery and Supply

The City operates an extensive water distribution system using water largely supplied by the San Francisco Public Utilities Commission (SFPUC) via the Hetch Hetchy Regional Water System. The local storage and

distribution system, shown in **Figure IF-1**, serves all portions of the community. In 2004, the City prepared a Water System Master Plan that identified deficiencies within the water system and prioritized improvement projects to ensure the long-term integrity of the water system. Due to aging water system infrastructure, long-term projections for completion of improvements and annual upkeep and replacement of the system are constant necessities.

Given California's history of severe droughts and projected increases in the Bay Area population through 2040 and beyond, water conservation is critical for ensuring that future demands can be met ~~sustainability~~sustainably. Prior to the drought of 2011-2016, Burlingame water users consumed approximately 3.0 to 5.5 million gallons per day of potable water. As of July 2015, that level had dropped significantly, to approximately 2.4 to 4.6 million gallons per day. The conservation achievement was spurred both by a statewide mandate imposed by Governor Jerry Brown and collective voluntary water conservation efforts by community members. However, water use in the city is projected to rise to approximately 5.22 million gallons per day by 2040 (accounting for both residential and nonresidential users). As of 2016, the City had a water supply assurance agreement from the SFPUC to receive an allotment of 5.23 million gallons per day on an annual average. While the allotments are negotiated on a scheduled basis, with Burlingame having the ability to request an increased supply, rising water costs and the almost finite water supply means that increased future conservation measures will be needed to ensure supplies remain available.

The following goal and policies aim to improve the overall function and reliability of the water system and to encourage water conservation by all users.

**Goal IF-2:** Ensure the long-term availability of water through conservation methods and regular maintenance and improvements to the overall water supply delivery system.

### IF-2.1: Water System Reliability

Improve water system reliability by replacing and repairing water lines that are leaking or otherwise meet the City's criteria for replacement. [MP, DR, SO]

### IF-2.2: Seismic Upgrades

Continue to improve the seismic safety of the water system, including seismic retrofits of water storage facilities and improvements to pipes near fault lines and/or subject to severe groundshaking. [MP, SO]

### IF-2.3: New Development

Ensure long-term water supply capacity prior to granting building permits for new development. Require that new development projects fund the full cost of upgrading water storage and supply infrastructure to meet their specific needs. [DR, SO]

### IF-2.4: Water Agency Participation

Continue to participate in the Bay Area Water Supply and Conservation Agency and purchase water from the San Francisco Public Utilities Commission. [AC]

### IF-2.5: Urban Water Management Plan

Prepare, maintain, and implement an Urban Water Management Plan, including water conservation strategies and programs, as required by the State's Water Management Planning Act. [MP, SO]

### IF-2.6: Water Treatment Capacity and Infrastructure

If the San Francisco Public Utilities Commission is unable to provide water that meets drinking water standards, the City will plan, secure funding for,

and procure sufficient water treatment capacity and infrastructure to meet projected water demands. [SO, AC]

### IF-2.7: Water Shortage Allocation Plan

Prepare, maintain, and implement a Water Shortage Allocation Plan that distributes available water from the regional water system among San Francisco Public Utilities Commission and wholesale customers in the event of a system-wide shortage of up to 20 percent. [SO, AC]

### IF-2.8: Water Supply During Emergencies

Maintain emergency water connections in the event of disruption of delivery from the San Francisco Public Utilities Commission. Maintain emergency wells for short duration use in an emergency. [SO, AC]

### IF-2.9: Water Conservation Standards

Comply with State water conservation standards. Encourage water conservation practices as a way of life. [SO, AC]

### IF-2.10: Water Conservation Programs

Implement cost-effective conservation strategies and programs that increase water use efficiency, including providing incentives for adoption of water-efficiency measures. [SO, PI]

### IF-2.11: Retrofits

Implement programs that incentivize businesses and private institutions to replace existing plumbing fixtures with water-efficient plumbing. [SO, PI]

### IF-2.12: Recycled Water

Increase the use of recycled water as available, cost effective, and safe. This may include allowed use of graywater systems consistent with health and building codes. [S, SO, PI]

### IF-2.13: Bay-Friendly Landscaping

Promote landscaping approaches that include native and climate-appropriate plants, sustainable design and maintenance, water-efficient irrigation systems, and yard clipping reduction practices. Provide guidance to the community regarding preferred landscaping and irrigation practices. [DR, PI]

## Wastewater

The City of Burlingame owns, operates, and maintains the local sanitary sewage collection and treatment facilities. The network of pipes that collect sewage, which covers approximately six square miles and serves 9,000 customers (see **Figure IF-2**), consists of approximately 100 miles of gravity sewers, seven pump stations, and 15,800 linear feet of force mains. The wastewater collected is treated at the Burlingame Wastewater Treatment Plant (WWTP) on Airport Boulevard, which has a secondary treatment capacity of 15 million gallons per day (which includes wastewater treatment for the neighboring ~~T~~town of Hillsborough). The WWTP underwent upgrades in 1994, 2006, and 2011. Treated effluent from the plant (that is, the outflow) is transported by intertie pipeline through the cities of Millbrae and San Bruno to a regional outfall into San Francisco Bay located off Point San Bruno near South San Francisco.

**Goal IF-3:** Provide sufficient wastewater collection and disposal infrastructure to meet current and future community needs.

### IF-3.1: Sewage Collection System

Operate and maintain the sewage collection system to minimize the potential for system malfunction or failure. [MP, SO]

### IF-3.2: Wastewater Treatment Plant Operations and Maintenance

Operate and maintain the City's wastewater treatment plant to ensure that wastewater discharge meets all applicable federal and regional permit provisions. [MP, SO]

### IF-3.3: Innovative and Efficient Operations

Adopt innovative, efficient, and environmentally beneficial wastewater treatment technologies. [MP, SO]

### IF-3.4: Reduce Infiltration and Inflow

Develop and implement a plan to repair or replace underperforming wastewater facilities to remove excessive infiltration and inflow from stormwater and other non-sewer sources. This includes effective enforcement of ordinances applicable to lateral sewer line replacement. [MP, SO]

### IF-3.5: Seismic Upgrades

Continue to improve the seismic safety of the sewage collection and treatment system, including seismic retrofits of facilities near fault lines and/or subject to severe groundshaking. [MP, SO]

### IF-3.6: Service to New Development

Ensure that adequate wastewater collection and treatment services for all new development are available before developments are approved. Require new development projects to fund the full cost of upgrading sewage collection and treatment infrastructure to meet their specific needs. [DR, SO]

## Stormwater Drainage and Flood Control

Most of Burlingame's storm drainage infrastructure was constructed in the early twentieth century. The City has constructed and maintains a network of open ditches and subsurface drainage pipes that supplement the natural streams, carrying urban runoff and stormwater flows into San Francisco Bay. The drainage infrastructure also includes pump stations in low-lying areas to move water toward the Bay. To address the age and condition of drainage and flood control infrastructure, in 2008 the City prepared a *Storm Drain Improvements Report* to highlight high-priority projects and guide upgrade investments within five watersheds: Easton,

Burlingame/Ralston, Sanchez/Terrace, Mills and El Portal/Trousdale. Annual storm drain fees assessed to all properties fund the $39 million in bonds sold to finance identified improvements through 2039 (see **Figure IF-3**). The improvement program is specifically designed to help increase storm drainage capacity, replace aging pipes and pumps, improve public safety, and reduce local flooding.

According to the Federal Emergency Management Agency (FEMA), the agency responsible for preparing Flood Insurance Rate Maps (FIRMs), Burlingame is located primarily within Zone X 0.2, which means there is a 0.2 percent annual chance of flood hazard (referred to as a 500-year storm event), and partially within Zone X - Area of Minimal Flood Hazard. Properties along certain creeks and on the Bayside of Highway 101 lie within Zone A, Zone AE, Zone AH, and Zone VE, all of which have mandatory flood insurance requirements. **Figure IF-4** shows the flood zones in Burlingame.

Due to the age of the regional system, many of the storm drain systems have a 10-year design storm capacity, not the standard 30-year capacity for regional facilities. Some local storm drain systems also have less than a two-year design storm capacity, where the standard is also 10 years. In addition to these flood concerns, the City will be subject to flooding over time due to sea level rise, as outlined in the Safety Element. Flood protection improvements represent critical infrastructure investments needed to protect life and property and encourage continued private economic investment throughout Burlingame.

**Goal IF-4:** Protect people and property from the adverse effects of flooding through a stormwater system that adequately moves runoff from existing and future development, prevents property damage due to flooding, and improves environmental quality.

### IF-4.1: Storm Drain Infrastructure Maintenance

Ensure that local storm drain infrastructure is sufficiently maintained to minimize flood hazards. [MP, SO]

### IF-4.2: Localized Flooding

Identify and correct problems of localized flooding. Promote the use of green infrastructure, whenever feasible, to mimic a natural hydrologic system that uses stormwater as a resource. [DR, MP, SO]

### IF-4.3: Guard against Sea Level Rise

Pursue the policies outlined in the Safety Element related to sea level rise. [DR, MP, SO]

### IF-4.4: Green Stormwater Infrastructure

~~Encourage~~ Plan for and implement l~~L~~ow i~~I~~mpact d~~D~~evelopment (LID) ~~techniques~~retrofits, such as green infrastructure which uses vegetation and soil to capture, treat, and retain stormwater runoff. Promote the use of pervious surfaces, green streets, and rainwater harvesting to achieve multiple benefits, such as creating open space, improving stormwater quality, and increasing groundwater recharge. Avoid or minimize the impact of stormwater discharges on local receiving waters, including ~~the~~ San Francisco Bay. [DR, SO]

### IF-4.5: Improvement to Public Spaces

Design smart improvements to public spaces~~ -~~including streets, parks, and plazas for stormwater retention and groundwater infiltration~~ -~~by diverting urban runoff to bioretention systems and implementing LID techniques. Integrate green infrastructure that restores a natural hydrologic system such as trees, rain gardens, and vegetated swales into the urban environment. Encourage stormwater facilities that are designed to be a functional and attractive element of public spaces. [DR, PI]

### IF-4.6: Grading Projects

Impose appropriate conditions on grading projects performed during the rainy season to ensure that silt is not conveyed to storm drainage systems. [DR]

### IF-4.7: Diversion

Require new development to be designed to prevent the diversion of stormwater onto neighboring parcels. [DR, SO]

### IF-4.8: Rainwater Harvesting

Encourage the use of rainwater harvesting facilities, techniques, and improvements where appropriate, cost effective, safe, and environmentally sustainable as a way to reduce urban runoff and stormwater flows into the storm drain system. [DR, PI]

### IF-4.9: Pollution Prevention

Prevent pollutants from entering the storm drain system by managing point and non-point pollution sources through public and private facilities, local regulations, and education. [DR, PI]

## Solid Waste and Recycling

Burlingame is part of a regional JPA that manages ~~contracts with a private vendor for~~ solid waste collection and recycling services for several cities. Under California law, the ~~vendor, working in concert with the City,~~JPA is required to divert waste from landfills (recycle and reduce) to achieve State waste reduction and pollution prevention goals. Burlingame residents, businesses, and local institutions have shown a clear commitment to reducing the waste stream, having achieved a 60 percent waste diversion rate as of 2016. The City has led by example through its Environmental Purchasing Policy and sponsorship of zero waste City events. Even with the tremendous success the City and JPA have~~s~~ achieved, additional waste reduction will be attained through increased recycling opportunities, new goals and programs for businesses and institutions, more home composting, and sustainable purchasing practices that extend to residents and businesses.

For additional policies related to solid waste reduction and recycling, refer to the Healthy People and Healthy Places Element.

## Goal IF-5: Achieve waste reduction goals in excess of State mandates.

### IF-5.1: Effective Collection Services

Monitor the City's solid waste and recycling services franchisee to ensure that services provided meet the needs of the community. [MP, SO]

### IF-5.2: Landfill Capacity

Coordinate with the City's contracted waste hauler/recycler to ensure adequate landfill capacity in the region exists for the contract duration. [SO, AC]

### IF-5.3: Municipal Waste Reduction

Reduce municipal waste generation by continuing to employ a wide range of simple and innovative techniques, such as electronic communications, to reduce paper usage and buying products with less packaging and in bulk. [SO, PI]

### IF-5.4: Disposable, Toxic, and Non-Renewable Products

Identify uses of disposable, toxic, and nonrenewable products in City operations and seek ways to reduce, avoid, or substitute such uses with less toxic options. [SO]

### IF-5.5: Construction Waste Recycling

Require demolition, remodeling, and major new development projects include salvaging or recycling asphalt and concrete and all other non-hazardous construction and demolition materials to the maximum extent practicable. [DR]

### IF-5.6: Electronic Waste Disposal

Educate residents and businesses regarding proper and safe means of electronic waste disposal at permitted facilities, and make it easy for them to do so. [PI]

### IF-5.7: Composting

Facilitate the ability of all residents to compost both for their own use and for collection by contract waste haulers. [SO]

### IF-5.8: Regional Coordination

Support regional efforts to develop and implement effective waste management strategies. [PI]

### IF-5.9: Outreach

Conduct and enhance programs that promote waste reduction through partnerships with schools, institutions, businesses, and homes. [PI]

### IF-5.10: Hazardous Waste

Work with providers and businesses to provide convenient hazardous and e-waste facilities for the community. [AC, PA]

### IF-5.11: Preferential Purchasing

Maintain and update a City preferential purchasing policy for products that reduce packaging waste, greenhouse gas emissions, and toxic contaminants, and that are reusable. [SO]

### IF-5.12: Reuse

Encourage reuse of materials and reusable products. Develop a program for reuse of materials and reusable products in City facilities and outreach programs for community-wide participation by promoting community-wide garage sales and online venues. [SO]

### IF-5.13: Collaboration

Collaborate with agencies and large businesses or projects to enhance opportunities for community-wide recycling, reuse, and reduction programs. [PA, PI]

### IF-5.14: Recycled Materials

Encourage the use of recycled materials and sustainably harvested materials in City and private projects. [DR, AC]

### IF-5.15: Composting

Expand composting programs in coordination with waste vendor to all residential type and businesses.

### IF-5.16: Zero Waste

Participate in negotiations with waste vendor to implement zero waste supportive contracts and services.

## Energy

Two electricity providers service Burlingame, the Pacific Gas and Electric Company (PG&E) and Peninsula Clean Energy (PCE). PG&E provides electrical and natural gas service,; offers programs and rebates for energy efficiency,; operates and expands transmission lines and gas service based on projected demands,; and ensures that systems are properly maintained and reliable. PG&E is required to make sure that transmission and distribution facilities incorporate safety features and the latest technological advancements.

PCE is San Mateo County's community choice energy program that provides cleaner electricity at competitive rates and with a higher renewable energy content than PG&E. Burlingame joined PCE to provide a choice for its community, to reduce greenhouse gas emissions, and support renewable energy. PCE offers two rates for customers: 1) ECOplus is the default rate with at least 50% renewable energy content: and 2) ECO100 is the opt-up rate with 100% renewable energy. Most of Burlingame's electricity customers are enrolled in PCE rather than PG&E and at the ECOplus rate. PCE plans to offer energy efficiency programs and rebates in the future.

**Goal IF-6:** Ensure the provision of adequate and safe gas and electric services to Burlingame residents and businesses, and that energy facilities are constructed in a fashion that minimizes their impacts on surrounding development and maximizes efficiency.

### IF-6.1: Utility Provider Coordination

Coordinate with PCE, PG&E, and other service providers to make sure that they provide efficient, reliable, affordable, and state-of-the-art service to Burlingame, and that they promote technological improvements and upgrading of utility services. Coordinate with providers in the siting and design of gas and electric facilities to minimize environmental, aesthetic, and safety impacts. [AC, PA]

### IF-6.2: Utility Facility Safety

Work with regulators and energy providers to monitor, evaluate, and maintain the safety of utility facilities (e.g., gas pipelines and electric lines and transformers). Where facilities are found to be a potential safety concern, especially those that could be impacted by seismic events, support utility provider efforts to repair or replace affected facilities. [AC, PA]

### IF-6.3: Back-up Power Supply

Provide back-up power supplies for critical facilities. [SO]

### IF-6.5: Undergrounding Utilities

Encourage the undergrounding of existing overhead facilities, and require new facilities to be undergrounded when tied to large-scale or multi-block development. [DR, MP]

### IF-6.6: Utility Line Maintenance

Encourage energy providers to maintain, regularly inspect, and repair gas pipelines and electric utility lines, both overhead and underground, to ensure reliable and safe services with limited disruptions. To this end, the

City will inform energy providers of pending public works projects that provide opportunities to inspect or repair underground utility lines. [SO, AC, PA]

### IF-6.7: Electric Vehicles

Work with energy providers to plan for and provide for the electricity needs of a growing EV network in Burlingame. [MP, AC]

### IF-6.8: Joint Use

Work with energy providers to allow for their rights-of-way and easements to be considered for dual use as public open space, trails, parkland, community gardens, and other compatible passive recreational uses. [DR, SO]

### IF-6.9: ECO100

Increase ECO100 enrollment by residences and businesses. Coordinate with community champions and PCE to expand outreach on ECO100. [AC, SO, PI]

## Telecommunications

Access to efficient and affordable telecommunications infrastructure—including broadband, fiber optic, wireless (wi-fi), and emerging technologies—connects Burlingame to the world and can serve as an economic development tool, attracting businesses that require high-speed, reliable service. Burlingame will work to establish a wide range of innovative telecommunications systems and services to attract and retain state-of-the-art businesses, provide information and communication access for all residents, and facilitate public education.

**Goal IF-7:** Install state-of-the-art technology and telecommunications infrastructure to support Burlingame residents, businesses, institutions, and public agencies.

### IF-7.1: Access and Availability

Work with service providers to ensure access to and availability of a wide range of state-of-the-art telecommunications systems and services for households, businesses, institutions, public spaces, and public agencies throughout Burlingame. [FB, PA]

### IF-7.2: Infrastructure Co-location

Encourage the co-location of telecommunications facilities, and work with service providers to site telecommunications facilities on City-owned property and within public rights-of-way wherever possible. [DR, PA]

### IF-7.3: Incorporation into Public Places

Establish requirements for the incorporation and accessibility of state-of-the-art, attractive telecommunications systems and services for public use in public buildings and spaces. [DR, PI]

### IF-7.4: Incorporation into New Development

Establish requirements for the installation of state-of-the-art internal telecommunications technologies in new office, commercial, and hotel developments. [DR]

### IF-7.5: Fiber Optic Cable Access

Encourage the expansion of fiber optic cable infrastructure throughout the city. [DR, PA]

### ~~IF-7.6: Public Wireless Hot Spots~~

~~Encourage the installation of public wireless network "hot spots" throughout the city, but prioritized in Downtown, the Bayfront, and along Broadway. [DR, MP]~~

### IF-7.6~~7~~: Facility Upgrades

Require service providers to upgrade existing facilities as part of permit or lease renewals, and encourage the use of newer technologies that

allow the facility components to be reduced in size or improve screening or camouflaging. [DR, PA]

~~IF-7.8: CCTV~~

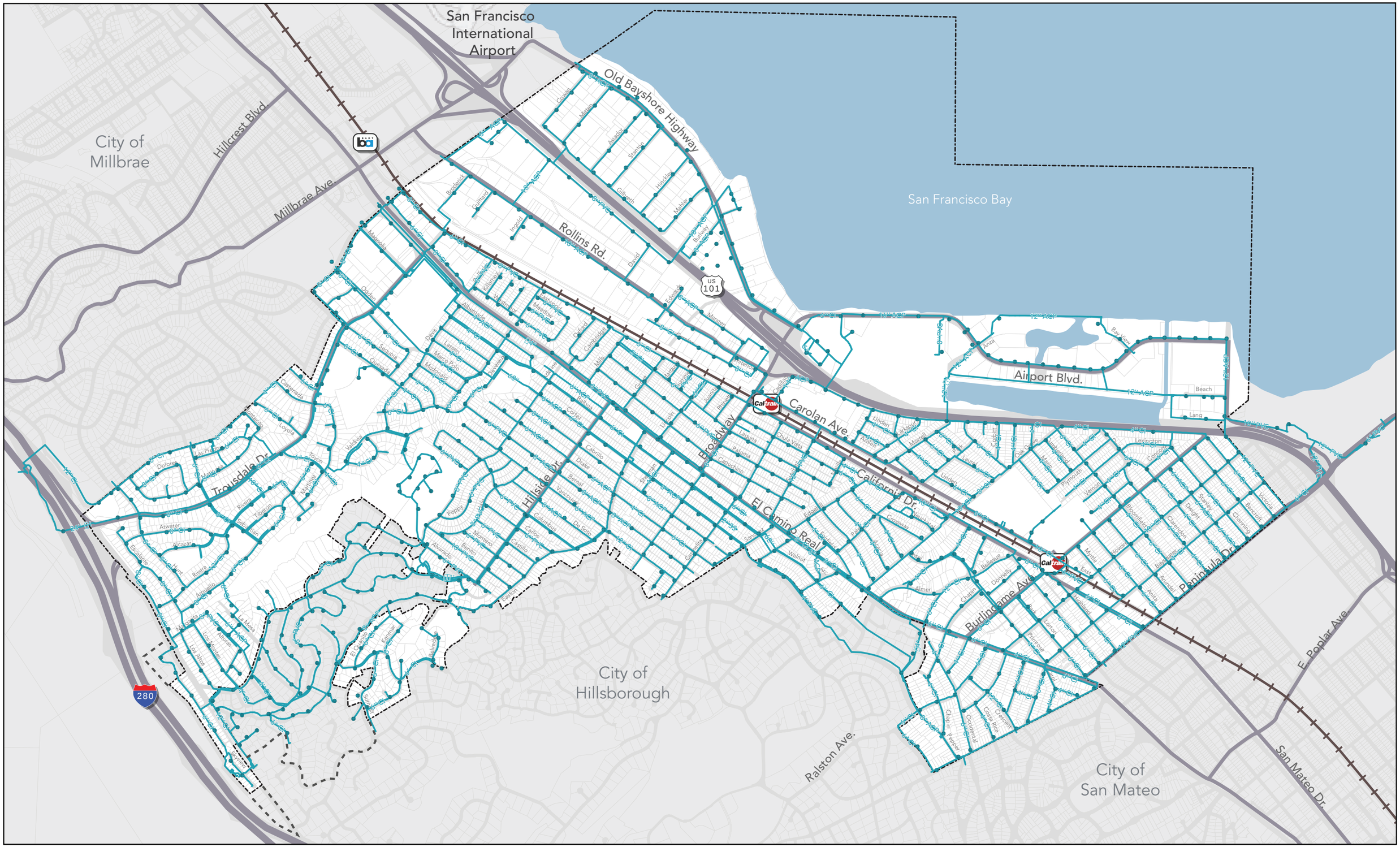
~~Consider establishing closed circuit television systems (CCTV) at locations in Burlingame that would benefit from such technology. [SO]~~

IF-7.7~~9~~: Antenna Aesthetics

Implement measures that require above-ground telecommunications infrastructure—and antenna in particular—to be shielded, integrated into buildings, or otherwise utilize stealth approaches to minimize their aesthetic impacts. [DR]

IF-7.8~~10~~: Telecommunications Master Plan

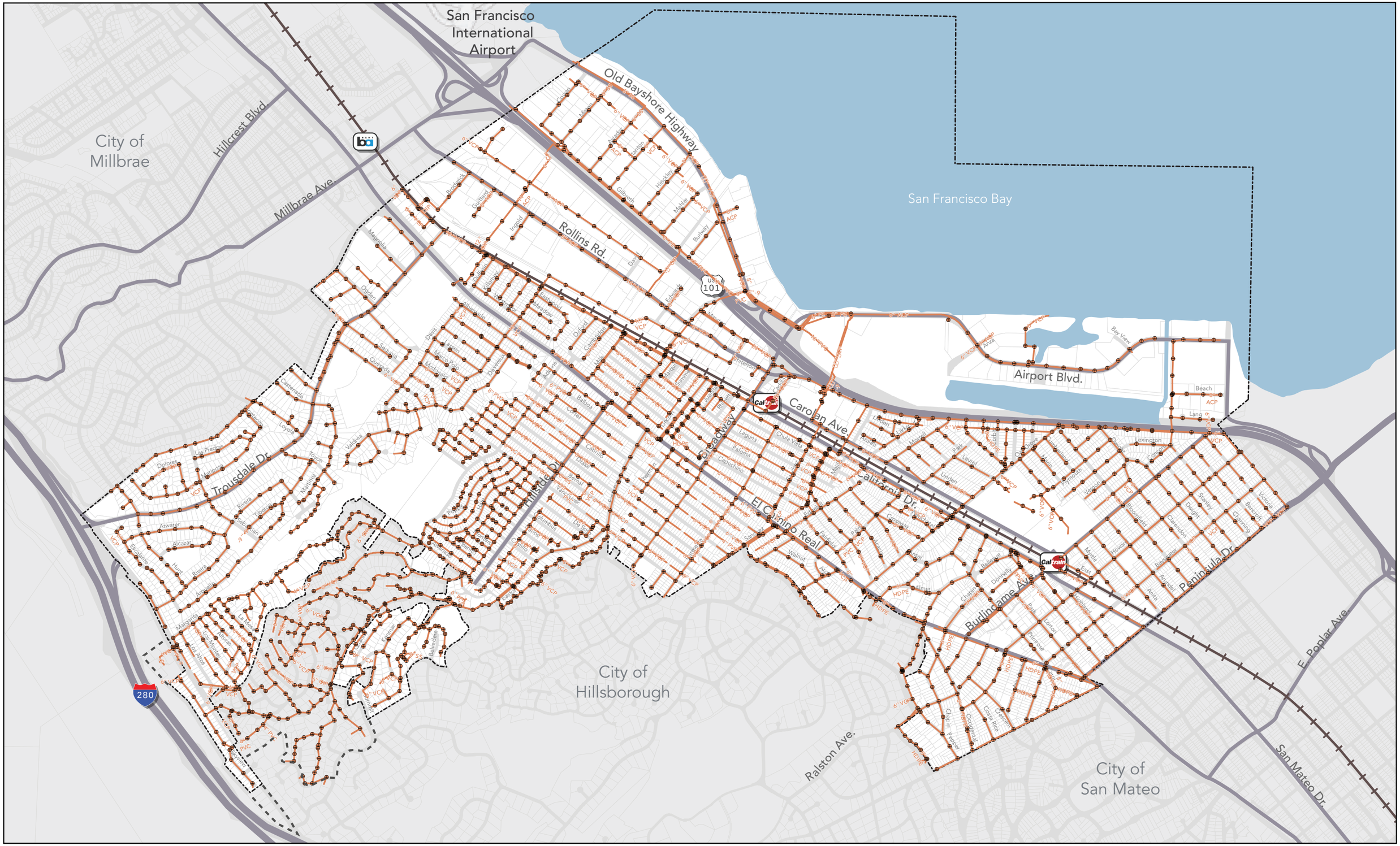
Prepare and regularly update a Telecommunications Master Plan with regulations and guidelines for wireless and emerging technology installation. [MP, SO, FB]




**Burlingame General Plan**
**Figure IF-1 Potable Water System**

City Limits
SOI
Water Hydrant
Water Lines

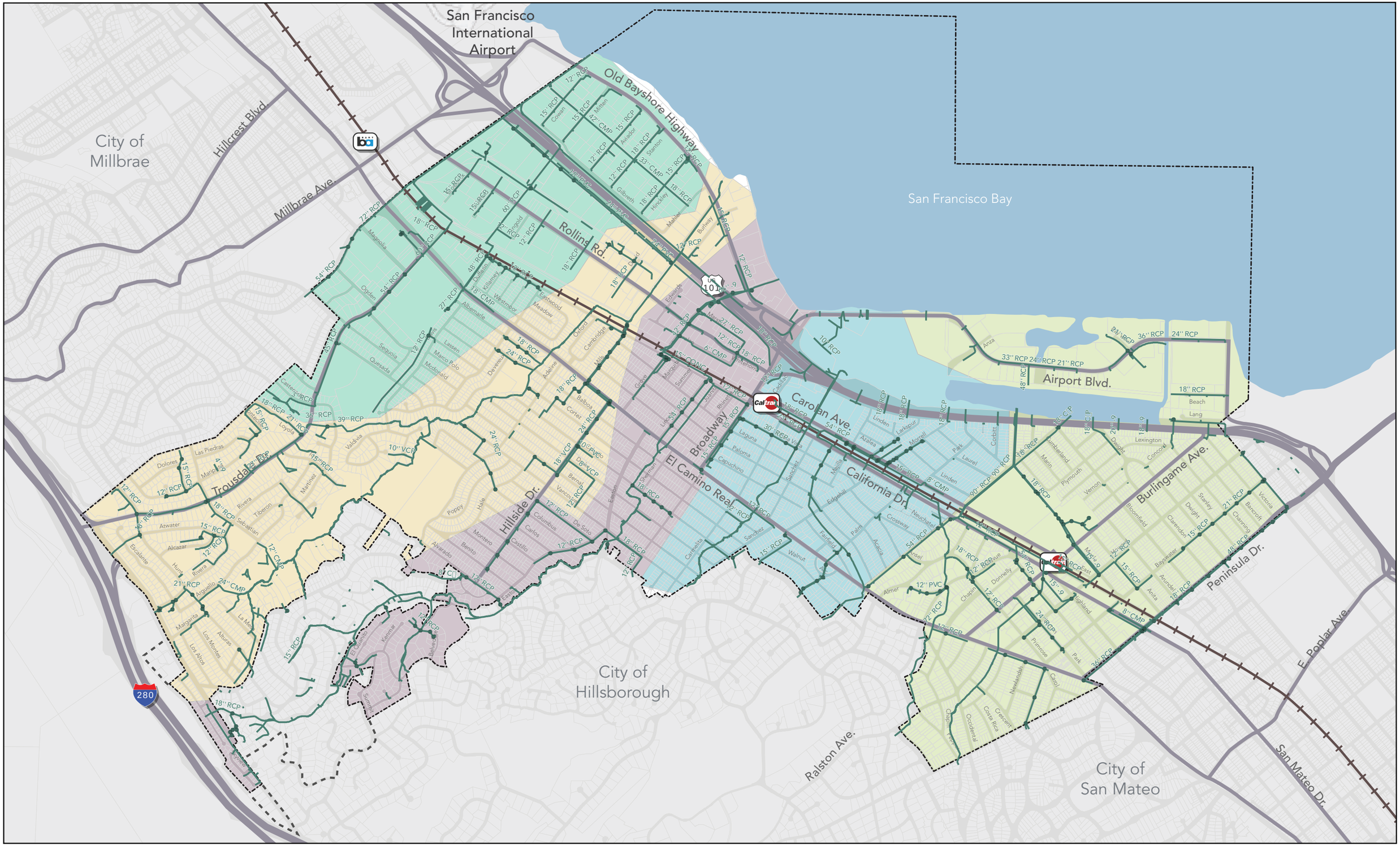
N 0 750 1,500 3,000 FT




**Burlingame General Plan**
**Figure IF-2 Sewer System**

City Limits
SOI
Access Holes
Sewer Line

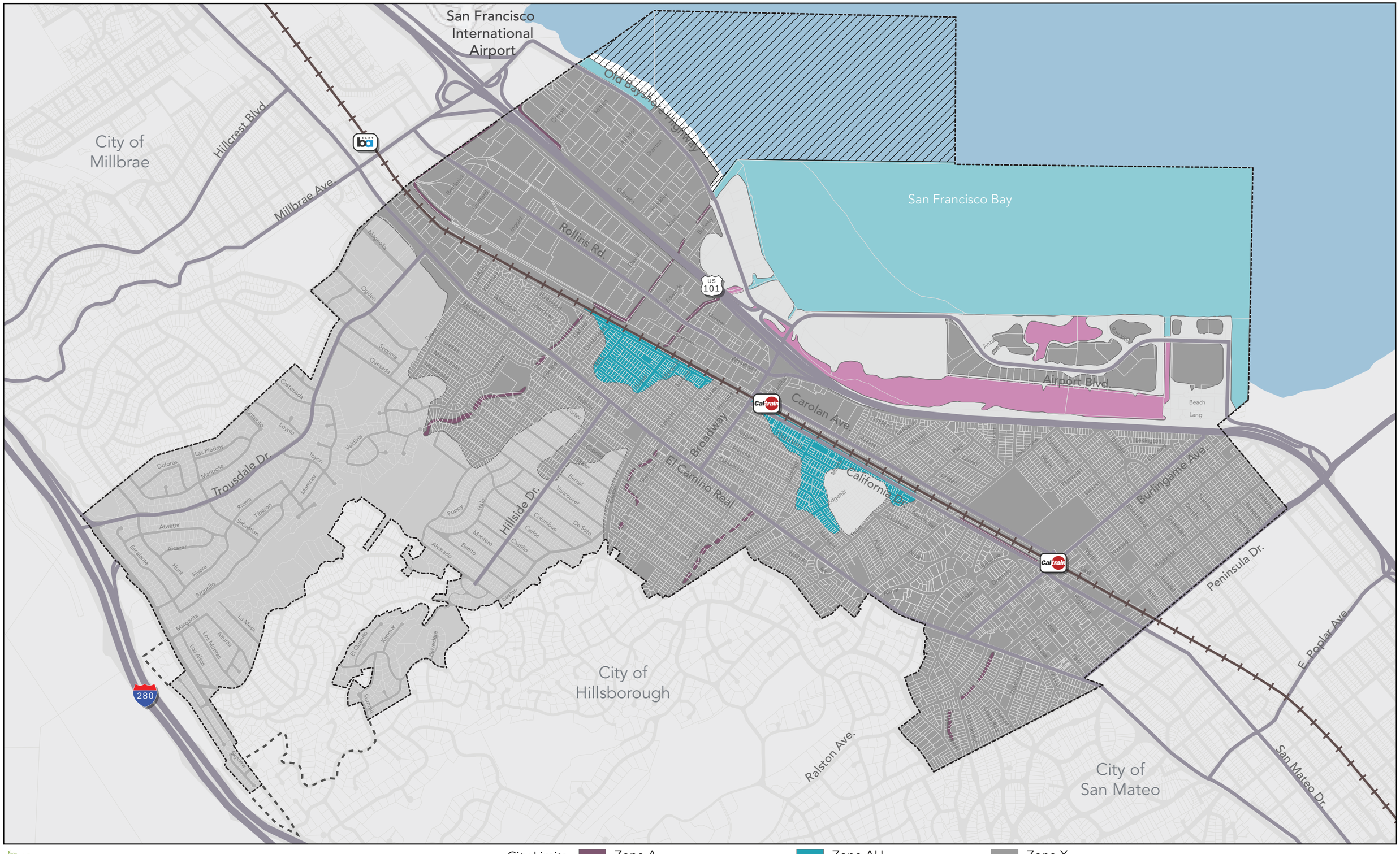
N 0 750 1,500 3,000 FT




**Burlingame General Plan**
**Figure IF-3 Storm Drain System**

City Limits
SOI
Access
Trunk Lines
Drainage Access/Trousdale
Mills
Easton
Sanchez/Terrace
Burlingame/Ralston

N
0 750 1,500 3,000 FT




**Burlingame General Plan**
**Figure IF-4 FEMA 100 Year and 200 Year Flood Zones**

- City Limits
- SOI
- Area Not Included

- Zone A (Areas subject to inundation by the 1% annual chance flood event)
- Zone AE (Areas subject to inundation by the 1% annual chance flood event, base elevations shown)
- Zone AH (Areas subject to inundation by the 1% annual chance flood event, shallow flooding)
- Zone VE (Areas subject to inundation by the 1% annual chance flood event with additional hazards)
- Zone X (0.2% Annual Chance Flood Hazard)
- Zone X (Area of Minimal Flood Hazard)

N 0 750 1,500 3,000 FT

# Chapter VIII. Community Safety Element

## Introduction

Burlingame residents, business owners, and visitors value the safe environment the City offers. Low crime rates and efficient police, fire, and emergency medical services all contribute to the collective feeling of safety. At the same time, the City's location alongside San Francisco Bay, the hillside environments, and natural features such as earthquake faults, present risks that are compounded by human-made hazards and the effects of climate change.

The Community Safety Element establishes goals and policies designed to protect public health and safety, provide for sound emergency preparedness planning, and build in resiliency. This Element addresses these safety planning and response topics:

- Police Protection
- Fire Protection and Emergency Medical Services
- Emergency Preparedness, Disaster Response and Resilience
- Noise
- Seismic and Geologic Hazards
- Airport Hazards
- Sea Level Rise

## Police Protection

The quality of the City's Police Department and its relationship with the community haves a direct impact on Burlingame's overall safety and security, as well as maintaining the community's high quality of life. The following goal and policies aim to enhance the services and operations of the Burlingame Police Department while strengthening community partnerships.

**Goal CS-1:** Ensure high-quality, responsive police services necessary to deter crime and support a safe and secure community.

### CS-1.1: Staffing Levels

Maintain optimal police staffing levels, including sworn officers and civilian support, necessary to meet~~ing~~ current and projected community needs. [FB/MP]

### CS-1.2: Facilities Planning

Develop, maintain, and implement a Police Department Master Plan that guides the provision of equipment, facilities, training, and operations centers. [MP]

### CS-1.3: Response Times

Identify, monitor, and achieve appropriate minimum police response times for all call priority levels. [MP/SO]

### CS-1.4: Coordination

Coordinate with local, regional, State, and Federal criminal justice agencies to promote regional cooperation in the delivery of police services. [PI]

### CS-1.5: Communication

Maintain and encourage two-way communication with the Burlingame community to facilitate public safety and effective policing. [PI]

## Fire Prevention and Protection Services and Emergency Medical Response

Up-to-date fire prevention and protection services and emergency medical response benefit the community in many ways. Property values can remain high when quality services are available. More critically, however, is that loss of life and property can be minimized when an event occurs. In a small city like Burlingame, partnerships are key to the provision of quick response and coordinated prevention planning. The Central County Fire Department provides fire and emergency medical response services to Burlingame, and through its mutual aid agreements with other fire departments, can dedicate appropriate resources to safeguard the community. Fire prevention and emergency response planning are priorities; minimizing fire risks occurs through education, routine inspections, and requiring building renovations and new construction to comply with current fire access and building codes.

This goal and the accompanying policies address staffing levels, emergency response times, training, facilities and equipment, and coordination with ambulance service providers and local hospitals.

**Goal CS-2:** Ensure coordinated and effective fire and emergency medical services to maintain the health, safety, and well-being of the Burlingame community.

CS-2.1: ~~Contract for~~ Joint Powers Agreement for the Provision of Services

Continue to ~~contract and coordinate~~participate with the Town of Hillsborough in the Joint Powers Agreement for the Central County Fire Department to ensure Burlingame is optimally served through fire suppression, emergency medical services, incident response, fire prevention, public education, and emergency management and preparedness. [AC]

### CS-2.2: Fire Prevention Education

Maintain and implement a fire prevention and safety education program for Burlingame residents and businesses. Ensure that the needs of high-risk population groups, such as seniors, are met with tailored programs. [PI]

### CS-2.3: Development Review

Continue to include the Central County Fire Department in the review of development proposals to ensure projects adequately address fire access and building standards. [DR]

### CS-2.4: Adequate Water Supply and Infrastructure for Fire Suppression

Require that new development projects document the availability of water supplies and infrastructure to meet the fire-suppression needs of the project without compromising existing fire suppression services to existing users. [DR]

### CS-2.5: Fire Safety Inspections

Maintain the Central County Fire Department's fire inspection program for commercial, industrial, and multi-family residential buildings in compliance with the requirements of State law. [CSO]

### CS-2.6: Removal of Fire Hazards

Maintain code enforcement programs that require private and public property owners to minimize fire risks by:

- Maintaining buildings and properties to prevent blighted conditions
- Removing excessive or overgrown vegetation (e.g., trees, shrubs, weeds) in accordance with wildland-urban interface clearance requirements
- Removing litter, rubbish and illegally dumped items from properties [SO]

### CS-2.7: Staffing and Timing of Expanded Services

Ensure that the demands of new development for fire protection and emergency medical response services do not strain the ability of the Central County Fire Department to provide the staffing and equipment needed to meet response time goals and other stated service metrics. In particular, assess the need to provide strategically located and equipped fire stations within the Bayfront and Rollins Road districts. [MP/SO]

### CS-2.8: Coordination with Mills-Peninsula Medical Center

Coordinate with Mills-Peninsula Medical Center regarding the ability of local and regional hospital, trauma, and acute care facilities to accommodate increasing service demands. [AC]

### CS-2.9: Alley and Emergency Access

Ensure access to City alleys and easements ~~in the downtown area~~ and maintain rear building exits to be clear and unobstructed in accordance with the American with Disabilities Act. Ensure alleys that provide egress from rear exi~~s~~ts provide clear and unobstructed access all the way to a public way.

### CS-2.10: Distribution of Automatic Emergency Defibrillators

Ensure all City buildings open to the public have an automatic emergency defibrillator for public use during a medical emergency.

## Emergency Preparedness, Disaster Response and Community Resilience

Burlingame—like all cities in the Bay Area—is exposed to a variety of natural and human-caused hazards that require consideration in emergency response planning. The environmental features that contribute to Burlingame's scenic qualities and great places to enjoy nature have been created by earthquake faults, steep slopes, wooded hillsides, and San Francisco Bay, all of which pose potential hazards. Catastrophic earthquakes, landslides, flooding, wildland and urban fires, and liquefaction represent natural hazards that must be addressed in any planning process. Human-caused hazards include energy instability and threats of terrorism.

Preparing for potential disasters and having adequate response strategies in place are not solely the responsibility of our government, although we place a high degree of reliance upon local, regional, statewide, and national agencies and systems. We anticipate that proper emergency preparedness and disaster response from government agencies means that they will have the necessary equipment and resources to respond to a disaster and to maintain public health and welfare without regular services (such as water and electricity) during the following recovery period.

We also recognize that having a resilient community enables a city to recover more quickly from a disaster and that private businesses, individual citizens and volunteer organizations and associations play a critical role. In the event of a major disaster City emergency responders and City resources will be focused on the major incidents and infrastructure and residents will need to be able to support each other from 24 up to 72 or more hours.

This goal and supporting policies are designed to prepare residents and businesses for disasters, and to ensure that the City of Burlingame and other government agencies are ready to respond to protect lives and

property in the event of an emergency, and to build a more resilient community.

**Goal CS-3:** Protect Burlingame residents, property, and businesses by ensuring preparedness for, and effective response to, natural and human-caused disasters.

### CS-3.1: Emergency Management Plan

Maintain a Comprehensive Emergency Management Plan that outlines the City's responsibilities and procedures in an emergency. Ensure the plan integrates needed coordination between the City and ~~neighborhoods~~neighborhood groups, schools, churches, businesses, and hotels. [SR/PI]

### CS-3.2: Emergency Drills

Coordinate with partner agencies—such as neighboring cities, schools and colleges, businesses, and community organizations—and residents and neighborhoods to conduct emergency and disaster preparedness exercises that test emergency response plans. [AC/SO/PI]

### CS-3.3: Public Education

Provide public education for individuals, schools, and community groups to promote citizen awareness and preparedness for self-action in case of a major disaster or emergency. [PI]

### CS-3.4: Emergency Preparedness Kits

Encourage all residents and businesses to prepare and maintain emergency kits with enough supplies to be self-sufficient for three to seven days. Support establishing emergency caches at the neighborhood and business level by partnering with community organizations pursuing funding. [PI]

### CS-3.5: Community Volunteers ~~Emergency Response Training~~

Maintain a volunteer-based Community Emergency Response Team (CERT) and related emergency response training programs, and ongoing refresher exercises. Establish and maintain a communication and deployment plan for CERTs during a disaster, and align the plan with neighborhood communication plans. [SO/FB/PI]

### CS-3.6: Energy Assurance Plan

Develop, maintain, and implement a citywide Energy Assurance Plan that documents the energy needs of critical City and community facilities and functions, establishes goals and actions to increase energy resiliency during disasters, and prioritizes the use of renewable energy or other sustainable technologies to reduce dependency on the grid during power outages. [SO/MP]

### CS-3.7: Mutual Aid Agreements

Participate in mutual aid agreements to ensure adequate resources, facilities, and other support for emergency response. [AC]

### CS-3.8: Rail Agency Coordination

Coordinate with the Peninsula Corridor Joint Powers Board (Caltrain) and the California High Speed Rail Authority to ensure that new train services, including electrification and higher speeds, do not result in overburdened safety risks to the community both in terms of infrastructure and access (e.g., rail street crossing closures). [AC]

### CS-3.9: Mass Communications Device

Obtain, maintain, and regularly upgrade a mass communications system to effectively notify people during disasters and emergencies by using current communication technologies. [PI]

### CS-3.10: Community ~~Resiliency Officer~~Risk and Resliency Specialist

~~Create~~ Support a Community ~~Resiliency Officer~~Risk and Resiliency position ~~at the City~~ that would be responsible for:

- Leading community engagement and education about safety, disaster preparation and resilience;
- Bringing ~~resources~~ stakeholders together, ~~such as~~including ~~HAMS~~HAM radio operators, CERT, ~~BNA~~the Burlingame Neighborhood Network, ~~CCFD~~the Central County Fire Department, ~~BFD~~Burlingame Police Department, the City Manager, and the City Council to build a vision, plan and establish goals to increase the City's resilience to emergencies;
- Bringing best regional, state and national practices to Burlingame; and
- Developing recommendations to mitigate identified risks. [SO]

### CS-3.11: Emergency Preparedness Activities and Communications

Publish and promote emergency preparedness activities and drills. Use the City's social media accounts~~,~~ and ~~the~~ website to provide safety tips that may include identifying and correcting household hazards, knowing how and when to turn off utilities, helping family members protect themselves during and after an earthquake, recommending neighborhood preparation activities, and advising residents to maintain an emergency supply kit containing first-aid supplies, food, drinking water, and battery~~-~~ operated radios and flashlights. [PI]

### CS-3.12: Neighborhood Response Groups

Participate in Community Emergency Response Team (CERT) training and ~~consider~~ offer training to help neighborhood groups ~~to~~ care for themselves during disasters. To this end, ~~actively assist~~partner with the Burlingame Neighborhood Network to assist with ~~in~~ neighborhood drills and safety exercises to increase participation and build community support. [FB/PI]

### CS-3.13: Burlingame Neighborhood Network (BNN)

Support the Burlingame Neighborhood Network (BNN), a citizen-led network to support City safety officers in the event of a natural or human-made catastrophe. [SO/FB/PI]

CS-3.~~13~~14: Dependent Populations

Coordinate with State agencies that oversee facilities for persons with disabilities, and those with access and functional needs, to ensure that such facilities conform to all health and safety requirements, including emergency planning, training, exercises, and employee education. [AC]

CS-3.~~14~~15: Foreign Language Emergency Information

Obtain translated emergency preparedness materials, and make them available to appropriate foreign language populations. [PI]

## Noise

Noise typically is defined as unwanted sound. Exposure to excessive noise can impact the health and quality of life of people who visit, reside in, or work in Burlingame. While people may not agree as to what constitutes particularly irksome noise, science does show that defined noise levels can cause ill health effects. Excessive noise can cause hearing loss, stress, hypertension, sleep disturbance, and fatigue.

~~Planning to safeguard the community from unhealthful noise exposure requires use of specialized noise metrics. Noise is measured on the logarithmic decibel (dBA) scale, which is used to describe short-term noise events. For the purposes of land use planning, the more specialized Community Noise Equivalent Level (CNEL) metric has been developed to account for noise levels over a 24-hour period. These noise levels can be mapped as contours that illustrate noise exposure zones. Figure CS-1 reports noise conditions in Burlingame as of 2016. Generally, the noise range of 55 to 65 dBA CNEL represents an acceptable outdoor noise environment for residential neighborhoods. Figure CS-2 identifies noise/land use compatibility criteria for Burlingame.~~

## NOISE TERMINOLOGY

dBA: Measurement unit for "a-weighted decibels," which are commonly used for measuring environmental and industrial noise and the potential hearing damage associated noise health effects.

Equivalent Noise Level (Leq): Constant noise level that would deliver the same acoustic energy to the ear of a listener as the actual time-varying noise would deliver over the same exposure time. No "penalties" are added to any noise levels during the exposure time; Leq would be the same regardless of the time of day during which the noise occurs.

Day-Night Average Noise Level (Ldn): A 24-hour average Leq with a 10 dBA "penalty" added to noise levels during the hours of 10:00 P.M. to 7:00 A.M. to account for increased sensitivity that people tend to have to nighttime noise. Because of this penalty, the Ldn would always be higher than its corresponding 24-hour Leq (e.g., a constant 60 dBA noise over 24 hours would have a 60 dBA Leq, but a 66.4 dBA Ldn).

Community Noise Equivalent Level (CNEL): An Ldn with an additional 5 dBA "penalty" for the evening hours between 7:00 P.M. and 10:00 P.M. This is essentially a measure of ambient noise.

Sound Exposure Level or Single Event Level (SEL): A descriptor used to characterize the severity of short-duration sound events. SEL is the time-averaged, constant intensity, A-weighted sound level over a one-second reference time that would produce the same sound exposure as the actual time-varying sound over the actual exposure time. In practice, SEL is usually applied in situations where there are multiple sound events, each one having its own characteristic SEL.

Planning to safeguard the community from unhealthful noise exposure requires use of specialized noise metrics. Noise is measured on the logarithmic decibel (dBA) scale, which is used to describe short-term noise events. For the purposes of land use planning, the more specialized Community Noise Equivalent Level (CNEL) metric has been developed to account for noise levels over a 24-hour period. These noise levels can be mapped as contours that illustrate noise exposure zones. Figure CS-1 reports noise conditions in Burlingame as of 2016. Generally, the noise range of 55 to 65 dBA CNEL represents an acceptable outdoor noise environment for residential neighborhoods. Figure CS-2 identifies noise/land use compatibility criteria for Burlingame.

The primary noise sources in Burlingame are mobile sources associated with transportation infrastructure, including aircraft, trains, and motor vehicles on freeways. Those land uses affected most adversely by excessive noise—so called "sensitive" land uses—include residential care facilities, schools, hospitals, and wildlife habitat.

Land use decisions and the development review process can work to minimize noise impacts on sensitive land uses. Noise compatibility may be achieved by avoiding the location of conflicting land uses adjacent to one another using the criteria shown in Figure CS-2. For example, new residential uses generally should not be built adjacent to the freeways or rail line. Noise impacts can also be minimized by incorporating buffers and noise control features into a development project, including setbacks, landscaping, building transitions, site design/building orientation, and building construction approaches. Selection of the appropriate noise control technique will vary depending on the level of noise that needs to be reduced, as well as the location and intended land use.

## FIGURE CS-2:
## NOISE CRITERIA

| Land Use Category | Community Noise Exposure Ldn/CNEL, dB | | | | | |
|---|---|---|---|---|---|---|
| | 55 | 60 | 65 | 70 | 75 | 80 |
| Residential – Low Density Single Family, Duplex, Mobile Homes | | | | | | |
| Residential – Multi. Family | | | | | | |
| Transient Lodging – Motels, Hotels | | | | | | |
| Schools, Libraries, Churches, Hospitals, Nursing Homes | | | | | | |
| Auditoriums, Concert Halls, Amphitheaters | | | | | | |
| Sports Arenas, Outdoor Spectator Sports | | | | | | |
| Playgrounds, Neighborhood Parks | | | | | | |
| Golf Course, Riding Stables, Water Recreation, Cemeteries | | | | | | |
| Office Buildings, Business Commercial and Professional | | | | | | |
| Industrial, Manufacturing Utilities, Agriculture | | | | | | |

**NORMALLY ACCEPTABLE**
Specified land use is satisfactory based upon the assumption that most buildings involved are of normal conventional construction, without any special noise insulation requirements.

**CONDITIONALLY ACCEPTABLE**
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

**NORMALLY UNACCEPTABLE**
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

**CLEARLY UNACCEPTABLE**
New construction or development should generally not be undertaken. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

The northern portion of Burlingame west of Rollins Road and northwest of Mitten Road lies within the 65 CNEL noise contour, a key area where excessive noise can be a problem. **Figure CS-3** identifies the projected

future noise contours for Burlingame and key areas where noise is anticipated to be an issue currently or in the future.

Vibration concerns are ~~like~~ similar to noise concerns because excessive or prolonged exposure to vibration can result in adverse health impacts. In Burlingame, train operations produce vibrations that affect properties along the rail line.

The following goal and policies aim to minimize human exposure to excessive noise by evaluating noise exposure risks, planning placement of new land uses in consideration of the noise environment, and incorporating appropriate mitigation measures on a project-by-project basis.

**Goal CS-4:** Protect residents and visitors to Burlingame from excessive noise and disruptive ground vibration. ~~and disruptive ground vibration.~~

### CS-4.1: Locating Noise-sensitive Uses

Locate noise-sensitive uses such as homes, schools, hospitals, libraries, yreligious institutions, and convalescent homes away from major sources of noise. [DR]

### CS-4.2: Residential Noise Standards

Require the design of new residential development to comply with the following noise standards:

- The maximum acceptable interior noise level for all new residential units (single-family, duplex, mobile home, multi-family, and mixed-use units) shall be an Ldn of 45 dBA with windows closed.
- For project locations that are primarily exposed to noise from aircraft, Caltrain, ~~and~~ BART, Highway 101, and Interstate 280 operations, the maximum instantaneous noise level in bedrooms shall not exceed 50dB~~(~~A~~)~~ at night (10:00 P.M. to 7:00 A.M.), and the maximum instantaneous noise level in all interior rooms shall

not exceed 55dB~~(~~A~~)~~ during the day (7:00 ~~am~~ A.M. to 10:00 ~~pm~~P.M.) with windows closed. ~~Exterior noise levels shall be consistent with the standards in Figure CS-2.~~[DR]

### CS-4.3: Office Noise Level Standards

Require the design of new office developments and similar uses to achieve a maximum interior noise standard of 45dBA Leq (peak hour). [DR]

### CS-4.4: Motel, Hotel, Nursing Home and Hospital Noise Standards

Require the design of new motels, hotels, nursing homes, hospitals, and other similar uses to comply with the following noise standards:

- The maximum acceptable interior noise level for sleeping areas shall be an Ldn of 45 dBA with windows closed.
- ~~Exterior noise levels shall be consistent with the standards in Figure CS-2.For project locations that are primarily exposed to aircraft, Caltrain and BART noise, the maximum instantaneous noise level in sleeping areas shall not exceed 50dB(A) at night (10:00 P.M. to 7:00 A.M.) and 55dB(A) during the day (7:00 A.M. to 10:00 P.M.) with windows closed.~~ [DR]

### CS-4.5: Noise Mitigation and Urban Design

Consider the visual impact of noise mitigation measures; require solutions that do not conflict with urban design goals and policies included in the General Plan. [DR]

### CS-4.6: Freeway Sound Walls

Coordinate with Caltrans to ensure new sound walls and landscaping strips are attractive along State Route 101 to protect adjacent areas from excessive freeway noise in conjunction with any new freeway project. [AC]

### CS-4.7: Airport and Heliport Noise

Monitor noise impacts from aircraft operations at San Francisco International Airport and Mills-Peninsula Medical Center, and implement applicable noise abatement policies and procedures as outlined in the Airport Noise Ordinance and Airport Land Use Compatibility Plan. [AC/DR]

### CS-4.8: Airport Noise Evaluation and Mitigation

Require project applicants to evaluate potential airport noise impacts if the project is located within the 60 CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan). All projects shall be required to mitigate impacts to comply with the interior and exterior noise standards established by the Airport Land Use Compatibility Plan. [AC/DR]

### CS-4.9: Airport Disclosure Notices

Require that all new development ~~within an airport-defined over-flight zone provide deed notices disclosing airport over-flights and noise upon transfer of title to residents and property owners.~~comply with real estate disclosure requirements of State law, which requires that the presence of all existing and planned airports within two miles to be disclosed in any sale or lease of property. [DR]

### CS-4.10: Construction Noise Study

Require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on those uses consistent with Municipal Code provisions. [DR]

### CS-4.11: Train Noise

Require that all new development within 1,000 feet of the rail line ~~to~~ provide deed notices disclosing noise impacts upon transfer of title to residents and property owners. [DR]

CS-4.12: Quiet Zones for Trains

Coordinate with applicable railroad authorities to study options for reducing railroad noise impacts, including feasibility of Quiet Zone technology where appropriate. [AC]

CS-4.132: Vibration Impact Assessment

Require a vibration impact assessment for proposed projects in which heavy-duty construction equipment would be used (e.g., pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, require all feasible mitigation measures to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur. [DR]

~~CS-4.13: Transportation Vibration~~

~~Require new residential and commercial projects located within 200 feet of existing major freeways and railroad lines to conduct a ground vibration and vibration noise evaluation consistent with City approved methodologies. [DR]~~

## Sea Level Rise

Water levels in San Francisco Bay have risen over eight inches since the early twentieth century and, because of the effects of climate change, are predicted to continue rising at a faster rate. Based on the best available data and a baseline year of 2016, the City can anticipate 10 to 17 inches of sea level rise by the year 2050, and 17 to 32 inches by 2070. The City will become increasingly vulnerable to water inundation during both normal high tides and ~~during~~ major storm events. Rising sea levels may inundate the land along the Bayfront and flood nearby industrial, commercial, and residential areas. **Figure CS-4** indicates projected ranges of sea level rise and the areas that would be impacted.

Ultimately, sea level rise will have an impact on the community. The City of Burlingame is committed to being proactive at addressing sea level rise and will establish specific building and habitable space setback

requirements, shoreline protection measures (in coordination with regional strategies), and use requirements such as limiting certain activities on ground floors.

Unlike some other Peninsula and Bay Area communities, the Burlingame shoreline is not protected by natural defenses such as beaches or wetlands. Ordinarily ~~wetlands~~ such defenses create a natural buffer between the Bay and built environment, and can provide ~~a cost effective flood~~ protection ~~strategy~~from wave action and flooding.

~~Wetlands also bring other benefits like filtering pollutants out of the water, sequestering carbon,; providing recreational space,; and creating habitat for fish and wildlife.~~ Given current and future land uses along the shoreline, a strategy involving "retreat" may not be practical. However, ~~While~~ while most of Burlingame's Bayfront has a hard edge lacking buffer from rising water levels ~~wetlands~~, new development is required to be set back at least 75 feet from the shoreline. This shoreline setback area presents an opportunity to create a buffer and accommodate defenses in the future to ~~a wetland environment that could~~ mitigate the impacts of s~~S~~ea l~~L~~evel r~~R~~ise, as well as ~~and~~ provide a recreation amenity through a continuous Bay Trail. As noted in the Community Character Element, preserving options for addressing sea level rise will allow the City to respond to conditions in a manner that is comprehensive and reactive to actual impacts over time.

The following goal and policies reflect the City's approach to protecting existing and future urban uses along the Bayfront and other vulnerable parts of Burlingame from the impacts of rising sea levels.

**Goal CS-5:** Protect vulnerable areas and infrastructure from flooding related to rising sea levels in the San Francisco Bay.

### CS-5.1: Monitor Rising Sea Level

Regularly coordinate with regional, State, and Federal agencies on rising sea levels in San Francisco Bay and major tributaries to determine if additional adaptation strategies should be implemented to address

flooding hazards. This includes monitoring FEMA flood map updates to identify areas in Burlingame susceptible to sea level rise, addressing changes to State and regional sea and bay level rise estimates, and coordinating with adjacent municipalities on flood control improvements. [AC/SR]

### CS-5.2: Vulnerability Assessment and Planning

Continue to coordinate with San Mateo County on the county-wide Sea Level Rise ~~Vulnerability Assessment~~vulnerability assessments and planning that will identify regional sea level rise risk factors and areas, as well as emerging options for response. [AC/SR]

### CS-5.3: New Development in Vulnerable Areas

Continue to require appropriate setback and building elevation requirements for properties located along the Bayshore, lagoons, and in other low-l~~a~~ying areas that are susceptible to the effects of sea level rise. Consider other strategies to support resiliency through design. [DR]

### ~~CS-5.4: Wetland Buffer~~

~~Identify setback areas and parkland suitable for creation of a wetland buffer, and require new developments in the Bayfront area to assist in restoring wetlands areas.~~

### CS-5.4~~5~~: Flood Insurance Rate Maps

Provide to the public, as available, up-to-date Flood Insurance Rate Maps (FIRM) that identify rising sea levels and changing flood conditions. [PI]

### CS-5.5~~6~~: Regional Hazard Risk Reduction Planning

Coordinate with San Mateo County and other local agencies to implement the Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP). [AC]

### CS-5.6: Sea Level Rise Defense Strategy

Develop and implement a local sea level rise defencse strategy for Burlingame, and include identification of funding mechanisms. (MP, AC}

### CS-5.7: Hazard Mitigation Plan

Continue to support San Mateo County in its role as the lead agency preparing and regularly updating the countywide Local Hazard Mitigation Plan. [AC]

## Hazardous Materials

Hazardous materials are a part of our everyday life in the form of batteries, light bulbs, and household chemicals such as pesticides, motor oil, cleaners, and paints. They are also used in many commercial and industrial operations. The use, storage, and disposal of hazardous materials—including management of contaminated soils and groundwater—are regulated by a myriad of Federal, State, and local laws. The City's major industrial and office areas, such as the Bayfront and Rollins Road neighborhoods, pose a specific challenge due to the potential for hazardous materials associated with these activities. The City's overall land use objective includes increasing the amount of live/work development in some of these areas, which places housing within areas that have a higher potential for hazardous materials. As such, the policies in this section specifically look at ways to minimize impacts to existing and future residential areas. The following goal and policies address the location, transport, storage, and disposal of hazardous materials.

**Goal CS-6:** Protect residents, workers, and visitors from hazardous materials through improved regulations, disposal practices, location and site design requirements, and public information and education.

### CS-6.1: Hazardous Materials Storage and Disposal

Require the proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fire, or the release of harmful fumes. Coordinate with the Fire Department to identify and monitor pre-incident plans associated with hazardous materials storage and use. [DR]

### CS-6.2: Hazardous Materials Information

Maintain information channels to the residential and business communities about the illegal nature and danger of dumping hazardous material and waste into the storm drain system or in creeks. [PI]

### CS-6.3: Hazardous Waste Disposals

Explore efficient, economical, and convenient ways to offer household hazardous waste collection for residents in partnership with the solid waste contractors and San Mateo County. [AC/PI]

### CS-6.4: Proximity of Residents to Hazardous Materials

Assess future residents' exposure to hazardous materials when new residential development or sensitive populations are proposed within the Live/Work land use designation. Do not allow residential development or sensitive populations if such hazardous conditions cannot be mitigated to an acceptable level of risk. [DR]

### CS-6.5: Educational Programs

Continue to encourage residents and businesses to use non- and less-hazardous products, especially less toxic pest control products, to slow the generation of new ~~reduce~~ hazardous waste requiring disposal through the county-wide program. [AC/PI]

## Seismic and Geologic Hazards

Burlingame lies within a very seismically active zone along the Pacific Plate, with the most significant manifestations being the San Andreas Fault and Hayward Fault, both capable of generating strong earthquakes (magnitude of 6.0+ on the Richter scale). The most recent large-scale earthquake (the Loma Prieta Earthquake) occurred in 1989 and a registered magnitude of 6.9, with an epicenter located near Loma Prieta peak in the Santa Cruz Mountains. The United States Geological Survey (USGS) estimates there is a 6.4 percent probability of a 6.7-magnitude earthquake on the San Andreas Fault by 2044. The Hayward Fault is considered more ~~probably~~ probable to have ~~for~~ a significant event, with the USGS stating a 31 percent chance for a 6.8 to 7.0 earthquake by 2042.

Potential seismic hazards in Burlingame include surface rupture, ground shaking, liquefaction, lateral spreading, and fault creep. The degree of hazard depends on the location of the seismic epicenter, the magnitude

and duration of ground shaking, topography, groundwater conditions, and type of building construction. Figures CS-5 and ~~Figure~~ CS-6 identify~~ies~~ the location of seismic and geologic hazards in Burlingame, including fault lines, areas susceptible to liquefaction, and areas with steep slopes. The following goal and policies aim to minimize the risk of damage associated with geologic and seismic hazards.

**Goal CS-7:** Protect people and buildings in Burlingame by reducing the risks associated with geologic and seismic hazards.

### CS-7.1: Geotechnical and Structural Analysis

Require any site with a slope exceeding 10 percent to reference the Landslide Hazard Potential Zone maps of the State of California for all required geotechnical and structural analysis. [DR]

### CS-7.2: Residential Upgrades

Require that any residential facility that is being increased more than 50 percent assessed value or physical size conform to current life-safety engineering standards~~all provisions of the current building code~~ throughout the entire structure. Encourage owners of residential buildings with known structural defects such as unreinforced garage openings, "soft story" construction, unbolted foundations, and inadequate sheer walls to take steps to remedy the problem by retrofitting buildings to meet current life-safety engineering standards. ~~and bring buildings up to the current building code.~~ Form an ad hoc committee to investigate~~, before the end of 2020,~~ and describe the seismic risk posed by pre-1980 wood frame "soft story" buildings in Burlingame and to evaluate the costs and benefits of potential actions that could be pursued by the City. The ad hoc committee shall report its findings to the City Council before the end of 2020. [DR]

### CS-7.3: Geologic Review

Create and implement a geologic review procedure that requires geologic reports be prepared as part of the development review process. [DR]

## Airport and Heliport Hazards

Burlingame residents and business have ready access to San Francisco International Airport (SFO), one of the busiest airports on the western seaboard. In addition, Mills-Peninsula Medical Center operates an emergency medical heliport on an elevated platform within the site. While the airport and heliport provide welcome resources for world travel and emergency response, they also present unique risks and land use compatibility issues for Burlingame. ~~Figure CS-6~~ 7 ~~illustrates the noise contours and building height limitations associated with SFO and the Mills-Peninsula Medical Center heliport.~~

The following goal and policies address airport and heliport safety, land use compatibility, and interagency coordination related to aircraft operations.

**Goal CS-8:** Minimize the community's exposure to aircraft safety hazards associated with San Francisco International Airport and Mills-Peninsula Medical Center.

### CS-8.1: Land Use Safety Compatibility and Airspace Protection Criteria

Consider all applicable Federal statutes (including 49 U.S.C. 47107), Federal regulations (including 14 Code of Federal Regulations 77 et seq.), the Federal Aviation Administration (FAA) Airport Compliance Manual, FAA Advisory Circulars, other forms of written guidance, and State law with respect to criteria related to land use safety and airspace protection when evaluating development applications within the Airport Influence Area of the San Francisco International Airport and Mills-Peninsula Medical Center helipad. [DR]

### CS-8.2: Airport Land Use Compatibility Plan

Require development projects within the Airport Influence Area designated in the Airport Land Use Compatibility Plan of the San Francisco International Airport to comply with all applicable Federal statutes (including 49 U.S.C. 47107), Federal regulations (including 14 Code of Federal Regulations 77 et seq.), the FAA's Airport Compliance Manual, FAA Advisory Circulars, other forms of written guidance, and State law with respect to criteria related to land use safety and airspace protection. [AC/DR]

### CS-8.3: Airport Land Use Commission Review

Ensure all applicable plans~~,~~ and ordinances~~, and development applications~~ are reviewed by the City/County Association of Governments Board of Director~~'~~s, acting as the ~~for~~ San Mateo County's Airport Land Use Commission, as required by State law, to determine whether such actions are consistent with the most current Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Francisco International Airport. [AC/MP/DR]

City of Milllbrae

San Franciso Bay

California Dr

Adeline Dr

Bernal Ave

Easton Dr

Howard Ave

Peninsula Ave

Trousdale Dr

101

280

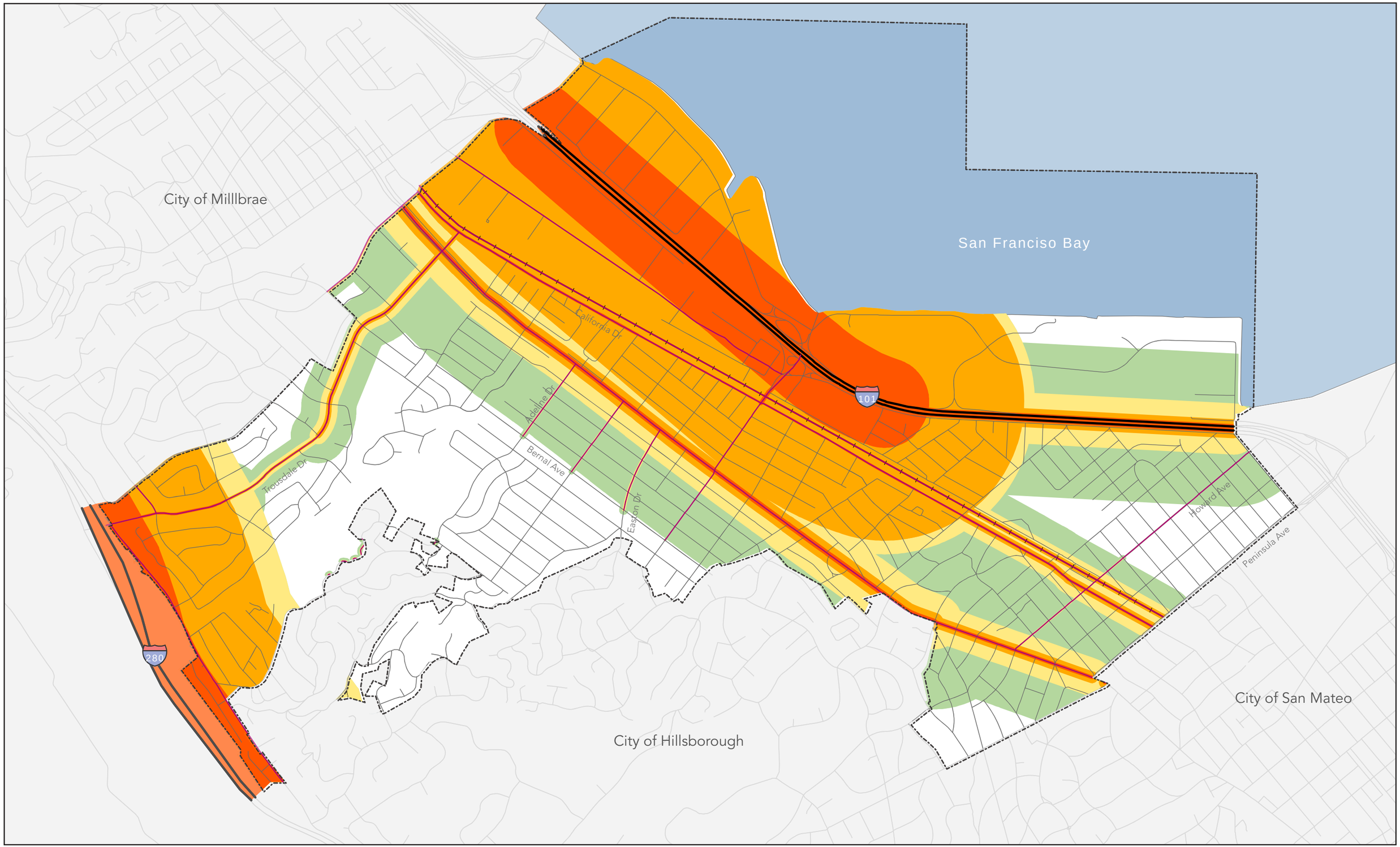
City of Hillsborough

City of San Mateo

**Burlingame General Plan EIR**
**Figure CS-1 Existing (2017) Transportation Noise Contours**

75 CNEL
70 CNEL
65 CNEL
60 CNEL
Burlingame Boundary
Street Centerlines
Railroads

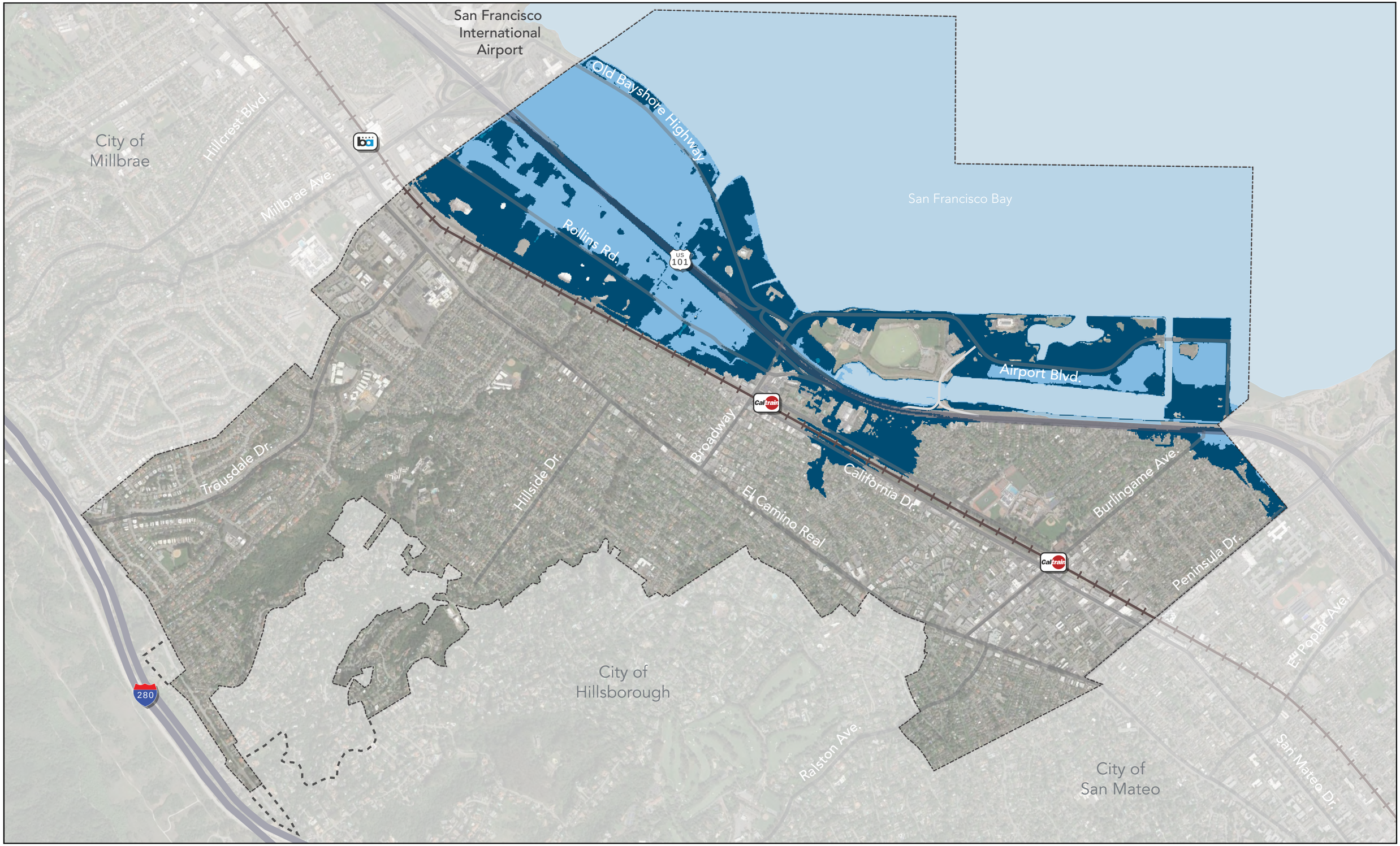
N
0 750 1,500 3,000 FT




**Burlingame General Plan EIR**
**Figure CS-3 Future (2040) Transportation Noise Contours**

75 CNEL
70 CNEL
65 CNEL
60 CNEL
Burlingame Boundary
Street Centerlines
Railroads

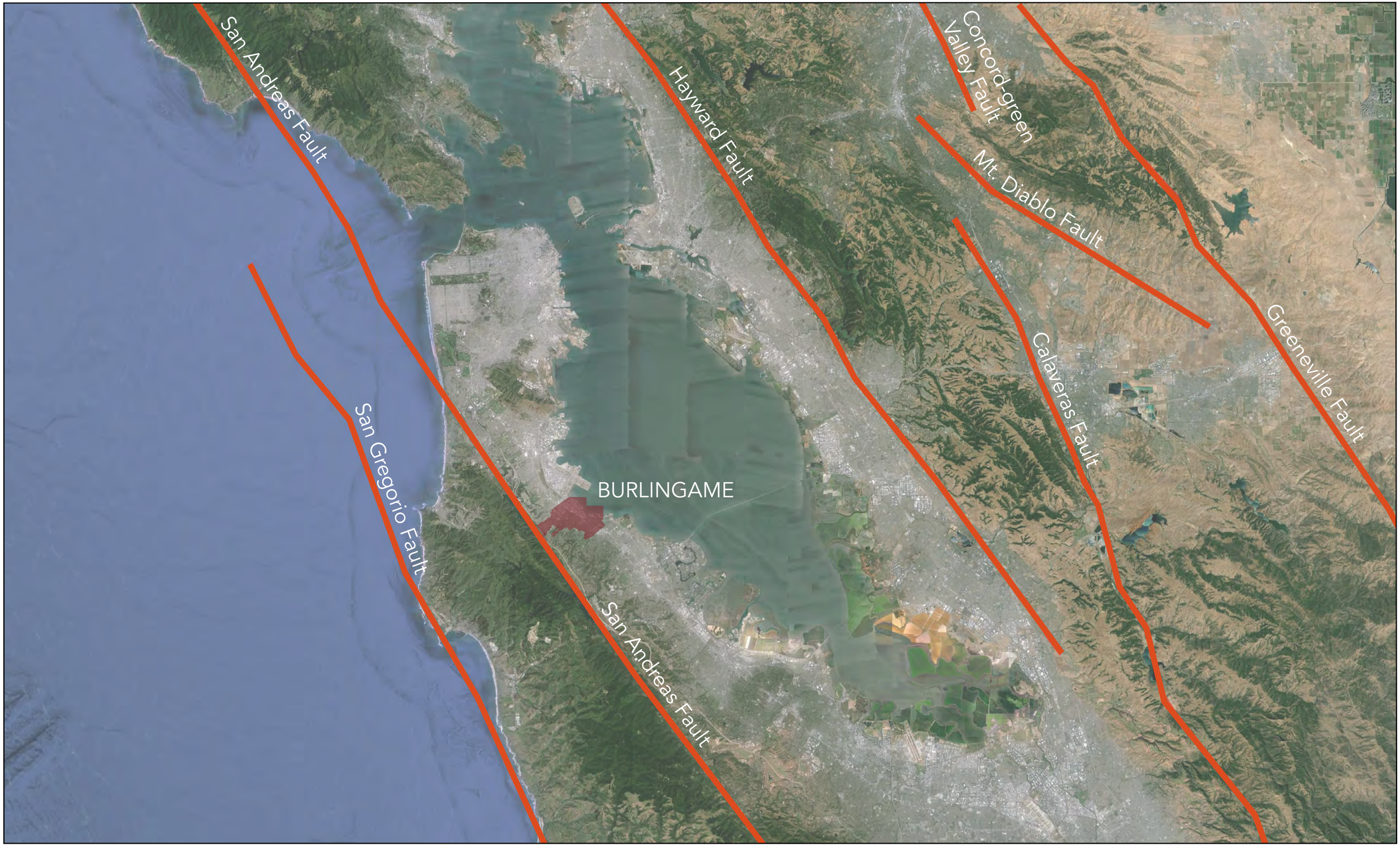
N
0 750 1,500 3,000 FT




**Burlingame General Plan**
**Figure CS-4 Anticipated Sea Level Rise**

- City Limits
- SOI
- Baseline Sea Level (2017)
- 1-foot Sea Level Rise Scenario
- 3- Foot Sea Level Rise Scenario
- 6-foot Sea Level Rise Scenario

N 0 750 1,500 3,000 FT



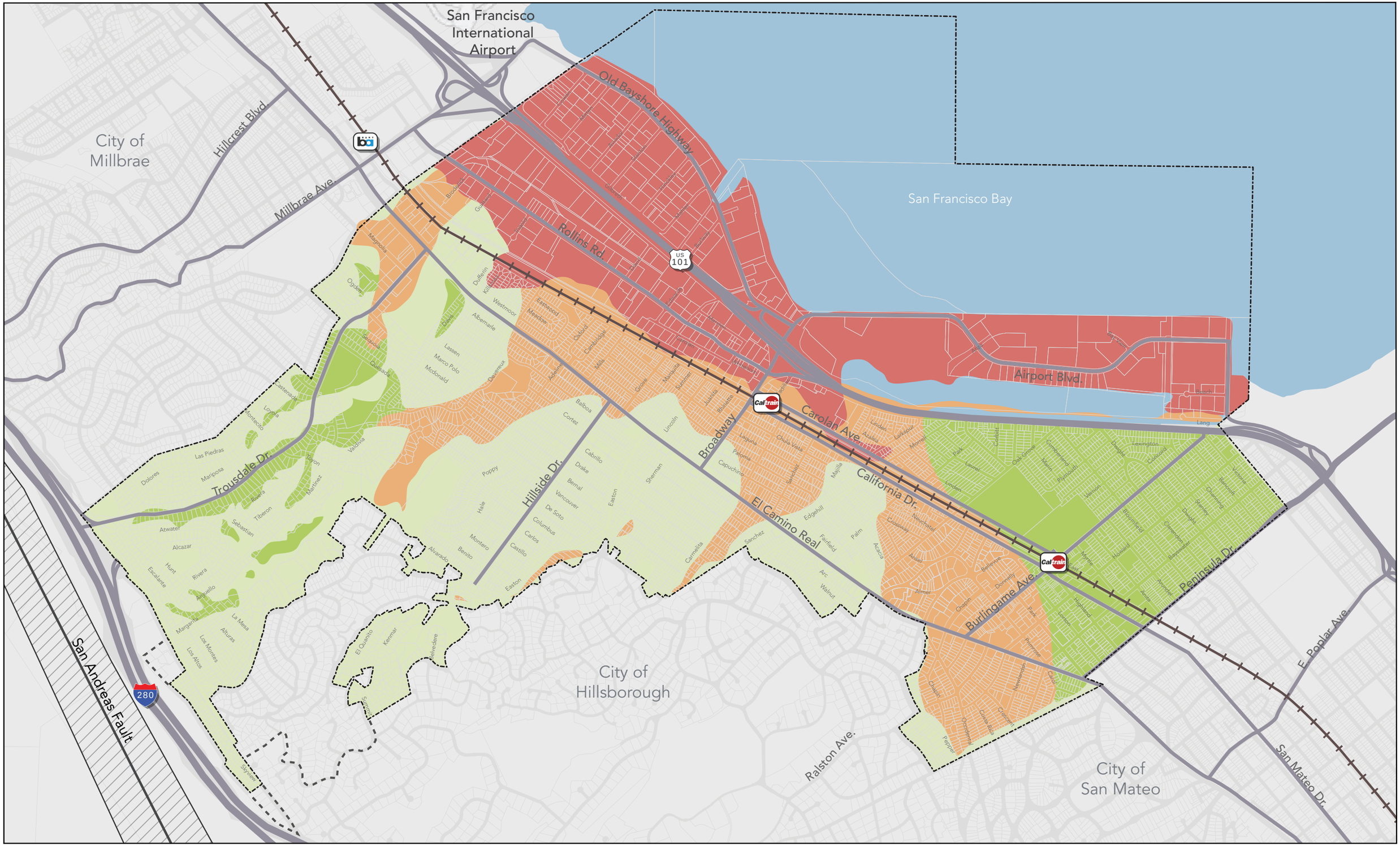

**Burlingame General Plan**
**Figure CS-5 Fault Zones**

City of Burlingame

Fault Line

N

0 5 MILES




**Burlingame General Plan**
**Figure CS-6 Liquefaction Zones**

ENVISION BURLINGAME

- City Limits
- SOI
- Alquist-Priolo Earthquake Fault Zone
- Very High Liquefaction Risk
- Moderate Liquefaction Risk
- Low Liquefaction Risk
- Very Low Liquefaction Risk

N 0 750 1,500 3,000 FT

# Chapter IX. Healthy People and Healthy Places

## Introduction

Land use planning and neighborhood design can contribute to the overall health and well-being of Burlingame residents. Why is this important? From a public policy perspective, healthy people and healthy places practices can benefit the community economically, from reduced health care costs to savings in transportation expenditures to generating jobs associated with local food production. Planning and designing healthy environments encourages social interaction, reduces crime, helps seniors age in place, and minimizes residents' exposure to pollution. Programs that promote the sustainable use of natural resources benefit the environment and preserve natural places for all to enjoy.

In 2016, health data for Burlingame residents provided by *Sustainable San Mateo County* indicated that overall, community members have good health, but that older residents and youth needed more focused attention to improve health and activity levels. This Healthy People and Healthy Places Element focuses on policy initiatives that will address the most critical health needs in the city, safeguard and improve residents' personal health, maintain and enhance Burlingame's parks and open spaces, and protect local environmental resources within the context of the following health-related topics:

- Public Health
- Air Quality and Greenhouse Gas Reduction
- Parks, Open Space, and Recreation
- Biological Resources
- Water Resources
- Scenic Resources

# Public Health

The health of Burlingame community members is affected by land use policy, project design, and equitable access to health resources. The City is committed to taking actions that ensure the continued health of the community, both in terms of preventative measures such as promoting active lifestyles and healthy foods, access to parks and other areas for physical activity, as well as access to doctors and medical treatment. The following goal and policies aim to enhance the health and quality of life of all in the community.

**Goal HP-1:** Improve the overall health and well-being of all Burlingame residents through land use and design policies, equitable access to health care, and opportunities for healthy lifestyle choices.

### HP-1.1: Health in All Policies

Prioritize the health of all Burlingame residents in City strategies, polices, programs, daily operations, and practices. [SO, PA, PI]

### HP-1.2: Healthcare Facilities

Accommodate healthcare facilities of all sizes in Burlingame, and work with major healthcare institutions to promote appropriate expansion of services and ensure equitable, affordable, and convenient treatment for all community members. [PA, MP]

### HP-1.3: Recreation, Parks and Open Spaces

Provide convenient access to a variety of recreation opportunities, parks and open spaces for all community members. [SO, H, S]

### HP-1.4: Public Transit Access to Medical Facilities

Partner with public transportation agencies and healthcare providers to improve connections between Burlingame's neighborhoods and healthcare facilities. [AC, H, S]

### HP-1.5: Collaboration and Education

Collaborate with local health officials, planners, non-profits, institutions, businesses, and schools to promote healthy lifestyles and educate Burlingame residents about healthcare options. [AC, PI, H]

### HP-1.6: Community Safety through Design

Improve sidewalks, streetscapes, community centers, parks and open spaces, and traffic conditions in neighborhoods to encourage walking and activity on the local streets and public areas. [MP, SO]

### HP-1.7: Active Transportation

Create opportunities for Burlingame community members to incorporate physical activity into everyday activities by promoting walking and biking as alternatives to automobile use, as outlined in the Mobility Element. [MP, PI, H, S]

### HP-1.8: Safe Routes to School

Support the San Mateo County Safe Routes to School and other similar programs that promote walking and biking to and from school for children and parents. Study options to remove potential physical barriers and improve dangerous intersections near schools. [AC, SR, H, S]

### HP-1.9: Sharing the Road

Support local and regional programs that educate and inform motorists to be aware of non-vehicle roadway users to promote overall safety and multimodal streets. [AC, PI, H, S]

### HP-1.10: Aging in Place

Accommodate development projects that incorporate access to services, transit, recreation, community meeting spaces, amenities, healthcare, and universal design elements that enable Burlingame residents to remain in their homes as they age. [DR, H, S]

### HP-1.11: Access to Healthy Foods

Craft land use policies that provide for all residents to be within short distances of fresh and healthy food sources, such as grocery stores, healthy corner stores, farmers' markets, and community gardens. Incentivize healthy food options in existing stores and food venues. [SO, PA, H, S]

### HP-1.12: Community Garden Sites

Identify opportunity sites for additional community gardens throughout the ~~City~~city. Have the Burlingame Parks and Recreation Department partner with community groups and non-profit organizations to establish the gardens. [SR, PA, PI, H, S]

### HP-1.13: School Gardens

Work with the Burlingame School District and the San Mateo Union High School District to implement urban agriculture programs on school and C~~e~~ity sites. [AC, H, S]

### HP-1.14: Multi-Family Residential Gardens

Encourage new multi-family housing developments to include designated community gardens for their residents as part of open space requirements, particularly in high-density areas such as North Burlingame and Rollins Road. [DR, H, S]

### HP-1.15: Agriculture in Single-Family Residential Neighborhoods

Allow for the small-scale growing of food products and keeping of bees and fowl in single-family neighborhoods, both for personal use and sale. [DR]

## Air Quality and Greenhouse Gas Reduction

Since the 1970s, air quality throughout the Bay Area has improved significantly as a result of federal clean air regulations and vigorous efforts of the Bay Area Air Quality Management District to implement air quality improvement goals. However, the twentieth century brought forward new concerns about pollutant emissions in the form of greenhouse gases, which climate scientists indicate are a major source of global climate change. And while greenhouse gas reduction remains a regional and global issue, each jurisdiction in the Bay Area (and California) is obligated to define and implement strategies to reduce localized greenhouse gas emissions, with the aim to achieve the statewide reductions established by the Global Warming Solutions Act of 2006 and related legislation.

Burlingame first addressed greenhouse gas emission in its 2009 Climate Action Plan (CAP). The CAP set a framework for reducing greenhouse gas emissions, and the City has made considerable progress over the years in climate actions and sustainability. This General Plan serves as an opportunity to assess the City's greenhouse gas reduction progress and update the CAP. The General Plan is built upon a strong sustainable development foundation that will move Burlingame forward in reducing greenhouse gas emissions and meet updated reduction targets. ~~Appendix [x] Climate Action Plan Update~~The CAP~~,~~ compiles all the climate action related goals and policies found throughout these chapters into a one-stop climate action plan. The CAP ~~Update~~ also incorporates the climate change environmental analysis from the General Plan's environmental impact report (EIR), including Burlingame's greenhouse gas emission inventory and quantified emission reduction measures. ~~For a complete look at Burlingame's climate action approach, see Appendix [x] Climate Action Plan Update.~~

The following goals and ~~the~~ policies will help reduce greenhouse gas emissions and other air pollutants.

## Goal HP-2: Achieve greenhouse gas emissions reductions consistent with State goals.

### HP-2.1: Municipal Greenhouse Gas Inventory

Continue to partner with San Mateo County's Regionally Integrated Climate Action Planning Suite (RICAPS) to prepare annual Municipal Greenhouse Gas inventories. [AC, SR, S, H]

### HP-2.2: Community Greenhouse Gas Inventory

Continue the partnership with the San Mateo County RICAPS to prepare annual community-wide greenhouse gas inventories.

### HP-2.3: Greenhouse Gas Reduction Targets

Work to achieve greenhouse gas emissions reductions locally that are consistent with the targets established by AB 32 (California Global Warming Solutions Act of 2006) and subsequent supporting legislation. [AC, S, H]

### HP-2.4: Electric Vehicles

Prepare an Electric Vehicle Strategic Plan to support and expand Burlingame's electric vehicle network and public charging stations. Establish parking standards that prioritize electric ~~veG hicle~~ vehicle spaces. Require new residential developments to install or be pre-wired for electric vehicle charging stations. [MP, DR, S, H]

### HP 2-5: Municipal Electric Vehicles

Purchase electric vehicles as replacements for gasoline-powered vehicles in the City's fleet as appropriate. Install electric vehicle charging stations to incentivize City employees to use electric vehicles. [SO, S]

### HP-2.6: Renewable Energy

~~Pursue~~ Maintain the ~~goal~~ policy of using 100% renewable energy for the City's municipal accounts. Encourage residents and businesses to opt up to 100% renewable purchase for additional community-wide greenhouse gas reductions. Encourage and support opportunities for developing local solar power projects. [AC, PI, S]

### HP-2.7: Residential Solar Power

Encourage homeowners to install solar power systems. Provide information to homeowners on the benefits of solar power and funding opportunities. Promote Property Assessed Clean Energy (PACE) programs that finance renewable energy systems. Offer incentives for home solar power systems. [SO, PI, S]

### HP-2.8: Energy Efficiency

Support energy efficiency improvements in the aging building stock citywide. Encourage energy efficiency audits and upgrades at the time of sale for existing homes and buildings. Host energy efficiency workshops, and distribute information to property owners, tenants, and ~~residences~~residents. Publicize available programs such as PACE financing and San Mateo Energy Watch programs. Incentivize low-cost retrofits to residents and businesses. [SO, PI, S]

### HP-2.9: Municipal Energy Efficiency

Continue to enhance energy efficiency in City facilities. Conduct periodic energy audits to assess energy efficiency progress and needed improvements. [SO, S]

### HP-2.10: Municipal Green Building

Aim for new construction and major renovations of City facilities to be zero net energy. [SO, S]

### HP-2.11: Innovative Technologies

Encourage the advancement of emerging technologies and innovations around energy, waste, water, and transportation. Support local green technology businesses. Explore demonstration project opportunities. [PI, S]

### HP-2.12: Green Businesses

Attract green technology businesses to Burlingame. Focus outreach on established and new green technology businesses along Rollins Road. Encourage existing businesses to integrate green practices by offering an annual green business award, workshops, and informational materials. [SO, PA, S]

### HP-2.13: Composting

Expand composting services to multi-family residential buildings and commercial buildings. [SO, S]

### HP- 2.14: Zero Waste

Encourage the South Bayside Waste Management Authority (SBWMA) to explore and consider rate plans that support zero waste goals. Identify opportunities to support and implement zero waste goals and strategies for the City and community. [AC, SO, S]

### HP- 2.15: Alternative Fuel

Purchase electric or hybrid models of lawn and garden and construction equipment for City maintenance operations, as feasible. [SO, S]

**Goal HP-3:** Minimize exposure of residents and employees of local businesses to harmful air pollutants.

### HP-3.1: Regional Air Quality Standards

Support regional policies and efforts to improve air quality, and participate in regional planning efforts with the Bay Area Air Quality Management District to meet or exceed air quality standards. [AC, S, H]

### HP-3.2: Local Air Quality Standards

Work with local businesses, industries, and developers to reduce the impact of stationary and mobile sources of pollution. Ensure that new development does not create cumulative net increases in air pollution, and require Transportation Demand Management Techniques (TDM) when air quality impacts are unavoidable. [DR, S, H]

### HP-3.3: Indoor Air Quality Standards

Require that developers mitigate impacts on indoor air quality for new residential and commercial developments, particularly along higher-density corridors, near industrial uses, and along the freeway and rail line, such as in North Burlingame, along Rollins Road, and in Downtown. Potential mitigation strategies include installing air filters (MERV 13 or higher), building sounds walls, and planting vegetation and trees as pollution buffers. [DR, H, S]

### HP-3.4: Air Pollution Reduction

Support regional efforts to improve air quality, reduce auto use, expand infrastructure for alternative transportation, and reduce traffic congestion. Focus efforts to reduce truck idling to two minutes or fewer in industrial and warehouse districts along Rollins Road and the Inner Bayshore. [AC, PI, SO, S, H]

### HP-3.5: Woodstove and Fireplace Replacement

Encourage residents to replace wood-burning fireplaces and stoves with cleaner electric heat pumps, natural gas, or propane stoves. Educate the public about financial assistance options through the Bay Area Air Quality Management District's fireplace and wood stove replacement incentive program. [PI, AC, S, H]

### HP-3.6: Caltrain Electrification

Encourage the electrification of Caltrain to eliminate emissions from the rail line. [AC]

### HP-3.7: Proximity to Sensitive Locations

Avoid locating stationary and mobile sources of air pollution near sensitive uses such as residences, schools, childcare facilities, healthcare facilities, and senior living facilities. Where adjacencies exist, include site planning and building features that minimize potential conflicts and impacts. [DR, S, H]

### HP-3.8: Proximity to Emission Sources

Avoid locating residential developments and other sensitive uses near significant pollution sources such as freeways and large stationary source emitters. Require Bay Area Air Quality Management District recommended procedures for air modeling and health risk assessment for new sensitive land uses located near sources of toxic air contaminants. [SO, H]

### HP-3.9: Building Site Design and Operations

Place sensitive uses within development projects (e.g. residences, daycares, medical clinics) as far away from emission sources (including loading docks, busy roads, stationary sources) as possible. Design open space, commercial buildings, or parking garages between sensitive land uses and air pollution sources as a buffer. Locate operable windows,

balconies, and building air intakes far away from emission sources. [SO, H]

HP-3.10: Truck Routes

Ensure projects that generate truck traffic and existing truck routes avoid sensitive land uses such as residences, schools, ~~daycares~~day care centers, senior facilities, and residences. [SO, H]

HP-3.11: Dust Abatement

Require dust abatement actions for all new construction and redevelopment projects. [DR, H, S]

HP-3.12: Construction Best Practices

Require construction projects to implement the Bay Area Air Quality Management District's Best Practices for Construction to reduce pollution from dust and exhaust as feasible. [SO, AC, H]

## Parks, Open Space, and Recreation

Parks and recreation facilities provide places where people can be physically active, gather as a community, recreate, learn, and participate in the greater community. Active park spaces include sports fields, game courts, and playgrounds. Open spaces and natural areas support biodiversity, allow for the management of water and other natural resources, and offer opportunities for residents to be in and ~~learn about~~connect with nature. Burlingame has a diversity of open spaces, with most neighborhoods having relatively easy access to a neighborhood park or playground or the Mills Canyon Wildlife Area. Along the Bayfront, the Bayside fields, community garden, Bayside Dog Exercise Park, golf driving range, and Bay Trail offer places that attract not just Burlingame residents but visitors from other communities. And while the Bayfront amenities are separated from the rest of Burlingame by

Highway 101, the policies in the Mobility Element include initiatives to improve pedestrian and bicycle access across the freeway.

Figure HP-1 identifies neighborhoods where residents are not within one-quarter or one-half mile ~~from~~ of a park, distances considered to be walkable and bikeable. The Easton Addition neighborhood lacks ready access to park space, with the exception of fields at Roosevelt Elementary School. Open space in Downtown, where land use policy will allow for construction of up to1,200 new units (from baseline year 2016), is limited to a small playground on Primrose Road within Downtown itself; otherwise, the nearest park is Washington Park to the east. With the addition of residences at the north end of town—on El Camino Real and Rollins Road—additional open space amenities will be needed to create complete communities and respond to new residents' desires for gathering and recreation spaces. Because Burlingame has virtually no vacant land, creating new public park and recreation facilities will be a challenge.

The private sector has responded to active residents' desires by establishing indoor recreation facilities in industrial spaces within the Rollins Road district. While these businesses offer tennis, indoor soccer, gymnastics, and other activities, participants must pay a fee. The City sees the value that private recreation facilities bring to the community, but also is committed to providing public recreation places that meet the needs of residents of all ages and income levels. This commitment includes planning creatively to establish public space in Downtown—which could consist of plazas and outdoor performance spaces—and requiring that new residential development in north Burlingame incorporate publicly accessible green space and gathering spots. The overarching goal is to ensure that every Burlingame resident can easily walk or bike to a public open space. Figure HP-2 illustrates a conceptual parks, recreation, and open space master plan.

**Goal HP-4:** Provide a diversity of City-owned parks, recreation facilities, natural open spaces, and public gathering places citywide, and ensure that every Burlingame residents lives within one-half mile of such a resource.

### HP-4.1: Parks, Recreation, and Trail Master Plan

Develop and implement a parks, recreation, and trails master plan to guide open space investments and ensure a comprehensive and integrated system of parks, plazas, playgrounds, trails, and open space. [MP, OS, **H, S**]

### HP-4.2: Equitable Distribution of Open Spaces

Ensure all neighborhoods have easy access to park and recreation opportunities within comfortable walking distance of homes, schools, and businesses. [MP, OS, **H, S**]

### HP-4.3: Existing Open Spaces

Conduct a study to identify the level of use for each park, trail, and open space in Burlingame, and ensure that existing open spaces meet residents' and visitors' evolving needs, providing unique recreation experiences in parks, open spaces, trails, and public plazas. Consider incorporating education with recreation opportunities in the renovation of existing parks. [SR, **H, S**]

### HP-4.4: Potential New Open Spaces

In concert with development proposals in the North Burlingame and North Rollins Road districts, require plans for publicly accessible plazas and open spaces. Develop guidelines so that these spaces ~~to~~ fit within the overall parks and recreation system in Burlingame. [MP, DR, PA, **H, S**]

### HP-4.5: Central Gathering Space

Explore opportunities to create a new central gathering space in or near Downtown and on Broadway. [SR, PA **H**]

### HP-4.6: Community Center

Continue to pursue plans for development of a new Burlingame Community Center that provides a multi-functional, flexible, and complementary space that allows for a variety of community services, recreational activities, and cultural amenities that are accessible to and benefit all ages and abilities of the community. Continue to engage residents and other stakeholders in planning and developing the new center. [MP, FB, PI, H]

### HP-4.7: Recreation Programs and Services

Expand and focus recreational programs and services to meet evolving and diverse community needs. Establish a regular review of recreational programs to evaluate capacity and demands. Work with local school districts to provide programming opportunities. [FB, SO, H]

### HP-4.8: Recreational and Multi-Purpose Facilities

Provide a range of quality recreational and multi-purpose facilities that are suited to community needs. Provide space for fitness classes, sports leagues, continuing education opportunities, community events, and other functions. Ensure facilities are well maintained and have adequate lighting, signage, and hours of operations. [FB, SO, H]

### HP-4.9: Joint Use Facilities

Work with the school districts, faith-based institutions, and~~,~~ private entities~~, and community~~ to allow for the joint use of non-City recreational facilities. [PA, AC, H]

### HP-4.10: Trails and Corridors

Establish and maintain an integrated recreational corridor system that connects regional and local trails to creeks, open spaces, hillside areas, and City parks. Identify potential recreational linkage opportunities to

better connect Burlingame's existing trails, and retain publicly owned corridors for future use. [SO, AC, H, S]

### HP-4.11: San Francisco Bay Trail and Bayfront Recreation

Work with ~~the Association of Bay Area Governments~~Metro, the Coastal Conservancy, the Metropolitan Transportation Commission, the San Francisco Bay Conservation and Development Commission, and private property owners to close gaps in the San Francisco Bay Trail along Burlingame's Bayfront. Improve public access and connectivity to the shoreline, and enhance recreation opportunities in the Bayfront area. [AC, H, S]

### HP-4.12: Access to Natural Areas

Improve access to large-scale natural areas along Burlingame's Bayfront and in Mills Canyon Park. Identify areas for limited or restricted recreational use where natural habitat is particularly sensitive. Pursue opportunities for environmental education to encourage habitat conservation for residents, schools and visitors. [SR, H, S]

### HP-4.13: Private Indoor Sports and Recreation

Continue to allow indoor sports and commercial recreation facilities in the Innovation ~~/~~Industrial district~~s~~ within the Bayfront area and along Rollins Road. [DR, H]

### HP-4.14: Private Use of Public Facilities

Limit the use of public facilities by private organizations when such arrangement works to exclude a substantial base of Burlingame residents from using the facilities. [SO, H]

### HP-4.15: Access for People with Mobility Challenges and Disabilities

Provide parks, recreation, and trail access for people with disabilities. Identify spaces with limited disability access, and implement plans to

incorporate accessible features, including appropriately graded paths and trails, firm and stable paving materials, edge protection on trails, gates and doorways of appropriate widths, accessible drinking fountains and restrooms, and accessible benches and tables. [SO, H]

### HP-4.16: Sustainable Landscaping

Utilize native and/or drought-tolerant landscaping to the maximum extent practical in all City parks and open spaces, and minimize impervious surfaces wherever possible. Identify opportunities for sustainable upgrades within City parks and other planted areas, such as parkways and roadway medians. [SO, H, S]

### HP-4.17: Signage and Wayfinding

Establish consistent signage and wayfinding for the parks and trail system to indicate distances to different open space and recreational destinations. [MP, SO, H]

### HP-4.18: Funding

Pursue funding for parks, recreation, and trail enhancement, development, and maintenance through a variety of mechanisms, including developer fees, the general fund, parking funds, special service districts, user fees, and grants. Include funds in the City's Capital Improvement Program for timely community facility and park improvements. [SO, FB, H, S]

## Biological Resources

Before Burlingame was thoroughly urbanized, the Baylands and hillside environments supported a rich abundance of wildlife in wetland, mixed forest, and evergreen forest habitats. Although the City is almost completely urbanized today, remnants of these original environments remain. Along the Bayfront, marine and estuarine habitats are home to many common fish, bird, and reptile species, as well as special status

species (meaning those that may be protected by State or federal law) such as the Ridgeway's rail and longfin smelt. Coastal wetlands also support protected plant species. In Mills Canyon and along the creeks that flow to the Bay, you can find many reptiles, mammals, birds, and insects, including several species classified as rare, threatened, or endangered.

These natural habitats and the species they contain contribute to the overall environmental, ecological, and educational health of the community and region. The City recognizes the importance of preserving and protecting the areas shown on **Figure HP-3** for the long term.

**Goal HP-5:** Protect, maintain, and improve biological resources in Burlingame, including hillside habitats, trees and plants, shoreline areas, and creeks.

### HP-5.1: Wildlife Habitats

Preserve critical habitat areas and sensitive species within riparian corridors, hillsides, canyon areas, tree canopies, and wetlands that are within the City's control. Consult with the California Department of Fish and Wildlife to identify and map significant habitat areas, and focus protection measures on habitats with special status species. Protect declining or vulnerable habitat areas from disturbance during design and construction of new development. [AC, DR, S]

### HP-5.2: Migratory Birds

Identify and protect habitats that contribute to the healthy propagation of migratory birds, including trees and natural corridors that serve as stopovers and nesting places. Avoid construction activities that involve tree removal between March and June unless a bird survey has been conducted to determine that the tree is unused during breeding season

by avian species protected under California Fish and Game Codes 3503, 3503.5 and 3511. [AC, DR, S]

### HP-5.3: Riparian Corridors

Protect and restore riparian corridors to ensure they function as healthy biological areas and wildlife habitats. Where appropriate, restore riparian habitat with native vegetation. [SO, S]

### HP-5.4: Urban Creeks

Encourage the restoration and daylighting of Burlingame's urban creeks where they have been undergrounded, and where such daylighting is appropriate for surrounding conditions. Coordinate with property owners and local interest groups in restoration efforts. Remove culverts and hardened creek channels where appropriate, and avoid future culverting or channelization of creeks. [PA, AC, H, S]

### HP-5.5: Protection and Expansion of Tree Resources

Continue to preserve and protect valuable native trees, and introduce species that contribute to the urban forest, but allow for the gradual replacement of trees for on-going natural renewal. Consider replacement with native species. Use zoning and building requirements to ensure that existing trees are integrated into new developments. [DR, MP, SO, S]

### HP-5.6: Tree Preservation Ordinance

Continue to adhere to the Burlingame Tree Preservation Ordinance (Burlingame Municipal Code Title 11); ensure the preservation of protected trees as designated by the ordinance, and continue to be acknowledged by the Arbor Day Foundation as a Tree City USA. [SO, S]

### HP-5.7: Urban Forest Management Plan

Continue to update and use the Burlingame Urban Forest Management Plan, which integrates the environmental, economic, political, historical and social values for the community, for guidance on best management

practices related to tree planting, removal, and maintenance, including onsite protection of extant trees and street trees during projects. [MP, OS, S]

### HP-5.8: Invasive Plant Species

~~Prohibit~~ Discourage the use of ~~any~~ invasive plant species in ~~landscaped or natural~~environmentally-sensitve areas. ~~Work with the California Invasive Plant Council to identify invasive plant species within Burlingame, and~~ Where species have already invaded and have been shown to be detrimental, establish plans for removal where appropriate. Ensure that new development obtains appropriate permits and approvals related to invasive species from the Army Corps of Engineers and other relevant agencies. [AC, DR, H, S]

### HP-5.9: Invasive Aquatic Species

Work with the California Department of Fish and Wildlife's Invasive Species Program to identify invasive aquatic species within Burlingame, and meet the Regional Monitoring Program's regulatory goals to reduce exotic species that threaten Bay Area water quality. [AC, S]

### HP-5.10: Shoreline Protection and Enhancement

Maintain and improve the quality of Burlingame's shoreline, and support regulatory programs that protect Bayfront open space. Control shoreline uses to minimize erosion, and use a combination of human-made and natural elements to establish flood barriers. [MP, SO, DR, S]

### HP-5.11: Canyon and Hillside Protection

Protect Burlingame's canyon and hillside areas by ensuring that construction adjacent to these spaces is environmentally sensitive and preserves natural topography and vegetation. [DR, S]

### HP-5.12: Wetlands

Preserve permanent, year-round wetland habitat and associated species in compliance with the federal "no net loss" policy. Where jurisdiction allows, establish buffer zones at the edge of wetland habitats, and restrict development in these zones. If development occurs adjacent to a wetlands area, ensure a qualified biologist has conducted a wetlands delineation in accordance with federal and State guidelines. [SO, DR, S]

### HP-5.13: Regional Coordination

Coordinate efforts with the San Mateo County Flood Control District, Caltrans, San Francisco Airport, Peninsula Watershed lands, and Coyote Point Recreation Area to preserve and manage interconnecting wildlife movement corridors. [AC, S]

### HP-5.14: Compliance with Environmental Laws

~~Through environmental review, ensure~~ Ensure that all projects affecting resources of regional concern satisfy regional, State, and federal laws. [DR, S]

### HP-5.15: Access to Natural Areas

Ensure public access to natural resources, particularly along the Bayfront and in Mills Canyon. Require new development in the Bayfront a~~A~~rea to provide public access to the waterfront, and work with property owners to connect gaps in the Bay Trail. [DR, AC, PA, S]

## Water Resources

Over the past centuries of urbanization in the Bay Area, the region has experienced periods of both abundant rainfall and severe drought. Residential water consumption rises and falls depending on current water availability, but with the region's population continuing to grow and water resources being somewhat finite, consistent water conservation practices in Burlingame will moderate impacts when the next drought occurs.

Maintaining consistently high water quality also requires constant attendance to best management practices. Like other Peninsula cities, Burlingame has many creeks and streams that flow into San Francisco Bay. Federal and State water quality laws work to protect these resources, and Burlingame's responsibility lies in ensuring local practices are state-of-the-art, particularly with regard to using low-impact development, or LID, infrastructure improvements to set the example for water resource protection.

**Goal HP-6:** Protect local and regional water resources through conservation, preservation, and sustainable management practices.

### HP-6.1: Waterway Protection

Protect and maintain the water quality of the four creek systems and watersheds (Burlingame Creek, Easton Creek, Mills Creek, and Sanchez Creek) that course through the c~~C~~ity and drain into San Francisco Bay. Participate in regional efforts, such as the Bay Area Integrated Regional Water Management Plan, to protect Burlingame's waterways and maintain water quality. [AC, H, S]

### HP-6.2: Water Conservation

Promote best practices for water conservation throughout the c~~C~~ity, and continue to enforce City ordinances requiring high-efficiency indoor water fixtures in new development. Educate the public about Burlingame's water rebate programs, and continue to establish tiered water rates that promote water conservation. Consider water consumption when evaluating development projects. Encourage drought-tolerant landscaping and efficient irrigation systems. [DR, PI, S]

### HP-6.3: Water Quality

Regularly measure and monitor water quality in Burlingame's surface water to ensure maintenance of high quality water for consumption. [SO, H, S]

### HP-6.4: Water Recycling

Promote recycled water use to the extent such resources are available. Work to allow graywater and rainwater catchment systems in residential, commercial, and industrial buildings. Establish a recycled water plan and implement a recycled water program associated with the Wastewater Treatment Facility, when financially feasible. [SO, MP, DR, S]

### HP-6.5: Local Stormwater Management

Work with public and private property owners to reduce stormwater runoff in urban areas, manage stormwater as a resource, and protect water quality in creeks and the Bay. Require implementation of best management practices to reduce accumulation of non-point source pollutants in the drainage system originating from streets, parking lots, residential areas, businesses, and industrial operations. [DR, S, H]

### HP-6.6: Regional Stormwater Management

Continue to follow requirements for the Municipal Regional Stormwater and National Pollutant Discharge Elimination System (NPDES) Permit to monitor stormwater activities, reduce pollution from stormwater runoff, and provide annual reports on compliance activities. [AC, S, H]

### HP-6.7: Stormwater Conveyance System

Identify opportunities to upgrade and improve the City's stormwater conveyance system (MS4). [SO, S, H]

### HP-6.8: Water-Efficient Landscaping

Continue to enforce Burlingame's Water-Efficient Landscaping Ordinance, and promote the use of native, drought-tolerant landscaping. Educate the public about the Bay-Friendly Landscaping Guidelines and other resources for water-efficient landscaping. [PI, S, H]

### HP-6.9: Green Infrastructure

Adopt and implement a Green Infrastructure Plan in accordance with the Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit. Incorporate green infrastructure into streets and rights-of-ways wherever practicable, including curb extensions, flow-through planters, and bioswales that slows stormwater runoff by dispersing it to vegetated areas, harvests and uses runoff, promotes infiltration and evapotranspiration, and uses bioretention to clean runoff. [MP, SO, S]

### HP-6.10: New Development and Construction

Regulate new development and construction to minimize pollutant and sediment concentrations in receiving waters, and ensure surface water discharged into the San Francisco Bay meets or exceeds relevant regulatory water quality standards. Require new development to incorporate Low Impact Design features that treat and reduce surface runoff volumes. [DR, S, H]

### HP-6.11: Low Impact Development Infrastructure

Use Low Impact Development approaches as upgrades are made to City-owned facilities such as streets, parks, and storm drainage infrastructure. [MP, SO, S]

### HP-6.12: Dumping

Educate residents about the environmental effects of dumping household wastes and motor oil into storm drains that eventually discharge into San Francisco Bay. [PI, S, H]

## Scenic Resources

The dramatic landscape of Burlingame's hills and the sweeping open Bayfront create scenic views that merit protection and enhancement. Burlingame also has several scenic roadways—and El Camino Real in particular—that may qualify for protection under the California Streets and Highways Code, Section 260 (see **Figure CX-3**). These roadways are considered scenic because they provide visual access to natural features like bodies of water, mountains, and trees, as well as built features like historic landmarks, historic districts, and architecturally significant buildings. Scenic corridors can provide an enjoyable travel experience, link urban and open space areas, and provide access to recreational areas. The following goal and policies work to preserve and enhance Burlingame's scenic resources, including sightlines of natural features and views along notable roads.

**Goal HP-7:** Protect local scenic resources and preserve views of the natural amenities in the city.

### HP-7.1: Hillside Development

Continue to require a Hillside Area Construction Permit for all new residences or accessory structures, as well as additions to existing residences or accessory structures, to protect residential viewsheds.

Consider establishing specific development standards for hillside residential projects to ensure view preservation in the area. [DR]

### HP-7.2: State Scenic Highways

Protect officially designated California State Scenic Interstate 280 by maintaining open space and low-density residential land uses along the highway corridor, ensuring roadway signage does not detract from scenic views, and screening unattractive structures with appropriate landscaping. Consider establishing tailored protection regulations for El Camino Real (State Route 82) and portions of the Bayshore Freeway (U.S. 101). [DR, SO]

### HP-7.3: City and County Scenic Roadways

Protect local scenic roadways by preserving mature trees wherever possible, maintaining landscaping along roadways, and ensuring that development and land uses do not detract from the aesthetics of the corridor. Consider establishing specific design guidelines for residential development, commercial development, and roadway signage along scenic corridors. [DR]

Scenic roadways to be considered for such treatment are:

- Airport Boulevard
- California Drive between North Lane and Morrell Avenue
- Easton Drive between El Camino Real and Summit Drive
- Hillside Drive
- Skyline Boulevard from the ~~City~~ city limit north of Kip Lane to Trousdale Drive
- Ralston Avenue
- Trousdale Drive

### HP-7.4: Scenic Gateways

Identify locations for gateway treatments along scenic roadways at key intersections, and establish a cohesive signage aesthetic that enhances scenic views. [MP]

### HP-7.5: Connectivity to Recreation Amenities

Coordinate and identify connectivity opportunities between scenic routes and adjacent public recreation areas such as parks, scenic outlooks, and biking and hiking trails. Prioritize the development of separated bicycle lanes along scenic routes to connect with recreational trails. [MP, H]

### HP-7.6: Utility Lines

Take steps to underground utility lines wherever possible, particularly along scenic roadways to minimize obstruction of views. Prioritize areas slated for undergrounding of utilities, recognizing the associated costs as well as funding options such as Pacific Gas & Electric Rule 20 funds. [AC]

### HP-7.7: Shoreline Views

Protect views to the Bay shoreline by identifying viewsheds to the Bay from key locations and restricting the height of buildings within these viewsheds. Ensure that new Bayfront development does not detract from the scenic qualities of the area, and consider adopting commercial and hotel design guidelines specific to the Bayfront. [DR, H]

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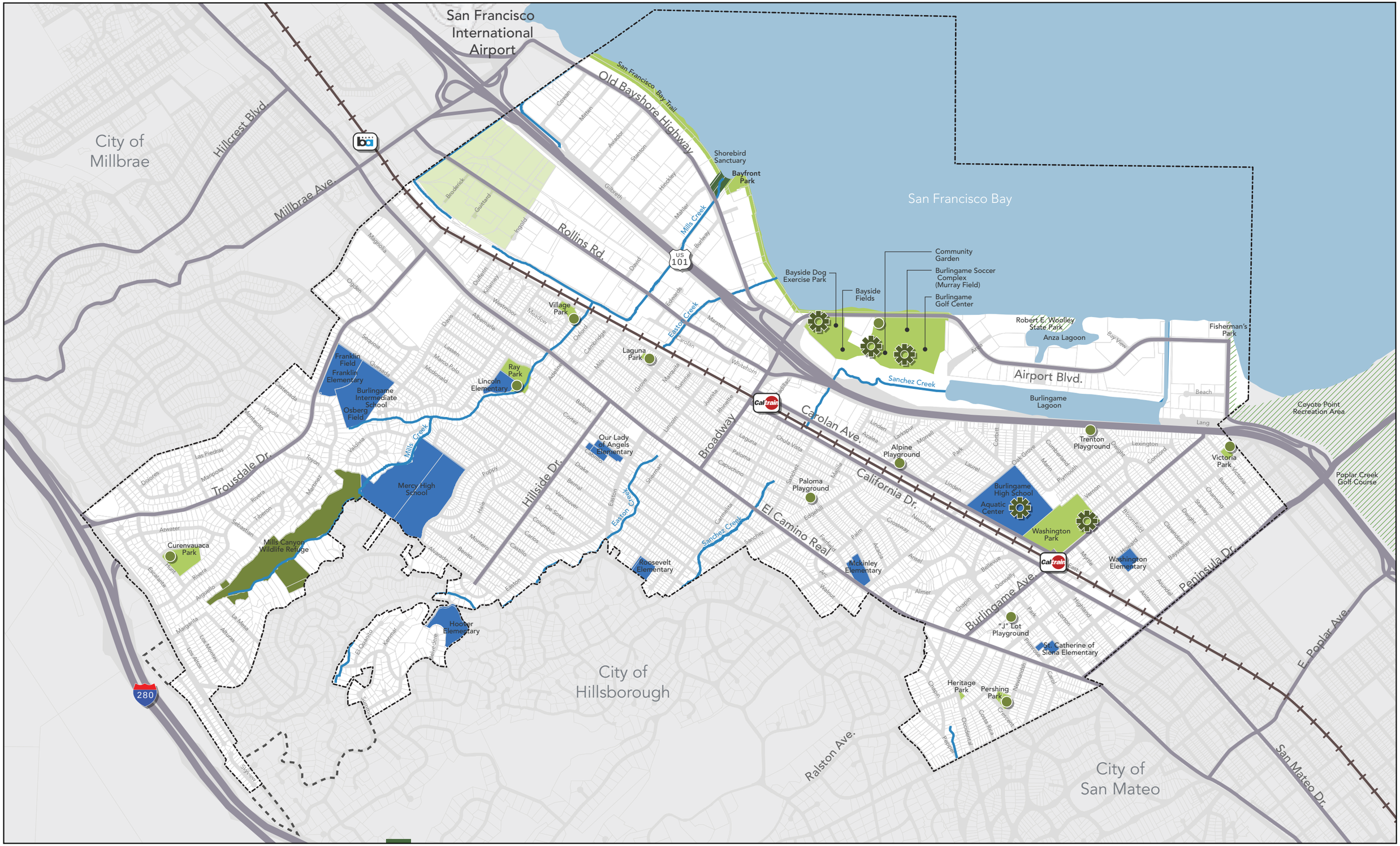
**Burlingame General Plan**
**Figure HP-1 Neighborhood Distances to Parks**

City Limits
SOI
Parks
1/4 Mile Radius
1/2 Mile Radius

N
0 750 1,500 3,000 FT




**Burlingame General Plan**
**Figure HP-2 Existing and Planned Parks, Recreation, and Spaces Areas**

- City Limits
- SOI
- Parks
- Natural Open Space
- Open Space outside City of Burlingame Jurisdiction
- School
- Playground
- Recreation Facility
- Park Opportunity Area
- Creek

N 0 750 1,500 3,000 FT




**Burlingame General Plan**
**Figure HP-3 Vegetation Communities**

| | |
|---|---|
| ------ City Limits | Developed - Open Space |
| - - - SOI | Herbaceous |
| Mixed - Forest | Emergent Herbaceous Wetlands |
| Evergreen Forest | |

N 0 750 1,500 3,000 FT

# Chapter X: Engagement and Enrichment

## Introduction

Burlingame is an engaged, active community with many educational resources, cultural amenities, and opportunities to participate in civic life. These assets contribute to the community's character, and the City's commitment to maintain these qualities will preserve and expand opportunities for personal and collective growth through education, arts, and civic engagement. Burlingame strives to be a place where all community members can learn and develop in a variety of ways: from participating in educational programs, to seeing public art throughout the ~~City~~city, to attending community events or joining a City commission or community organization.

The Education and Enrichment Element establishes goals and policies aimed at solidifying and enhancing local educational, arts, and public engagement offerings focused on:

- Education and Lifelong Learning
- Arts and Culture
- Civic Engagement

## Education and Lifelong Learning

Education is the foundation of a thriving community. The public and private schools in Burlingame provide the local~~city's~~ youth with the skills and knowledge to succeed in life; support for the K-12 educational system remains a top priority. The City can also continue to provide learning opportunities for residents at all stages of life, from early childhood education to adult courses and professional development.

**Goal EE-1:** Provide opportunities for residents of all ages and backgrounds to access high-quality educational services and resources.

### EE-1.1: Early Childhood Education

Encourage efforts to expand the overall capacity of local childcare and early childhood development centers in Burlingame. Identify opportunities for affordable alternatives to pre-school and pre-kindergarten through partnerships with the Burlingame School District, the Parks and Recreation Department, libraries, and community organizations. [AC]

### EE-1.2: Childcare Facilities

Integrate childcare facility needs into the City's planning processes. Where possible, locate childcare services in or near housing and transportation and employment centers for convenient access. [DR, PA]

### EE-1.3: Public Schools

Support Burlingame's well-regarded public-school system, working with the Burlingame School District and the San Mateo Union High School District as appropriate to ensure program and facility needs are met. [AC]

### EE-1.4: School Facilities Master Plan

Support the efforts of the Burlingame School District to implement the *School District Facility Master Plan*, and ensure timely renovations and reconstructions of aging facilities by including street improvement needs in the City's Capital Improvement Program. [MP, FB]

### EE-1.5: City and District Collaboration

Assist local school districts in identifying potential school locations to serve growth in enrollment. [AC]

EE-1.6: School Partnerships

Support creative public-private partnerships to facilitate the funding and development of public school facilities. [AC, PA]

EE-1.~~7~~5: Sustainable School Design

Encourage local school districts and private educational institutions to incorporate sustainable design practices into construction and renovation of school facilities to reduce energy and water consumption. [S] [DR]

EE-1.~~8~~6: School Technology

Support the efforts of public and private schools to improve school facilities with cutting-edge technologies that enhance the learning environment. [PA]

EE-1.~~9~~7: Private and Alternative Schools

Support Burlingame's private and alternative technical schools to ensure a variety of options for different learning environments. [PA]

EE-1.10~~8~~: Community Partnerships and Lifelong Learning

Identify opportunities for partnerships with schools, libraries, local colleges, and other educational organizations to establish accessible community education programs and events for all ages, including early childhood education, English Language Learner classes, technology classes, after-school programs, recreational activities, and senior programs. [AC]

EE-1.11~~9~~: Online Learning

Partner with schools, libraries, and local colleges to expand access to online courses and digital learning opportunities. [AC]

### EE-1.120: Library Facilities

Provide public library facilities that are inviting, accessible, and comfortable for residents of all ages. Support facility and research technology improvements as needed. [SO]

### EE-1.131: Library Collections and Programs

Adapt library collections, materials, and programs over time to respond to evolving community needs and advances in technology. [SO, FB]

### EE-1.142: Expand Library Services

Increase access to educational resources by promoting online and digital technologies that allow users to access non-print collections through electronic devices. Consider innovative ways to bring library services into the community through library kiosks, pop-up libraries, book vending machines, and book fairs. [SO]

### EE-1.153: Library Funding

Pursue funding for library facility maintenance and enhancement of programs and services through a variety of mechanisms, including developer fees, general fund resources, special service districts, user fees, bond initiatives, and grants. Include funds in the Capital Improvement Program for timely facility improvements. [FB]

### EE-1.164: Continuing Education

Encourage local colleges, vocational and technical schools, and large institutions such as Mills-Peninsula Hospital to provide continuing education courses and certificate programs. [AC]

### EE-1.175: Workforce Resources and Training

Promote career resources, programs, and occupational skills training services offered by local and regional agencies, such as the NOVA Workforce Board and the California Employment Development

Department. Coordinate with local schools, colleges, and businesses to sponsor job fairs and career training programs. [PI, AC]

## Arts and Culture

Arts and culture are integral to a well-rounded community. The City strives to expand arts and culture resources to meet the needs of all Burlingame community members, and to have Burlingame recognized as an arts and culture hub in the Bay Area, where cultural resources and arts programming are interwoven into the community.

**Goal EE-2:** Celebrate and accommodate a diversity of arts and culture programs and institutions.

### EE-2.1: Arts and Culture Master Plan

Develop a comprehensive Arts and Culture Master Plan that identifies needs, opportunities, and funding mechanisms for arts city-wide. [MP]

### EE-2.2: Arts Education

Partner with schools and other educational institutions to promote arts-based learning for residents of all ages. [AC]

### EE-2.3: Public Art

Establish an Art in Public Places Program, governed by a Public Art Commission or committee, that provides opportunities for visual art to enhance Burlingame's open spaces. Utilize local artists for public art installations whenever possible. [MP]

### EE-2.4: Private Development

Encourage developers to incorporate public art into new development sites and to participate in the Art in Public Places Program. [PA]

### EE-2.5: Equitable Access

Provide all Burlingame community members with opportunities to experience arts and culture by reducing barriers to entry, establishing free and open community arts programs, and providing a range of arts and cultural spaces for Burlingame's diverse population. [PI, FB]

### EE-2.6: Community-Based Institutions

Support community-based arts and culture institutions, and expand partnerships to ensure long-term feasibility. [PA]

### EE-2.7: Community Events

Support events that build community through a range of arts and cultural opportunities. [PA]

## Civic Engagement

Burlingame residents and business owners are passionate about their community, and the City has created an environment in which the public feels engaged and included. Residents have dubbed this "The Burlingame Way." As needed to address pressing community issues, working groups are formed to map out solutions and plans. This approach has been used to design a new train station platform, create the Downtown Specific Plan, and most notably, craft this General Plan. Burlingame's governance structure will continue to be open and participatory, promoting respectful public discourse and democratic processes. The following goal and policies bolster established public engagement mechanisms and ensure inclusive decision-making processes that bring diverse people together in meaningful ways.

**Goal EE-3:** Maintain an environment that promotes and encourages productive public discourse.

### EE-3.1: Council~~s~~, Commissions, Committees, and Boards

Ensure that City decisions involve all interested community members by continuing to use commissions, committees, councils, and boards consisting of Burlingame residents, employees, and business owners.

### EE-3.2: Diverse Representation

Ensure committees and decision-making bodies include representatives that reflect the diversity of Burlingame's population.

### EE-3.3: Equitable Opportunities

Provide a range of opportunities for community participation in policies and decision-making, and ensure access for Burlingame community members of all ages, abilities, races, and socioeconomic statuses.

### EE-3.4: Community Groups

Support and encourage neighborhood associations and other community-based civic groups, and include these groups in decision-making processes. [PA]

### EE-3.5: Public Outreach

Conduct outreach to educate Burlingame community members about City issues and policies. [PI]

### EE-3.6: Community Trust

Foster an environment of trust between Burlingame community members and City government, and support the voices of all participants.

### EE-3.7: Political Action

Promote tolerance of all legal forms of political action and protect the rights of individual political expression.

### EE-3.8: The Burlingame Way

Continue to engage residents and the business community in task-focused working groups representing key stakeholder groups in the City to address pressing issues in the community.

### EE-3.9: Future Leaders

Conduct programs such as the Burlingame Citizens' Academy to educate residents about how the City works and to train future community leaders.

# Glossary

## A

**Access:** A way of approaching or entering a property, including ingress (the right to enter) and egress (the right to leave).

**Accessory Dwelling Unit:** A dwelling unit that is subordinate to and on the same lot or parcel of property as another single dwelling unit in a residential district. It includes a kitchen and sanitary facilities for the exclusive use of one household.

**Acreage, Gross:** The total land area in acres within a defined boundary, including any area for rights-of-way, public streets, and dedications of land for public use.

**Acreage, Net:** That portion of gross acreage exclusive of public streets, rights-of-way, and dedications of land for public uses.

**Active Transportation:** Nonmotorized forms of transportation involving physical activity, such as walking and cycling.

**Adaptive Use/Reuse:** The process of converting a building to a use other than that for which it was originally designed and/or built. Such a conversion may be accomplished with varying alterations to the building.

**Affordable Housing:** Under State and Federal statutes, generally housing that costs no more than 30 percent of gross household income. Housing costs include rent or mortgage payments, utilities, taxes, insurance, homeowner association fees, and other related costs.

**Air Pollutants:** Amounts of foreign and/or natural substances occurring in the atmosphere that may result in adverse effects on humans, animals, vegetation, and/or materials.

**Airport-Related Use:** A use that peripherally supports operations at an airport but does not directly involve services to aircraft, including but not limited to, flight instruction, catering services, parts and equipment repair, and janitorial.

**Air Quality Standards:** The prescribed (by the Environmental Protection Agency and the California Air Resources Board) level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

**Allow:** A directive to give permission or to grant a right.

**Alternate Fuel:** Fuels such as methanol, ethanol, natural gas, and liquid gases that are cleaner burning and help to meet the Air Resources Board's mobile and stationary emission standards.

**Ambient Noise Level:** The level of noise that is all-encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the receiver.

**Annexation:** The incorporation of a land area into an existing city with a resulting change in the boundaries of that city.

**Assign:** A directive to appoint or transfer responsibility to another agency, organization, or individual.

**Assist:** A commitment to give support.

**Association of Bay Area Governments (ABAG):** A regional planning agency, or any successor agency, incorporating various local governments in the San Francisco Bay Area in California. It deals with land use, housing, environmental quality, and economic development.

**Average Daily Trips (ADT):** Average daily trips made by vehicles in a 24-hour period.

**A-Weighted Decibel (dBA):** A numerical method of rating human judgment of loudness. The A-weighted scale reduces the effects of low and high frequencies to simulate human hearing.

## B

**Bike Lane:** A corridor expressly reserved by markings for bicycles existing on a street or roadway in addition to any lanes for use by motorized vehicles (Class II Bikeway).

**Bike Path:** A paved route not on a street or roadway and expressly reserved for bicycles. Bike paths may parallel roads but typically are separated from them (Class I Bikeway).

**Bike Route:** A bicycle facility shared with motorists and identified by signs or pavement marking symbols. A bike route does not have lane stripes (Class III Bikeway).

**Bikeways:** A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

**Buffer:** Land and/or improvement designated to protect one type of land use from another where there could be compatibility issues. Where a commercial district or agricultural use abuts a residential district, for example, additional use, yard, or height restrictions may be imposed to protect residential properties. The term may also be used to describe any zone that separates two unlike zones such as a multiunit housing zone between single-unit housing and commercial uses.

**Bulbout:** A curb extension intended to slow the speed of traffic and increase driver awareness, particularly in residential neighborhoods. They also allow pedestrians and vehicle drivers to see each other when vehicles parked in a parking lane would otherwise block visibility.

## C

**California Building Code:** A standard building code that sets for minimum standards for construction. The California Building Code is outlined in Title 24 of the California Code of Regulations and includes the Uniform Plumbing Code, Uniform Mechanical Code, National Electric Code, California Fire Code, and the California Energy Code.

**California Department of Housing and Community Development (HCD):** The State department responsible for administering State-sponsored housing programs and for reviewing housing elements to determine compliance with State housing law.

**California Environmental Quality Act (CEQA):** A State law enacted in 1971 that requires governmental agencies at all levels to consider the impact proposed projects have on the environment, including cultural resource impacts.

**California Register of Historical Resources:** A listing of archaeological and historic resources that meet the criteria for designation on the State register.

**California Department of Transportation (Caltrans):** California agency whose mission is to improve mobility across the State. It manages the State highway system and is actively involved with public transportation systems within the State.

**Capital Improvement Program (CIP):** A proposed timetable or schedule of future capital improvements (i.e., government acquisition of real property, major construction project, or acquisition of long lasting, expensive equipment) to be carried out during a specific period, together with cost estimates and the anticipated means of financing each project. Capital improvement programs are usually projected five years in advance and are updated every two years in Burlingame as part of the City's two-year budget process.

**Census:** An official enumeration of the population, with details as to age, sex, occupation, etc. conducted by the federal government.

**Child Care:** Care, control, supervision, or maintenance of a child provided for compensation by an individual, other than a parent, for less than 24 hours in a day.

**City:** City, with a capital "C," generally refers to the government or administration of the City of Burlingame. City, with a lower case "c," may mean any city or the general boundaries of Burlingame.

**Climate Change (see also Global Warming):** Climate change refers to any significant change in measures of climate (such as temperature, precipitation or wind) lasting for an extended period (decades or longer). Climate change may result from: 1) natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun, 2) natural processes within the climate system (e.g., changes in ocean circulation), or 3) human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization and desertification)

**Coastal Armoring:** The use of groins, jetties, offshore breakwaters, sea walls, tombolos or other hardened beach structures on the shore Sea wall.

**Collaborate:** A commitment to work with another agency or organization.

**Commercial Recreation Use:** A privately owned or operated use providing facilities, typically for indoor recreation activities.

**Community Noise Equivalent Level (CNEL):** The noise metric adopted by the State of California for evaluating airport noise. It represents the average daytime noise level during a 24-hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and nighttime periods relative to the daytime period. See also "A-Weighted Decibel."

**Compatibility:** The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in zoning districts is intended to achieve compatibility within the district. Some elements affecting compatibility include: intensity of occupancy

as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution, or the presence of hazardous materials. On the other hand, many aspects of compatibility are based on personal preference and are much harder to measure quantitatively, at least for regulatory purposes.

**Complete Streets:** A comprehensive approach to the practice and related policies of mobility planning. The complete street concept recognizes that transportation corridors have multiple users with different abilities and mode preferences (e.g., pedestrians, bicyclists, transit riders, and drivers) that need to be accounted for.

**Composting:** The controlled microbial decomposition of organic matter (such as food scraps and yard trimmings) in the presence of oxygen into a humus- or soil-like material.

**Condominium:** An estate in real property consisting of an undivided interest in common in a portion of a parcel in real property, together with a separate interest in the space in a residential, industrial, or commercial building on such real property such as an apartment, office, or store.

**Conservation:** The management of natural resources to prevent waste, destruction, or neglect.

**Consider:** A commitment to think carefully about something, pay attention to something, or to make a decision.

**Consistent:** Free from contradiction.

**Coordinate:** A commitment to work with another agency or organization.

**Corridor:** Major commercial or mix-use streets that connect centers and neighborhoods and have their own identity.

**Coverage:** The proportion of the area of the footprint of a building in relation to the area of the lot on which its stands.

# D

**Daylighting:** The redirection of a stream into an above-ground channel. Daylighting is intended to improve the riparian environment for a stream which had been previously diverted into a culvert, pipe, or a drainage system.

**Day-Night Average Sound Level (Ldn):** The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10-dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

**dBA:** The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually 10 times more intense.

**Decibel (dB):** A unit measuring the magnitude of a sound, equal to the logarithm of the ratio of the intensity of the sound to the intensity of an arbitrarily chosen standard sound, specifically a sound just barely audible to an unimpaired human ear. For environmental noise from aircraft and other transportation sources, an A-weighted sound level

(abbreviated dBA) is normally used. The A-weighting scale adjusts the values of different sound frequencies to approximate the auditory sensitivity of the human ear.

Density: The number of dwelling units per unit of land. The Burlingame City General Plan refers to density in terms of dwelling units per acre (du/ac).

Density Bonus: The allocation of development rights as required by State law that allows a parcel to be developed at a higher residential density than the maximum for which the parcel is designated in exchange for the provision of a certain percentage of those units as affordable.

Density Bonus Regulatory Concessions: As specified in California Government Code §65915 to include, but not be limited to, the reduction of site development standards or Zoning Ordinance requirements, direct financial assistance, approval of mixed-use zoning in conjunction with the housing development, or any other regulatory incentive which would result in identifiable cost avoidance or reductions that are offered in addition to a density bonus.

Develop: A commitment to advance or make effective on a firm or stable basis a study, plan, process, or project.

Developer: An individual or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development: Development has the meaning of §65927 (California Government Code) and is also any human-caused change to improved or unimproved real estate that requires a permit or approval from any agency of the city or county, including but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of materials. "Development" means, on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with §66410 of the Government Code), and any other division of land except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with §4511 of the Public Resources Code). As used in this section, "structure" includes, but is not limited to, any building, road, pipe, flume conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line. "Development" does not mean a "change of organization," as defined in Government Code §56021 or a "reorganization," as defined in Government Code §56073.

Development Agreement: A contractual agreement between a developer and the City that clearly establishes the developer's responsibility to provide a certain type of development, streets, and sewer improvements, and any other mutually agreed to terms and responsibilities as a precondition for securing approval of a project.

**Development Impact Fee:** A fee or charge imposed on developers to pay for a jurisdiction's costs of providing services to new development.

**Direct:** A directive to guide by advice, helpful information, or instruction.

**Discourage:** A less rigid directive to be honored in the absence of compelling or contravening considerations. Discourage communicates clear opposition that permits flexibility if circumstances so dictate.

**Diversity:** The variation among a particular group of things or people; for example, various social and cultural identities among people existing together.

**Drought:** An extended period of months or years when a region notes a deficiency in its water supply. Generally, this occurs when a region receives consistently below average precipitation.

**Dwelling Unit, Multi-family:** A building, or portion thereof, designed for occupancy by two or more households living independently of each other and containing two or more dwelling units.

**Dwelling Unit, Single-family, attached:** Two dwelling units, each owned in fee and located on individual lots but joined along a single lot line, each of which is totally separated from the other by an unpierced wall extending from ground to roof.

**Dwelling Unit, Single-family, detached:** A dwelling unit owned in fee and located on an individual lot which is not attached to any other dwelling unit by any means.

**Dwelling Unit:** A structure or portion of a structure used exclusively for human habitation.

**Dwelling Unit per Acre (du/ac):** Number of dwelling units per one acre of land; denotes residential density.

# E

**Easement:** A recorded right or interest in the land that belongs to someone else and which entitles the holder to some use, privilege, or benefit out of or over said land.

**Ecosystem:** A naturally occurring assemblage of organisms (plant, animal, and other living organisms) living together with their environment, functioning as a loose unit; also referred to as a biotic community.

**Electrification (Caltrain):** the process of transitioning Caltrain's diesel-electric locomotive powered trains to electric multiple units (EMU).

**Emergency Shelter:** A facility that provides temporary overnight shelter for persons with no permanent housing. Such facilities may offer services to meet basic needs such as food, clothing, and limited medical care.

**Encourage:** A less rigid directive to be honored in the absence of compelling or contravening considerations. Encourage communicates a clear commitment that permits flexibility if circumstances so dictate.

**Endangered Species:** A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

**Energy Conservation:** Reduction or elimination of unnecessary energy use and waste.

**Ensure:** A directive to put measures in place either to achieve or guard against a defined outcome.

**Entitlement:** A permit granted to a land owner or other authorized party giving it the right to improve a property. Such right is usually expressed in terms of a use and intensity allowed under a development agreement, subdivision or tract map, use permit, variance, building permit, or other similar permit. For example, an entitlement may specify the maximum number of residential dwelling units permitted on a site or the maximum square footage of non-residential development permitted on a site.

**Environmental Impact Report (EIR):** A report required pursuant to the California Environmental Quality Act that assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (See "California Environmental Quality Act.")

**Environmental Protection Agency (EPA):** The United States agency charged with setting policy and guidelines and carrying out legal mandates for the protection of national interests in environmental resources.

**Erosion:** The loosening and transportation of rock and soil debris by wind, rain, or running water; or the gradual wearing away of the upper layers of the Earth.

**Establish:** A directive that communicates a commitment to found, settle, institute, build, or bring into being.

# F

**Fair Market Rent (FMR):** Freely set rental rates defined by HUD as the median gross rents charged for available standard units in a county or Standard Metropolitan Statistical Area (SMSA). Fair Market Rents are used for the Section 8 Rental Program and many other HUD programs and are published annually by HUD.

**Fault:** A fracture in the Earth's crust forming a boundary between rock masses that have shifted.

**FEMA:** Federal Emergency Management Agency.

**Fiber Optic Cable:** High-speed data transmission medium that uses cables to transmit digital data.

**Floodplain:** A lowland or relatively flat area adjoining the banks of a river or stream which is subject to a one percent or greater chance or flooding in any given year (i.e., 100-year flood).

**Floor-Area Ratio (FAR):** The floor area of the building or buildings on a site or lot divided by the area of the site or lot. The Burlingame General Plan describes allowable intensity in non-residential areas in terms of FAR.

**Focus:** A commitment to concentrate.

# G

**Gateway:** A point along a roadway entering a city or county at which a visitor, resident, or local worker gains a sense of having left the previous environs and of having entered a new place.

**Global Warming** (see also Climate Change): An increase in the average temperature of the atmosphere near the Earth's surface and in the troposphere, which can contribute to changes in global climate patterns. Global warming can occur from a variety of causes, both natural and human-induced. In common usage, "global warming" often refers to the warming that can occur as a result of increased emissions of greenhouse gases from human activities.

**Goal:** The ultimate purpose of an effort stated in a way that is general in nature and immeasurable; a broad statement of intended direction and purpose.

**Governance:** The persons, boards, commissions, committees, councils, and/or departments who make up a body for the purpose of administering city government.

**Grade:** The vertical location of the ground surface.

**Grading:** Any excavating, filling of land, or combination thereof.

**Green Building:** The practice of increasing the efficiency with which buildings and their sites use and harvest energy, water, and materials, and reducing building impacts on human health and the environment through better siting, design, construction, operation, maintenance, and removal—the complete building life cycle.

**Green Infrastructure:** The use of natural systems to provide critical infrastructure services for communities, protecting them against flooding or excessive heat, or helping to improve air and water quality.

**Greenhouse Gases:** Gases in the Earth's atmosphere that produce the greenhouse effect. Changes in the concentration of certain greenhouse gases, due to human activity such as fossil fuel burning, increase the risk of global climate change. Greenhouse gases include carbon dioxide, methane, nitrous oxide, halogenated fluorocarbons, ozone, perfluorinated carbons, and hydro fluorocarbons.

**Ground Failure:** Mudslide, landslide, liquefaction, or the compaction of soils due to ground shaking from an earthquake.

**Ground Shaking:** Ground movement resulting from the transmission of seismic waves during an earthquake.

**Groundwater:** The supply of fresh water under the ground surface in an aquifer or soil that forms a natural reservoir.

**Groundwater Recharge:** The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage (aquifers).

# H

**Habitat:** The physical location or type of environment in which an organism or biological population lives or occurs.

**Hazardous Materials:** An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquefied gases.

**High Speed Rail:** A type of rail transport that operates significantly faster than traditional rail traffic, using an integrated system of specialized rolling stock and dedicated tracks.

**Historic:** An historic building or site is one that is noteworthy for its significance in local, State, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

**Historic Context:** A narrative description of the broad patterns of historical development in a community or its region that is represented by cultural resources. An historic context statement is organized by themes such as economic, residential, and commercial development.

**Historic District:** A district, geographical area, or neighborhood containing a collection of residential and/or commercial historical buildings which generally represents a significant aspect of the community's architectural and/or development history, and has been designated by the City Council.

**Historic Resource:** A general term that refers to buildings, areas, districts, streets, sites, places, structures, outdoor works of art, natural or agricultural features, and other objects having a special historical, cultural, archaeological, architectural, community, or aesthetic value, and are usually 50 years of age or older.

**Household:** According to the Census, a household is all persons living in a dwelling unit, whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

**Household Income:** The total income of all the people living in a household. Households are usually described as very low income, low income, moderate income, and above moderate income for that household size, based on their position relative to the county median income.

**Housing Unit:** A room or group of rooms used by one or more individuals living separately from others in the structure, with direct access to the outside or to a public hall and containing separate toilet and kitchen facilities.

**Department of Housing and Urban Development (HUD):** The United States federal department that administers federal programs dealing with better housing and urban renewal.

# I

**Identify:** A commitment to recognize or establish.

**Impervious surfaces:** Artificial structures—such as pavements (roads, sidewalks, driveways and parking lots) that are covered by impenetrable materials such as asphalt, concrete, brick, and stone–and rooftops.

**Implement:** A commitment to put into effect according to or by means of a definitive plan or procedure.

**Implementation:** An action, procedure, program, or technique that carries out General Plan policy.

**Improvement:** As defined the Burlingame Municipal Code, is any building, structure, place, parking facility, fence, gate, wall, work of art, or other object constituting a physical betterment of real property, or any part of such betterment.

**Income Category:** Four categories are used to classify a household according to income based on the median income for the county. Under State housing statutes, these categories are defined as follows: Very Low (0-50% of county median); Low (51-80% of county median); Moderate (81-120% of county median); and Above Moderate (over 120% of county median).

**Industrial:** The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

**Infill Development:** Development that occurs on: 1) vacant land (usually individual lots or previously passed-over properties) or 2) land that has been previously developed within areas that are already largely developed.

**Infrastructure:** The physical systems and services which support development and population, such as roadways, railroads, water, sewer, natural gas, electrical generation and transmission, telephone, cable television, storm drainage, and others.

**Infiltration:** Groundwater that enters sanitary sewer systems through cracks and/or leaks in the sanitary sewer pipes.

**Inflow:** Stormwater that enters into sanitary sewer systems at points of direct connection to the systems.

**Institutional Uses:** Publicly or privately owned and operated activities such as hospitals, convalescent hospitals, intermediate care facilities, nursing homes, museums, and schools and colleges; churches and other religious organizations; and other nonprofit activities of a welfare, educational, or philanthropic nature that cannot be considered residential, commercial, or industrial

**Intensity:** A measure of the amount or level of development often expressed as the ratio of building floor area to lot area (floor area ratio) for commercial, business, and industrial development, or dwelling units per acre of land for residential development (also called "density"). For the purposes of this General Plan, the intensity of nonresidential development is described in terms of floor-area ratio (FAR).

**Interagency:** Indicates consultation between or among two or more discrete agencies in regard to a specific program.

**Intersection:** Where two or more roads cross at grade.

**Issue:** A problem, constraint, or opportunity which becomes the basis for community action.

## J

**Jurisdiction:** the territory over which authority to govern is exercised

## K

None

## L

**Lagoons:** A body of comparatively shallow salt or brackish water separated from the deeper sea by a shallow or exposed sandbank, coral reef, or similar feature.

**Landmark:** A site (including significant trees or other significant permanent landscaping located on a site), place, building, structure, street, improvement, street furniture, sign, work of art, natural feature, or other object representative of the historical, archaeological, cultural, architectural, community, aesthetic, or artistic heritage of the city.

**Landscaping:** Planting, including but not limited to, trees, shrubs, and ground covers which are suitably designed, selected, installed, and maintained to enhance a site or right-of-way.

**Land Use:** A description of how land is occupied or used.

**Land Use Designation:** A system for classifying and designating the appropriate use of properties.

**Land Use Plan:** A plan showing the allowed location, extent, and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, and other public and private purposes or combination of purposes.

**Landslide:** A general term for a falling or sliding mass of soil or rocks.

**Lateral Spread:** Refers to landslides that commonly form on gentle slopes and that have rapid fluid-like flow movement, like water.

**Leadership in Energy and Environmental Design (LEED):** A rating system developed by the U.S. Green Building Council to certify buildings with sustainable features.

**Level of Service (LOS) Standard:** A standard used by government agencies to measure the quality or effectiveness of a municipal service such as police, fire, or library, or the performance of a facility, such as a street or highway.

**Light Pollution:** Excessive or obtrusive artificial light.

**Liquefaction:** A process by which water saturated granular soils transform from a solid to a liquid state due to groundshaking. This phenomenon usually results from shaking from energy waves released in an earthquake.

**Live/Work Unit:** A land use that combines residential units with commercial spaces, typically in which the resident uses the workspace for his or her own business.

**Local Agency Formation Commission (LAFCO):** A five- or seven- member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals.

**Local Street:** A street providing direct access to properties and not designed for through traffic.

**Lot:** A legally recognized parcel of land abutting on one or more public or City-approved private streets.

**Low Impact Development:** Development that uses or mimic natural processes that result in the infiltration, evapotranspiration or use of stormwater to protect water quality and associated aquatic habitat.

# M

**Maintain:** A commitment to keep in an appropriate condition and operation.

**Market-Rate Housing:** Housing that is available on the open market without any subsidy. The price for housing is determined by the market forces of supply and demand and varies by location.

**Marshes:** Type of wetland which is subject to frequent or continuous inundation. Typically, the water is shallow and features grasses, rushes, reeds, typhas, sedges, and other herbaceous plants.

**Mass Communication System:** A system to impart or exchange information on a large scale to a wide range of people.

**Median Income:** The annual income for each household size within a region is defined annually by HUD. Half of the households in the region have incomes above the median and half have incomes below the median.

**Mitigate:** To ameliorate, alleviate, or avoid to the extent reasonably feasible.

**Mixed Use:** Different types of complementary land uses located in proximity to one or more buildings and/or developments within the same district, planned and constructed to complement each other. Such uses may include, but are not limited to, residential, office, retail, public, or entertainment uses. "Mixed use development" per §65089 of the California Government Code, means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.

**Mobile Sources:** Sources of air pollution such as automobiles, motorcycles, trucks, off-road vehicles, boats, and airplanes. (Contrast with stationary sources.)

**Monitor:** A commitment to keep track of.

**Multi-Generational:** Of or relating to several generations.

**Multimodal:** The utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, nonmotorized, and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies may vary by county and region in accordance with the size and complexity of different urbanized areas. (Government Code §65088)

**Municipal Services:** Services traditionally provided by local government, including water and sewer, roads, parks, schools, and police and fire protection.

**Mutual Aid Agreement:** An agreement among emergency responders to lend assistance across jurisdictional boundaries.

# N

**National Flood Insurance Program:** A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

**National Pollutant Discharge Elimination System (NPDES):** As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. The State Water Resources Control Board issues permits to jurisdictions with the objectives to attain and protect the beneficial uses of water bodies in the State; reduce pollutants in stormwater to the maximum extent practicable; and to evaluate compliance with the objectives and requirements contained in the permit.

**National Register of Historic Places:** The nation's official list of districts, sites, buildings, structures, and objects significant in national, regional or local American history, architecture, archaeology, and culture, maintained by the U.S. Secretary of the Interior.

**Neighborhood:** A geographically localized community within Burlingame.

**Neighborhood Context:** The background and surrounding information that enhances understanding of a particular neighborhood.

**Neighborhood Park:** City- or county-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

**Noise:** Sound that is discernible to the human ear. Excessive noise is any sound which exceeds the appropriate actual or presumed ambient noise level which annoys or tends to disturb humans, or which causes or tends to cause an adverse psychological or physiological effect on humans.

**Noise Contours:** Continuous lines of equal noise level usually drawn around a noise source, such as an airport or highway. The lines are generally drawn in five-decibel increments so that they resemble elevation contours in topographic maps.

**Nonconforming Use:** An established use of a building or land which was legally initiated but which does not conform to the present code because of subsequent changes in land use regulations.

# O

Open Space: Any parcel or area of land or water that is essentially unimproved and devoted to an open-space use as defined in this section, and that is designated on a local, regional or state open-space plan as any of the following:

- Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.
- Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.
- Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.
- Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, floodplains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

Optimize: A commitment to make as effective and useful as possible or to plan or carryout with maximum efficiency.

Ordinance: A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Outdoor Recreation Use: A privately or publicly owned or operated use providing facilities for outdoor recreation activities.

Overlay: A land use designation or a zoning designation that modifies the basic underlying designation in some specific manner.

# P

Parcel: The basic unit of land entitlement. A designated area of land established by plat, subdivision, or otherwise legally defined and permitted to be used or built upon.

Park: Land that is publicly owned or controlled for providing parks, recreation, or open-space for public use.

**Parking (public):** An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

**Parking Management:** A system designed and carried out to obtain maximum utilization from a limited number of parking spaces.

**Participate:** A directive to take or have a part or share with others in a program or group effort.

**Particulate Matter ($PM_{10}$):** Particulate matter less than 10 microns in size. A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes and aerosols. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the air sacs in the lungs where they may be deposited, resulting in adverse health effects. $PM_{10}$ also causes visibility reduction and is a criteria air pollutant.

**Planning Area:** The Planning Area is the land areas addressed by the General Plan. For a city, the Planning Area boundary typically coincides with the Sphere of Influence and encompasses land both within the City limits and potentially annexable land.

**Planning Commission:** A body, usually having five or seven members, created by a city or county in compliance with California law (65100) which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

**Policy:** Statement guiding action and implying clear commitment found within each Element of the General Plan

**Pollution:** The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

**Pollution, Non-Point:** Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.

**Pollution, Point:** In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

**Potable Water:** Water that is of sufficiently high quality so that it can be consumed or used without risk of immediate or long-term harm.

**Prepare:** A commitment to research and produce a report, inventory, study, or evaluation on a particular topic that will assist future policy decisions.

**Private:** Of or concerning a particular person or group; not owned by a government body.

**Program:** A coordinated set of specific measures and actions (e.g., zoning, subdivision procedures, and capital expenditures) the local government intends to use in carrying out the policies of the General Plan.

**Prohibit:** An unequivocal directive that communicates a mandatory prohibition.

**Promote:** A commitment to help or encourage to exist or flourish.

**Protect:** A commitment to defend or guard from loss.

**Provide:** A commitment to make available.

**Public:** Of the people as a whole, or for the use and benefit of all.

**Public and Quasi-Public Facilities:** Institutional, academic, governmental and community service uses, either owned publicly or operated by non-profit organizations, including private hospitals and cemeteries.

**Public Services:** See "Municipal Services."

**Public Space:** Land or structures that are open to anyone without restrictions; may include public or private property; also referred to as "public realm."

## Q

None

## R

**Rainwater Harvesting:** Techniques used to collect, store and reuse rainwater for landscape irrigation and other uses.

**Recognize:** A directive to acknowledge or identify something as true or factual based on knowledge.

**Recycling:** The act of processing used or abandoned materials for use in creating new product.

**Recycled Water:** Former wastewater (sewage) that has been treated to remove solids and certain impurities, and then allowed to recharge the aquifer rather than being discharged to surface water. This recharging is often done by using the treated wastewater for irrigation.

**Redevelop:** To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

**Regional:** Pertaining to activities or economies at a scale greater than that of a single jurisdiction and affecting a broad homogeneous area.

**Regional Housing Needs Allocation (RHNA):** The Regional Housing Needs Allocation (RHNA) is based on State of California projections of population growth and housing unit demand and assigns a share of the region's future housing need to each jurisdiction in the State. These housing need numbers serve as the basis for the update of the housing element in each California city and county.

**Regulation:** A rule or order prescribed for managing government.

**Rehabilitation:** The upgrading of a building in previously dilapidated or substandard condition for human habitation or use.

**Renewable Energy:** The term renewable energy generally refers to electricity supplied from renewable energy sources, such as wind and solar power, geothermal, hydropower and various forms of biomass. These energy sources are considered renewable sources because their fuel sources are continuously replenished.

**Require:** An unequivocal directive that communicates a mandatory requirement.

**Retrofit:** To add materials and/or devices to an existing building or system to improve its operation or efficiency.

**Rezoning:** An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

**Right-of-Way:** Any place which is dedicated to use by the public for pedestrian and vehicular travel. A right-of-way may include, but is not limited to, a street, sidewalk, curb, and gutter. A right-of-way may be a crossing, intersection, parkway, median, highway, alley, lane, mall, court, way, avenue, boulevard, road, roadway, railway, viaduct, subway, tunnel, bridge, thoroughfare, park square, or other similar public way.

**Riparian:** Relating to or living on or located on the bank of bodies or courses of water.

# S

**Sanitary Sewer:** A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leach fields (that hold refuse liquids and waste matter on site).

**Scenic Highway/Scenic Route:** A highway, road, drive, or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and human-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising.

**Seismic:** Caused by or subject to earthquakes or Earth vibrations.

**Sensitive Species**: Includes those plant and animal species considered threatened or endangered by the U.S. Fish and Wildlife Service and/or the California Department of Fish and Game, according to Section 3 of the Federal Endangered Species Act.

**Setback:** The distance from a defined point of line governing the placement of buildings, structures, parking, or uses on a lot.

**Sewer:** Any pipe or conduit used to collect and carry away wastewater from the generating source to a treatment plant or discharge outfall.

**Shoreline:** The line along which a large body of water (the San Francisco Bay) meets the land.

**Site:** A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street.

**Specific Plan:** A tool authorized by Government Code §65450 et seq. for the systematic implementation of the General Plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development and use of natural resources, and a program of implementation measures, including financing measures.

**Soil:** Naturally occurring superficial deposits overlying bedrock.

**Solar Energy:** Energy from the sun that is converted into thermal or electrical energy.

**Solid Waste:** All solid, semi-solid, and liquid wastes, including garbage, trash, refuse, paper, rubbish, ashes, industrial wastes, demolition and construction wastes, abandoned vehicles and parts thereof, discarded home and industrial appliances, dewatered, treated, or chemically fixed sewage sludge which is not hazardous waste, manure, vegetable of animal solid and semi-solid wastes, and other discarded solid and semisolid waste.

**Sphere of Influence:** The probable physical boundaries and service area of a local government agency as determined by the San Mateo Local Agency Formation Commission.

**Standards:** (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The California Government Code (§65302) requires that General Plans describe "standards." (2) Requirements in a Zoning Ordinance that govern building and development as distinguished from use restrictions; for example, site design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

**State Historical Building Code (SHBC):** State of California, Title 24, Building Standards, Part 8, which regulates control and allows alternatives to any and all prevailing codes when dealing with qualified historic buildings and structures.

**Stationary Sources:** Nonmobile sources such as power plants, refineries, and manufacturing facilities which emit air pollutants.

**Stormwater Runoff:** Stormwater from city streets and adjacent domestic or commercial properties that carries pollutants of various kinds into the sewer systems and receiving waters.

**Streetscape:** The visual elements of a street, including the road, adjoining buildings, sidewalks, street furniture, trees and open spaces, etc. that combine to form the street's character.

**Strive:** A commitment to make an effort to achieve a desired outcome without guaranteeing results.

**Structure:** Anything constructed or erected that requires location on the ground or attachment to something having location on the ground, including swimming pools, but excluding driveways, sidewalks, patios, or parking spaces.

**Subdivision:** The division of any improved or unimproved land, shown on the latest equalized county assessment roll as a unit or as contiguous units, for the purpose of sale, lease, or financing, whether immediate or future. Property shall be considered as contiguous units even if it is separated by roads, streets, utility easements, or railroad rights-of-way. "Subdivision" includes a condominium project, as defined in Section 1350 of the California Civil Code, or a community apartment project, as defined in Section 11004 of the California Business and Professions Code. Any conveyance of land to a governmental agency, public entity, or public utility shall not be considered a division of land for purposes of computing the number of parcels. "Subdivision" shall not include the financing or leasing of apartments, offices, stores, or similar space within apartment buildings, industrial buildings, commercial buildings, mobile home parks or trailer parks; mineral, oil or gas leases; or land dedicated for cemetery purposes under the Health and Safety Code of the State.

**Subsidence:** The sinking or downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activity, including earthquakes.

**Subsidize:** To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

**Substandard Housing:** Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing (i.e. does not provide shelter, endangers the health, safety or well-being of occupants). Jurisdictions may adopt more stringent local definitions of substandard housing.

**Support:** A commitment to agree with, uphold, or advocate another agency's or organization's actions, activities, or programs.

**Sustainability:** The ability for the city and citizens of Burlingame to meet the needs of the present economy, society, and environment while preserving the ability of future generations to meet their needs.

**Sustainable Development:** A building approach which integrates building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment. Sustainable building merges sound, environmentally responsible practices into one discipline that looks at the environmental, economic, and social effects of a building or built project as a whole. Sustainable building design encompasses the following broad topics: efficient management of energy and water resources, management of material resources and waste, protection of environmental quality, protection of health and indoor environmental quality, reinforcement of natural systems, and the integration of the design approach.

## T

**Tenure:** Refers to the distinction between owner-occupied and renter-occupied housing units.

**Tidal Waters:** Bodies of water subject to the ebb and flow of ordinary tides.

**Topography:** Configuration of a surface, including its relief and the position of natural and human-made features.

**Townhouse:** A dwelling unit occupying its own lot but which is physically attached to at least one other dwelling unit.

**Traffic Calming:** The combination of policies and measures that reduce the negative effects of motorized vehicle use by improving livability in the surrounding neighborhood. With traffic calming, accessibility and mobility are not reduced; they are modified to fit needs of neighborhood. Traffic calming achieves this by modifying the design of streets to serve a broad range of transportation, social, and environmental purposes.

**Transit:** A system of regularly scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called mass transit.

**Transit-Oriented Development (TOD):** Moderate- to higher-density development located within an easy walk of a major transit stop (Caltrain station, BART or bus stops), generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.

**Transmission Line:** An interconnected group of electric lines located on poles or underground which transfer energy, in bulk, between points of supply and points of delivery.

**Transportation Demand Management (TDM):** A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking.

**Trees, Street:** Trees strategically planted—usually in parkway strips, medians, or along streets-to enhance the visual quality of a street.

**Trip:** A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end" (or origin) and one "attraction end" (destination).

# U

**Undergrounding Utilities:** The process of transferring overhead utilities into underground facilities

**Unincorporated Area:** A region of land that is not governed by a local municipality such as a city, but are under the jurisdiction of the county.

**Update:** A commitment to bring up to date studies, reports, or plans or agencies, organizations, or individuals by adding or providing new information, making corrections, or setting new direction.

**Urban Design:** The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

**Urban Forest:** The community forest includes tree-lined streets, open green spaces, undeveloped natural open spaces, and parks along with other public and private spaces within urban areas.

**Urban Form:** Urban form addresses the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. Urban form guidelines endeavor to create a predictable public realm primarily by controlling physical form, with a lesser focus on land use.

## V

**Vacant:** Lands or buildings that are not actively used for any purpose.

**Vegetation:** Unique groupings of plants determined primarily on elevation and climate.

**Vehicle Miles Traveled (VMT):** The total distance traveled in miles by all motor vehicles of a specific group within a given area at a given time.

**Viewshed:** The area within view from a defined observation point.

## W

**Walkable:** A measure of how friendly an area is for pedestrians. Factors affecting walkability include, but are not limited to, land use mix; street connectivity; residential density (residential units per area of residential use); "transparency" which includes amount of glass in windows and doors, as well as orientation and proximity of homes and buildings to watch over the street; plenty of places to go to near the majority of homes; placemaking, street designs that work for people, not just cars; and nonresidential floor area ratio. Major infrastructural factors include access to mass transit, presence and quality walkways, buffers to moving traffic (planter strips, on-street parking, or bike lanes) and pedestrian crossings, aesthetics, nearby local destinations, shade or sun in appropriate seasons, street furniture, and traffic volume and speed.

**Water Conservation:** Using water wisely and efficiently so that it is not wasted.

**Water-Efficient Landscaping:** Landscaping designed to minimize water use and maximize energy efficiency.

**Water Quality:** The physical, chemical, and biological characteristics of water. It is most frequently used by reference to a set of standards against which compliance can be assessed. The most common standards used to assess water quality relate to drinking water, safety of human contact, and for health of ecosystems.

**Watershed:** The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake or reservoir.

**Wayfinding:** All of the ways in which people orient themselves in physical space and navigate from place to place, including signage and other graphic communication.

**Wetlands:** An area of land whose soil is saturated with moisture either permanently or seasonally.

## X

None

## Y

None

# Z

**Zoning:** A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement and other development standards. Requirements vary from district to district, but they must be uniform within the same district. The Zoning Ordinance consists of a map and text.

**Zoning Map:** The officially adopted zoning map of the City specifying the location of zoning districts within all geographic areas of the city.