



GENERAL PLAN

PREFACE

This document, consisting of Parts I, II and III, comprises the General Plan of the City of Burlingame. Part I is text setting forth goals, objectives and policies applying generally throughout the City, together with a description of the proposed general organization of land uses and circulation facilities. Part II presents the following elements of the plan:

1. Land Use Element
2. Circulation Element
3. Waterfront Element
4. Housing Element
5. Open Space Element
6. Conservation Element
7. Seismic Safety Element
8. Safety Element
9. Scenic Roads and Highways Element
10. Noise Element

Part II of the plan treats basic elements of community development under separate headings. Each element includes descriptions of plan proposals together with principles, standards and criteria related to the particular element. If, in the future, City-wide plans are prepared for other functional aspects of the City, such elements would be added to Part II of the Plan. The descriptive sections of this text provide an amplification of the information portrayed on Part III of this Plan, the City-wide Plan Diagram. Parts II and III are highly interdependent and each in essence constitutes an amplification of information included in the other.

Part IV is reserved for general plans for sub-areas since in addition to the City-wide General Plan there is sometimes a need for a general plan for a sub-area within the City. Such plans are policy oriented but more detailed and somewhat more specific than the City-wide General Plan. Sub-area plans should be prepared for the waterfront area and for the Burlingame Avenue and Broadway shopping districts.

The General Plan in its present form focuses primarily on physical development. It is a City-wide plan for future development looking 15-20 years ahead. It is general, including primarily goals and policies rather than presenting specific detailed proposals. The emphasis is on relationships between the functional parts of the City rather than on specific location or exact extent of facilities or uses. The General Plan is an expression of intent and by itself is not an effective instrument for accomplishing City goals and objectives. It provides a framework within which individuals can make decisions, but its primary function is to provide guidance for actions and decisions by the City. Specific actions will be needed including measures to influence actions by other governmental jurisdictions, expenditure of funds for City projects and imposition of controls through such means as zoning and subdivision regulations.

THE CITY OF BURLINGAME GENERAL PLAN

TABLE OF CONTENTS

Preface
Table of Contents

I. Policy Plan.....PP-1
General Plan adopted October 20, 1969 by Resolution 87-69

II. Elements

Land Use Element – Adopted Oct. 20, 1969 by Reso. # 87-69 **L-1**
Circulation Element – Adopted Oct. 20, 1969 by Reso. # 87-69..... **CI-1**
Housing Element – Adopted July 1, 2002 by Reso. # 74-2002 **H-1**
Open Space Element – Adopted June 4, 1973 by Reso. # 40-73 **OS-1**
Conservation Element – Adopted August 6, 1973 by Reso. # 58-73..... **C-1**
Seismic Safety Element – Adopted July 21, 1975 by Reso. # 51-75 **SS-1**
Safety Element – Adopted August 18, 1975 by Reso. # 60-75 **S-1**
Scenic Roads & Highways Element – Adopted 9/15/75 by Reso # 68-75 **SR-1**
Noise Element – Adopted May 4, 1981 by Reso. # 31-81 **N-1**

III. General Plan Diagram

- **Adopted Specific Plans under separate cover**

COMMUNITY GOALS AND POLICY PLAN

CONTENTS

GENERAL GOALS	PP-2
General Goals	PP-3
Community Development Goals.....	PP-3
SUMMARY OF POLICIES AND ACTIONS	PP-7
Land Use Element.....	PP-7
Circulation Element	PP-11
Housing Element.....	PP-14
Open Space Element	PP-22
Conservation Element.....	PP-24
Seismic Safety Element	PP-26
Safety Element	PP-28
Scenic Roads and Highways Element.....	PP-31
Noise Element.....	PP-33
Specific Area Plan	PP-35

COMMUNITY GOALS

Goals for Burlingame will be meaningful only if they relate realistically to the powers and resources of the citizens and the City government. Community goals must also relate to the larger forces at work at national, state and regional levels that are giving shape to our economy and institutions and affecting the quality of our environment. And, most specifically, goals for Burlingame must be related to the forces at work in the San Francisco Bay Area. Since Burlingame has little or no control over the many external forces that will influence its future, it is necessary to identify some of the more significant general conditions that appear likely to prevail in the future. If actual conditions prove to be different than those assumed, it will be necessary for the City to re-evaluate its goals and objectives.

ASSUMPTIONS

1. California and the Bay Area will continue to experience an increase in total population and a changing composition of population, with increasing percentages of senior citizens and non-whites, a decreasing percentage of young people, smaller households, and increasing levels of educational attainment.
2. In the Nation, State, and Bay Area there will be a continuing increase in the production of goods and services and in the average productivity per worker, resulting in a continuing rise of real income and a broader distribution thereof among the population.
3. There will be continued decline in the number of hours per average work week and in the average annual hours of labor per worker, resulting in increased leisure and thus more time for recreational activities for many people.
4. The residents of California and the Bay Area will demand greater convenience and amenity from their residential, working, and recreational areas.

NATIONAL GOALS

These words from the Report of the President's Commission on National Goals provide a basic context within which community goals can be developed.

The paramount goal of the United States was set long ago. It is to guard the rights of the individual, to ensure his development and to enlarge his opportunity . . . Our enduring aim is to build a nation and help build a world in which every human shall be free to develop his capacities to the fullest.¹

¹The Report of the President's Commission on National Goals, Goals for Americans, 1960.

GENERAL GOALS

The goals included below are very general in nature. They are intended to reflect basic aims of the majority of citizens. Most people have a general goal of "the good life" or "the better life". These terms, of course, mean different things to different people, and even in a community the size of Burlingame there is a diversity of individual goals requiring a variety of opportunities, facilities, and services. Providing for the differing needs and aspirations of the people of the City will require compromise and allocation of resources.

1. Economic expansion and a higher level of real income.
2. Educational, cultural, and aesthetic advancement.
3. Betterment of social, institutional, and governmental relationships.
4. Improvement of the physical environment, facilities, and services for living.
5. Maximum freedom of choice for individuals consistent with the attainment of other goals.

COMMUNITY DEVELOPMENT GOALS

The following statements reflect our current understanding of the goals of the people of Burlingame for their City:

1. Assure that Burlingame will continue to be a "well-rounded" City with residences, schools, business, industry, and space and facilities for social, recreational and cultural activities.
2. Maintain and enhance the identity of the City and encourage a maximum sense of identification by residents with the City.
3. Maintain and strengthen local sources of revenue to enable the City to continue to provide services and facilities at present or improved levels without increasing local tax rates.
4. Maintain and improve the quality of the environment to preserve the public health and enhance the prospects for enjoyment by residents and visitors.
5. Enhance the local economy and the prospects for economic well being for all residents.

These are very general goals and, if they are to be effective as policy guides, more specific objectives must stem from them. The more specific objectives should then lead to action programs to be undertaken by the City and by residents, land owners, business establishments, and organizations representing various interest groups in the City.

Under subsequent headings implementing objectives are linked to each general goal. These statements of community development goals and implementing objectives focus on physical development - land use, public facilities and services, and circulation.

GOALS AND IMPLEMENTING OBJECTIVES

I. Goal: To assure that Burlingame will continue to be a **"well-rounded" city** with residences, schools, business, industry, and space and facilities for social, recreational and cultural activities.

Implementing Objectives

- a. Maintain or increase the **variety in uses** of land in the City.
- b. Maintain a variety of sites differing in size and location suitable for a wide range of activities.
- c. Encourage **assembly of small lots** in suitable locations to provide larger sites for apartments, office buildings, and commercial enterprises.
- d. Encourage the **establishment of businesses, professional offices and institutions** to serve residents.
- e. Keep **codes and standards free of arbitrary or obsolete provisions** that would tend to inhibit construction of sound buildings in suitable locations to house a variety of uses.
- f. Provide for and accommodate **a range of types of transportation facilities**, public and private, to meet the diverse needs of the various segments of the population and business enterprises.
- g. Provide **a wide range of public facilities and services** (parks, cultural facilities, utilities, schools, etc.) to serve residents and business enterprises.

II. Goal: To maintain and **enhance the identity of the City** and encourage a maximum sense of identification by residents with the City.

Implementing Objectives

- a. Maintain and enhance **rational relationships among functional parts of the City** (residential areas, business districts, industrial areas, public areas, transportation, etc.).
- b. Provide **improved connections** (vehicular and pedestrian) for portions of City now isolated by barriers, e.g., railroads, freeways.

- c. Establish a **pattern of dominance and subordination** in important visual features; create harmony with diversity.
- d. Create distinctive visual qualities - a **Burlingame image** (analyze existing visual qualities and build on the best of these).
- e. Develop **identifying features** at entrances to the community and at focal points; encourage construction of buildings adequate in scale and height to provide identifying elements.
- f. Use **trees** of appropriate size and character as a design framework to enhance a sense of identity.
- g. Use "street furniture" distinctive in design and color.

III. Goal: To **maintain and strengthen local sources of revenue** to enable the City to continue to provide services and facilities at present or improved levels without increasing local tax rates.

Implementing Objectives

- a. **Maintain reasonable balance between those land uses** providing high tax revenue and low service costs, and those uses with high service costs and low revenue yield.
- b. **Require quality and permanence** in site improvements and land development projects to minimize depreciation.
- c. **Require forward-looking design** to minimize obsolescence.
- d. **Encourage sound construction** and good maintenance for all buildings.
- e. Enhance land values and economic opportunity **by providing efficient connections between functional parts of the City and good access to land** to permit development of uses appropriate in type and intensity without undue congestion.

IV. Goal: To **maintain and improve the quality of the environment** to preserve the public health and enhance the prospects for enjoyment by residents and visitors.

Implementing Objectives

- a. Insure levels of **air quality** compatible with the preservation of public health, including prevention of irritation to the senses, interference with visibility, and damage to vegetation.

- b. Maintain and improve the **quality of water** in San Francisco Bay and in the streams flowing through the City.
- c. **Maintain the pleasant appearance** prevailing in most of the City's residential areas and improve the visual quality in areas of less satisfactory appearance.
- d. **Improve the visual quality of commercial and industrial areas** with particular attention to the Central Business District, Broadway, and the industrial areas viewed from major highways.
- e. **Protect** the citizens of the community **against excessive noise**.
- f. **Assure opportunities for privacy** in places of residence, work, and business, and for leisure pursuits.
- g. **Provide or encourage the provision of places of meeting** for social and cultural interchange and the pursuit of group objectives.

V. Goal: To **enhance the local economy** and the prospects for economic well being for all residents.

Implementing Objectives

- a. **Take full advantage of Burlingame's strategic location**, close to the regional center of the San Francisco Bay Area, adjacent to the International Airport, and on the major traffic routes linking San Francisco with other parts of the State.
- b. **Improve** the functional efficiency and safety of **the circulation system**.
- c. **Minimize disruptive effects of vehicular movement** on the community (noise, air pollution, vibration, glare, congestion).
- d. **Improve** the functional efficiency, character and quality of **the Central and other business districts**.
- e. **Provide an effective transition between retail commercial and residential** uses to strengthen the residential character of the city.

VI. Goal: To encourage mixed commercial uses to provide a transition between districts fully commercial or residential and to provide housing opportunities for those dependent on transit and desiring a pedestrian-oriented living environment.

POLICIES AND ACTIONS

LAND USE ELEMENT

The following land use policies and action statements are summarized from the Land Use Element adopted by Resolution 87-69, October 20, 1969. The summary of land use policies and actions as stated here have not been adopted by the city council and should be used for reference only. For a full statement of the Land Use Policies see the Land Use Element, page L-1 and following.

POLICIES AND ACTION:

Policy L(A): In recognition of its special locational advantages of good access to all forms of transportation and proximity to the major downtown area high density, multi-story residential land use shall be encouraged.

Action

L(1): High density residential uses shall be located in the area northwest of the Burlingame Avenue-Park Road shopping center.

Policy L(B): In many instances to provide a transition between higher intensity uses and adjoining lower intensity uses, medium high density residential uses of two to three story apartment buildings, and in some cases higher buildings, are appropriate as follows:

Action

L(2): As a part of the complex of activities around the Burlingame Plaza area and around the periphery of the Burlingame Avenue-Park Road center there should be medium high density residential uses.

L(3): The frontage along most of El Camino Real.

Policy L(C): Medium density residential areas would be occupied in the main by duplexes and one and two story garden apartment developments.

Policy L(D): For the most part existing low density residential areas occupy the remainder of the city and are well maintained and of good quality.

Action:

L(4): Require that present zoning be maintained to ensure protection for the useful life of the dwellings.

Policy L(E): Provide for institutional uses including civic buildings, public schools, private schools, churches, and other quasi-public and private institutions.

Action:

- L(5): Any new institutional uses serving city-wide or larger areas should be located on arterial streets and preferably adjacent to commercial centers.
- L(6): Institutional uses serving a sub-unit of the City should be located on an arterial or collector street and in a location providing ready access to the area served.
- L(7): The city should establish a new zoning district to apply to all sites on which there are institutional or public uses.
- L(8): The regulations for institutional uses should permit the continuance of existing uses and prohibit changes in use without City authorization, permitting the City to take appropriate action to ensure that potential sites for parks and buildings suitable for public assembly are not lost to public use.

Policy L(F): The City residents are served by three classes of parks and open space: community parks, neighborhood parks and preserves.

Action:

- L(9): Increase and preserve open space by adding lands on the southwest side of Mills Creek to Mills Park or acquire a scenic easement to protect existing vegetation in this canyon.
- L(10): Provide a park strip around the Anza Airport Park industrial subdivision; an easement should be acquired to provide for public walks along the Bay side of the property and provide for a pedestrian crossing of the arterial road proposed along the bayfront between the City's park and the waters of the Bay.
- L(11): New neighborhood parks are recommended in the following general locations: in the Easton drive area between Bernal Avenue and El Camino Real; in the Mills Estate area north of Trousdale Drive between Sebastian Drive and Ashton Avenue; in the area between Carolan Avenue and Bayshore Boulevard north of Oak Grove Avenue; south of Carmelita Avenue near Paloma Avenue,; and the Pershing School site; the city should acquire individual lots where they become available in these general areas.
- L(12): Augment the small sites of many of the existing neighborhood parks and elementary schools by acquisition of adjoining lots whenever available; close very short sections of streets to augment sites or to link schools and parks together.

Policy L(G): The City should retain three general categories of commercial uses: Shopping and Service, Service and Special Sales, and Office Use; as well as Waterfront Commercial along the waterfront area.

Action:

L(13): Burlingame Plaza Area: a center for convenience goods and consumer services to local residents and workers, no change in the pattern of uses presently established:

1. the visual character of the shopping center should be improved; and
2. the parking area serving the shopping center needs redesign and tree planting to improve functional efficiency and appearance.

L(14): Broadway Center: outlets provide convenience goods and consumer services for residents in the general vicinity:

1. Better circulation, more parking and better urban design would enhance this center including separation of vehicular and pedestrian circulation and reduction of through-traffic on Broadway.
2. Consider creating a pedestrian precinct on Broadway in the section between Laguna Avenue and Capuchino Avenue.
3. Provide off-street parking to the rear of present business outlets fronting on Broadway with access to such lots from new streets.
4. Develop an urban design plan to provide more detailed guidance for future changes.

L(15): Burlingame Avenue-Park Road Center: provides outlets for a wide range of consumer goods and services for Burlingame residents and residents of adjoining communities including business service establishments, business and professional offices, civic buildings and some residential uses; and presents a prime opportunity to develop combinations of retail, office and residential uses in clusters of appropriately designed structures.

1. The center area uses should be organized with shopping goods outlets, in the main, located along Burlingame Avenue and Park Road in a pedestrian precinct; convenience goods stores, restaurants, and consume service outlets should not occupy ground level street frontage space in the heart of the center but should be in more peripheral locations.
2. The frontage of the west side of Chapin Avenue should be limited to office uses;
3. The Service and Special Sales area indicated along California Drive and Highland Avenue recognizes the existing auto sales and service activities and provides space for expansion of "auto row" businesses or other similar kinds of activity;

4. An area between Highland Avenue and Park Road is designed for medium high density residential development.
5. Areas designed for shopping and service uses along Park and Primrose Roads south of Howard Avenue are appropriate locations for office and institutional uses, in addition to retail and consumer service establishments, and should be given particular attention to enhance appearance and attractiveness of this area to provide an attractive entrance to Burlingame's downtown center.
6. Sites on the periphery would be appropriate for apartments of single persons and families without children particularly those who want the advantages of a location near a center of activity and do not wish to own an automobile.
7. An urban design plan for the entire downtown area should be developed.

L(16): Waterfront Commercial: uses in this area should be limited to activities that either depend on waterfront location or directly benefit from location on the waterfront.

Policy L(H): Industrial Uses are intended to continue in the present pattern with occupancy by wholesale outlets, professional and administrative offices, and light manufacturing plants.

Action:

L(17): Develop programs to address inadequate access and lack of public transportation.

L(18): The East Millsdale area will be increasingly sought as a location for airport-related uses.

Policy L(I): The city provides the following public facilities: wastewater treatment, water distribution system, trash collection and limited trash disposal.

Policy L(J): Commercial -Residential Mixed Use are retail commercial and multiple family residential uses intended to create a transition between established retail commercial and residential zones so that the sense of residential activity is conserved.

Action:

L(19): Retail uses compatible with residential uses can serve to meld the adjacent wholly retail and residential areas.

L(20): Physically unique areas such as the properties with double street frontage on Edgehill and California Drives should be included.

Refer to Land Use Element Pages L-1 to L-7

CIRCULATION ELEMENT

The following land use policies and action statements are summarized from the Circulation Element adopted by Resolution 87-69, October 20, 1969. These policies and actions as stated here have not been adopted by the City Council and should be used for reference only. For a full statement of the Circulation Policies see the Circulation Element, page CI-1 and following.

POLICIES AND ACTION:

Policy CI(A): The system of circulation proposed in this plan recognizes Burlingame's situation astride a major transportation corridor on the San Mateo Peninsula.

Action

CI(1): Develop an integrated system of regional rapid transit and local transit to serve Burlingame residents and workers and to provide for the high volume through-movement that will have to be accommodated in this transit corridor in the future.

Policy CI(B): An integrated system of circulation facilities is recommended to link Burlingame to other parts of the Bay Area, permit traffic to move through the City with minimum impact on adjoining areas, and link residential areas with activity centers in the City.

Action

CI(2): Additions and improvements to the interchanges at Millbrae Avenue, Broadway and Peninsula Avenue to provide for full directional movement at each of these interchanges and to accommodate the increasing volumes of traffic that will be generated, particularly from the industrial areas.

CI(3): Propose a system of major arterials for major north-south movements to take care of longer distance local trips and to connect Burlingame with adjacent communities including: El Camino Real, California Drive, and Bayshore Highway and its extension through the Anza Pacific development.

CI(4): The portion of the major arterial abutting the City Park(at the Waterfront) should be located outboard of the present bulkhead to avoid reducing the park area with particular attention to visual quality, provision of pedestrian crossings, and minimizing the impact of industrial traffic on the recreational use of the park and the waterfront.

CI(5): Major east-west traffic should be carried on: Millbrae Avenue (in Millbrae); Trousdale Drive; Carmelita avenue from El Camino Real to California Drive a connection to a grade separation at Broadway and the railroad; Oak Grove Avenue; and Peninsula Avenue.

Policy CI(C): The integrated system would coordinate rapid transit, local public transit, auto parking, and through and local auto traffic.

Action

- CI(6):** Provide an integrated system of Southern Pacific Railroad (primarily for through movement of freight), a rapid transit line adjacent to the Southern Pacific rail line, local transit and four categories of streets and highways to accommodate private passenger automobiles and local transit vehicles.
- CI(7):** The rapid transit line should be completely grade separated, designed to minimize noise and prevent adverse visual impact on the community.
- CI(8):** There should be sufficient grade separated local street crossings to keep the rapid transit line from being a barrier.
- CI(9):** Railroad grade separations are recommended at Broadway, Oak Grove, Howard, and Peninsula Avenues.
- CI(10):** A highway overpass is needed across Bayshore Freeway to connect the Millsdale and East Millsdale industrial areas.
- CI(11):** An overpass to accommodate pedestrians and bicyclists is recommended to connect to the Bayside Park from the vicinity of Winchester Drive.
- CI(12):** It is recommended that a parkway be established along the Bayfront connecting Burlingame's Bayside Park with San Mateo County's Coyote Point Park.

Policy CI(D): Special consideration should be given to the location and character of traffic carriers to ensure their compatibility with adjoining uses and to provide a framework within which each sub-area of the City can develop its own special characteristics and sense of local identity.

Action:

- CI(13):** The station should be included as an integral element of a complex of service and shopping facilities, together with office and high density residential accommodations.
- CI(14):** Advantage should be taken of the 300 foot strip occupied by Carolan Avenue, the Railroad and California Drive to link the Burlingame Avenue-Park Road shopping area with the Broadway shopping center providing an opportunity for exciting visual design and the development of an efficient local transportation system to provide the backbone of a local distribution and feeder transit system.
- CI(15):** Innovative use of existing and new types of vehicles would make possible higher density development around the Burlingame Avenue and Broadway centers.

CI(16): The system of streets around the Broadway shopping center and the Burlingame Avenue shopping center are intended to provide movement around the centers, connect to parking lots, and permit the central portions of these shopping centers to be freed of all or most vehicular traffic and turned over primarily to pedestrians.

Refer to Circulation Element. Pages CI-1 to CI-5

HOUSING ELEMENT

GOALS, POLICIES AND ACTION PROGRAM 2001 - 2006:

Housing Goal A: PRESERVE RESIDENTIAL CHARACTER BY ENCOURAGING MAINTENANCE, IMPROVEMENT AND REHABILITATION OF THE CITY'S NEIGHBORHOODS AND HOUSING STOCK.

Policy H(A-1): Protect the character of existing residential neighborhoods.

Action

H(A-1): In residential neighborhoods continue the maintenance and enhancement of public facilities such as streets, water supply and drainage by allocations from the general fund, gas tax revenue and, where appropriate, conditions of development. *(Continue maintenance programs for public facilities.)*

Policy H(A-2): Continue rehabilitation of structures in poor condition.

Action

H(A-2): Through the City's Code Enforcement Program, establish a program of contacting owners of structures that appear to be overcrowded, declining or in need of repair. Refer property owners to the Rehabilitation Loan Program administered by San Mateo County to assist qualified homeowners in making necessary repairs to structures in need of rehabilitation. *(Rehabilitate 20 housing units.)*

Policy H(A-3): Maintain rental opportunities by discouraging conversion of affordable rental units to condominiums.

Action

H(A-3): Maintain the existing zoning controls which prohibit conversion of residential rental projects with fewer than 21 units to condominiums, and which contain strict regulations prohibiting conversion of less than 21 units to condominiums. *(No conversion of existing rental stock to condominiums.)*

Policy H(A-4): Promote programs that protect the City's lower-valued housing stock.

Action

H(A-4): Amend zoning code to require a conditional use permit for any project where residential units are proposed to be replaced by non-residential use. *(Retain existing rental housing.)*

Policy H(A-5): Pursue federal and State funds for the rehabilitation of lower and moderate income housing.

Action

H(A-5): Continue the relationship with the County of San Mateo Department of Housing for administration of Block Grant funds for housing programs; encourage use of available programs (such as HOME) to assist non-profit housing corporations in acquiring, rehabilitating and managing apartment units for long-term affordability. *(Encourage acquisition and rehabilitation of 20 apartment units for long-term affordable housing.)*

Policy H(A-6): Provide pre-sale inspection upon request.

Action

H(A-6): Continue program that assists in research of residential records upon the request of realtors or potential home buyers. *(Continue assistance to potential home buyers.)*

Policy H(A-7): Consider neighborhood quality when approving now and remodeled residences.

Action

H(A-7): Continue implementation of residential design review and zoning regulations including setbacks, floor area ratio, declining height; continue implementation of single family design review guidelines adopted in 1998. *(Process 250 applications for residential design review.)*

Housing Goal B: PROVIDE VARIETY AND CHOICE OF HOUSING BY PROMOTING HOUSING OPPORTUNITIES FOR ALL PERSONS REGARDLESS OF AGE, SEX, RACE, COLOR, MARITAL STATUS, DISABILITY, NATIONAL ORIGIN OR OTHER BARRIERS.

Policy H(B-1): Promote equal housing opportunities for all Burlingame residents.

Action

H(B-1): Continue to fund the Code Enforcement Officer position and coordination with Planning Department code enforcement activities; provide informational handouts; inform the public and local realtors about equal housing laws and recourse available in case of violations; refer complaints to California Department of Fair Employment and Housing; refer complaints regarding discrimination to La Raza Central Legal, a nonprofit community law center which works with local tenants to resolve landlord/tenant issues. *(Continue referral activities through Code Enforcement Program.)*

Housing Goal C: PROVIDE HOUSING OPPORTUNITIES FOR CITY EMPLOYEES, TEACHERS, HOSPITAL WORKERS AND OTHERS IN THE SERVICE INDUSTRY WHO WORK IN BURLINGAME

Policy H(C-1): Inform local public sector and private sector employees about available housing assistance programs.

Action

H(C-1) Train staff about current opportunities; make available brochures and contact information to eligible residents who inquire about availability of programs. Refer eligible residents to CDBG programs administered by the County Office of Housing and Community Development. *(Continue staff training and to refer eligible residents to programs.)*

Policy H(C-2): Encourage inclusion of affordable dwelling units in multiple-family residential development.

Action

H(C-2): Amend the zoning code to provide opportunities for density bonuses (through changes in parking requirements and/or height/bulk restrictions) for residential projects which include affordable units and are located within 1/3 mile of a transit station. Forge a partnership with a local non-profit agency to insure the units remain affordable. *(Provide 75 new affordable units at transit hubs.)*

Policy H (C-3): Encourage public agency partnerships to provide housing, reduce commute time and facilitate retention of community based groups like teachers, public employees, hospital and service sector workers.

Action

H (C-3): Contact public agencies to encourage them to include a provision for housing in any facility expansion plans; disseminate information about available CDBG funded programs. *(Provide 50 new housing units in the vicinity of public agency workplaces and commercial centers.)*

Housing Goal D: ENCOURAGE SPECIAL PURPOSE HOUSING

Policy H(D-1): Provide adequate, affordable housing for the City's elderly.

Action

H(D-1):

- a. Extend the second unit amnesty program for five years to allow creation of accessible secondary units for the frail elderly;
- b. Continue to allow upon request curbside disabled accessible parking spaces in single family neighborhoods.
- c. Coordinate with San Mateo County Housing Authority to increase the number of Section 8 units for Burlingame's elderly population.
- d. Continue updating and distributing widely to local residents the *Senior Resources Handbook: An Informational Guide for Burlingame Senior Citizens, Their Families and Caregivers*.
- e. Expand incentives for new senior housing by amending the code to allow reduced parking requirements for assisted living projects.

- f. Continue City financial support to non-profit agencies which administer housing programs for seniors (home sharing, reverse mortgage). Planning staff to work with these agencies to facilitate implementation of their programs in Burlingame.
- g. Encourage non-profit housing groups to develop housing by having adequate Planning staff to facilitate project processing and environmental review, and by maintaining the existing incentives in the zoning regulations for residential facilities for the elderly.
- h. Refer seniors who are homeowners to the Human Investment Project for Housing Home Sharing Program, to find eligible tenants to share their housing. *(Provide 30 affordable units for the elderly. Increase number of Section 8 units for elderly by 5 units.)*

Policy H(D-2): Encourage alterations to existing structures that improve access for physically disadvantaged.

Action

- H(D-2):
- a. Formulate and consider code changes that would allow code exceptions to modify housing for elderly and physically disabled for the duration of their tenancy.
 - b. Amend the zoning code to provide an exemption from lot coverage and setback requirements for ramps and landings added to residences and group homes in order to provide access for the disabled.
 - c. Consider zoning code changes to add opportunities for group homes for the disabled in the R-3 and R-4 zone districts.
 - d. Establish a process for requesting disabled parking curb markings in the single family residential areas for persons with disabilities.
 - e. Analyze current zoning and development standards to identify barriers to disabled housing. *(Facilitate use of County assistance and staff work with residents to modify 10 existing housing units to accommodate disabled.)*

Policy H(D-3): Encourage housing opportunities for single-parent families.

Action

- H(D-3):
- Assign staff to carry out the following actions:
- a. Work with the County Housing Authority to increase the number of Section 8 certificates for single-parent families.
 - b. Work with the Human Investment Project for Housing, a non-profit housing corporation which administers a home-sharing program which is available for Burlingame residents. Develop literature regarding availability of housing programs, distribute to Burlingame residents. Continue City funding assistance. *(Increase by 5 the number of Section 8 units for single parent households. Train staff and refer single parent households to shared housing program, IHN or other local assistance providers.)*

Policy H(D-4): Encourage housing opportunities for low-income single persons.

Action

- H(D-4):
- a. Expand the multiple family overlay zone to include the C-3 zoned areas between Murchison Avenue and Peninsula Hospital and between Magnolia Avenue and Ogden Drive, and the area on the east site of Marco Polo Way.
 - b. Develop revisions to the code to encourage development of studio and one-unit apartments with reduced parking requirements when located within one-third mile of a transit hub or major bus route. *(Provide affordable efficiency housing units on selected sites.)*

Policy H(D-5): Support county-wide program for homeless persons.

Action

- H(D-5) Continue financial contributions to agencies which provide service to the homeless population in San Mateo County; continue to allow group facilities for the homeless in conjunction with church facilities as a conditional use; continue to support financially and work with local and non-profit providers in San Mateo County to provide homeless shelters county-wide. *(Continue financial support of County-wide programs. Staff continue to facilitate process necessary to provide such services in the City.)*

Housing Goal E: REDUCE RESIDENTIAL ENERGY USE TO CONSERVE ENERGY AND HELP REDUCE HOUSING COSTS.

Policy H(E-1): Promote the use of energy conservation in residential construction.

Action

- H(E-1): In all plan checking for new residential construction and major additions, apply Title 24 energy conservation requirements; where possible in planning developments, require structural and landscaping design to make use of natural heating and cooling. *(Add energy conservation features to 250 residences.)*

Policy H(E-2): Encourage energy conservation measures in rehabilitation projects.

Action

- H(E-2): Distribute brochure on available energy conservation programs and measures at the Planning counter to all residents planning to expand or build new residences. *(Provide energy conservation information to public.)*

Housing Goal F: ACHIEVE INCREASED AFFORDABILITY OF HOUSING.

Policy H(F-1): Improve balance of housing type, tenure and affordability by encouraging development of the sites and locations listed below to serve the income levels indicated.

Action

H(F-1): Encourage housing development by making sure zoning is in place, amending zoning code requirements to provide incentives for affordable/transit oriented housing (by reducing parking requirements/changing height and bulk restrictions); amend the zoning code to provide incentives for lot consolidation; extend the R-3 overlay zone along Rollins Road south of Bloomfield to allow increased density, including a density bonus for lot consolidation; building on the current R-4 zone, create a new overlay zone for properties near the new BART station and Peninsula Hospital; and fast track zoning and building permit processing for housing applications on the following sites:

Vacant and Underused Sites:

- 1800 El Camino Real - 0.9 acre, zoned C-1/R-4 Overlay
- 1875 California Drive - 0.33 acre, zoned C-1/R-4 Overlay
- 1870 El Camino Real - 0.78 acre, zoned C-1/R-4 Overlay
- Site 4 – additional 0.5 acre zoned C-1/R-4 Overlay

Transit Oriented Sites now Commercial

- 1764 Marco Polo Way - 1.13 acre zoned C-3
- 1777 Murchison Drive - 1.3 acres zoned C-3
- 1825 Magnolia Drive - 1.40 acre parcel zoned C-3
- Area along California Drive – North of Broadway zoned C-2

Transition Areas

- Rollins Road South of Bloomfield – zoned R-3
- East side of Carolan next to North Park Apartments - 5.38 acres zoned C-2
- Area south of Burlingame Avenue zoned C-1

(Promote development of at least 772 units (448 market rate units and 111 very low income, 56 low income and 157 moderate income units) between 2001 and 2006.)

Policy H(F-2): Maintain data base of existing R-3, R-4 and CR zoning districts to remain aware of the number of additional units that could be developed on "under-developed" parcels in these areas.

Action

H(F-2):

- a. Maintain and update the area-by-area land use surveys, note changes in vacant and underutilized sites; share information with potential residential developers.
- b. Promote development of housing units by offering incentives for guarantees of long-term affordability (such as reduced parking requirements/increased height). *(Provide assistance and incentives to encourage development of the sites listed in H(F-1).)*

Policy H(F-3): Encourage construction of mixed commercial residential.

Action

- H(F-3):
- a. Encourage development of sites in C-R zone and where there is commercial zoning with a residential overlay;
 - b. modify regulations to encourage mixed use and provide incentives for keeping units affordable;
 - c. consider parking reductions for locations within one- third mile of transit hubs or along transit corridors;
 - d. consider regulations for shared parking for mixed use with different day/night parking demands.

(Encourage development of 141 units in the C-R zone and selected sites identified in H(F-1); provide incentives for development of units in C-R zone and on sites identified in H(F-1) above; encourage mixed use and live/work units in the area south of Burlingame Avenue; amend the zoning code to provide opportunities for live/work and mixed use projects.)

Policy H(F-4): Encourage conversion of existing accessory living units to legal, safe and sanitary housing units.

Action

- H(F-4): Continue the second unit amnesty program beyond its initial two-year time frame (2001 – 2003), extend to 2006; provide second unit applicants with information on participation in the San Mateo County Rental Rehabilitation program which provides rehabilitation loans for units which are available to tenants with low or very low incomes; consider expansion of the program by changing the eligibility date to qualify for second-unit amnesty. *(Process 125 applications for second unit amnesty; provide opportunities for rehabilitation of these units.)*

Policy H(F-5): Encourage non-profit housing corporations to develop affordable housing on appropriate sites in Burlingame.

Action

- H(F-5): Staff contact known non-profit housing corporations and religious institutions to make them aware of City interest, familiarize them with the opportunities available in Burlingame, and assist in processing where applications are required; encourage use of private foundation grants to fund affordable units. *(Encourage development of affordable units on sites identified in H(F-1) above.)*

Policy H(F-6): Work for expansion of Section 8 program.

Action

- H(F-6): Work with San Mateo County Community Services and Housing Authority to provide Burlingame a proportionate share of Section 8 funds; distribute information about program to potential property owner and renter participants.

(Current number of Section 8 units is 55. Attempt to increase by an additional 25 units (total of 80 units).)

Policy H(F-7): Participate in County first-time buyer program (Mortgage Credit Certificate).

Action

H(F-7): Continue to participate in cooperative CDBG agreement with San Mateo County to provide Burlingame residents with the opportunity to participate in the first-time homebuyer program (Mortgage Credit Certificate) funded by CDBG.
(Obtain assistance for 15 Burlingame residents.)

Refer to Housing Element, pp. H-73-83.

OPEN SPACE ELEMENT

POLICIES:

Policy OS(A): Preserve existing open space and open space lands to the fullest extent practicable, with spaces ranging in size from regional scale to small open spaces on individual lots.

Policy OS(B): Increase privacy, amenity and safety, and assure provision of light and air.

Policy OS(C): Preserve the important vistas, such as the hillside leading to the Skyline Ridge as seen from the Bay plain, and the Bay as seen from the hillside.

Policy OS(D): Provide open space for recreational needs and for the preservation of sites of historical and cultural significance.

Policy OS(E): Protect and maintain those areas necessary to the integrity of the natural processes with special emphasis on, but not limited to, the water regimen and air quality.

Policy OS(F): Protect and preserve open spaces which are vital as wildlife habitat and areas of major or unique ecological significance.

Policy OS(G): Maintain open space to shape and guide development and to enhance community identity.

Policy OS(H): Establish the basic framework for a continuing action program designed to protect valuable and limited open space resources.

ACTIONS

OS(1): Areas that contribute to the maintenance of a quality living environment for both local and sub-regional residents should be preserved as open space. Areas that fall into this category include:

- a. Areas of visual dominance - Skyline Ridge, Canyons, Bay.
- b. Visual corridors.
- c. Areas of special ecological significance (wildlife and vegetation).
- d. Areas of cultural and historic significance.

OS(2): Areas hazardous to the public safety and welfare should be retained as open space. Areas that fall into this category include:

- a. Slopes generally over 30 percent.
- b. Areas of identified instability.
- c. Streams and their flood plains.

- OS(3):** Conservation easements, open space zoning and other land use regulations should be used to prohibit development on unstable terrain, water channels, flood plains, excessively steep slopes and other areas determined hazardous to public welfare and safety.
- OS(4):** Open spaces should be linked together visually and, where possible, physically to form a system of open spaces.
- OS(5):** A variety of vistas should be provided and preserved ranging from the small enclosed private views to the more distant views shared by many people.
- OS(6):** Both public and private efforts should be directed to preserving historical landmarks which have open space value.
- OS(7):** In the design and execution of all new development, owners and developers should be required to preserve open space to the fullest extent possible.
- OS(8):** Measures should be taken to improve the quality of spaces for the pedestrian along roadways so the pedestrian can feel safe and comfortable while using these spaces.

Refer to Open Space Element, pp. OS-5-7

CONSERVATION ELEMENT

POLICIES:

- Policy C(A):** To initiate, develop, and implement programs for the conservation of natural resources giving particular attention to critical resource conditions.
- Policy C(B):** To prevent or eliminate damage to the environment and stimulate the health and welfare of the citizens of Burlingame.
- Policy C(C):** To restore, where found to be feasible, natural features of vegetative cover, streams, marsh and bay where areas have been unduly disturbed by man.
- Policy C(D):** To initiate, develop, and implement programs for the conservation of the built environment.
- Policy C(E):** To foster public educational programs on local conservation needs.
- Policy C(F):** To participate in regional conservation programs of direct concern to the City.
- Policy C(G):** To promote economic growth which is consistent with an improvement in the quality of the environment.

ACTION:

- C(1):** The City should act to protect valuable vegetative cover and encourage planting additional vegetation, giving preference to indigenous materials.
- C(2):** The City should initiate a study by the Planning Commission of the remaining natural areas to determine the effect of development on or near these areas.
- C(3):** Because projects being developed outside the corporate limits can adversely affect the City environment, Burlingame should monitor all major developments through the EIR process and other procedures.
- C(4):** The City should protect the creeks flowing through private and public lands by regulation and acquisition of conservation easements where found to be necessary.
- C(5):** The City should acquire development rights where found to be necessary to protect areas that are of outstanding value in their natural condition.
- C(6):** To protect existing urban areas and structures from deterioration, Burlingame should insure that private places are properly maintained.

- C(7):** In order to develop a stronger conservation awareness in the people of Burlingame, the City should help to develop conservation education programs in the schools and in the community.
- C(8):** To develop an exchange of information, the City should maintain communication with conservation groups and conservation agencies in areas of direct concern to the City.

Refer to Conservation Element, pp. C-3, C-5.

SEISMIC SAFETY ELEMENT

POLICIES:

- Policy SS(A):** Consider developing a balanced risk policy that relates seismic hazards to acceptable risk by building type and intensity of use.
- Policy SS(B):** Require that new development incorporate seismic hazard mitigation measures to reduce risk to an acceptable level.
- Policy SS(C):** Institute a continuing program of evaluating existing structures with a high risk rating, a high intensity occupancy and those critical facilities that must survive a severe earthquake.
- Policy SS(D):** Encourage the reduction of risks associated with the more dangerous existing buildings through action programs, including renovation and occupancy reduction.
- Policy SS(E):** Consider an ordinance requiring the preparation of internal emergency response plans for facilities housing dependent populations.
- Policy SS(F):** Define a policy for properties over or immediately adjacent to the Serra Fault.
- Policy SS(G):** Periodically update and refine this element to enable it to achieve its general objectives.
- Policy SS(H):** Consider the establishment of a Seismic Safety Committee to assume responsibility for the implementation of this element.
- Policy SS(I):** Consider selecting a qualified geotechnical firm to advise the city during the implementation period of the larger seismic safety projects.
- Policy SS(J):** Consider establishing procedures to make available to the public all known, pertinent geotechnical data regarding their property, and other reports of a more general nature on city-wide seismic hazards.

ACTIONS

- SS(1):** Implement agreed programs to improve or abate existing dangerous buildings.
- SS(2):** Survey major structures to determine the need for a parapet ordinance (applying to parapets, signs, marquees and general ornamentation).
- SS(3):** Consider placing fault movement gauges along active fault traces to monitor activity.

- SS(4):** Review and update the City's disaster preparedness plan.
- SS(5):** Assess need for additional earthquake and flood insurance on City property and facilities.
- SS(6):** Improve interjurisdictional cooperation and communication in regard to seismic safety.

Refer to Seismic Safety Element pp. SS-24-25.

SAFETY ELEMENT

POLICIES:

- Policy S(A):** Identify existing natural and man-made safety hazards, and devise a reasonable assignment of responsibility for their correction or reduction which will be within limits of economic acceptability.
- Policy S(B):** Increase public understanding of safety issues so that unnecessary risk may be avoided.
- Policy S(C):** Identify any urgently needed implementation measures or new legislation.
- Policy S(D):** Set safety goals consistent with the goals of other elements of the Burlingame General Plan.

ACTIONS:

- S(1):** Survey older high rise buildings, and recommend ways that owners can provide a greater degree of built-in fire protection.
- S(2):** Survey older buildings with extensive floor areas, and recommend ways to increase fire safety.
- S(3):** Review desirability of a municipal ordinance requiring smoke activated fire alarm devices in existing buildings; determine types of building to which this should apply.
- S(4):** Evaluate existing hazard of combustible roofs in the City's residential areas; if unacceptable, propose ways to reduce the degree of risk.
- S(5):** Consider an education program to encourage all homeowners to install home fire detection systems. Consider an ordinance requiring all such systems installed in the city meet National Fire Protection Association standards, and requiring that all vendors and installers be required to obtain a permit before selling or installing such a system.
- S(6):** Review pros and cons of more extensive Mutual Aid and Automatic Aid agreements.
- S(7):** Consider establishment of a city fire service surtax on structures appreciably below present fire code standards. The assessment should be related to higher Fire Department costs needed for increased service to buildings without built-in protection.

- S(8):** Develop a clearly defined Fire Protection Strategy for adoption by the City Council. The report should include: policy statements, strategic objectives and tactical means to prevent, detect and control fires.
- S(9):** Review need for increased protection from high tides and storms on the Bay; estimate benefits and costs.
- S(10):** Recommend minimum acceptable elevation for future shoreline improvements; consider means to bring older, lower sites up to this standard.
- S(11):** Review dyke levels along the principal drainage channels in the industrial area; recommend minimum acceptable elevations, and prepare cost estimates for the required work.
- S(12):** Complete creek drainage works recommended in 1954 Jenks and Adamson report; improvements outstanding: Easton Creek near Easton Drive and Canyon Road; Ralston Creek near 1400 Floribunda Avenue; Ralston Creek in 1400 block Bellevue Avenue; Ralston Creek near 411 El Camino Real; and Burlingame Creek in 200 block Primrose Road.
- S(13):** Increase the City's emergency pumping ability with an independent power source; review need for additional pumps.
- S(14):** Affirm general policy to maintain PG&E right-of-way as emergency ponding reservoir; consider ordinance to prohibit development incompatible with this policy.
- S(15):** Prepare qualitative evaluation of ponding capacity of City's inner lagoon.
- S(16):** Review impact of 100 year flood on Burlingame; consider preparation of plan and estimated cost of improvements to protect property with recommendations to meet situation and satisfy recent Federal requirements.
- S(17):** Prepare detailed study of City's existing water circulation system; establish trouble points and recommend priorities for any immediate work required.
- S(18):** Review desirability of connections with the cities of Millbrae and San Mateo for emergency supply. Consider wells and alternative sources to temporarily replace City of San Francisco water.
- S(19):** Evaluate hazard from failure of the City's two water reservoirs, and the need for emergency power supply for system's two water pumping stations; review need for additional pumping capacity.
- S(20):** Reassess hazards from pollution and infiltration of toxic substances into the water supply; recommend ways to reduce these hazards.

- S(21):** Evaluate compatibility of densities and maximum height limits presently allowed by the Zoning Ordinance with water system capacities.
- S(22):** Review sewerage system capacity and condition; establish trouble points and recommend priorities for improvements.
- S(23):** Collect and analyze further information on: alluvium and baymud hazards; liquefaction hazard; and landslide and mudslide hazards.
- S(24):** Prepare a report on safety hazards from potential civil disturbances - bomb threats, sniper fire and riots; assess planned City response.
- S(25):** Investigate the concept of ■defensible space;• prepare recommendations for Zoning Ordinance amendments to encourage crime prevention.
- S(26):** Review and update the City's Emergency Operations Plan.
- S(27):** Evaluate present procedures to repair broken power transmission lines; review possible improvements under widespread disaster conditions.
- S(28):** Review Fire Department and medical aid response to a train derailment or airplane crash within a residential district of the city.
- S(29):** Assess the life loss and property loss hazards from a fuel or chemical spill on city streets; if the hazards are unacceptable, propose ways to reduce them.
- S(30):** Evaluate the hazard from older, larger trees under storm conditions.

Refer to Safety Element, pp. S-2, S-13-15.

SCENIC ROADS AND HIGHWAYS ELEMENT

POLICIES:

Policy SR(A): To retain a system of arterials and local roads that are beautiful and useful to local residents.

Policy SR(B): To harmonize roads and highways with adjacent land use and roadside development.

Policy SR(C): To enhance the traveler's view from the road.

ACTIONS:

SR(1): The City of Burlingame recommends that Interstate Highway 280 be designated as a State Scenic Highway, because of the beauty of the countryside through which it passes, and because of the relative sensitivity and skillfulness of its design.

SR(2): El Camino Real, state highway Route 82, is a scenic highway where views from the road are contained.

- (a). These heritage trees give Burlingame a distinctive image.
- (b). The segments of El Camino Real where abutting property is zoned first commercial are defined as scenic connectors. Commercial buildings and signs along El Camino Real should receive design review and satisfy all municipal codes. Trim abutting properties along the road provide a scenic character and add to the Burlingame image.

SR(3): Except where traffic hazards might be created, median strips, traffic islands, and excess highway rights-of-way should be landscaped.

SR(4): The County of San Mateo proposes the loop via Skyline Boulevard, Canyon Road, Easton Drive, El Camino Real and Crystal Springs Road back to Skyline Boulevard be designated a County Scenic Roadway and part of the proposed Scenic Road System.

SR(5): Explore fully all practicable regulatory approaches intended to protect views along scenic highways and Burlingame's scenic routes.

SR(6): Consider a program to provide appropriate identification for Burlingame's scenic routes: highways and roads for motorists; routes, lanes and separate paths for bicyclists.

SR(7): Utility lines should be undergrounded wherever possible; and sensitively sited where placement must be aboveground.

- SR(8):** Plant materials should be used to screen or hide objectionable views.
- SR(9):** A design study should be prepared to include a San Francisco Bay viewscape plan for Airport Boulevard from Broadway to Coyote Point Drive.
- SR(10):** An integrated plan for hiking, riding and bike trails should be coordinated with the scenic road system. Plan for separate bike paths to be constructed along scenic road and highway routes whenever and wherever economically feasible, reasonable and practical.
- SR(11):** Previously adopted General Plan Elements express as public policy the other actions needed to help carry out this Scenic Roads and Highways Element.

Refer to Scenic Roads and Highways Element, pp. SR-2, SR-10-11.

NOISE ELEMENT

The following land use policies and action statements are summarized from the Noise Element adopted by Resolution 69-75, September 15, 1975. These policies and actions as stated here have not been adopted by the city council and should be used for reference only. For a full statement of the Noise Policies see the Noise Element, page N-34 and following.

DECLARATION OF POLICY

The City of Burlingame declares a policy of excluding and prohibiting all annoying, excessive and unnecessary noises from all sources which are subject to its regulatory, administrative and police powers. The City takes notice that for certain intensity levels, noise is detrimental to the health, welfare and enjoyment of the citizenry as well as detrimental to the quality of the environment. The City takes special notice that it is the penetration of unwanted sound from sources not controllable by an individual household that deserve the highest priority in order to insure each person's right to peaceful surroundings.

POLICIES:

Policy N(A): Preserve peaceful noise conditions in the city where they do exist.

Policy N(B): Reduce annoying levels of noise for existing situations; aircraft, motor vehicle and domestic animal noise which were identified by a Noise Questionnaire to be the most annoying at present.

Policy N(C): Achieve a peaceful acoustic environment in portions of the city to be developed.

Policy N(D): Consider use of existing city and inter-governmental processes to accomplish noise control.

Policy N(E): Arrive at resultant implementation programs which are consistent with State and Federal guidelines and which are (i) legally valid, (ii) not unduly costly, and (iii) do not impose undue hardship upon residential property owners and community business interests.

Policy N(F): Foster in the citizens of all segments of the City an assurance that their concerns with unwanted sound levels are of importance to the City, and publicize the existence of avenues by which these problems can be quantified and mitigated.

ACTIONS:

N(1): Consider Adoption of Administrative Review Process.

N(2): Institute an Airport Noise Surveillance Program for a period of two or three weeks.

- N(3):** Consider Vehicle Noise Emission Standards Enforcement.
- N(4):** Consider Municipal Vehicle and Maintenance Operations Noise Control.
- N(5):** Consider developing an Educational Campaign to describe to city residents their noise climate and what they can do to change it.
- N(6):** Consider Adoption of a Noise Ordinance.
- N(7):** Update the Noise Element.
- N(8):** Undertake a Bayshore Freeway Noise Attenuation Study.
- N(9):** Defer the institution of a Domestic Animal Noise program.

Refer to Noise Element, pp. N-44-48.

SPECIFIC AREA PLAN

POLICY GOALS:

Goal SAP(A): Development shall be consistent with the capacity of the adjacent road system.

Goal SAP(B): A specific plan should be selected which maximizes public access to the shoreline.

Goal SAP(C): Development should yield a high revenue-to-cost ratio.

Goal SAP(D): Guidelines and regulations should be adopted which will insure good quality development.

Goal SAP(E): Development should be visually attractive, pleasing both to those who work and visit the area, and also to those who use the area for recreation.

Goal SAP(F): Land uses in the Bayfront should be environmentally consistent with, and supportive of, Burlingame's main function as a residential community, and

Goal SAP(G): Land uses in the bayfront should reflect the special locational value of the area: proximity to regional freeway and to the San Francisco International Airport.

ACTIONS:

SAP(1): Reserve sites closest to the shoreline for land uses which draw a large number of visitors (i.e., hotels and restaurants).

SAP(2): Provide a continuous network of attractive and safe pedestrian and bicycle access along the shoreline and through the interior of the Anza Area.

SAP(3): Encourage implementation of the Burlingame Zoning ordinance requirement for a 25-foot-wide shoreline strip, consistent with the Bay Area Conservation and Development Commission (BCDC) requirements for the provision of public access to the shoreline.

SAP(4): Establish a desirable level of service for transportation facilities: a balance between traffic volumes and road capacities.

SAP(5): Identify appropriate sites for developments which generate high volumes of traffic at peak hours.

SAP(6): Identify improvements to increase road capacities to serve the uses proposed in the SAP.

- SAP(7):** Create a fiscal mechanism for sharing the costs of transportation improvements by private developers.
- SAP(8):** Encourage low intensity development or no development if transportation facilities are not available for higher intensity land uses.
- SAP(9):** Establish a high priority for development of hotels and restaurants which would generate substantial revenues to the City from room and sales taxes.
- SAP(10):** Actively encourage major restaurant chains to locate in the area. Establish site standards for attractive public improvements to accompany hotel and restaurant construction.
- SAP(11):** Reserve prime hotel and restaurant sites and preserve them from early development for other land uses through the Specific Area, Plan land use designations.
- SAP(12):** The design of developments must be coordinated to protect the visual attractiveness of the area and create a harmonious visual environment consistent with the image of the Burlingame community.
- SAP(13):** Establish height and setback regulations for new developments.
- SAP(14):** Encourage site designs that improve the appearance of parking areas.
- SAP(15):** Encourage intensive landscaping.
- SAP(16):** Provide view corridors for views of the Bay and the Anza Lagoon both from within and outside the area.
- SAP(17):** Maintain existing buildings in present uses until redevelopment is feasible.
- SAP(18):** Improve some streets to improve traffic flow in the area and to accommodate anticipated traffic generated from future development.
- SAP(19):** Allow interim low intensity land uses on available sites until regional demand for high intensity uses grows.

Refer to Specific Area Plan, pp. SAP-12-14.