

1 INTRODUCTION

The North Burlingame/Rollins Road Specific Plan includes land use changes and design improvements for the northwestern part of Burlingame. The City foresees the potential for change in this area because of the opening of the Millbrae Intermodal Station and the planned replacement of the Mills Peninsula Hospital to include, integrated with the hospital functions, a medical office building and support parking facilities. Additionally, the City has recently updated its Housing Element and a number of potential housing sites were identified in the Specific Plan area.

With these conditions in mind, the Specific Plan process has given the City and its residents the opportunity to explore conditions at the north end of the City and define the parameters of future growth. The planning process has allowed the community to shape future development and ensure the viability of both new development and the existing residential, commercial and industrial areas. This action-oriented Plan will allow the City to realize its vision for the northern end of Burlingame.

A. Planning Area

The City of Burlingame is located on the San Mateo Peninsula, south of San Francisco, as shown in Figure 1-1. The study area for the North Burlingame/Rollins Road Specific Plan includes the Rollins Road industrial corridor, which is bordered by U.S. 101 to the east and the Caltrain tracks to the west and extends south from the City of Millbrae to Broadway, as shown in Figure 1-2. On the west side of the Caltrain tracks, the study area also includes the El Camino Real commercial corridor, which is bordered by Millbrae to the north, Ogden Drive and

Marco Polo Way to Clarice Lane to the west and to the rear property lines of the residential neighborhoods to the south of the Mills Peninsula Hospital (Davis Drive and Dufferin Avenue). El Camino Real is State Route 82, a Caltrans facility.

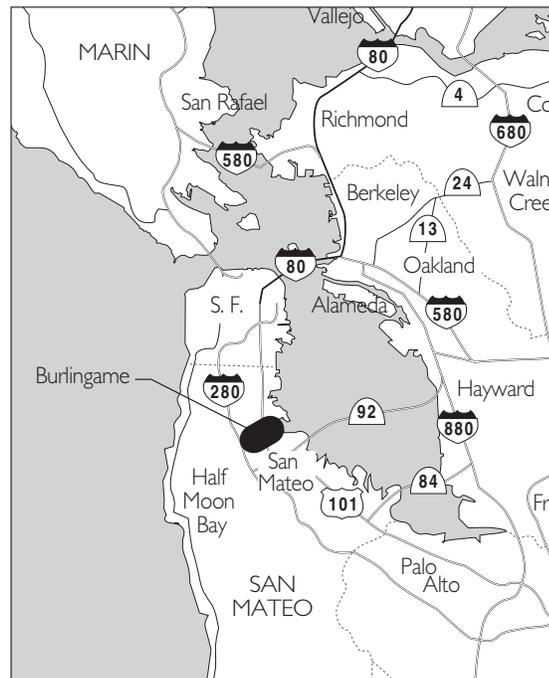


Figure 1-1. Regional Context Map

Figure 1-2.
Specific Plan
Area



Burlingame's proximity to San Francisco International Airport (SFIA) has greatly affected the use and character of Rollins Road properties, which have been the core of the City's industrial base for many years. The industrial parcels in the Rollins Road area may be subject to development pressures because of the opening of the nearby Millbrae Intermodal Station, which may also impact vehicular access to both the Rollins Road area and El Camino Real.

The El Camino Real portion of the study area was developed with office buildings in the 1950s and 1960s. The area was annexed to the City of Burlingame in 1958. El Camino Real was widened and Elm and Eucalyptus trees were removed prior to annexation to the City. Therefore, the size and scale of the development pattern, as well as the number of trees, is markedly different than along El Camino Real south of the planning area, where the street is narrow, canopied by 100-year old Eucalyptus trees and predominately developed with multiple-family residential uses.

The offices in the El Camino Real area are generally oriented towards medical uses, while the Burlingame Plaza shopping center primarily supports the surrounding residential areas. In 1994, the City recognized the potential for housing in the area and instituted zoning to encourage high-density residential uses to mix with office uses near the hospital between California Drive and El Camino Real.

B. Purpose of the Plan

An objective of the Specific Plan is to clarify City land use policy in northern Burlingame in the El Camino Real and Rollins Road corridors. To do this, the North Burlingame/ Rollins Road Specific Plan contains goals and policies, and also proposes land use and zoning changes, circulation improvements, design guidelines and development standards and a strategy for implementation of the Specific Plan.

This proposed Specific Plan underwent a program-level environmental analysis of the effects of buildout based on the proposed land uses and development densities. This analysis is provided in an Initial Study/Negative Declaration, which was published separately.

The Specific Plan is an amendment to the City's General Plan and has been reviewed and found to be consistent with the general land use provisions contained in the adopted General Plan.

C. Consistency with the San Mateo County Airport Land Use Plan

Government Code Section 65302.3 requires that local agency general plans and/or any affected specific plan must be consistent with the applicable airport/land use compatibility criteria in the San Mateo County Comprehensive Airport Land Use Plan (CLUP). The goals, objectives, and policies contained herein do not conflict with the airport/land use compatibility criteria contained in the CLUP, as amended in December 1996, for San Francisco International Airport.

D. Planning Process

This Specific Plan was developed in concert with participants at community workshops, a sub-committee of the Planning Commission and City staff. Key stakeholders knowledgeable about the planning area were also interviewed. During the community workshops, the consultant team assisted community members in the design and assessment of scenarios for potential development, land uses and densities in the northern end of Burlingame.

E. Specific Plan Overview

The Specific Plan includes chapters on goals and policies which frame the Specific Plan Area; design concepts for new development; land uses and densities; circulation improvements; design guidelines and development standards; a summary of the existing conditions and the community standards they create; and implementation strategies.

F. Vision Statement

The North Burlingame/Rollins Road area consists of two subareas, each with a distinct character. Proximity to transportation opportunities is key to intensifying the commercial, industrial and residential uses in both subareas. The Rollins Road area provides a vital industrial center for the Burlingame community and mid-

peninsula. The northern El Camino Real corridor provides retail and service amenities for surrounding residential neighborhoods, medical office space and opportunities for residential development to support the hospital and the City's labor force. New development should be attractive and should take advantage of access to the new Millbrae Intermodal Station, replacement of the Mills Peninsula Hospital and the ongoing demand for housing. The entry into Burlingame should be signified on both Rollins Road and El Camino Real by architectural or landscaped gateway elements reflecting Burlingame's identity as a City of trees.

The Rollins Road area is a successful and vital component of Burlingame's industrial base, with both its north and south ends capitalizing on direct access to U.S. 101, the Bayshore Freeway. The north end is proximate to the regional transportation amenities of the Millbrae Intermodal Station. Streets and sidewalks in the Rollins Road area should balance the needs of service vehicles and businesses with those of pedestrians and bicyclists. They should be visually attractive safe streets that facilitate transit use, pedestrian and bicycle activity, daytime amenities for area workers and appropriate new development that enhances Burlingame's industrial and employment base.

The El Camino Real frontage and Burlingame Plaza should promote vibrant pedestrian activity and should include appropriate streetscape components, including buildings and trees lining the street; streets should facilitate pedestrian and bicycle circulation between North Burlingame and the Millbrae Intermodal Station. A mix of commercial and residential uses should exist on both sides of El Camino Real and adjacent streets. El Camino Real should transition to a residential area with an office and retail mix, but the predominant sense should be residential to continue the pattern on El Camino Real to the south. There should be a variety of multi-family housing types and densities that take advantage of the transportation and retail amenities already in the area.

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