8.0 Implementation

Earlier chapters of the Specific Plan have defined the type of development desired in the Downtown and the fundamental framework that will condition the shape and form of that development. This chapter describes the ways in which the City of Burlingame will implement the Specific Plan to best achieve this vision. This chapter lists the actions that should be taken to attain the Downtown vision, and prioritizes those actions so that the vision can be realized in a thoughtful, deliberate manner over time. Whenever possible, it coordinates both private and public sector actions so that efforts are complementary and occur simultaneously. It sets forth the Downtown areas that should be given priority, key steps needed to implement the Specific Plan, and how the Plan will be administered once it is adopted. Some implementation tasks will need to begin immediately, while others will wait for more appropriate timing and/or funding opportunities.

8.1 ZONING CODE REVISIONS

Once this Specific Plan is adopted, the City will revise its Zoning Code for this area to match the provisions of the Specific Plan. This will include the additions of provisions to reflect development standards described in Chapter 3 of the plan, as well as provisions to have the design guidelines in Chapter 5 of the plan become part of the development review process.

8.2 HISTORIC RESOURCE PROGRAMS

Chapter 7 describes a series of programs to encourage the protection of historic resources in the downtown area. Initially, the following programs should be implemented upon adoption of the Specific Plan:

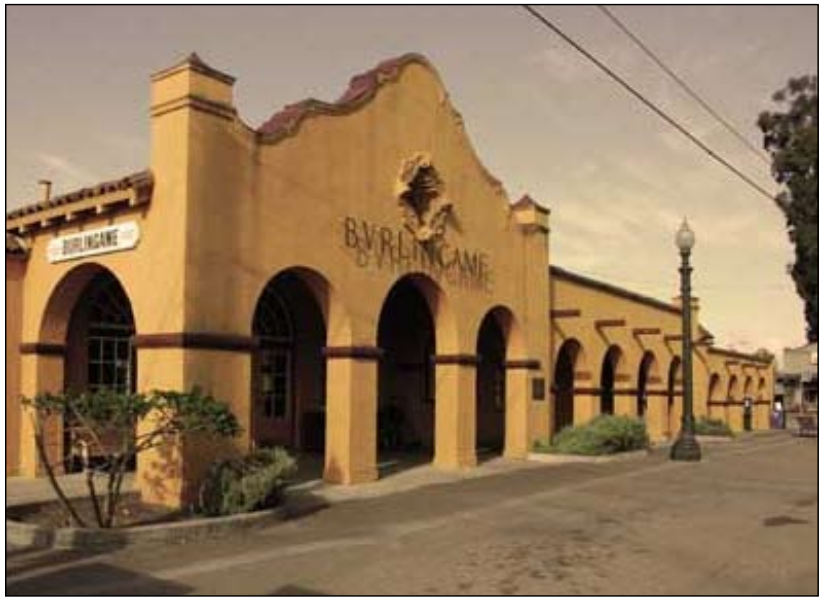
- Downtown Burlingame Register of Historic Resources (local register)
- Provisions to allow the use of the State Historical Building Code
- Creation of a Mills Act program
- Establishment of parameters for design exceptions for historic resources

Other historic resources programs will require further study to determine appropriate fee structures and fiscal impacts. These include:

- Reduced permit fees for historic renovation
- Consider reduced parking requirements for adaptive reuse, subject to further study

Still other programs could be implemented over a longer time frame, when financial resources allow. These include:

- Façade restoration grants
- Promotion of historic resources (historic tourism promotion, tours, etc.).



The historic resource programs are intended to encourage the protection of historic resources in the downtown area.

8.3 STREETSCAPES AND OPEN SPACES

Chapter 4 describes a series of streetscape and open space improvements in various parts of Downtown that are intended to fulfill the vision outlined in this Specific Plan. However, given the high cost of the improvements, prioritization is a necessity.

Table 8-1 shows an estimate of the total cost for the improvements on each street and open space. Appendix 1 shows the cost estimates for each streetscape and open space.

TABLE 8-1
PROPOSED STREETSCAPE AND OPEN SPACE IMPROVEMENTS

Streetscapes	
Burlingame Avenue	$5,162,000
California Drive	$2,929,000
Chapin Avenue	$5,220,000
Donnelly Avenue	$4,176,000
Howard Avenue	$3,642,400
Lorton Avenue	$4,895,200
Park Road	$2,871,000
Primrose Road	$4,872,000
	$33,767,000
Open Spaces	
Lot E Signature Open Space	$1,508,594
Civic Center Circle	$1,322,567
Lorton/California Open Space	$2,143,029
Highland Triangle	$1,979,098
Washington Park Linkage	$2,890,258
	$9,843,546
TOTAL	**$43,611,146**

The improvements will benefit the entire Burlingame community by enhancing the competitive position of Downtown Burlingame and its ability to generate tax revenue to fund municipal services. A successful downtown brings pride to the community, provides a social gathering place and enhances residential property values. These improvements also provide specific benefit to downtown property owners and their tenants by enhancing patronage, sales, rents and property values.

There are a number of options for funding these improvements:

1. **Bond —** If the entire $42.5 million in streetscape and open space improvements were funded with a single bond with a municipal borrowing rate of five percent and assuming a 25 year bond, the annual debt service would be slightly over $3.0 million. In the larger scheme, a $3.0 million annual burden is reasonable for a city that has an annual capital improvement budget in the $15 to $20 million range.

2. **Assessment District —** The City could consider a supplemental funding source, such as an assessment against benefitting properties based upon the property's frontage on the streets receiving streetscape improvements, as a percentage of total frontage, and possibly the property's commercial square footage, as a percentage of total downtown commercial square footage. However, considering how difficult benefit assessment districts are to form in developed areas, the creation of an assessment district for a portion of the capital cost for streetscape and open space improvements could be a difficult challenge.

3. **Maintenance District —** A maintenance district could be created to fund the ongoing maitenance of the streetscape. The City may wish to negotiate the creation of such a district as a condition of constructing the streetscape and open space improvements.

Rather than paying for all of these improvements at once, another approach would be to implement (and pay for) these improvements in several stages over time. From the perspective of contribution to long-term downtown

The improvements will benefit the entire Burlingame community by enhancing the competitive position of Downtown Burlingame and its ability to generate tax revenue to fund municipal services.

Bonds could be supplemented with individual contributions. For example, contributions could be sought for the new park—people could buy bricks, or benches, or trees.

vitality, some of the proposed improvements have better benefit to cost ratios than others. Those with the most potential to serve as long-term catalysts for downtown vitality would include:

1. Burlingame Avenue streetscape
2. Howard Avenue streetscape
3. Parking Structure at Lot J
4. Lot E Signature Open Space

This specific plan recommends that the first phase of work be streetscape improvements on Burlingame Avenue and Howard Avenue. These improvements should be coordinated and prioritized with infrastructure improvements for stormwater, sewer, and water. In addition, care should be taken to work with business owners to ensure that any impacts on businesses during construction are minimized.

The next phase of downtown improvements should be the coordinated construction of the parking structure on Lot J and the creation of the Lot E Signature Open Space. Since Lot J is located between Burlingame Avenue and Howard Avenue, the new parking structure will provide parking that can be used for visitors to both streets. Similarly, since Lot E is located between Burlingame Avenue and Howard Avenue, the new park would help to draw downtown patrons toward Howard Avenue. Because the open space would displace the existing Lot E parking spaces, the Lot J parking structure should be constructed first, prior to constructing the open space on Lot E.

The Lot E open space overlaps with an alternate option for the Howard Avenue stormwater bypass project that has been under consideration, where the Burlingame Creek culvert would be expanded rather than creating a bypass beneath Howard Avenue. If this option is pursued, possibilities for integrating the project with the Lot E open space should be seriously considered. At a minimum, the timing of the projects should be coordinated. There may also be possibilities to integrate a daylighted creek or creek-like water element into a stormwater management plan, and portions of the open space could also be designed to provide secondary stormwater retention.

These phases could also be paid for with bonds, and assessment districts or maintenance assessment districts could be considered. A few other sources could be tapped for a portion of the costs. For example, individual contributions could be sought for the new park—people could buy bricks, or benches, or trees. Because construction of a parking structure on Lot J would need to occur before Lot E could be converted to a park, use of the parking structure could be another fundraising opportunity. Perhaps people who donate a certain amount of funds to the project could receive a special "downtown improvement parking pass" that would allow the purchaser to park at no cost in any downtown parking space for a certain length of time. Parking prices could be set higher on the ground floor of the structure, with the increase dedicated to the park fund. Similar approaches could be taken to the streetscape improvements as well.

The streetscape and open space improvements are expensive and will benefit those who regularly visits the downtown as well as downtown residents and business owners. Residents of other parts of Burlingame will also benefit from having a strong downtown that can generate sales tax that pays for many of the services they use. Therefore, effort should be made to ensure that all of these groups contribute to the cost of the downtown improvements and that the burden does not fall on any single group.

8.4 ROADWAY IMPROVEMENTS

Downtown Burlingame is fortunate to have a highly-functional, interconnected roadway network that will be able to accommodate further development as described in the Specific Plan. The one area in need of immediate improvement is the California Drive/Lorton Avenue intersection. This intersection has existing deficiencies that warrant improvement even without any further downtown development.

The Downtown Specific Plan includes two alternative reconfigurations for the intersection:

- T-intersection with traffic signal
- Roundabout design

Both options have been studied as part of the traffic analysis for the Specific Plan, and both would be acceptable choices for improving vehicle and pedestrian circulation through the intersection. The next step in implementation would be to choose a preferred configuration and identify funding mechanisms. Public works has been developing the roundabout design and has been identifying potential funding options.

8.5 PARKING FACILITIES

8.5.1 SHORT TERM IMPLEMENTATION ACTIONS

In the short-term, measures identified to make better use of existing municipal parking facilities include:

1. **Parking pricing strategies —** Through the planning process, there have been indications that patrons would be willing to pay higher parking rates if the means for payment were more convenient. Retailers have reported that the need to feed meters is a disincentive to some customers more than the cost of the parking itself. The City should consider easy to use, state-of-the art parking meter kiosks that allow shoppers increased options for payment including bills and credit cards. Rates could potentially be increased in some of the more popular downtown parking areas, such as in Lots C, D, E or J. To make this increase more palatable, the price increase could be dedicated to the cost of constructing a parking structure on Lot J.

2. **Adjustments to parking time restrictions —** The City should continue to promote long-term parking in perimeter lots, particularly for those working downtown. Maps should be posted at each parking lot identifying pricing and time frames of each lot so the public can become familiar with the options for where to park and how costs vary per location. To allow prices to change over time without changing signage, pricing could be represented by zones rather than specific numeric amounts.

3. **Improved wayfinding —** Signage to direct vehicles to parking lots can be improved and coordinated with signage promoting different pricing zones.

4. **Parking permits for employees and residents —** Parking permits for employees should be available to employees to park in perimeter parking lots. The City of Menlo Park has a parking permit program that could be looked at as an example. Residential parking permits could also be available for those residing in the residential areas of Downtown, if residents desire.

5. **Valet/attended parking operations —** Attended parking could be implemented during peak periods and/or seasons for the most intensively used lots.

The City should consider easy to use, state-of-the art parking meter kiosks that allow shoppers increased options for payment including bills and credit cards.

6. **Promoting alternative modes of transport (i.e. shuttle bus, promoting transit incentives to employees) —** Employers should encourage employees to use transit, perhaps by subsidizing transit passes as an alternative to parking permits. If finances allow, the City may want to consider underwriting transit passes as a means to reduce demand for municipal parking, thereby deferring the need to construct more costly parking facilities.

8.5.2 LONG TERM IMPLEMENTATION ACTIONS

The Specific Plan proposes to add approximately 320 additional parking spaces over the long-term by the following actions:

- Lot J – replacing a 75-stall surface lot with a 340-stall parking garage that has one level below grade, one level at grade and one level above grade for a net gain of 265 spaces.
- Lot E – the elimination of 68 spaces to create the Central Signature Open Space for the Downtown.
- Lot A and A-3 – Combine these two lots by building another level onto Lot A and extending onto adjacent Lot A-3 to create one larger structure, with a net gain of 123 spaces.

TABLE 8-2
PARKING FACILITIES

Lot J Parking Garage – 265 spaces	$17,000,000
Lots A & A-3 Parking Garage – 123 spaces	$7,200,000
TOTAL	**$24,200,000**

Source: Wilbur Smith Associates

This additional parking is important to maintaining commercial vitality and to allow Howard Avenue to develop into a mixed use corridor with retail uses along the street frontage. The $24.2 million can be funded by a combination of the Parking-In-Lieu Fee collected from new development when parking is not provided on site, combined with use of the Parking Enterprise Fund. The Parking Enterprise Fund earns its revenue from street parking meters and city-owned lots. At a municipal borrowing rate of five percent and assuming a 25-year bond, the annual debt service on the $24.2 million is slightly over $1.7 million. This Parking Fund currently generates $_____ annually; revenue can be increased with updated parking meter technology.

Funding for a parking structure on Lot J should be raised together with funding for a new Signature Open Space on Lot E, since the structure on Lot J will be needed to make the park possible. Additional options for funding these two related improvements are discussed above in the section on streetscapes and open spaces.

8.6 DOWNTOWN PARKING SECTOR

A new Downtown Parking Sector will need to be established to provide and manage off-site parking in municipal facilities. This may either supplement or replace the current parking district. Properties within the parking sector may utilize municipal parking facilities to satisfy parking requirements for most uses except residential uses. Ground floor commercial and retail uses within the parking sector would be exempt from parking requirements, and upper floor commercial uses may satisfy parking requirements by providing them on site, or through the in-lieu payment program. In-lieu fees will be collected by the City at the time of development for future construction of new parking facilities.

FIGURE 8-1: Downtown Parking Sector

Bio-retention basins, bioswales, and detention basins can assist in stormwater retention and treatment where there is sufficient site area.

8.7 INFRASTRUCTURE

8.7.1 STORM DRAIN

The existing condition of the Downtown Burlingame area is predominantly impervious surfaces. The reconstruction/replacement of impervious surfaces in the Downtown area will not result in a significant increase of stormwater runoff due to the high level of existing imperviousness. However, significant redevelopment should attempt to reduce stormwater flow to the system by promoting the use of on-site detention/retention and infiltration.

The State of California has implemented regulations (Provision C.3) for projects that involve the removal or replacement of over 10,000 square feet of impervious surfaces. This measure requires that storm water quality treatment measures be implemented to cleanse runoff prior to leaving the site. This may be achieved through mechanical means (e.g. hydrodynamic separators and media filters) or "natural" means (e.g. bioswales, bio-retention planters, detention basins) or a "hybrid" system combining elements of both. Landscape based treatment measures can also serve a dual-purpose by slowing and reducing the rate and quantity of stormwater runoff from small storm events.

Since many of the existing buildings in the Downtown area are built with narrow setbacks, and minimal setbacks are required for new development in order to maintain the existing streetscape in the Downtown area, requiring on-site detention/retention downtown becomes a logistical problem due to the overall lack of space for large detention basins and/or ponds. It is likely that detention will be provided in the form of underground tanks. Since the storm flows causing Downtown flooding already exist prior to reaching downtown, a reduction of runoff from the Downtown area will have a significantly lesser impact on reducing local flooding when compared to the impact of mitigating bottlenecks in the system.

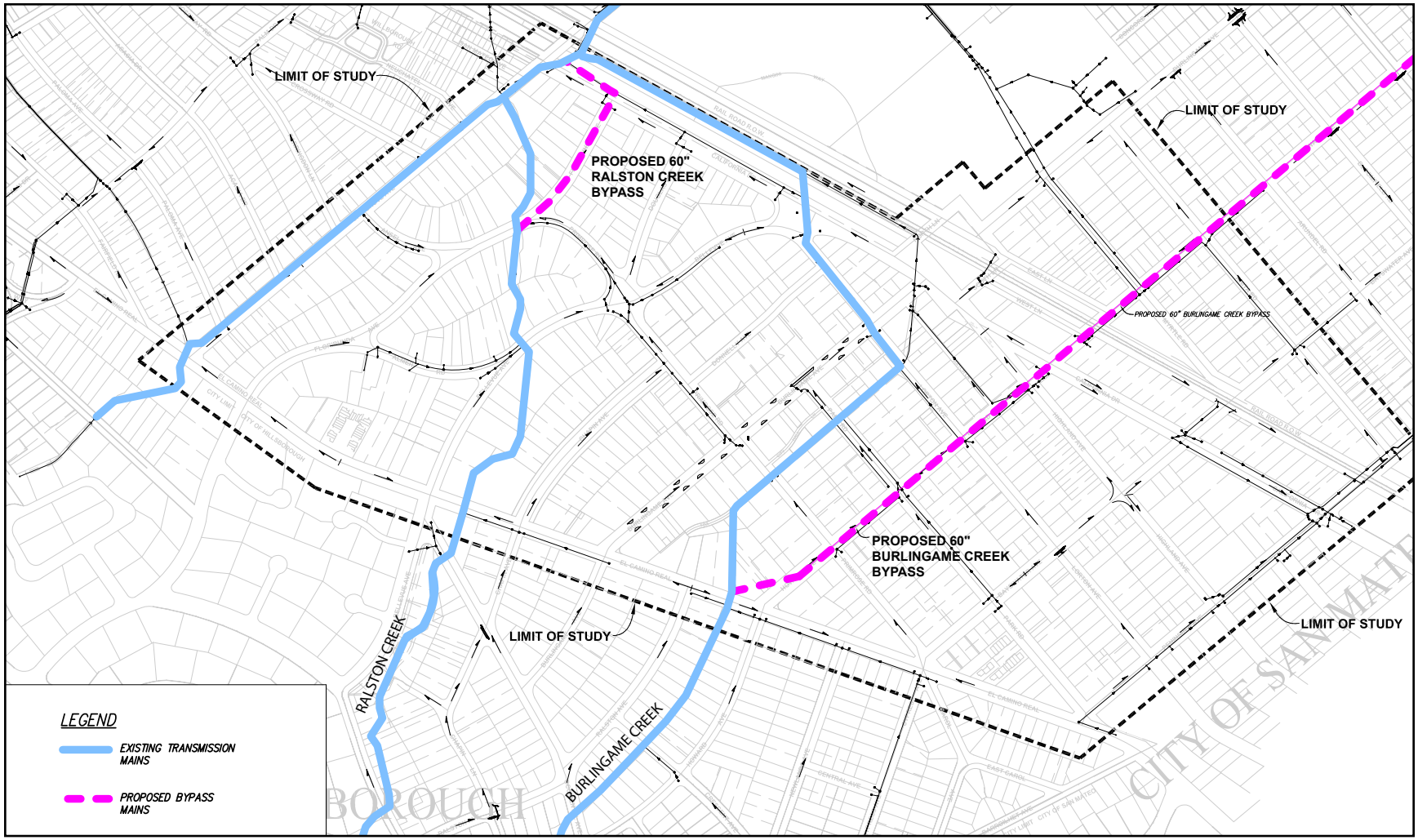
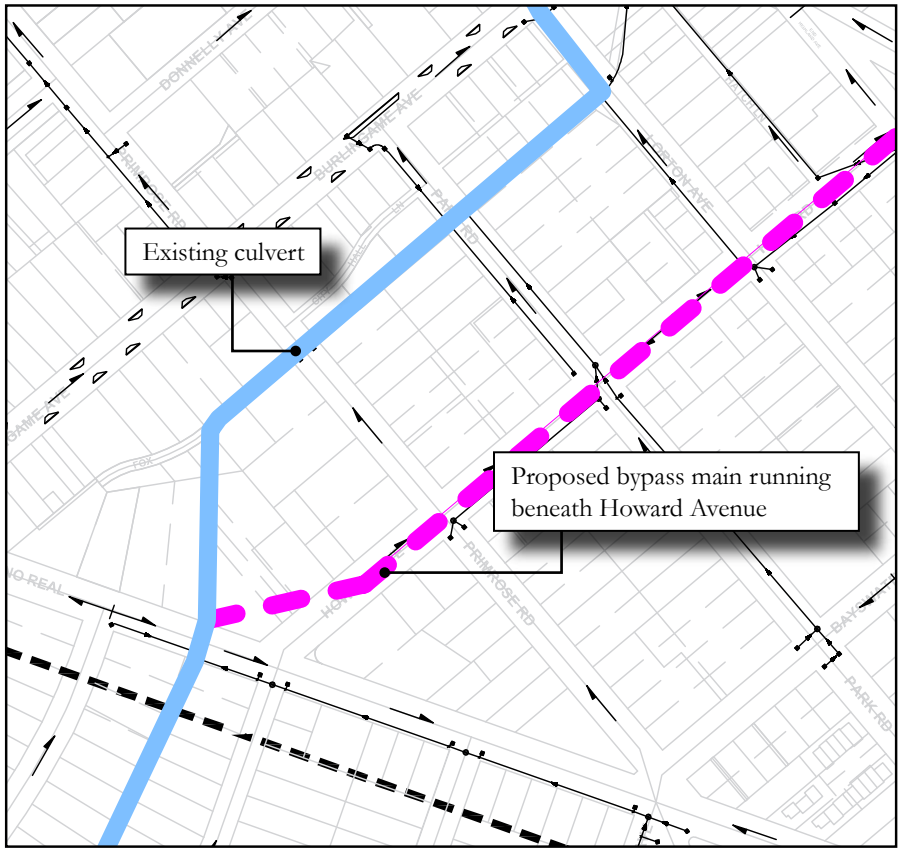


FIGURE 8-2: Storm Drain System showing existing transmission lines and proposed bypass mains.



A bypass stormwater transmission main has been proposed to travel underneath Howard Avenue. Alternatively, another option might be to increase the capacity of the existing Burlingame Creek box culvert that runs through the Safeway site and beneath Lots J and E.

Burlingame Creek and Ralston Creek systems

To mitigate the existing deficiencies in the Ralston Creek and Burlingame Creek systems, Public Works has been planning additional bypass transmission mains to alleviate the flow at bottlenecks in the system. To bring the Burlingame Creek system up to 30-year flood capacity, a new $10M ($7.6M in 2000 + 4%/yr escalation) 60" bypass pipeline is recommended to intercept flow as Burlingame Creek passes under El Camino Real. The 60" pipeline would then travel along Howard Ave in the Northeasterly direction and ultimately discharge directly into the San Francisco Bay.

Another option involves increasing the capacity of the existing box culvert that runs though downtown between El Camino Real and California Drive. After reaching California Drive, flow to the Oak Grove mains would be reduced by a new 60" bypass main which would run in City streets to the San Francisco Bay.

To mitigate the existing bottleneck in the Ralston Creek channel between Floribunda Avenue and Oak Grove Avenue, a new $2.0M ($1.4M in 2000 + 4%/yr escalation) 60" bypass pipeline was proposed to run along Floribunda Avenue to the existing open channel along the railroad tracks.

In 2009, Burlingame voters approved approximately $39 million dollars of funding for storm drainage infrastructure improvements including these projects.

8.7.2 SANITARY SEWER

Over the long-term, sanitary sewer in the central portion of the Downtown Specific Plan area is planned to undergo rehabilitation. However, the replacement of certain sections of sanitary sewer main may be advanced to coincide with other streetscape/beautification projects such as Burlingame Avenue and Howard Avenue to minimize the impact on surrounding neighborhoods, take advantage of equipment on-site, and avoid future utility work and trenching in newly paved streets.

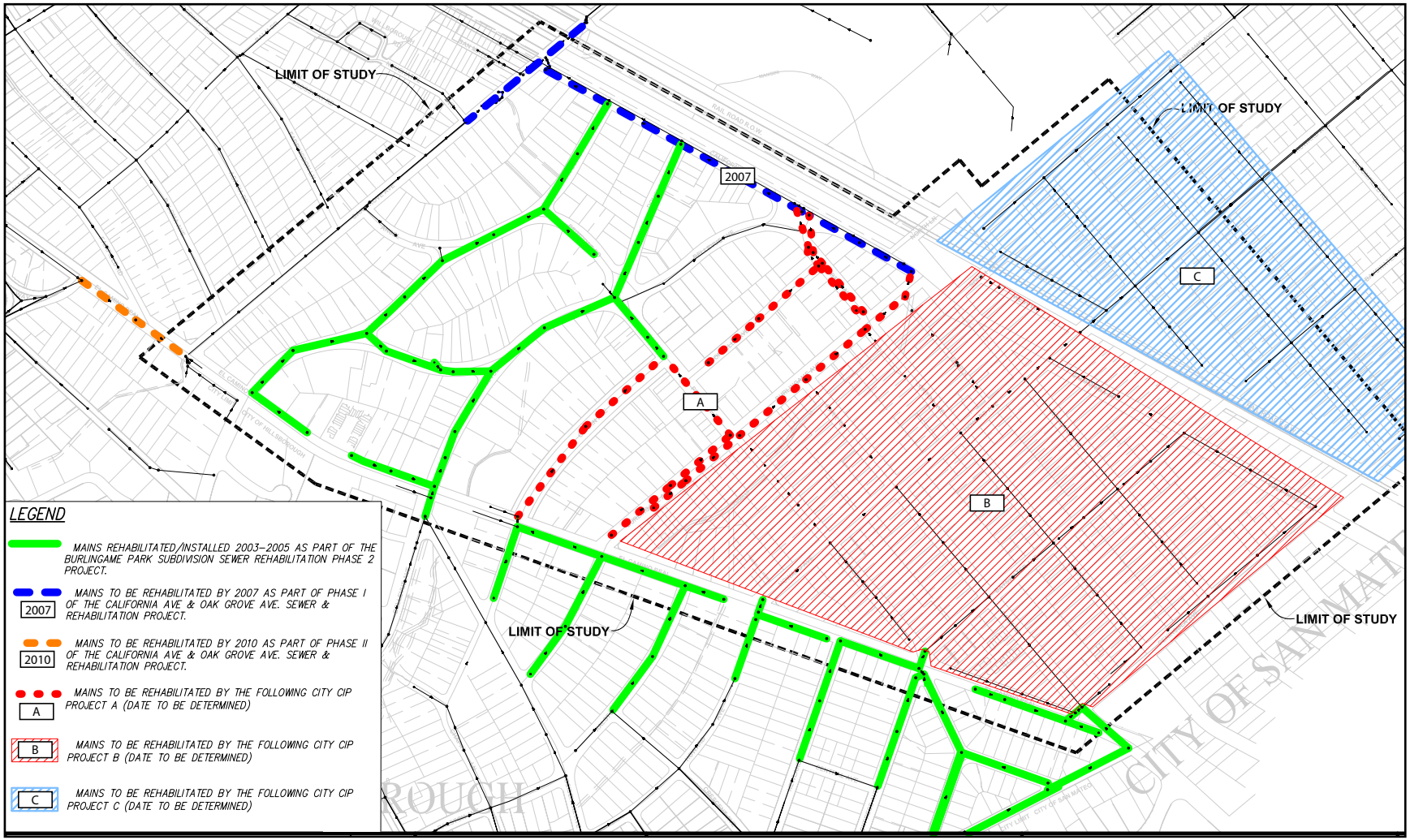


FIGURE 8-3: Sanitary Sewer showing scheduled rehabilitation

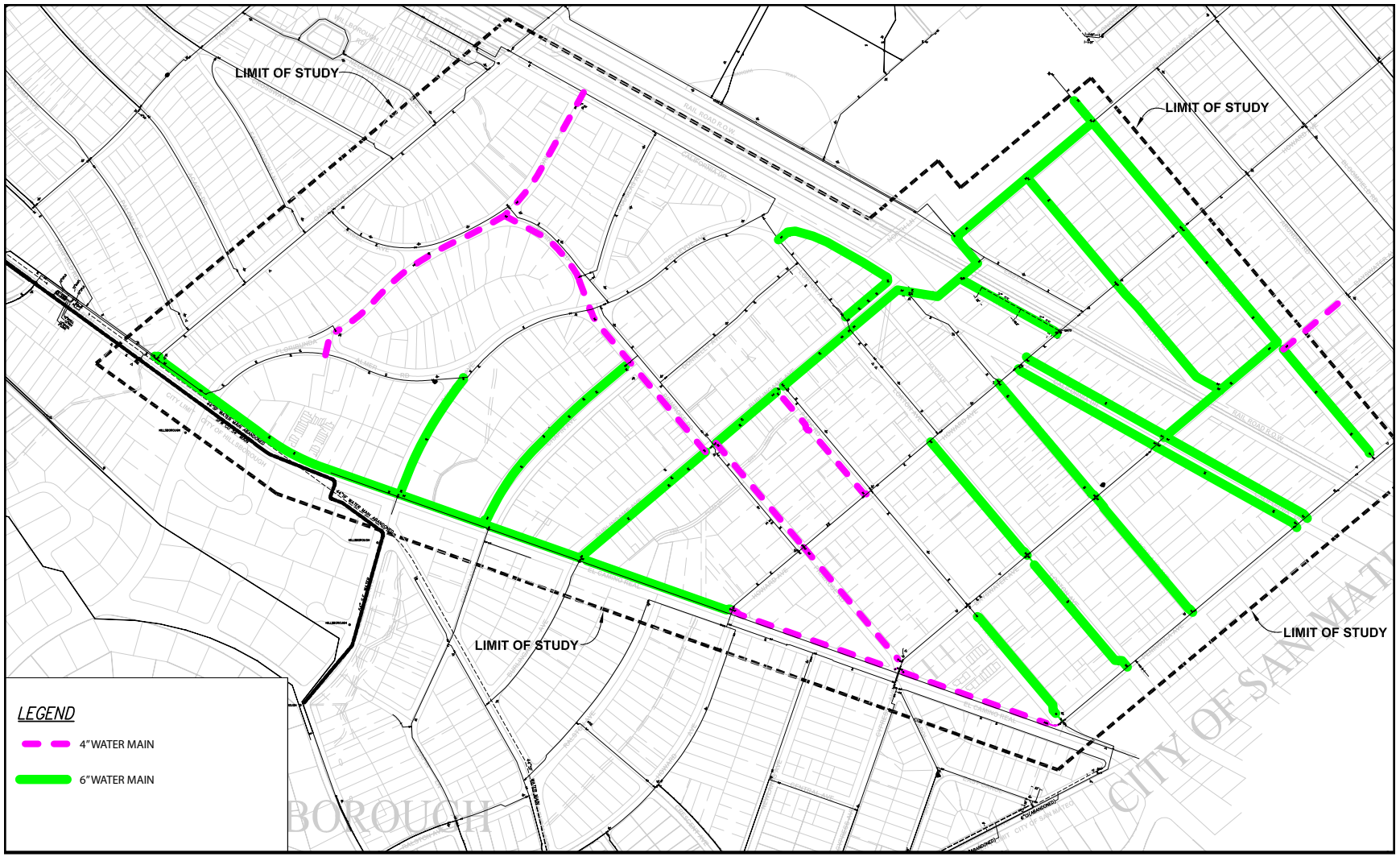


FIGURE 8-4: Water System

The City's updating of the city-wide sanitary sewer master plan includes the Downtown Specific Plan area. The update is based on a study of flow monitoring data collected in the winter of 2008. Potential downtown development capacity may affect design assumptions; these factors will need to be addressed and modeled during the design phase of future Capital Improvement Plan (CIP) projects.

8.7.3 WATER

To ensure fire flow requirements are met for future development in the Downtown area, the existing 6" and smaller mains need to be enlarged to 8" and possibly 10" mains, depending on projected demands. If large enough to warrant a main upgrade for fire protection purposes, future subdivision and/or retail developments could be required to upgrade mains at their own cost if necessary for fire protection purposes.

The City has plans to upgrade an existing 6" main in Burlingame Avenue and the main in Howard Avenue. Upgrading the existing 4" piping in the Downtown area has also been proposed to enhance the flows available for fire suppression.

8.8 ADMINISTRATION

The Downtown Specific Plan will be used to evaluate future development proposals or improvement plans within the Specific Plan area. Given the extended timeframe for development and the probability that multiple developers will be involved in projects, the following responsibilities, mechanisms and procedures will be necessary to administer the Specific Plan.

8.8.1 DEVELOPMENT REVIEW PROCESS

Within the Downtown Specific Plan Project Area, the City shall review proposed development projects for compliance with the Specific Plan and California Environmental Quality Act (CEQA) requirements. Applications shall follow the development review process as outlined in Title 25 of the Burlingame Municipal Code.

Design Review

Within the Specific Plan area, any actions proposing substantial physical changes to any parcel of land or existing structure, or the proposed construction of new structures, shall be subject to Design Review as outlined in Section 25.57 of the Burlingame Municipal Code. Applications shall be reviewed for consistency with all applicable Downtown Specific Plan and General Plan provisions, and applicable City ordinances and standards. Where required, Planning Commission approval of a Design Review application shall be made prior to issuance of any building, demolition, grading or development permit, final map approval, or other ministerial approval.

Minor Design Review: An administrative process for Minor Design Review may also be established for site improvements that are small in magnitude and would not otherwise require Design Review

Planning Commission Design Review Process: Projects that are determined to require Design Review shall be reviewed by the Planning Commission as required by Chapter 25 of the Burlingame Municipal Code (Zoning Code). If the proposed project is associated with another discretionary application (e.g., Conditional Use Permit or Tentative Map), Design Review shall take place concurrently with the processing of the discretionary application and shall be subject to review and approval by the decision making body reviewing the associated application.

Any changes required to the Design Review process to implement the Specific Plan shall be made within one year after adoption of the Downtown Specific Plan.

8.8.2 ENVIRONMENTAL REVIEW

The Initial Study and Negative Declaration for the General Plan Amendment and Specific Plan evaluates and addresses environmental impacts anticipated from Specific Plan implementation in increments over a number of years. Subsequent specific environmental review is necessary for each application, with review incorporated into the development approval process.

8.8.3 SPECIFIC PLAN AMENDMENT

The Planning Commission and/or City Council may permit minor deviations from the Specific Plan provisions as part of its approval of a particular development application without requiring an amendment to the Specific Plan, provided that the project is consistent with the stated intent of the Specific Plan and the City's General Plan.

More substantive amendments to Specific Plan provisions may be requested by an applicant or property owner or may be initiated by the City. Major Specific Plan amendments shall be processed in accordance with City ordinances and state law, and all such amendments will be presented for Planning Commission and City Council review at a public hearing. Generally, the process for amending the Specific Plan is similar to that for amending the City's General Plan, with the significant difference being that there is no limitation on the number of Specific Plan Amendments that can be approved in any one year.

All Specific Plan changes (both minor deviations and major amendments) must be found consistent with the Burlingame General Plan, or a General Plan Amendment may be required. If any regulation, condition or portion of this Specific Plan is held invalid by a California or Federal court these portions shall be deemed separate, distinct and independent provisions. The invalidity of these provisions shall not affect the validity of the remaining parts of the Specific Plan.

8.9 CONDITIONS OF APPROVAL FOR ALL PROJECTS

STANDARD CONDITIONS OF APPROVAL

The Standard Conditions of Approval, as outlined below, apply to all projects within the Burlingame Downtown Specific Plan Area. These conditions incorporate development policies and standards from several adopted plans and policies (such as the Burlingame Municipal Code, General Plan, and other requirements of jurisdictional agencies) and would substantially mitigate potential environmental impacts from future projects. These conditions shall be included in the discussions and analysis of subsequent environmental review for all development projects within the Downtown Specific Plan Area. If a project is determined to have a significant environmental impact even with the implementation of these conditions, other feasible mitigation measures shall be developed.

1. Prohibit Permanent Groundwater Dewatering

Prior to issuance of a demolition, grading, building, or other construction-related permit

For development under the Downtown Specific Plan, if subgrade structures are proposed, the project sponsor shall prepare a Geotechnical Study identifying the depth to the seasonal high water table at the project site. No permanent groundwater dewatering would be allowed. Instead, all residential uses must be elevated to above the seasonal high water table and all areas for non-residential uses shall be flood-proofed and anchored, in accordance with floodplain development requirements, to the design depth as recommended by geotechnical engineer. Final design shall be prepared by a qualified professional engineer and approved by the Burlingame Department of Public Works prior to receiving a building permit.

2. Implement Current Air Quality Plan (AQP) Control Measures

Ongoing during project construction

The project sponsor shall implement all appropriate control measures from the most currently adopted air quality plan at the time of project construction.

3. Implement Feasible Control Measures for Construction Emissions of Criteria Pollutants

Ongoing during project construction

The project sponsor shall ensure implementation of the following mitigation measures during project construction, in accordance with BAAQMD standard mitigation requirements:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting off equipment when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

4. Implement Construction Period Reduction Measures

Ongoing during project construction

The project sponsor shall implement the following GHG reduction measures during construction activities:

- Alternative-Fueled (e.g., biodiesel, electric) construction vehicles/equipment shall make up at least 15 percent of the fleet;
- Use at least 10 percent local building materials; and
- Recycle at least 50 percent of construction waste or demolition materials.

5. Project Sponsors Shall Provide Adequate Secure Bicycle Parking in the Plan Area at a Minimum Ratio of 1 Bicycle Spot for Every 20 Vehicle Spots

Prior to Issuance of a Building Permit

6. Employers and Apartment Management Shall Post and Update Information on Alternate Modes of Transportation for the Area (I.E. Bus/Shuttle Schedules and Stop Locations, Maps)

Ongoing during project operation

7. Long-Term Parking Lots Shall Provide Preferential Parking for Carpool/Vanpool Drivers as Well as Low/ No Emission Vehicles

Ongoing during project operation

This may include closer parking spots and/or reduced/eliminated fees.

8. Incorporation Of Residential And Commercial Energy Efficiency Measures such that Energy Efficiency is Increased to 15% Beyond 2008 Title 24 Standards for Electricity and Natural Gas

Ongoing during project operation

9. Incorporate Recycling Measures and Incentives Such That a Solid Waste Diversion Rate Of 75% is Achieved upon Occupation of Each Phase of Plan Development

Ongoing during project operation

10. Incorporation of Residential and Commercial Water Efficiency Measures such that Water Consumption is Decreased by a Minimum of 10 Percent over Current Standard Water Demand Factors.

Ongoing during project construction and operation

11. California Drive/Lorton Avenue Intersection - Impact Assessment

Prior to issuance of a demolition, grading, or other construction-related permit

All development proposals in the Downtown Specific Plan Area that require a traffic study shall evaluate trip contribution to the California Drive/Lorton Avenue intersection. For projects that are determined to contribute trips to the California Drive/Lorton Avenue intersection, Standard Condition of Approval #12 shall apply.

12. California Drive/Lorton Avenue Intersection Signalization – Fee Collection

Prior to issuance of a demolition, grading, building, or other construction-related permit

In order to fund the installation of a new traffic signal, the City of Burlingame shall collect a fair share fee from each project sponsor identified under Standard Condition of Approval #11. The fair share fee shall be determined in consultation with the City Engineer.

13. Wetlands and Jurisdictional/Regulated Waters

Prior to issuance of a demolition, grading, building, or other construction-related permit

For development occurring in the Downtown Specific Plan Area, where avoidance of regulated wetlands and waters is not feasible, and before any construction activities are initiated in jurisdictional areas, the City shall consult with USACE, RWQCB, and CDFG to determine if permits would be required for construction activities. If deemed necessary, the following permits shall be obtained, as applicable to the activities in question.

- CWA Section 404 permit from the USACE.
- CWA Section 401 water quality certification from the RWQCB.
- CDFG Section 1602 streambed alteration agreement from CDFG.

Copies of these permits shall be provided to the contractor, along with the construction specifications. The project sponsor shall be responsible for complying with all of the conditions set forth in these permits, including any financial responsibilities.

14. Pre-construction Nesting Bird Survey

Prior to project construction

Construction under the Downtown Specific Plan shall avoid the March 15 through August 31 avian nesting period to the extent feasible. If it is not feasible to avoid the nesting period, a survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than 7 days prior to construction. The area surveyed shall include all clearing/construction areas, as well as areas within 250 ft. of the boundaries of these areas, or as otherwise determined by the biologist. In the event that an active nest is discovered, clearing/construction shall be postponed within 250 ft. of the nest, until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.

15. Protection of Street Trees and Protected Trees

Prior to issuance of a demolition, grading, building, or other construction-related permit

Prior to the removal of any protected tree associated with development under the Downtown Specific Plan, an application shall be submitted to the City's Parks and Recreation Department for a tree removal permit, meeting the regulations of the City's Municipal Code, Chapter 11.06 (Urban Reforestation and Tree Protection) and Chapter 11.04 (Street Trees), including any tree replacement requirements. Included with the permit application shall be a landscaping plan that illustrates species, numbers, and sizes of replacement trees. The City's General Plan – Conservation Element, encourages the planting of "indigenous materials." While the planting of non-native, ornamental species in landscaping the Plan Area would not violate any policies, preference shall be given to planting species native to the Plan Area.

16. Phase I and/or Phase II Site Assessment

Prior to issuance of a demolition, grading, building, or other construction-related permit

For projects within the Plan Area that require excavation, a Phase I Environmental Site Assessment (and Phase II sampling, where appropriate) would be required. For project sites that have the potential to contain underground storage tanks or contamination from previous use(s), as determined by a Phase I Environmental Site Assessment. If the Phase I Environmental Site Assessment determines that remediation is required, the project sponsor would be required to implement all remediation and abatement work in accordance with the requirements of the Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), or other jurisdictional agency.

17. Compliance with FAR Part 77 Height Limits and FAA Studies

Prior to final approval of a development project

For all development projects within the Plan Area, the City of Burlingame Community Development Department shall ensure that the project is complies with the height limitations of the applicable FAR Part 77 airspace protections parameters for San Francisco International Airport and the federal notification process, via FAA Form 7460-1, "Notice of Proposed Construction or Alteration." The findings of all FAA aeronautical studies conducted by the FAA, per the federal notification process, shall be incorporated into the City's final approval of all new development in the planning area.

18. Compliance with Relevant FAA Standards for Overflight Safety

Prior to final approval of a development project

Future development in the Downtown Specific Plan area shall comply with all relevant FAA standards and criteria for the safe passage of aircraft in flight. The City of Burlingame Community Development Department shall ensure that the project does not include any of the following:

1. Sources of glare, such as highly reflective buildings or building features or bright lights including search lights or laser displays, which would interfere with the vision of pilots controlling aircraft on final approach to a runway;

2. Distracting lights that could be mistaken for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting;

3. Sources of dust, smoke, water vapor, or steam that may impair the visibility of pilots in control of an aircraft in flight;

4. Sources of electrical interference that may affect aircraft communications or navigation equipment; or

5. Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with all relevant FAA rules and regulations, including but not limited to FAA Order 5200.5A, FAA Advisory Circular 150/5200-33B, and any successor replacement orders and/or advisory circulars.

19. Implement Best Management Practices to Reduce Construction Noise

Ongoing during project construction

The City shall incorporate the following practices into the construction documents to be implemented by the project contractor.

- Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures:
  - Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site;
  - Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors;
  - Locate stationary equipment to minimize noise impacts on the community; and
  - Minimize backing movements of equipment.
- Use quiet construction equipment whenever possible.
- Impact equipment (e.g., jack hammers and pavement breakers) shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other quieter procedures, such as drilling rather than using impact equipment, shall be used whenever feasible.

20. Implement Measures to Reduce Construction Vibration

Ongoing during project construction

Project sponsors shall incorporate the following practice into the construction documents to be implemented by construction contractors: The project sponsors shall require that loaded trucks and other vibration-generating equipment avoid areas of the project site that are located near existing residential uses to the maximum extent compatible with project construction goals.

21. Sanitary Sewer Infrastructure Improvements – Impact Assessment

Prior to issuance of a demolition, grading, building, or other construction-related permit

For any project proposed within the Plan Area that would increase sewer flows to the sanitary sewer system, the project sponsor shall coordinate with the City Engineer to determine if improvements to public sanitary sewer infrastructure are needed. If improvements are needed, Standard Condition of Approval #22 shall apply.

22. Sanitary Sewer Infrastructure Improvements – Project Sponsor Coordination Plan and Contributions

Prior to issuance of a building permit

Prior to issuance of a building permit, project sponsors shall develop a plan to facilitate sanitary sewer improvements. The plan shall include a schedule for implementing sanitary sewer upgrades that would occur within the development site and/or contribution of a fair share fee toward those improvements, as determined by the City Engineer. The plan shall be reviewed by the City Engineer.

23. Water Supply for Fire Suppression– Impact Assessment

Prior to issuance of a building permit

Prior to issuance of a building permit, development plans for projects proposed in the Plan Area, shall be reviewed by the Fire Marshal to determine if fire flow requirements would be met given the requirements of the proposed project, and the size of the existing water main(s). If the Fire Marshal determines improvements are needed for fire protection services, then Standard Condition of Approval #24 shall apply.

24 Water Supply for Fire Suppression – Implementation of Improvements

Prior to issuance of a building permit

Prior to issuance of a building permit the project sponsor shall be required to provide a plan to supply adequate water supply for fire suppression to the project site, consistent with the Fire Marshal's requirements. The plan shall be reviewed by the Fire Marshal. The project sponsor shall be responsible for implementation of the plan including installation of new water mains, and/or incorporation of fire water storage tanks and booster pumps into the building design, or other measures as determined by the Fire Marshal.

25. Undiscovered Cultural Resources

Ongoing during project construction

If evidence of an archeological site or other suspected cultural resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Burlingame shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City of Burlingame shall consult with the archeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC.

26. Unique Paleontological/Geological Features

Ongoing during project construction

Should a unique paleontological resource or site or unique geological feature be identified at the project construction site during any phase of construction, the project manager shall cease all construction activities at the site of the discovery and immediately notify the City of Burlingame. The project sponsor shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is carried out. The project sponsor shall be responsible for implementing any additional mitigation measures prescribed by the paleontologist and approved by the City.

27. Human Remains

Ongoing during project construction

If human remains are discovered at any project construction site during any phase of construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Burlingame and the County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Burlingame shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of Burlingame, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.

OPTIONAL STANDARD CONDITIONS OF APPROVAL

In addition to the Standard Conditions of Approval listed above in Section 8.9, the following measures are suggested to further reduce impacts of potential future projects within the Burlingame Downtown Specific Plan Area. These Standard Conditions of Approval are not required to mitigate identified significant environmental impacts, but may be implemented by the City on a project-by-project basis.

28. Water Efficiency for Residential Units

Ongoing during project construction and operation

In the residential units, the installation of high-efficiency clothes washers and dishwashers would achieve significant water use savings as compared to conventional models. The incorporation of sub-metering, in which each multi-family unit would have its own smart water meter with leak detection capability, would reduce water use by maintaining price signals to the consumer and by minimizing water loss due to leaking toilets and other fixtures. Together, these measures may offer further reductions in overall potable water demand. The adoption of the advanced indoor conservation measures would reduce per capita residential indoor use to approximately 45 gpd, as documented in studies by the American Water Works Association (AWWA). This is per capita reduction of approximately 12 gpd compared to baseline levels. The incorporation of these advanced conservation measures would reduce indoor potable water demands in new residential developments by approximately 20 percent.

29. Landscaping and Irrigation

Ongoing during project operation

Recycled water could be used for landscape irrigation within the Plan Area, per recommendations in the City's 2009 Climate Action Plan. This measure assumes that the City has access to recycled water supplies and has or would construct recycled water transmission and distribution facilities to serve the Plan Area.

MITIGATION MEASURES TO BE IMPLEMENTED BY THE CITY

In addition to the Standard Conditions of Approval listed above, the following mitigation measures were identified in the Burlingame Downtown Specific Plan Initial Study. These mitigation measures shall be implemented by the City:

30. Increase Parking Fees In Long-Term (More Than 2 Hours) Downtown Lots by at Least 25 Cents per Day to Encourage Employees to Use Alternative Modes of Transportation

31. California Drive/Lorton Avenue Intersection Signalization

Ongoing during project construction

The intersection of California Drive/Lorton Avenue should be converted from a Side-Street Stop Controlled (SSSC) intersection to a signalized intersection (with the application of 100 seconds of cycle length), by the year 2030. The City Engineer shall determine the cost associated with the installation of a new traffic signal. Costs would be shared by project sponsors in accordance with Standard Condition of Approval #11 and #12, below.

32. El Camino Real/Peninsula Avenue/Park Road Signal Timing Improvements

Ongoing during project construction

The City of Burlingame shall coordinate with Caltrans to change the signal timing at the El Camino Real/Peninsula Avenue/Park Road intersection. The amount of signal green time shall be increased by ten seconds in the Peninsula Avenue westbound approach and Park Road southwest approach. In addition, ten seconds of green time shall be removed in the northbound and southbound El Camino Real approaches. Caltrans is currently implementing this signal timing improvement as a part of a larger signal timing project for all signals along El Camino Real in this area.

33. California Drive/Howard Avenue Signal Timing Improvements

Ongoing during project construction

The City of Burlingame Community Development Department shall recommend to the City Engineer, and the City Engineer shall implement signal timing improvements at the intersection of California Drive and Howard Avenue. The amount of signal green time shall be increased by five seconds in the California Drive northbound and southbound approaches. In addition, five seconds of green time shall be removed in the Howard Avenue eastbound and westbound approaches.

Downtown Specific Plan Implementation Summary

Implementation Action	Responsible Department/ Entity	Estimated Cost	Funding Sources	Schedule			Notes
				Years 1-5	Years 6-10	Years 11-20	
Zoning Code							
Zoning Code revisions	Community Development		General Fund				
Historic Resource Programs							
Downtown Burlingame Register of Historic Resources	Community Development, Historical Society		General find, also possibly CLG grants through SHPO				
State Historical Building Code	Community Development		n/a				
Mills Act program	Community Development		General Fund, tax base (small)				
Design exceptions for historic resources criteria	Community Development		Application Fees				
Reduced permit fees for historic renovation	Community Development		General Fund, Building Fund				Requires further study to determine fee structure and fiscal impacts
Reduced parking requirements for adaptive reuse	Community Development		Application Fees				Requires further study to determine fee structure and fiscal impacts
Façade restoration grants	Community Development		To be determined				When financial resources allow
Promotion of historic resources	Historical Society		n/a				When financial resources allow

Implementation Action	Responsible Department/ Entity	Estimated Cost	Funding Sources	Schedule			Notes
				Years 1-5	Years 6-10	Years 11-20	
Streetscapes							
Burlingame Avenue	Public Works/ Engineering	$8,045,000	• Bond(s) • Benefit assessment district • Maintenance assessment district • Individual contributions /fundraising • Parking revenues • Water Enterprise Fund • Sewer Enterprise Fund • Storm Drain Measure	■			Coordinate with sewer, water
California Drive	Public Works/ Engineering	$2,525,000			■	■	
Chapin Avenue	Public Works/ Engineering	$4,500,000			■	■	
Donnelly Avenue	Public Works/ Engineering	$3,600,000			■	■	
Howard Avenue	Public Works/ Engineering	$3,140,000		■			Coordinate with sewer, water, stormwater
Lorton Avenue	Public Works/ Engineering	$4,220.000			■	■	
Park Road	Public Works/ Engineering	$2,475,000			■	■	
Primrose Road	Public Works/ Engineering	$4,200,000			■	■	
Open Spaces							
Civic Center Circle	Public Works/ Engineering	$1,322,567	• Bond(s) • Benefit assessment district • Maintenance assessment district • Individual contributions /fundraising • Parking revenues		■	■	
Highland Triangle	Public Works/ Engineering	$1,979,098			■	■	
Lorton/California Open Space	Public Works/ Engineering	$2,143,029		■	■		Coordinate with intersection reconfiguration
Lot E Signature Open Space	Public Works/ Engineering	$1,508,594		■			Coordinate with Lot J parking facility, also possibly stormwater projects
Washington Park Linkage	Public Works/ Engineering	$2,890,258			■	■	
Roadway Improvements							
Lorton/California Intersection	Public Works/ Engineering		Capital Fund	■			
Signal Timing (if needed)	Public Works/ Engineering		Development mitigation		■	■	Only required if plan reaches close to build-out

Implementation Action	Responsible Department/ Entity	Estimated Cost	Funding Sources	Schedule			Notes
				Years 1-5	Years 6-10	Years 11-20	
Parking Management							
Pricing, meters	Public Works/ Engineering		Parking Fund	■			
Adjust time restrictions	Public Works/ Engineering		Parking Fund	■	■		
Wayfinding	Public Works/ Engineering		Downtown Business Improvement District (DBID)	■	■		
Permits	Public Works/ Engineering		Downtown Business Improvement District (DBID)	■	■	■	
Valet/attended operations			Private businesses, also possibly Downtown Business Improvement District (DBID)		■	■	If needed
Promote alternative modes of transport	Community Development		Development mitigation	■	■	■	
Parking Supply							
Lot J Garage		$17,000,000	• Parking in-lieu fees • Parking Enterprise Fund • Parking permits	■			Coordinate with Lot E open space
Lot A & A-3 Garage		$7,200,000			■	■	
Storm Drain							
Burlingame Creek Bypass	Public Works/ Engineering	Refer to CIP	Storm Drain Measure				
Ralston Creek Bypass	Public Works/ Engineering	Refer to CIP	Storm Drain Measure				
Sanitary Sewer							
Phase II California Drive/Oak Grove Rehabilitation Project	Public Works/ Engineering	Refer to CIP	Sewer Enterprise Fund	■			
CIP Project A	Public Works/ Engineering	Refer to CIP	Sewer Enterprise Fund		■	■	
CIP Project B	Public Works/ Engineering	Refer to CIP	Sewer Enterprise Fund			■	
CIP Project C	Public Works/ Engineering	Refer to CIP	Sewer Enterprise Fund			■	

Implementation Action	Responsible Department/ Entity	Estimated Cost	Funding Sources	Schedule			Notes
				Years 1-5	Years 6-10	Years 11-20	
Water							
Burlingame Avenue Main	Public Works/ Engineering	Refer to CIP	Water Enterprise Fund				Coordinate with streetscape improvements
Howard Avenue Main	Public Works/ Engineering	Refer to CIP	Water Enterprise Fund				Coordinate with streetscape improvements
4" and 6" Mains Upgrades	Public Works/ Engineering		Development mitigation				
Administration							
Changes to Development Review process	Community Development		General Fund				
Environmental review for individual projects	Community Development		Applicant				
Specific Plan Amendment(s)	Community Development		Applicant (if applicant initiated) or General Fund (if City initiated)				As needed

Appendix A: Cost Estimates

STREETSCAPES

Street	From	To	Linear Feet	$/Linear Foot	Amount
Burlingame Ave	ECR	California Dr	1,780	$2,900	$5,162,000
California Dr	Lorton Ave	Howard Ave	1,010	$2,900	$2,929,000
Chapin Ave	ECR	Primrose Rd	1,800	$2,900	$5,220,000
Donnelly Ave	Primrose Ave	Lorton Ave	1,440	$2,900	$4,176,000
Howard Ave	ECR	California Dr	1,256	$2,900	$3,642,400
Lorton Ave	Donnelly Ave	Howard Ave	1,688	$2,900	$4,895,200
Park Rd	Burlingame Ave	Howard Ave	990	$2,900	$2,871,000
Primrose Rd	Chapin Ave	Howard Ave	1,680	$2,900	$4,872,000
Total			**11,644**		**$33,767,600**

LOT E OPEN SPACE

Land Area	29,727 sq ft
Landscaped	
Percent Landscaped	85%
Landscaped Area	25,162
$/Sq Ft	$30
Landscaping Cost	$754,858
Hardscaped	
Percent Hardscaped	15%
Hardscaped Area	4,565 sq ft
$/Sq Ft	$100
Landscaping Cost	$456,470
Demolition Cost	$297,266
Total Cost	$1,508,594

CIVIC CENTER CIRCLE

Land Area	7,002 sq ft
Circumference	288 ft
Landscaped	
Landscaped Area	7,002
$/Sq Ft	$30
Landscaping Cost	$210,050
Streetscape Improvements	
Linear Feet	417
$/Ft	$2,500
Streetscape Cost	$1,042,500
Demolition Cost	$70,017
Total Cost	$1,322,567

LORTON/CALIFORNIA OPEN SPACE

Land Area	17,958	sq ft
Landscaped		
Landscaped Area	8,448	sq ft
$/Sq Ft	$30	
Landscaping Cost	$253,449	
Streetscape Improvements		
Linear Feet	684	
$/Ft	$2,500	
Streetscape Cost	$1,710,000	
Demolition Cost	$179,580	
Total Cost	$2,143,029 *	

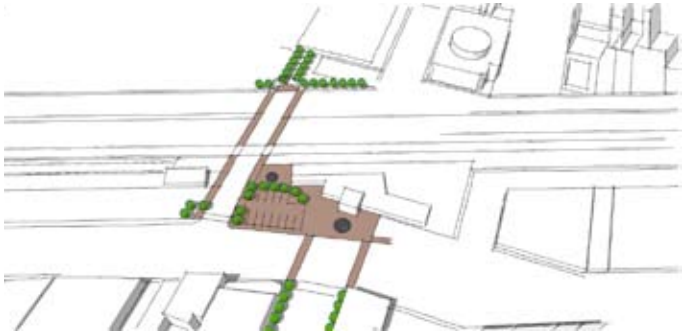
* Note: Cost estimate does not include cost of traffic signal.

HIGHLAND TRIANGLE

Land Area	17,992	sq ft
Hardscaped		
Percent Hardscaped	100%	
Hardscaped Area	17,992	sq ft
$/Sq Ft	$100	
Landscaping Cost	$1,799,180	
Demolition Cost	$179,918	
Total Cost	$1,979,098	

WASHINGTON PARK LINKAGE

Train Station Plaza	
Land Area	11,839 sq ft
Hardscaped	
Hardscaped Area	11,839
$/Sq Ft	$100
Landscaping Cost	$1,183,852
Streetscape Improvements	
Linear Feet	309
$/Ft	$2,500
Streetscape Cost	$772,500
Demolition Cost	$118,385
Total Cost	$2,074,738



Washington Park Entry	
Land Area	10,757 sq ft
Landscaped	
Landscaped Area	5,253
$/Sq Ft	$30
Landscaping Cost	$157,588
Hardscaped	
Landscaped Area	5,504
$/Sq Ft	$100
Landscaping Cost	$550,366
Demolition Cost	$107,566
Total Cost	$815,520

Appendix B: Participants

CITY COUNCIL 2007-2010
Cathy Baylock
Jerry Deal
Ann Keighran
Terry Nagel
Rosalie O'Mahony
Mary Ellen Kearney, City Clerk

CITY COUNCIL 2005-2007
Cathy Baylock
Russ Cohen
Ann Keighran
Terry Nagel
Rosalie O'Mahony
Mary Ellen Kearney, City Clerk

PLANNING COMMISSION
Tim Auran
Michael Brownrigg
David Cauchi
Jeff Lindstrom
Richard Terrones
Stanley Vistica
Sandra Yie

DOWNTOWN SPECIFIC PLAN CITIZENS' ADVISORY COMMITTEE
Richard Terrones, Planning Commissioner
Stan Vistica, Planning Commissioner
Vincent Chiaro
Dale Ferrel
Mark Hudak
Glen Kronewetter
Elizabeth Moore
Ralf Nielsen
Michael Nilmeyer
Jennifer Pfaff
John Root

CITY OF BURLINGAME STAFF PARTICIPANTS
Jim Nantell, City Manager
Gus Guinan, City Attorney

Community Development Department
Bill Meeker, Community Development Director
Maureen Brooks, Planning Manager
Ruben Hurin, Senior Planner
Erica Strohmeier, Associate Planner
Connie Rihm, Administrative Secretary

Public Works Department
Syed Murtuza, Public Works Director
Art Morimoto, Assistant Director of Public Works
Doug Bell, Senior Civil Engineer
Phil Monaghan, Senior Civil Engineer
Augustine Chou, Traffic Engineer
Jane Gomery, Associate Engineer

Parks and Recreation Department
Bob Disco, Parks Supervisor

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Matt Flynn
Amitai Heller
Kevin Lee Pankonin

Spangle Associates
Karen Kristiansson

Wilbur Smith Associates
William Hurrell
Terri O'Conner
Carol Levine
Peter Costa

Economic Research Associates
William Lee
Jade Shipman
Shayna Ferullo

Carey & Company
Hisashi (Bill) Sugaya
Matthew Davis
Erica Schultz

Sandis
Lance Takehara
Bruce Chu

PBS&J
Rachel Schuett