

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



Wide expanses of asphalt and pavement characterize the Plan Area



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



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

1.2 Plan Area Location

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

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

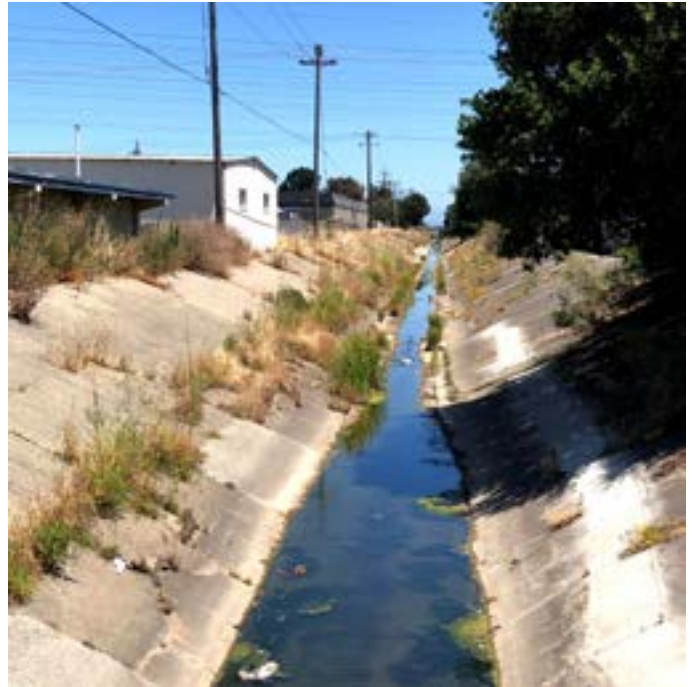
Prior to the 2019 adoption of the General Plan update for the project area, the Plan Area was located within the North Burlingame/Rollins Road Specific Plan adopted in 2004 and last amended in 2007.

1.3 Specific Plan Summary

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

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

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



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

1.4 Authority and Format of the Specific Plan

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

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

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

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

Chapter 2 - Planning Context

2.1 Relationship to Other Regulatory Documents

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

2.1.1 City of Burlingame General Plan

As depicted in *Exhibit 2.1, General Plan Land Use Designation*, the Specific Plan Area is designated as “North Rollins Specific Plan” by the General Plan. The Specific Plan is consistent with the designation.

2.1.2 City of Burlingame Zoning Code

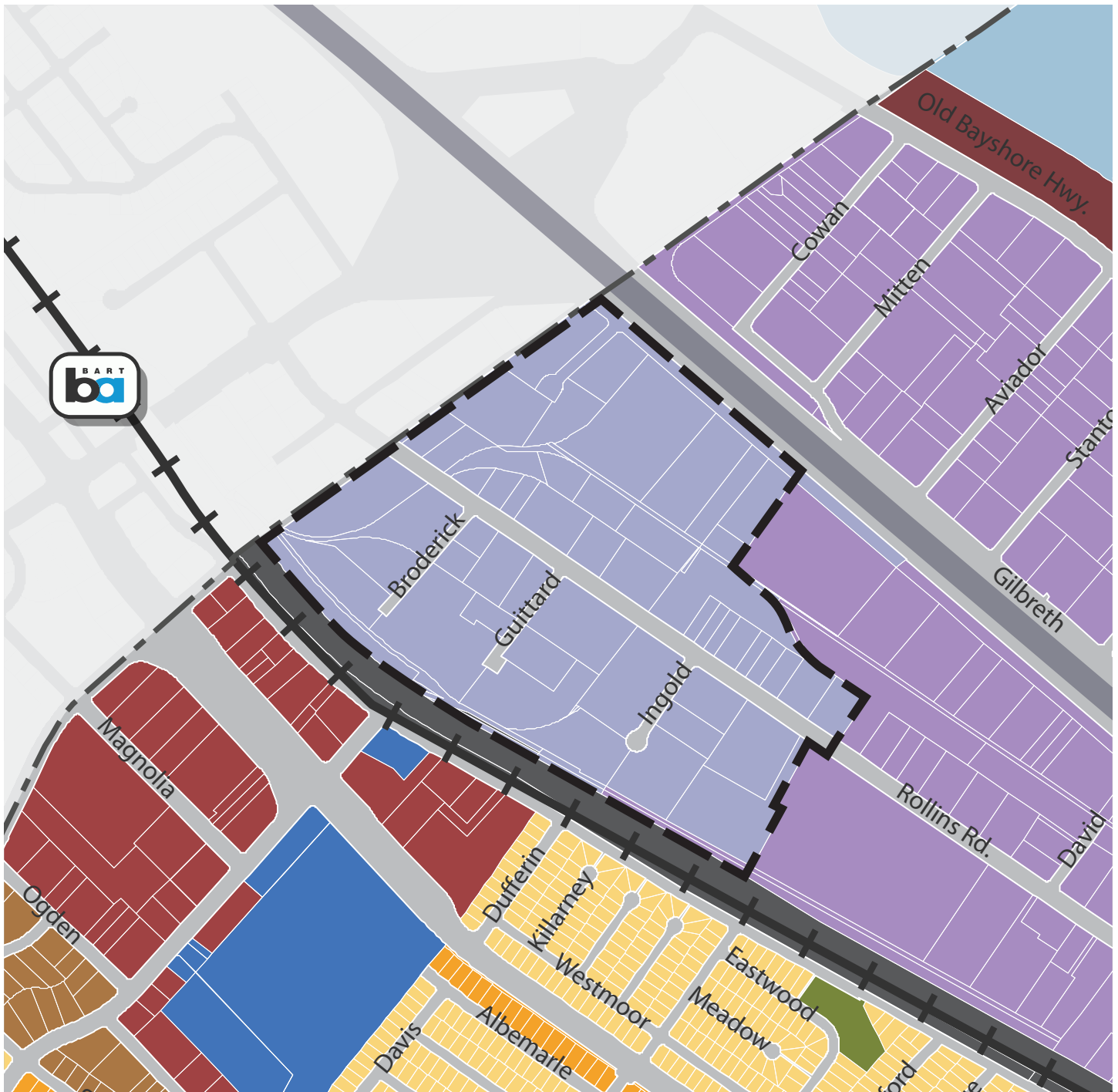
The Specific Plan area is zoned Specific Plan (SP) (see *Exhibit 2.2, Zoning Designation*).

2.1.3 Comprehensive Airport Land Use Compatibility Plan

The ALUCP for the Environs of San Francisco International Airport specifies how land near airports is to be used, based on safety and noise considerations. As depicted on *Exhibit 2.4, Opportunities and Challenges*, a small portion of

the northeast Plan Area is located within Airport Safety Compatibility Zone 2, Inner Approach/Departure Zone, with the remainder of the Plan Area located within Zone 3, Inner Turning Zone.

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

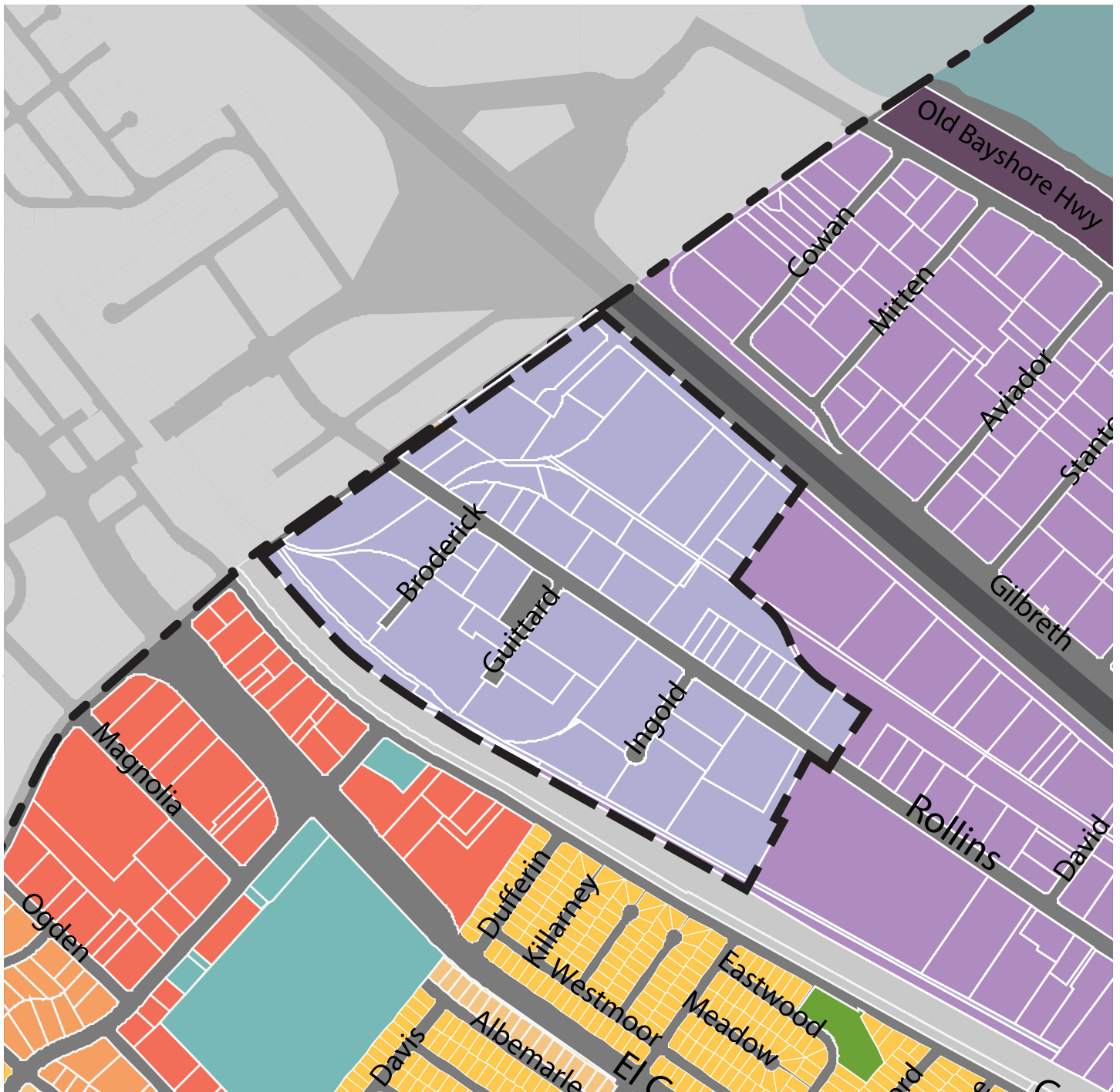


Legend

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

Exhibit 2.1 - General Plan Land Use Designation

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



Legend

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

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

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

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

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

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

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

2.2.2 Opportunities and Challenges

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

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

3.3.1.6 Private Common Open Space

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

3.4 Land Use Plan and Focus-Area Overlay

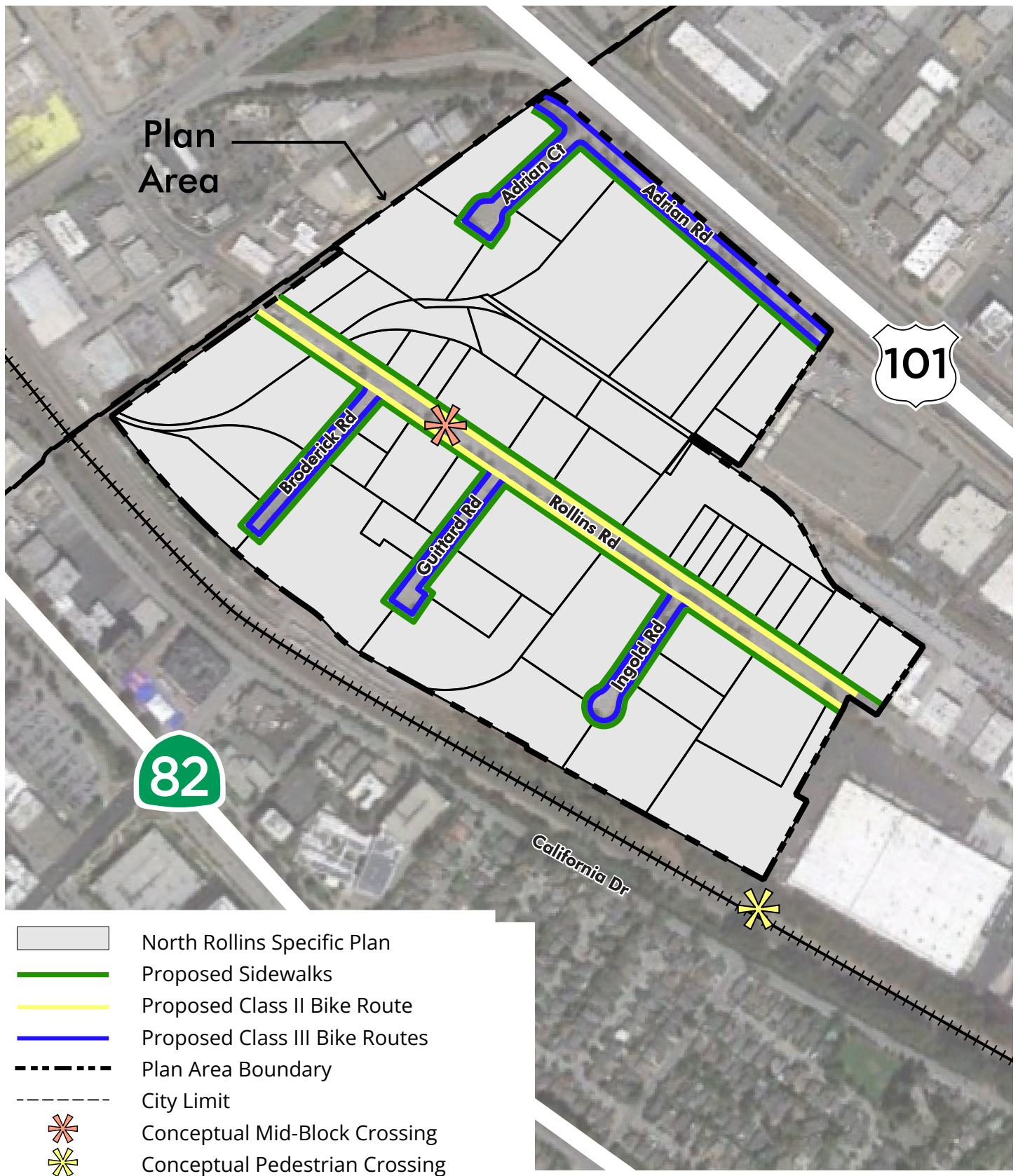
The North Rollins Specific Plan is planned as a framework for redevelopment that refines the implementation of the North Rollins Specific Plan (NRSP) district. Permitted uses are detailed in *Chapter 5, Development Standards*, and apply uniformly to the extent of the approximately 88.8-acre Plan Area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

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

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

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

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



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

Exhibit 3.3 – Land Use and Circulation

3.1 is considered a base intensity. Development that exceeds this intensity may be achieved with the implementation of affordable housing, and/or community benefit bonuses, and/or the use of the North Burlingame Transit-Oriented Development Overlay (NBTOD) as described in *Chapter 5*.

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

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

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

3.5 Circulation and Mobility Plan

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

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

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



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



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



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

4.3.2.1 Residential Typology and Character

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

Residential Typology

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

Residential building typologies include, but are not limited to: townhouses, stacked flats, wraps, and podium style construction.

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

5.3 Permitted Uses

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

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

Community Benefit Bonuses or for qualifying housing development projects located in the North Burlingame Transit Oriented Development Overlay, per Section 5.5.1.1.

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

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

TABLE 5.1 — PERMITTED LAND USES, CONTINUED

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

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

TABLE 5.1 — PERMITTED LAND USES, CONTINUED

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

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

TABLE 5.1 — PERMITTED LAND USES, CONTINUED

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

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

TABLE 5.1 — PERMITTED LAND USES, CONTINUED

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

TABLE 5.1 — PERMITTED LAND USES, CONTINUED

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

TABLE 5.1 — PERMITTED LAND USES, CONTINUED

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

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

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

5.5 Development Standards

5.5.1 Development Standards Generally

- a. Development projects shall comply with the development standards set forth in *Table 5.2 — Development Standards*. The floor area ratio (FAR) standards shall apply to the non-residential component on a development site; the density standards shall apply to any residential component. The non-residential (FAR) and residential (density) components may be additive.
- b. A developer may elect to develop consistent with either Tier 1, Tier 2, or Tier 3 development standards for live/work, mixed-use, residential or commercial development. Projects using Tiers 2 or 3 standards shall provide community benefits as described by *Section 5.5.3, Community Benefit Bonuses*.
- c. All developments within the Plan Area shall undergo a Design Review, as described in *Section 6.10, Review Procedures*.

5.5.1.1 North Burlingame Transit-Oriented Development Overlay (NBTOD).

- a. **Purpose:** The purpose of this section is to allow the development of qualifying housing development projects, as defined by California Government Code Sections 65589.5, within the NBTOD Overlay in compliance with Government Code Section 65912.155.
- b. **Applicability:** The North Burlingame Transit-Oriented Development Overlay (NBTOD) shall apply to parcels within one-quarter mile of a pedestrian access point to the Millbrae BART/Caltrain Station as shown on the Zoning Map.

- c. **Development Standards:** Qualifying housing development projects, as defined by California Government Code Sections 65589.5, are subject to the requirements of Government Code sections 65912.155 through 65912.162.1, except for the maximum density, height, and floor area ratio which are specified in subsections 1 through 3 below.

1. Maximum Density: 150 du/ac
2. Maximum Height: 80 feet
3. Maximum Floor Area Ratio (FAR): 3.0
4. All other applicable development standards set forth in the Municipal Code, underlying zoning district and/or the North Rollins Specific Plan shall apply.

5.5.2 Additional Regulations

1. **Pedestrian Plaza/Public Open Space.** Where total lot area or development site equals 50,000 square feet or greater, a pedestrian plaza or other public open space/gathering space shall be provided that meets the following design criteria:
 - a. Is a minimum of 1,500 square feet in size;
 - b. Has a minimum dimension of at least 30 feet on any side;
 - c. Is at least 50 percent open to the sky;
 - d. Is located at ground level with direct pedestrian and ADA access to the adjacent public street;
 - e. Is unenclosed by any wall, fence, gate, or other obstruction across the subject property;

TABLE 5.2 — DEVELOPMENT STANDARDS

	<i>Base Standard (Tier 1)</i>	<i>Increased Intensity per Section 5.5.3 (Tier 2)</i>	<i>Maximum Intensity per Section 5.5.3 (Tier 3)</i>	<i>Industrial and Institutional Development</i>	<i>Notes</i>
a. Maximum Density (applies to residential component)	30 base du/ac	50 base du/ac	70 base du/ac	N/A	Qualifying projects within the North Burlingame Transit-Oriented Development Overlay, see Section 5.5.1.1
b. Maximum Floor Area Ratio (applies to non-residential component) ¹	0.50	0.75	1.0 ²	N/A	
c. Maximum Height ³	3 stories 40 feet	5 stories 55 feet	7 stories 80 feet	N/A	
d. Setbacks					
Front: Mixed-use arterial (Rollins Road) ⁴	5 feet min. & 15 feet max.	5 feet min. & 15 feet max.	5 feet min. & 15 feet max.	15 feet min.	
Front: All other streets	10 feet min.	10 feet min.	10 feet min.	10 feet min.	
Side: Interior	10 feet min.	10 feet min.	10 feet min.	0 feet, adjacent to industrial use, 20 feet min. adjacent to all other uses	Setbacks for industrial uses apply only to new construction. Established uses shall be considered conforming with regard to required setbacks.
Side: Streetside	10 feet min.	10 feet min.	10 feet min.	N/A	
Rear	20 feet min.	20 feet min.	20 feet min.	0 feet adjacent to industrial use, 20 feet min. adjacent to all other uses	Setbacks for industrial uses apply only to new construction.
Alley ⁵	5 feet min.	5 feet min.	5 feet min.	N/A	
e. Edge Condition between industrial and residential use	See Section 5.5.2.3, Industrial / Residential Interface				

5.5.3 Community Benefit Bonuses

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

a. **Publicly Accessible Park Space.**

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

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