

## 7 DEVELOPMENT FRAMEWORK

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*Much of the material in this chapter is drawn from the September 2, 2002 Existing Conditions Report, which was conducted at the initiation of the planning process and is bound separately.*

### A. History of the Planning Area

Nestled on the rolling hills between the Pacific Coast Range and San Francisco Bay, banker William C. Ralston settled what is now Burlingame to establish a grand estate. In 1866, on a trip to San Francisco, noted diplomat Anson Burlingame purchased a portion of Ralston's estate, where he had planned to retire from public service. Burlingame Depot, built in 1894 in the Mission Revival Style, established the town of Burlingame as a destination along the Southern Pacific Railroad tracks. Trolley tracks were laid in 1902 to connect Burlingame to San Francisco. This was a catalyst for growth for the small town and, following the earthquake of 1906, Burlingame's population ballooned as people sought a safer place to live. As early as 1901, the vision of tree lined streets became the symbol of Burlingame.

Burlingame experienced rapid growth in the early years of the twentieth century and incorporated in the summer of 1908. Within two years of incorporating, a majority of major roads had been paved and pedestrian amenities such as traffic signals and streetlights added. By the 1920s, Burlingame had developed a reputation as the peninsula's ideal location for auto retailers.

The term "Auto Row" was first used as early as 1923 to describe the cluster of dealerships that opened on California Drive. The legacy of auto retailing and service has continued and flourished in present times. As a symbol of the City's love for the automobile, gateway pillars were fabricated on El Camino Real to signal an entry to Burlingame.

In 1958, the northwestern portion of the Specific Plan Area, the area that includes Burlingame Plaza and Mills Peninsula Hospital was annexed to the City of Burlingame. Mills Peninsula Hospital opened in 1954 and has experienced continued expansion. Burlingame Plaza is home to one of only ten grocery stores serving the Burlingame area. During the 1940s, there were as many as 39 stores in Burlingame Plaza that served a much smaller population. Development of the Rollins Road industrial area has been greatly influenced by its proximity to San Francisco International Airport. A majority of the businesses in this area serve the airport or airline companies. In addition to airport-related industries, the Rollins Road area has a large number of auto service businesses. The legacy and identity of tree-lined streets still exists in some parts of the city, although many avenues have been altered over the years, leaving behind only random remnants of the original plantings.

## B. General Plan Land Use Designations

Land use designations and General Plan policies in and around the Specific Plan Area are discussed below.

### 1. Land Use Designations

General Plan designations for the Plan Area and surrounding districts are shown in Figure 7-1. The primary land use designations are:

- ◆ Industrial & Office Use
- ◆ Office Commercial
- ◆ Shopping & Service Commercial
- ◆ Institutions, Other, for the Mills Peninsula Hospital site
- ◆ Commercial Service & Special Sales

### 2. Surrounding Land Use Designations

The land use designations of areas to the west of the Plan Area are overwhelmingly single-family, low and medium density residential. The areas immediately south and east of the Plan Area are designated as Industrial & Office Use, Waterfront Commercial, and Commercial Service and Special Sales. North of the Plan Area, City of Millbrae land use designations are residential and transit-related commercial and residential mixed-use.

## C. Existing Land Use

This section describes in general terms the existing land uses that can be found in, and adjacent to, the Specific Plan Area. They are illustrated in Figure 7-2 and listed below.

- ◆ **Manufacturing/Warehouse.** Manufacturing and warehousing is the largest existing use in the Plan Area. Much of the northern two-thirds of Rollins Road in the study area is currently in this use.
- ◆ **Office.** There are a number of office developments of varying sizes, offering a range of professional services.
- ◆ **Hospital/Medical Offices.** The area around El Camino Real and Trousdale Drive contains a number of medical uses, including the Mills Peninsula Hospital, medical offices and uses ancillary to the hospital.
- ◆ **Auto Repair/Service.** Auto repair and service uses are concentrated at the south end of Rollins Road near Broadway.

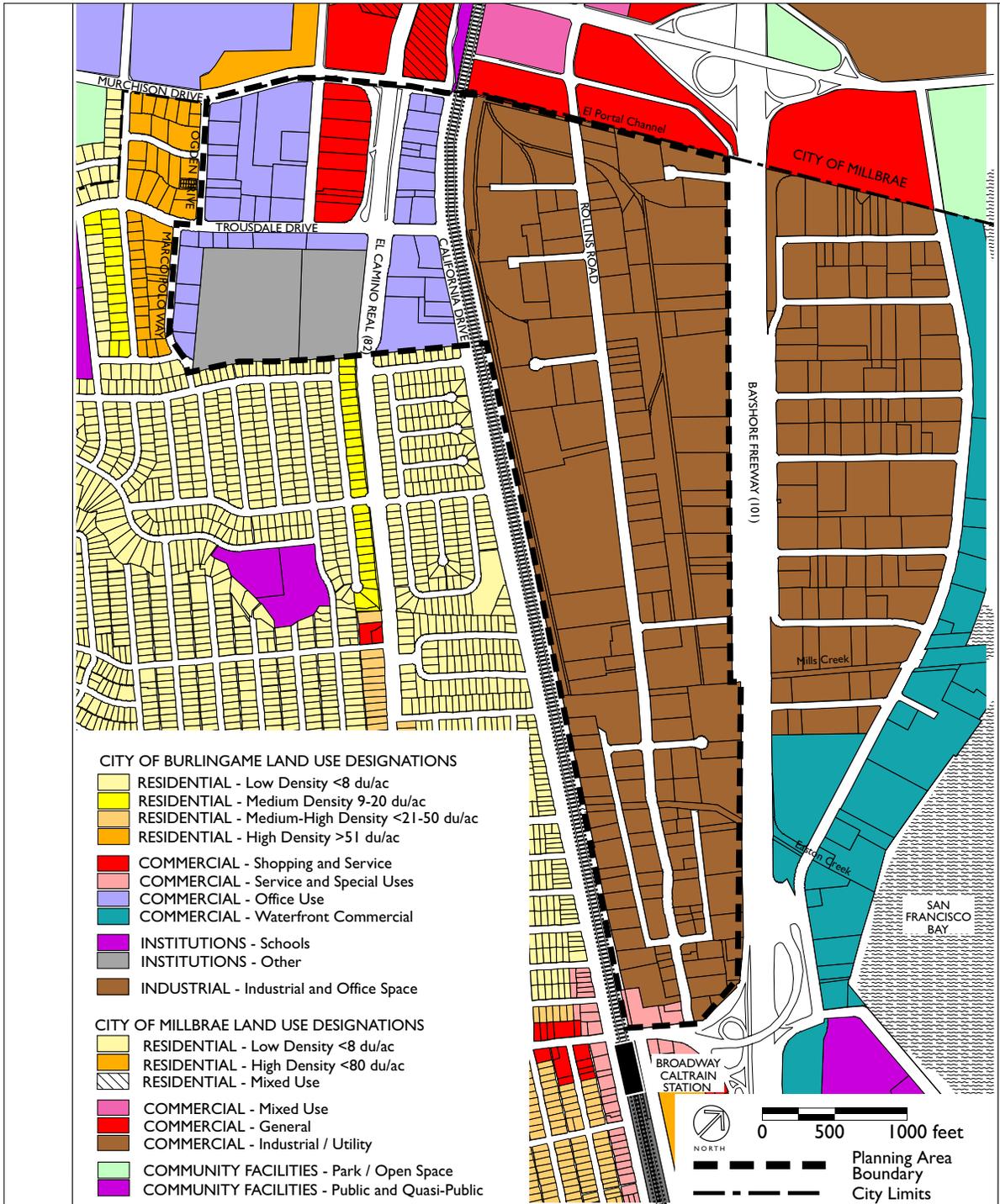
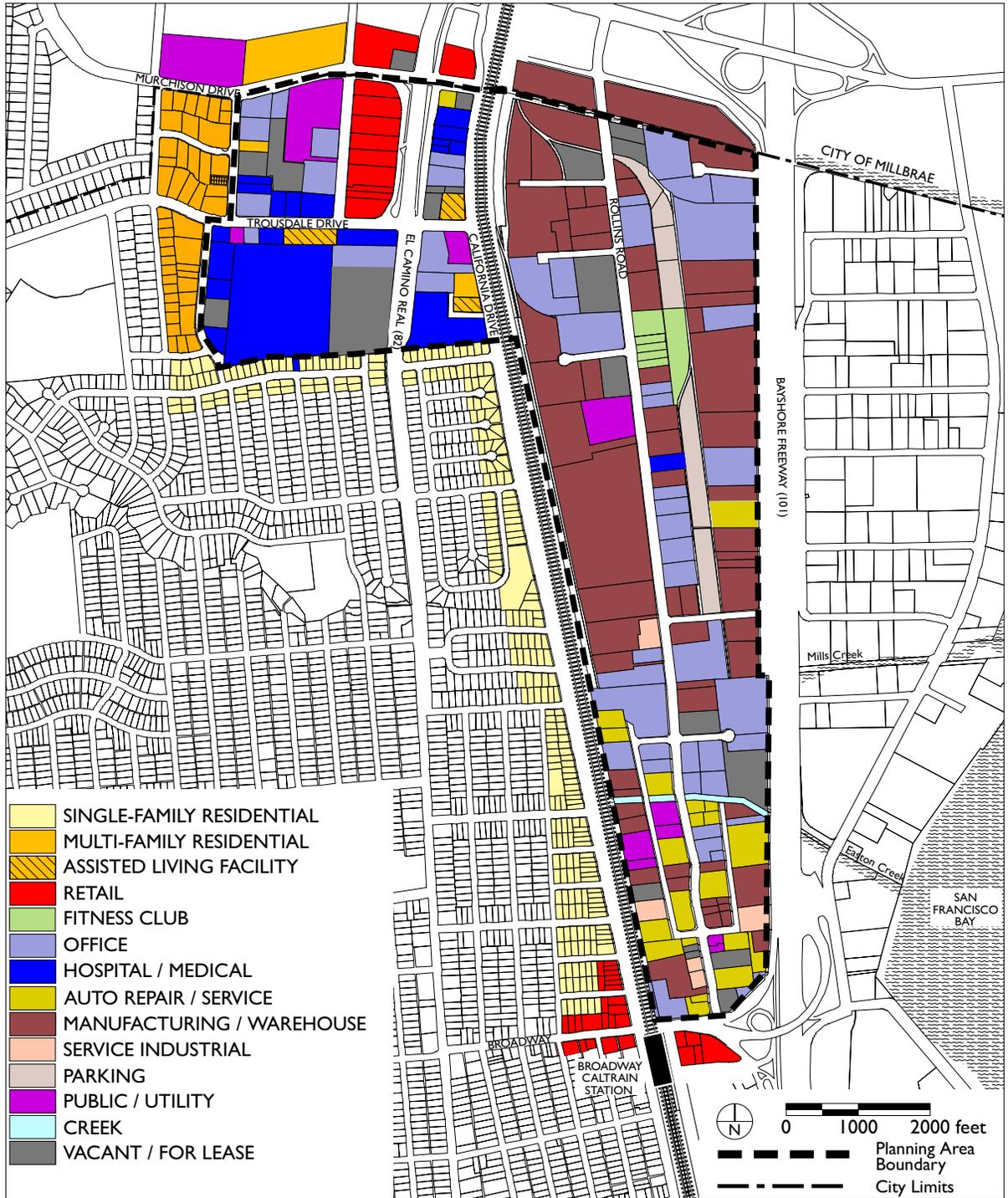


Figure 7-1. Land Use Designations for Burlingame and adjacent parts of Millbrae

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Figure 7-2.  
Existing Land  
Use



- ◆ **Retail.** There are stores and restaurants in Burlingame Plaza and a small number of retail outlets in the Rollins Road area that sell building and industrial supplies. There are large areas of retail immediately north of the Plan Area along El Camino Real in Millbrae and south of the study area along Broadway.
- ◆ **Assisted Living/Convalescent Homes.** There are three convalescent homes/assisted living facilities in the Plan Area, two on Trousdale Drive and one on California Drive.
- ◆ **Service Industrial.** Service industrial uses include commercial printing and exterminator services. These are primarily located in the south end of Rollins Road.
- ◆ **Multi-Family Residential.** Within the Plan Area, there is a small pocket of multi-family residential use along California Drive, just south of Trousdale Drive. These units are condominiums. Outside of the Plan Area, the neighborhood immediately west of Ogden Drive consists primarily of multi-family residential development.
- ◆ **Fitness Club.** There are two fitness clubs adjacent to each other on Rollins Road.
- ◆ **Parking.** Large portions of the PG&E Easement located east of parcels fronting Rollins Road are currently used as parking lots for service vehicles and long-term hotel parking.
- ◆ **Public/Utility.** This land use designation includes schools, fire departments and police stations.
- ◆ **Creek.** There are a number of small creeks and drainage channels that bisect the Plan Area. Some of these are tidal influenced.
- ◆ **Vacant/For Lease.** There are a number of vacant or partially vacant buildings scattered throughout the Plan Area with a variety of owners and building types. There are also a small number of vacant parcels within the Plan Area.
- ◆ **Single-Family Residential.** There are no single-family residences located in the Plan Area. However, the neighborhood immediately southwest of the Plan Area is primarily single-family residential in character.

#### D. San Francisco International Airport

Located immediately northeast of Burlingame, the take-off and landing paths of San Francisco International Airport (SFIA) exert significant noise- and height-related limitations on the Plan Area. Additionally, there are economic conditions inherent in the city's proximity to this busy center. Following is a brief summary of airport-related height impacts within the planning area. Noise impacts related to the Airport are discussed in Section 2 below.

All of the Plan Area is located within the current Airport Influence Area (AIA) for SFIA. All properties for sale within the planning area will be subject to the real estate disclosure requirements of Chapter 496, Statute 2002 (the Simitian Bill).

The areas noted below address the existing regulations regarding noise and safety as they relate to current airport operations and as reflected in the adopted San Mateo County Comprehensive Land Use Plan and FAA requirements. It is recognized that the Specific Plan Area, particularly the El Camino Real North subarea, is proximate to SFIA and is subject to impacts associated with operation of an airport. As operating conditions at the airport change and information becomes available that results in changes to the regulations, development in the Specific Plan Area may be subject to additional requirements related to noise and safety, such as additional height restrictions, noise insulation measures affecting construction and aviation easements for certain uses.

### **1. Airport-Related Height and Safety Impacts**

There are federally established restrictions on the height of buildings within a certain distance and geometry from SFIA. Height limitations for all potential development within the zones shown on Figure 7-3 are assigned based on the elevation of the development in relation to the nearest runway. The measurements are taken from mean sea level.

The Specific Plan Area is affected by several height/airspace protection parameters defined in FAR Part 77. These parameters include the Runway 1/19 Approach Surface, with a 34:1 slope; the Runway 1/19 Transitional Surface, with a 7:1 slope; and the Horizontal Surface, which is a flat surface that extends horizontally over the remainder of the Plan Area. These height/airspace protection parameters are depicted in Figure 7-3.

All future development in the Specific Plan Area is subject to the limitations of the applicable FAR Part 77 airspace parameters and the formal federal notification process, via FAA Form 7460-1, "Notice of Proposed Construction or Alteration." In addition, the findings of all FAA aeronautical studies conducted by the FAA will be incorporated into the final plans for new development approved in the Specific Plan Area.

All development within the area of Burlingame that is influenced by the airport aviation activities is subject to review by the FAA and will require FAA permits as a part of any City action. The San Mateo County Airport Land Use Commission also has jurisdiction. Review of building heights is particularly important.

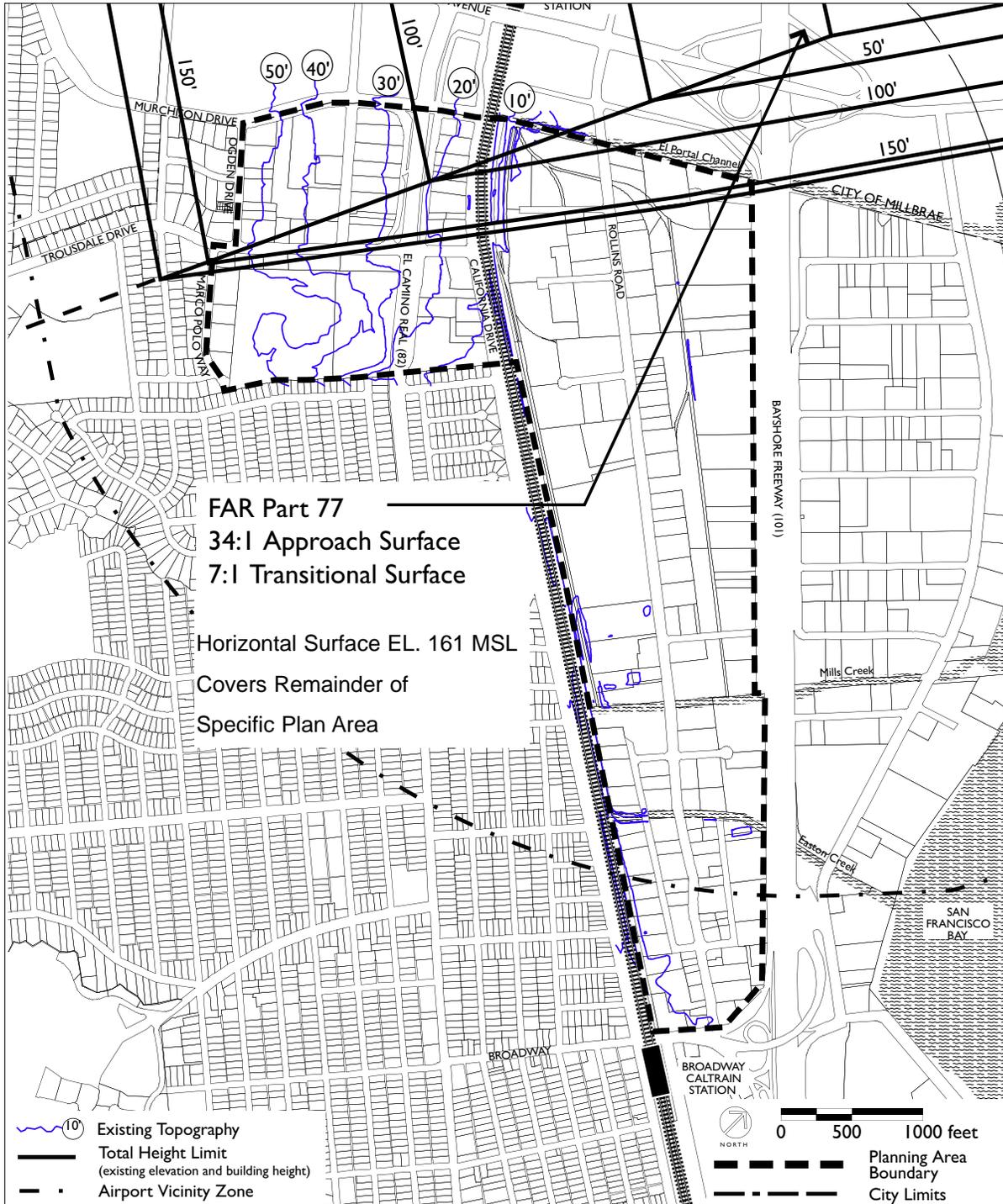


Figure 7-3. Airport Height Restrictions

Future development in the Specific Plan Area shall comply with all relevant FAA standards and criteria for safety regarding flashing lights, reflective material, land uses that may attract large concentrations of birds, HVAC exhaust vents, and uses that may generate electrical or electronic interference with aircraft communications and/or instrumentation.

## **2. Airport-Related Noise Impacts**

San Francisco International Airport is located on the east side of U.S. 101, just north of the Specific Plan Area. The two methods currently in use for measuring noise generated at SFIA are the Community Noise Equivalent Level (CNEL) and the Single Event Level of noise (SEL), which can measure a specific event such as an airplane flyby.

Measurement of a type of noise known as low frequency (LFN), or backblast, is presently being conducted by SFIA. Backblast is created by jet aircraft at take-off. The effect of backblast is most acutely felt at a 45 degree angle from the back of the aircraft rather than directly behind the aircraft. Presently there is little information available regarding threshold levels and mitigation measures for low frequency noise. There is no known mitigation other than distance for this type of noise because the sound, or energy wave, penetrates and moves through buildings, trees and other objects.

Based on the 2001 SFO Noise Exposure Map, and as shown in Figure 7-4, the majority of the Specific Plan Area is outside the 60 dBA CNEL noise contour. A small portion in the northeast of the Specific Plan Area, in the Rollins Road Industrial area, resides just inside the 60 dBA contour, and would be subject to the land use restrictions of the SFIA Land Use Plan for noise attenuation.

All project development sponsors within the Specific Plan Area shall retain a qualified acoustical engineer familiar with aviation noise impacts to prepare an acoustical study, in accordance with State Title 24 requirements. The acoustical study shall identify methods of design and construction to comply with the applicable portions of the Uniform Building Code Title 24, Appendix 36, Sound Transmission Controls and with the FAA Part 150 Noise Compatibility Program so that construction will achieve an indoor noise level of 45 dBA, or less, as measured for aircraft noise events. The cost of the noise insulation measures shall be borne by the development project sponsor.



Figure 7-4.  
Noise  
Contours

### **E. Millbrae Intermodal Station**

The opening of the Millbrae Intermodal Station and its 3,000 car parking facility brings with it the potential for significant development opportunities for the businesses and properties in the Plan Area. The new station is within a one-half mile radius of a large portion of the Plan Area, thereby affecting land use decisions made during the North Burlingame/Rollins Road Specific Plan process.

### **F. Mills Peninsula Hospital**

The existing Mills Peninsula Hospital is seismically unsafe and needs to be replaced. A replacement hospital is proposed to be built on the same site. The existing hospital will remain open during construction, so the new hospital will be placed closer to El Camino Real.

### **G. Noise**

Other than airport noise, which is addressed in Section D above, the following sources were determined to be among the more significant noise sources in Burlingame on the basis of the City of Burlingame General Plan Noise Element, the Millbrae Station Area Specific Plan and operational information from sources:

- ◆ U.S. 101 (Bayshore Freeway)
- ◆ El Camino Real (State Route 82)
- ◆ California Drive

- ◆ Interstate 280 (Junipero Serra Freeway)
- ◆ Caltrain and Union Pacific Railroad
- ◆ San Francisco International Airport (SFIA)

#### **1. Traffic Noise**

One of the main noise sources in Burlingame is from motor vehicle traffic on U.S. 101, which bisects the city from northwest to southeast, and El Camino Real and California Drive, which are the two main arterial roadways through the city.

#### **2. Railroad Noise**

Railroad trains pass through the Plan Area on the Caltrain track located east of California Drive. Caltrain commuter trains and freight trains use these tracks 24 hours per day.

#### **3. Groundborne Vibration**

Aside from seismic events, the greatest regular sources of groundborne vibration within the Plan Area are roadway bus and truck traffic, railway operations and construction activities. The background vibration velocity level in residential areas is usually around 50 VdB (Vibration Decibels). Vibration levels may instantaneously reach 63 VdB when buses or trucks pass within 50 feet of a receptor, and 72 VdB when these vehicles hit a bump in the road. Commuter rail trains generate groundborne vibration levels of approximately 75 VdB at a distance of 50 feet from the railway.

## H. Economic Trends

This section analyzes economic and demographic trends for Burlingame, the larger market area, and San Mateo County. As a benchmark, data for the nine-county Bay Area are presented as well. For the purpose of this study, the market area encompasses the northern two-thirds of San Mateo County that falls along the Interstate 280 and U.S. 101 corridors, including the cities of Daly City, Brisbane, Colma, South San Francisco, San Bruno, Millbrae, Burlingame, Hillsborough, San Mateo, Belmont, and San Carlos. This definition is used for the market analyses of residential, office, and industrial/R&D uses.

The Burlingame population has grown at a slightly slower rate than both the market area and the county since 1990, and is expected to maintain this pace reaching 31,700 residents by 2020. In contrast, both the market area and county are projected to slow their growth slightly through 2020. These demographic trends will result in an increase in the existing high demand for housing in Burlingame through 2020. Since much of the city is already built out, higher density and multi-family housing would help satisfy additional demand. Household growth generally suggests the potential for additional local-serving retail development.

However, as a small city, Burlingame may not gain enough new households in absolute, rather than percentage, terms to justify a significant amount of new retail development. Although Hillsborough residents also provide additional support for new retail development, ABAG also projects minimal growth in this city.

Employment projections indicate that San Mateo County will continue to expand its employment base through 2010. The service sector will maintain a major share of San Mateo County employment, and the retail sector will grow significantly over this period. To the extent that these and other expanding sectors will require office and industrial space, additional development in the county and Burlingame may be feasible. However, any new development should also consider the large number of vacancies in the current office and industrial market.

## I. Existing Transportation Network

Components of the existing transportation system serving the Specific Plan Area in addition to intersection operations and parking conditions are described below.

### 1. Roadway Network

Descriptions of the major roadways near and within the Plan Area follows.

- ◆ U.S. 101, or the Bayshore Freeway, is a north-south, eight-lane major freeway. Access to U.S. 101 and the study area is provided via interchanges at Millbrae Avenue to the north and Broadway to the south.
- ◆ El Camino Real is a four- to six-lane roadway located on the western side of the Plan Area. In the City of Burlingame, El Camino Real is classified as a major arterial street but has a posted speed limit of 35 miles per hour. South of Trousdale Drive, El Camino Real is a narrow, four-lane road lined with large trees. Near Trousdale Drive, El Camino Real widens to a six-lane road, with a raised median.
- ◆ California Drive is a north-south, two-lane street, classified as an arterial with a posted speed limit of 35 miles per hour. California Drive is aligned just west of the Caltrain right-of-way.
- ◆ Broadway is an east-west street that connects to U.S. 101 and contains the northernmost of Burlingame's two "Main Street" shopping areas. Between U.S. 101 and California Drive, Broadway is a six-lane street with several closely-spaced signals and a railroad crossing at the Caltrain tracks. Because of the frequent train crossings, the area of Broadway between California Drive and U.S. 101 tends to experience severe congestion during peak periods.
- ◆ Millbrae Avenue is a four- to six-lane east-west arterial with a posted speed limit of 35 miles per hour at the southern end of Millbrae. Millbrae Avenue connects to U.S. 101 through an interchange, and is expected to carry a large volume of traffic to and from the pending Millbrae BART Station. Millbrae Avenue continues west at two lanes through the town of Millbrae to Interstate 280.
- ◆ Murchison Drive is 4-to 6-lane east-west arterial with a posted speed limit of 35 miles per hour. The centerline of the street right-of-way is the boundary between the City of Burlingame and the City of Millbrae.
- ◆ Trousdale Drive is a four-lane major arterial which connects California Drive and El Camino Real to Interstate 280.

- ◆ Rollins Road is a four-lane north-south arterial street with a posted speed limit of 35 miles per hour. Rollins Road provides the only access route to industrial land uses within the Plan Area. Virtually all traffic entering this industrial area must enter via Rollins Road at Broadway to the south or at Millbrae Avenue to the north.
- ◆ The U.S. 101 and Millbrae Avenue Interchange is currently a full-cloverleaf type interchange. Construction has begun to realign this interchange to a partial cloverleaf interchange to accommodate the traffic increases expected as a result of the Millbrae Intermodal Station. Specifically, the northbound and southbound loop off-ramps from U.S. 101 to Millbrae Avenue are being removed. The remaining off-ramps are being realigned, widened, and signalized to accommodate all turning movements.
- ◆ The U.S. 101 and Broadway Interchange is one of the oldest interchanges along U.S. 101 and includes several closely spaced intersections and a railroad crossing for Caltrain. Because this crossing serves passenger rail geared mainly to serve commuters, trains cross Broadway more frequently during the peak commute hours than in non-peak periods. The closely spaced traffic signals in conjunction with the commuter rail crossing activities create significant traffic delays along the Broadway corridor, just west of U.S. 101. There are preliminary plans under study by

Caltrans to reconstruct the Broadway Interchange to an urban interchange standard.

## 2. *Transit Service*

Transit access to the Plan Area is provided by Caltrain, which provides regional commuter rail service along the Peninsula Corridor, and SamTrans, which provides local bus service throughout San Mateo County.

- ◆ Caltrain. Caltrain currently maintains stations just to the north of the Plan Area in the City of Millbrae, and just to the south of the Plan Area at Broadway and California Drive in Burlingame. Caltrain provides passenger service in the corridor between San Francisco, San Mateo and Santa Clara counties. Currently, Caltrain offers service between San Francisco and San Jose seven days a week.
- ◆ Bay Area Rapid Transit (BART). From the new Millbrae Intermodal station, BART reaches to Pittsburg and Bay Point in Contra Costa County, and to Dublin and Fremont in Alameda County, as well as providing a connection to SFIA and stops in San Francisco and the East Bay.
- ◆ San Mateo County Transit (SamTrans). SamTrans bus service is an integrated public transportation system that serves the entire Bay Area, through connections with Caltrain and BART. Currently, SamTrans provides five daily bus routes (242, 292, 390, 391, and 397) that connect to BART,

Caltrain stations and communities along the El Camino Real corridor in the vicinity of the Specific Plan Area. Express SamTrans Route MX provides daily service to downtown San Francisco.

- ◆ **Burlingame Shuttle.** In addition to the existing fixed-route service, the City of Burlingame operates a free shuttle serving the Broadway Caltrain Station, the Colma BART station, and local Burlingame businesses during weekday commute periods. The Burlingame Shuttle also operates between many of the local hotels in the Bayfront Area, and local shopping areas during midday off-peak periods.

### **3. Bicycle Facilities**

One designated Class III signed bicycle route traverses the Plan Area. This route travels along Murchison Drive from the west toward California Drive and turns south at California Drive. The route continues south along California Drive past the boundaries of the Plan Area. Within the Plan Area, there are no designated Class I or II facilities (bicycle lanes or trails).

There is a planned bikeway that will run along or parallel to the BART/Caltrain rights-of-way between the Colma and Millbrae BART stations. Bicyclists will be able to continue through Burlingame via the bike route on California Drive.

### **4. Pedestrian Facilities**

On El Camino Real, sidewalks are located only between bus shelters and the nearest intersections. This allows transit riders to safely and comfortably walk between the SamTrans bus routes serving El Camino Real and adjacent shopping areas, but discourages them from walking longer distances along El Camino Real. The Rollins Road industrial area has narrow sidewalks along a majority of its length.

The primary pedestrian access to the Millbrae Intermodal station from the Rollins Road area will be through the intersection of Rollins Road and Millbrae Avenue. This intersection has recently been reconstructed and is equipped with fully actuated pedestrian signals, crosswalks on all approaches and wide sidewalks. In addition, Adrian Road, west of Rollins Road, turns to pass underneath the elevated portion of Millbrae Avenue, just east of the Caltrain tracks. On the western side of the Caltrain tracks, pedestrians may access the Intermodal Station along California Drive. California Drive passes underneath Millbrae Avenue to enter the station.

## 5. Existing Parking Conditions

The northern and southern portions of Rollins Road within the Plan Area contain a relatively large supply of unused on-street parking, while in the central section, on-street parking appears to be much more heavily used. The residential portion of California Drive, which forms the western boundary of the Plan Area, appears to have an abundance of on-street parking. The commercial and retail areas near the intersection of Trousdale Drive and El Camino Real appear to be much more heavily parked, although, it did not appear that a parking shortfall exists in this area.

## J. Biological Resources

The following biological conditions exist in the Specific Plan Area.

### 1. Vegetation and Wildlife

Most of the Plan Area has been developed with urban uses, eliminating natural community types and habitat for special-status species. The Plan Area is now occupied by structures and paved surfaces, with the remaining vegetative cover generally limited to ornamental landscaping and ruderal (weedy) species in vacant lots and poorly maintained areas. This includes the edge of the Caltrain railroad corridor and margin of several drainage channels which flow through the Plan Area. Emergent freshwater and brackish water marsh vegetation occurs along segments of these drainages. Existing vegetative cover and associated wildlife are

described below, with sensitive habitat areas indicated in Figure 7-5.

### 2. Urban Habitat

Plant and animal species associated with urban habitat are adapted to high levels of disturbance. Ornamental landscaping forms the primary vegetative cover in the study area, composed of non-native trees, shrubs and ground-covers. A row of blue gum eucalyptus (*Eucalyptus globulus*) grows along the Caltrain tracks, although it appears that many of these trees have been removed as part of the Caltrain and BART improvements. Where paved surfaces, structures, and landscape improvements are absent, ruderal species form a cover of non-native annual grasses and forbs.

The "Urban Reforestation and Tree Protection Ordinance" provides for the preservation of protected trees in the City of Burlingame. A protected tree means one of the below:

- ◆ Any tree with a circumference of 48 inches or greater.
- ◆ A tree or stand of trees designated by the City Council based on several factors.
- ◆ A stand of trees which the Parks and Recreation Director has determined to be interdependent on each other for survival.

Protected trees may not be removed or significantly altered without a permit. Minimum replacement standards must be met either through planting of additional trees or in lieu payment when planting of replacement trees is not feasible.

### 3. Freshwater and Brackish Water Marsh

The only natural community types remaining in the Plan Area occur as freshwater marsh and brackish water marsh along the drainage channels. All of the channels have been modified by past dredging, realignment, and ongoing maintenance. The larger drainages continue to be influenced by tidal action upwards in elevation to about the Caltrain corridor. The El Portal Channel at the northwest edge of the Plan Area is under tidal influence and has been lined with concrete but still contains scattered clumps of emergent alkali bulrush (*Scirpus sp.*). Mills Creek and Easton Creek to the south-east are also under tidal influence but generally still have an earthen bed and bank, and support more emergent bulrush, together with iceplant, native gum plant (*Grindellia sp.*), ruderal grasses and forbs, and landscape shrubs and trees. A few clumps of red willow shrubs (*Salix laevigata*) grow along the segment of Mill Creek at the edge of the Caltrain corridor where tidal influence appears to end. This channel continues under the railroad tracks through a concrete culvert. A poorly defined swale receives surface runoff through culverts under the railroad tracks west of Ingold Road, but this feature appears to be entirely within the railroad right-of-way.

### 4. Special-Status Species and Sensitive Natural Communities

A record search of The California Natural Diversity Database (CNDDDB), together with other relevant information, indicates that occurrences of sensitive natural communities and populations of several plant and animal species with special-status have been recorded within or are suspected to occur in the San Mateo County area and the vicinity of Burlingame. No occurrences of sensitive natural community types have been reported by the CNDDDB within the Plan Area, and no important stands were observed during the reconnaissance survey.

- ◆ **California Red-Legged Frog.** California red-legged frogs were observed in the freshwater drainage at the rear of 1616 Rollins Road during a biological assessment conducted in 2001 by Thomas Reid Associates. This species was also observed just outside the Plan Area in the nearby channel at the southwestern portion of the Millbrae Avenue interchange by the State of California Department of Transportation in 1997. California red-legged frog is listed as Federally-threatened and a California Special Concern species.
- ◆ **San Francisco Garter Snake.** The San Francisco garter snake is both a State- and Federally-listed endangered species. It is most often encountered in the vicinity of standing water with emergent vegetation, around ponds, lakes, marshes, and sloughs, but is also found in temporary ponds.

Numerous sightings of San Francisco garter snake have been made in the South Lomita Canal and Cupid Row Canal vicinity north of the Plan Area, considered to represent the largest known population of this snake species, as reported by Ogden in 1996.

## 5. Wetlands

A preliminary wetland assessment was performed during field reconnaissance to provide an initial indication of the potential for jurisdictional wetlands in the Plan Area. Based on this assessment, potential jurisdictional wetlands appear to be limited to the four drainage channels, and possibly the seasonal wetlands along the edge of the freshwater drainage channel and swale along the railroad corridor. Figure 7-5 shows the extent of potential jurisdictional wetlands in the Plan Area. Each of the major drainage channels would probably be considered jurisdictional waters by the Corps, and average channel widths are indicated in Figure 7-5.

## K. Utilities and Infrastructure

The following is a brief summary of infrastructure issues in Burlingame and the Plan Area. The information below is based on capacity analyses performed in conjunction with the recent Housing Element Update.

### 1. Sanitary Sewer

In the Plan Area, sewer mains range in size from 6 inches to 24 inches in diameter. Figure 7-6 shows the existing sewer mains. There is also a sewer pump station in the study area which allows the sewage to be pumped under U.S. 101 and ultimately to the wastewater treatment plant on Airport Boulevard. The sewer system was built as the area developed beginning in the mid to late 1950's. The Public Works Department is embarking on a program to replace sewer pipes in the older areas of the city. The sewer mains in this area have not been identified as needing replacement in the foreseeable future.

Two recent projects have been completed in the past decade that have removed constraints to new residential development related to sewer service as defined in the Housing Element process. These sewer projects were:

- ◆ **Sewer Interceptor Project, 1998.** This project included the installation of a new line on California Drive in the Plan Area.
- ◆ **Sewer Treatment Plant Improvements, 1994.** This project included a series of upgrades to the City's wastewater treatment plant facilities resulting in increased capacity.

## 2. Water

Water service is provided to this area by the City of Burlingame. The City's sole source of potable water is the San Francisco Public Utilities Commission (SFPUC) system, which also supplies water to the City and County of San Francisco and other cities along the Peninsula.

In the Plan Area, water mains range in size from 6 inches to 12 inches in diameter. Figure 7-6 shows the existing water mains within the Plan Area.

In November of 2000, the City of Burlingame adopted an Urban Water Management Plan in accordance with State law requirements. The Plan looks at the City's water consumption needs and anticipated supplies to accommodate current needs and future growth. The Plan indicates that projected growth anticipated by Association of Bay Area Governments (ABAG) population projections for Burlingame and development anticipated in the Housing Element Update can be accommodated by the existing system and allotments from the Hetch Hetchy system.

## 3. Storm Drains

The El Portal Creek System chapter of the Citywide Storm Drain Report (2000) makes the following points regarding the northern part of Plan Area:

- ◆ **Capacity.** Existing capacity appears to be adequate for existing development, including pump stations and backup pumps. Since most of the properties within the Plan Area are substantially covered with impervious surfaces, there should be no additional capacity needed for infill development.
- ◆ **Recommended Improvements.** This includes regular inspections, ongoing repairs to concrete channels and regular testing of pump facilities.
- ◆ **Further Work.** Recommendations are made for ongoing inspections of creek and tidal activities; impairments to potential flow; and equipment testing and monitoring.

Industrial uses are generally more intensive in their use of water than other land uses. Discussions with City staff have indicated that since any replacement uses would be the same or less intensive than the existing uses they would replace, there are sufficient infrastructure capacities in the Plan Area to allow for other land uses, such as office and residential, to be considered.

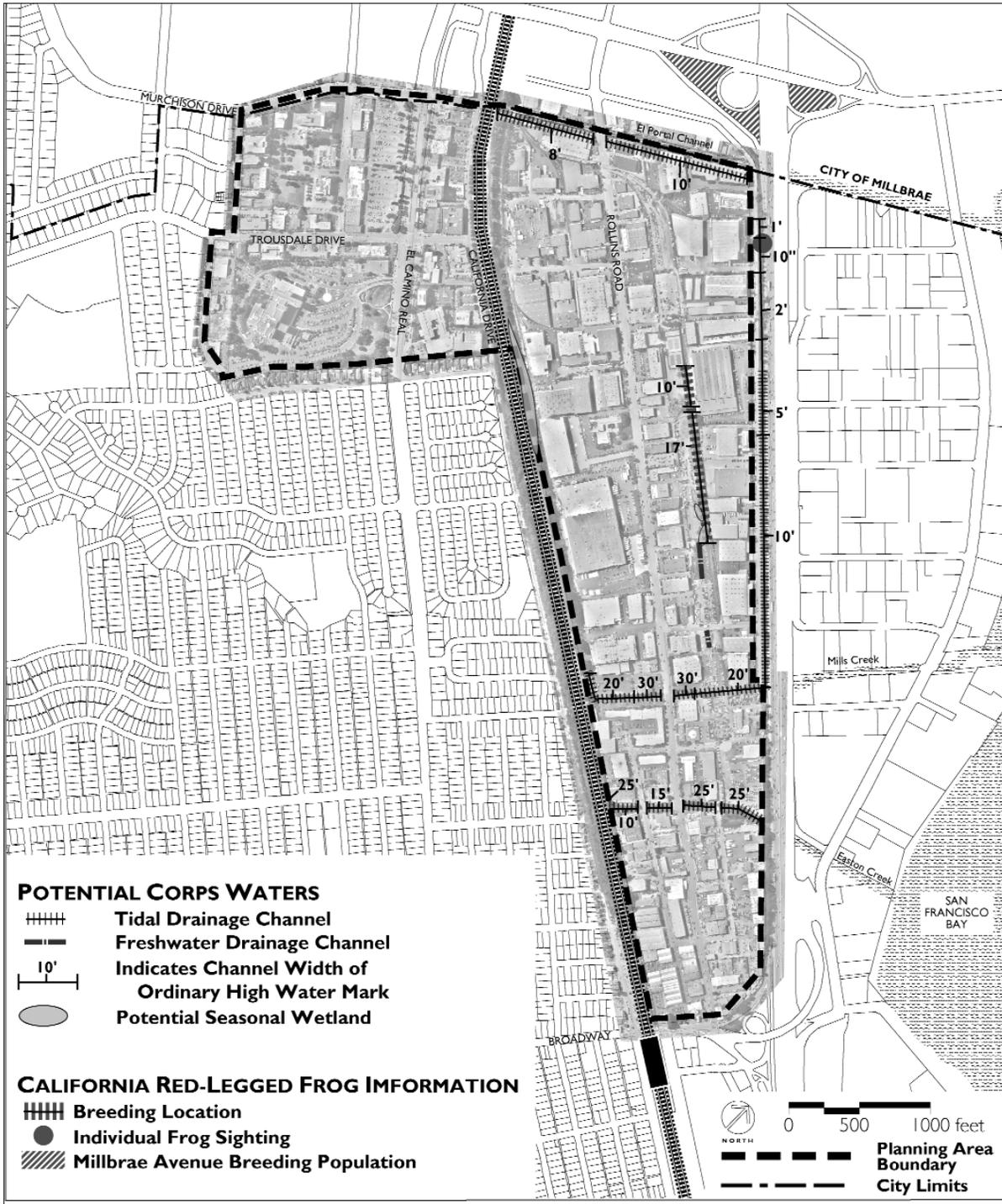
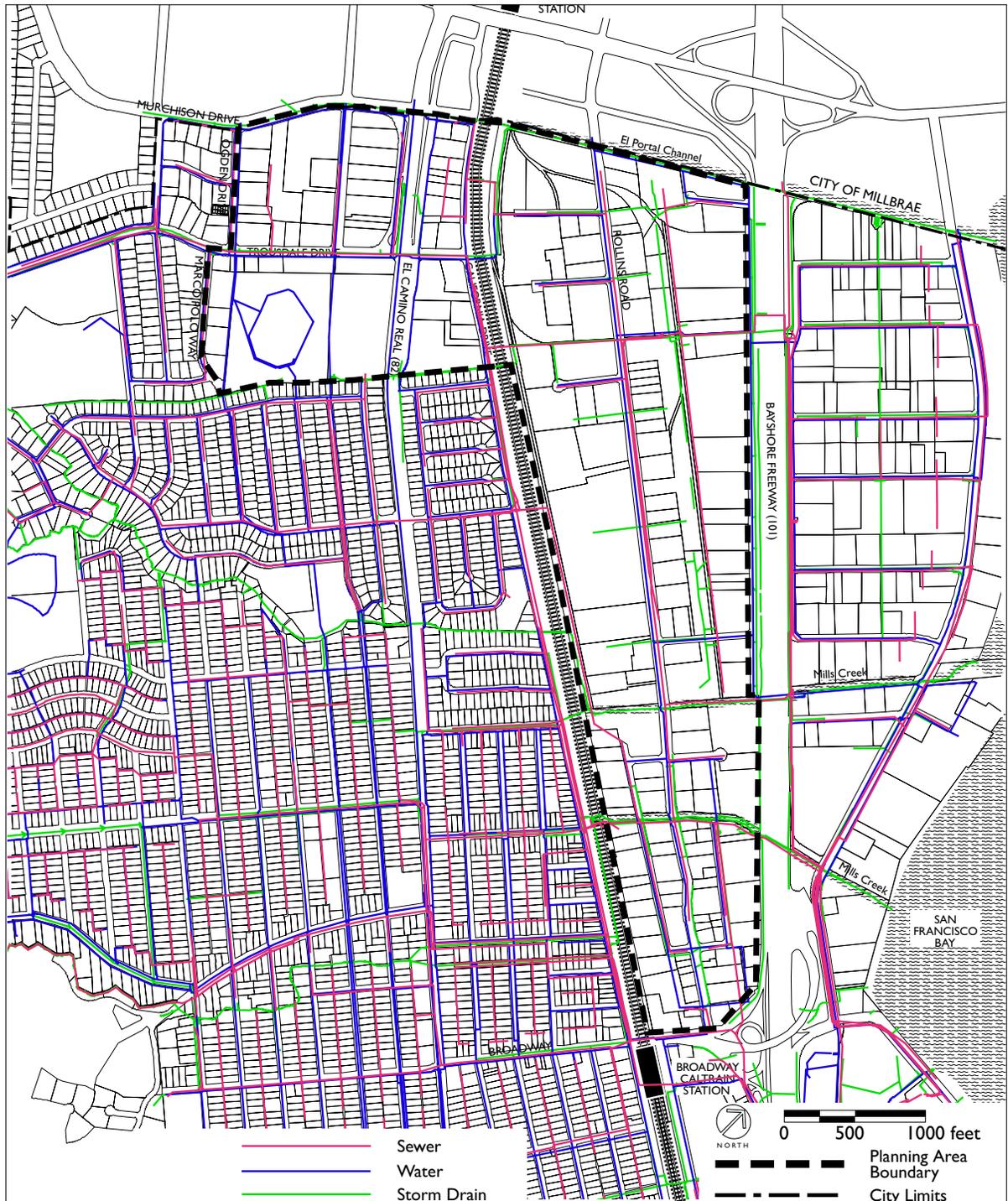


Figure 7-5. Biological Features

Figure 7-6.  
Infrastructure



## **L. Community Standards**

The Mitigated Negative Declaration prepared for the Specific Plan identifies the following mitigation measures, which will be applied to new development as Community Standards.

### **1. Geology**

Any new structures shall be constructed and installed according to the standards of the Burlingame Public Works Department and California Building Code Editions in effect at the time a building permit is issued. A design-level final geotechnical report shall be required for each major structure proposed in the Specific Plan Area, including specific recommendations to minimize post-construction settlements. The design-level geotechnical investigation will be reviewed by the Department of Public Works for compliance with existing building codes and ordinances. Implementation of the recommended site preparation activities will be inspected by City field inspectors.

### **2. Air Quality**

Projects shall implement Fugitive Construction Dust Control Measures. Project sponsors of individual projects constructed within the Specific Plan Area shall prepare and implement a dust control plan. The plan shall be submitted to the City of Burlingame Public Works Department, which shall be responsible for field verification of the plan during construction. To reduce particulate matter emissions

during construction and demolition phases, the contractor shall include in the dust control plan dust control strategies recommended by the Bay Area Air Quality Management District (BAAQMD).

### **3. Biological Resources**

Because of the protected status of the California red-legged frog, the U.S. Fish and Wildlife Service and the California Department of Fish and Game shall be consulted prior to modification to the freshwater drainage channel that runs at the rear of properties along Rollins and Adrian Roads, or the surrounding undeveloped grasslands and scattered brush. The property owners shall obtain the necessary permits from these agencies for any changes proposed within or adjacent to lands under the jurisdiction of these agencies.

If development is proposed in the area shown as Natural Areas on the map in Figure 7-5, a wetland delineation study should be conducted to determine the extent of jurisdictional wetlands and the constraints these features may pose to development. The wetland delineation should be verified by the U.S. Army Corps of Engineers. If jurisdictional wetlands are found, a detailed wetland mitigation plan shall be required if complete avoidance of drainage and the potential seasonal wetlands is not feasible.

For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a creek or channel, the California Department of Fish and Game may require a Streambed Alteration Agreement. The applicant should contact the Department of Fish and Game early in the process to determine if that agency's approval is required.

#### **4. Hazards and Hazardous Materials**

Where required by the Comprehensive Land Use Plan for San Francisco Airport, developers of new residential uses in the SUZ zone and new residential, office and retail uses in the AZ zone as well as any person who intends to offer land for sale or lease shall provide prospective buyers and tenants with a fair disclosure statement noting the presence of the property within the Airport Influence Area and the potential for aircraft overflights, noise and related effects.

All future development in the Specific Plan Area is subject to the limitations of the applicable FAR Part 77 airspace parameters and the formal federal notification process, via FAA Form 7460-1, "Notice of Proposed Construction or Alteration." In addition, the findings of all FAA aeronautical studies conducted by the FAA will be incorporated into the final plans for new development approved in the Specific Plan Area.

Future development in the Specific Plan Area shall comply with all relevant FAA standards and criteria for safety regarding flashing lights, reflective material, land uses that may attract large concentrations of birds, HVAC exhaust vents, and uses that may generate electrical or electronic interference with aircraft communications and/or instrumentation.

#### **5. Noise**

At the time of development, project sponsors shall be required to comply with Best Management Practices to reduce noise levels during construction.

All future construction activities shall be required to meet the construction hours requirement of the Burlingame Municipal Code in effect at the time of construction.

Future development that incorporates pile foundations shall be required to submit a pre-construction assessment of existing subsurface conditions and the structural integrity of nearby buildings to determine noise and vibration impacts from pile driving as a part of the building permit submittal. The pre-construction assessment shall be reviewed and approved by the City Engineer and any recommendations shall be incorporated into the construction documents.

All project development sponsors within the Specific Plan Area shall retain a qualified acoustical engineer familiar with aviation noise impacts to prepare an acoustical study, in accordance with State Title 24 requirements. The acoustical study shall identify methods of design and construction to comply with the applicable portions of the Uniform Building Code Title 24, Appendix 36, Sound Transmission Controls and with the FAA Part 150 Noise Compatibility Program so that construction will achieve an indoor noise level of 45 dBA, or less, as measured for aircraft noise events. The cost of the noise insulation measures shall be borne by the development project sponsor.

## **6. Cultural Resources**

If any prehistoric or historic archeological relics are discovered during construction, all work will be halted until the finding can be fully investigated and proper protection measures, as determined by qualified experts, can be implemented.

If previously unknown human remains are encountered during construction, an appropriate representative of Native American groups and the County Coroner shall also be informed and consulted, as required by State law.

