

4 LAND USE DESIGNATIONS

Chapter 4 describes the land use designations and densities that will implement the development vision for North Burlingame outlined in Chapter 3. Land use densities are described according to subareas, as mapped in Figure 4-1. This figure also shows the land use designations for areas covered by this Specific Plan.

This chapter includes maximum allowed development densities, expressed as floor area ratios (FARs) for each type of development anticipated to occur in the area, except residential, which is defined by a maximum number of dwelling units allowed per acre (du/ac). Allowed FARs have been set based on development industry standards in common use throughout the Bay Area. These proposed FARs will generally result in one- to two-story commercial or industrial buildings with surface parking and adequate landscaping in the Rollins Road area and three- to five-story residential, commercial or mixed-use buildings in the North Burlingame area along El Camino Real.

This chapter includes guidance regarding land use on private property only. Streetscape design concepts for public streets throughout the area are included in Chapter 5. Design guidelines for private properties are included in Chapter 6.

A. The Rollins Road Area

Industrial, manufacturing and other job-generating uses will continue to be the emphasis of development in the Rollins Road area.

Additionally, future development in a subarea along U.S. 101 frontage will emphasize auto sales and service.

A1. Northern Gateway

The land use designation of this subarea is Industrial, which consists primarily of warehouse and manufacturing uses, as described below. Allowed uses and their appropriate densities are as follows:

Industrial	0.5 FAR Review Line
	1.0 FAR Maximum¹

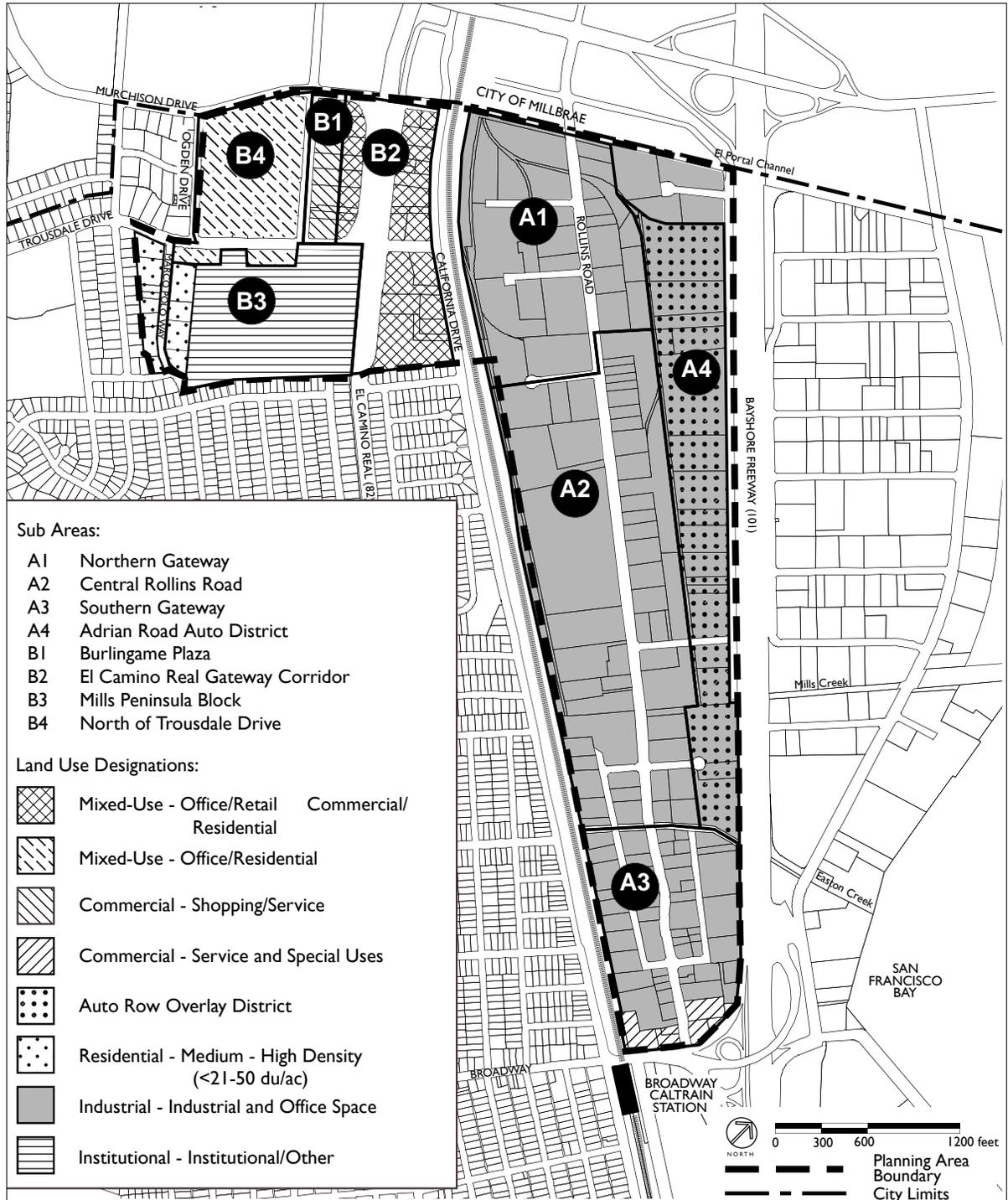
Industrial uses in the area should be limited to airport-related industries, food preparation, fabrication, commercial recreation, commercial food preparation/processing, retail and wholesale building and garden supply, industrial training facilities, public service facilities and similar light industry. Free-standing office buildings and the professional uses typical of occupants of such buildings are not allowed and should be located in the City's Bayfront Area to the east of U.S. 101.

A special gateway treatment is envisioned at the very northern end of this area along Rollins Road at El Portal Creek.

¹ Determined by trip generation and intersection capacity and/or providing a gateway feature.

CHAPTER 4: LAND USE DESIGNATIONS

Figure 4-1.
Land use map
with subareas
indicated



In this area, it would be desirable to see a new street linking Adrian Road and Rollins Road. As reuse of properties in the area allows for the identification of an appropriate alignment, owners of the properties designated for this new road, will be asked to dedicate land for this road at the time they propose new development on their sites. However, as an incentive, the allowed density for the entire parcel, including the roadway alignment, may be built on the remainder of the site.

A2. Central Rollins Road

The land use designation in this subarea is Industrial and should be limited to airport-related industries, food preparation, fabrication, commercial recreation, commercial food preparation/processing, retail and wholesale building and garden supply, industrial training facilities, public service facilities and similar light industry. Free-standing office buildings and the professional uses typical of occupants of such buildings are not allowed and should be located in the City’s Bayfront Area to the east of U.S. 101.

Allowed uses and densities are as follows:

Industrial	0.5 FAR Review Line
	1.0 FAR Maximum²

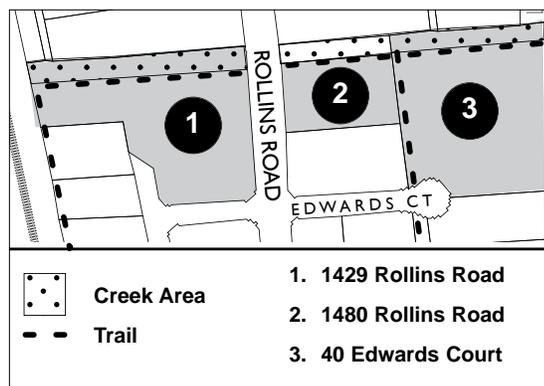


Figure 4-2. Parcels adjacent to trail network

Parcels along the south side of Mills Creek, on both sides of Rollins Road, are required to build a pedestrian trail adjacent to the creek in conjunction with new development as it occurs. The parcels that are subject to this requirement are designated in Figure 4-2.

Additionally, natural habitat areas have been identified under the PG&E power lines on both sides of David Road. In addition to surface drainage, these drainage areas have been found to provide some potential seasonal wetland areas and breeding locations for special-status species. As required by Federal law, no development may occur in areas that have jurisdictional wetlands or special-status species habitat.

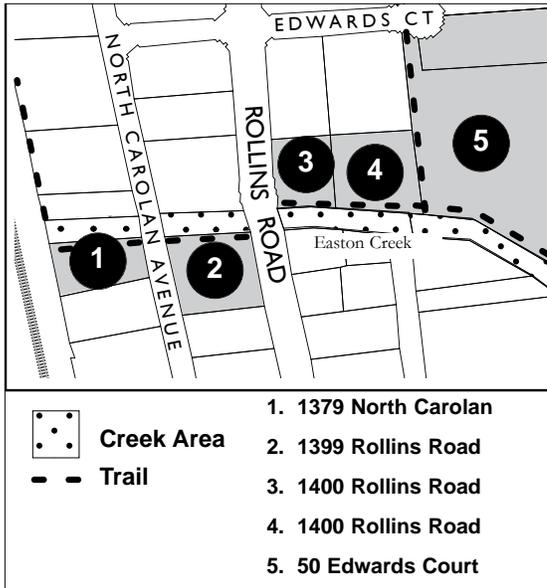
² Determined by trip generation and intersection capacity and/or protecting native habitat or providing creekside amenity.

A3. Southern Gateway

Unlike the rest of the Rollins Road area, this subarea is a transition area between the Rollins Road industrial area and the Broadway Commercial area and allows for retail and office uses at the Southern Gateway Entrance area along the Broadway frontage. The primary uses allowed in the Southern Gateway Entrance area at Broadway are office, automobile sales and service and commercial recreation. In the Southern Gateway Entrance area, all other uses allowed in the adjoining industrial area are allowed only with special review.

The same industrial uses that are allowed in the rest of the Rollins Road area are allowed north of the Southern Gateway entrance area. These uses include airport-related industries, food preparation, fabrication, commercial recreation, commercial food preparation/processing, retail and wholesale building and garden supply, industrial training facilities, public service facilities and similar light industry. Free-standing office buildings and the professional uses typical of occupants of such buildings are not allowed and should be located in the Southern Gateway Entrance area or in the City's Bayfront Area to the east of U.S. 101.

Figure 4-3. Parcels adjacent to trail network



Allowed uses and densities are as follows:

Industrial	0.5 FAR Review Line
	1.0 FAR Maximum³
OR	
Commercial (Service and Special Uses)	
Only on Designated Gateway Sites	
	1.0 FAR Review Line
	2.0 FAR Maximum⁴

Parcels along Easton Creek are required to build a pedestrian trail adjacent to the creek in conjunction with new development as it occurs. As shown in Chapter 3, it is envisioned that the likelihood of development is higher on the southwest and northeast sides of Rollins Road and Easton Creek. The parcels that this requirement applies to are designated in Figure 4-3. A diagram of the trail network and suggestions for the design of the trails are shown in Chapter 5.

³ Based on trip generation and intersection capacity and/or providing a creek trail or habitat feature.

⁴ Up to a maximum of 2.0 FAR based on trip generation and intersection capacity, achievement of significant landscaping and provision of a City approved gateway statement.

Additionally, natural areas have been identified under the PG&E power lines on both sides of David Road. These drainage areas have been found to provide some potential seasonal wetland areas and breeding locations for special-status species. As required by Federal law, no development may occur in areas that have jurisdictional wetlands or special-status species habitat.

A special gateway treatment should be developed at the very southern end of this area at Broadway and Rollins Road to physically announce the industrial area. As an incentive for the development of this gateway, property owners who redevelop their sites with gateway features and are located in the Southern Gateway Entrance area may be granted a density bonus of up to 1.0 FAR if gateway features consistent with City objectives are included in their proposed projects. When density bonuses are included, the proposed development must not cause any intersection in or adjacent to the area to exceed Service Level E. Design features that would qualify for such a bonus include significant tree plantings, towers or entry markers, street furniture along the sidewalk and architectural features on the building. The development of gateway features in this area needs to be planned relative to Caltrans' future plans for reconfiguration of the Broadway/U.S. 101 interchange, which may

impact how some parcels near Broadway and Rollins Road can be developed.

A4. Adrian Road Auto District

This subarea is targeted to establish a new center for automobile sales and service, although it may continue to be used for typical industrial uses including airport-related industries, food preparation, fabrication, commercial recreation, commercial food preparation/processing, retail and wholesale building and garden supply, industrial training facilities, public service facilities and similar light industry. Allowed uses are as follows:

Industrial	0.5 FAR Review Line 1.0 FAR Maximum⁵
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OR

Auto Service	0.5 FAR Review Line 1.0 FAR Maximum⁶
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OR

Automobile Sales and related service businesses	0.15 FAR Review Line
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Large-format auto parts retailers are not allowed in this designation.

Additionally, this subarea is an Automobile Sales and Service Overlay District. In this overlay district new large format automobile dealers with service are allowed, but only on parcels that will support substantially sized businesses.

⁵ Based on trip generation and intersection capacity and creek or habitat amenities.

⁶ Based on trip generation and intersection capacity and creek or habitat amenities.

For this reason, the automobile sales with service use is allowed only where parcels combine to create a single parcel totaling five acres or more.

Maximum height regulations for the Adrian Road Auto District should be kept similar to existing building heights with an administrative review for buildings proposed over 35 feet, are discussed in Chapter 6.

Development in the new auto row area will be enhanced by a new cross street linking Adrian Road and Rollins Road. As redevelopment in the area allows for the identification of an appropriate alignment, owners of the properties designated for this new road, as discussed above, will be required to dedicate land for this road at the time of new development on their sites. However, the allowed density for the entire parcel, including the roadway alignment, may be built on the remainder of the site.

B. El Camino Real North Area

This area, which is the northern gateway to Burlingame along El Camino Real, will continue to serve as a residential, retail, office and medical node. It is proposed that more residential opportunities be provided either in free-standing multiple family structures or as part of mixed-use development. The land use regulations described below will implement this vision. Because of State mandated density bonuses when affordable units are required by the City, the maximum built residential density may rise to 50+ dwelling units per acre on any parcel on which residential uses are allowed in the El Camino Real North area.

B1. Burlingame Plaza

The Burlingame Plaza shopping center will retain its existing designation as a retail sales and service commercial center. Medical and other office uses would be allowed above the first floor only and veterinary hospitals would not be allowed. Allowed land uses and densities are as follows:

Commercial (Shopping and Service) and office above the first floor	0.5 FAR
Ground floor retail combined with multi-family	0.5 FAR
	Maximum 40 du/ac

Use of the frontage road right-of-way will be phased first as a green space and pedestrian area. Later, additional mixed use development may be allowed on the frontage road right-of-way. The use designations for this later development are included in Section B2, below in an effort to have the two sides of El Camino developed in a similar land use pattern.

B2. El Camino Real Gateway Corridor

This subarea has a land use designation of Mixed-Use, allowing for multiple family residential uses in a single structure or a mix of uses, including residential, office and commercial particularly on parcels fronting on El Camino Real, as follows:

Ground Floor and above Retail or Office, combined with Multi-Family	0.5 FAR
OR Multi-Family Residential	Maximum 40du/ac
	Maximum 40 du/ac

Since the City desires to see coordinated projects that combine several of the parcels in this area, an additional residential unit density bonus will be granted over the levels shown above for any project that is proposed to be constructed on two or more legal parcels existing in this area at the time of the adoption of this Specific Plan; all other development requirements must be met on the site. Because of their residential character and the close proximity to neighborhood serving retail/service uses, group residential facilities for the elderly are also appropriate in this area.

B3. Mills Peninsula Hospital Block

This block consists primarily of the Mills Peninsula Hospital. Allowed uses on this block are as follows:

Hospital Site	Public Facility	
	Hospital and supporting offices and facilities	No maximum density

B4. North of Trousdale Drive

This subarea may be developed with a mixture of uses, including a preponderance of multi-family residences with offices including health services, and financial institutions in mixed use buildings, principally along the Magnolia frontage which faces the Plaza Shopping Center and adjoins the main entrance to the replacement hospital. Residential uses include group residential facilities for the elderly.

Proposed land use densities are as follows:

Residential	Maximum 40 du/ac	OR
Office	0.5 FAR	
	OR	
Ground Floor Office with Residential	0.5 FAR and Maximum 40 du/ac	
On Marco Polo Way		
Residential	Maximum 40 du/ac	

The North of Trousdale Drive subarea includes both sides of Marco Polo Way, south to Clarice Lane. Higher density residential and residentially related uses should be the only uses allowed in this transitional area between the hospital and the established residential neighborhoods to the west.

CHAPTER 4: LAND USE DESIGNATIONS
