

APPENDIX C:
REVISED APPENDIX J, SPECIFIC
PLAN UPDATE POLICIES, OF THE
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Millbrae Station Area Specific Plan Update Revised Policies

The following policies are set forth to help achieve the vision and goals of the Specific Plan. The following policies shall be observed in all development.

Land Use

P-LU 1. Encourage a rich mix of transit-supportive land uses in the Plan Area in close proximity to one another to encourage transit use, walking, and bicycling.

P-LU 2. Promote a mix of uses that support a day and evening environment in the immediate vicinity of the Millbrae Station. Uses that bring evening and weekend activity include retail shopping and services, food stores, restaurants and cafes, hotels, health clubs, and other similar uses.

P-LU 3. Encourage residential mixed-use development with ground-floor retail spaces facing El Camino Real that support transit and downtown businesses.

P-LU 4. Encourage the development of hotels in the Plan Area, especially near highway frontage.

P-LU 5. Strive to concentrate active ground-level uses along major pedestrian routes and at key nodes to contribute to a safe and lively pedestrian environment.

P-LU 6. Provide public gathering places directly adjacent to the Millbrae Station that are pedestrian friendly and minimize conflict with automobiles.

P-LU 7. Preserve the historic Millbrae Depot for public-oriented uses.

P-LU 8. Ensure that proposed land uses are compatible with the noise environment, including rail, freeway, road traffic, and aircraft.

P-LU 9. Encourage the development of uses that contribute to the quality of life of residents and employees, such as childcare facilities, community centers, plazas, playgrounds, and parks.

P-LU 10. Promote Class A office development near the station and along Adrian Road to take advantage of its proximity to Highway 101, transit, and new residential development.

P-LU 11. Encourage land assemblage to create parcels that are attractive to mixed use and office development.

P-LU 12. Ensure new development includes appropriate buffers for land use compatibility between new uses and existing uses.

P-LU 13. Ensure new uses contribute to a balanced mix of uses in the Plan Area consistent with the land use regulations set forth in Chapter 5.

P-LU 14. Ensure the build out of the Plan Area advances the social, economic, environmental, and physical goals of the community and results in a series of community benefits that address the needs of existing and future Millbrae residents.

Urban Design

P-UD 1. Allow for more intensive and taller development in the immediate vicinity of the Millbrae Station as a means to bring vitality to the area and increase transit ridership.

P-UD 2. Require building heights of new development to comply with FAA standards and the San Francisco International Airport Land Use Compatibility Plan.

P-UD 3. Ensure new development includes varying and visually engaging facades to promote a pedestrian friendly environment.

P-UD 4. Require new development to employ sustainable building and site design principles, such as Leadership in Energy and Environmental Design (LEED), as promulgated by the U.S. Green Building Council, or other acceptable standards. Sustainable building and site design principles include minimizing impervious surfaces, orienting toward solar access, and incorporating energy efficient elements.

P-UD 5. Ensure that new buildings use high quality materials, visually interesting physical elements, and building modulation.

P-UD 6. Ensure new development adjacent to residential neighborhoods provides appropriate transitions that respect the scale and character of the adjacent residential neighborhoods.

P-UD 7. Require that new buildings orient toward public spaces with entries and frontages.

P-UD 8. Ensure that new development provides visual interest at the ground floor to provide pedestrian interest. Blank walls and non-transparent street frontages should be minimized.

P-UD 9. Create gateway features at the intersections of Victoria/El Camino Real, Murchison/El Camino Real, and Millbrae Avenue/Rollins Road to enhance the identity of Millbrae and the Plan Area. Gateway features include special architectural elements like corner towers, unique landscaping treatments, special intersection paving, signage, and corner development setbacks for open space. Ensure that new development buildings located at the three gateway intersections provide such features.

P-UD 10. Require all development projects provide appropriate landscaping between the street and buildings to soften the hardscape and along the edges of open spaces to define the space.

P-UD 11. Ensure all landscaping plans conform with the City's Water Efficient Landscape Ordinance.

P-UD 12. Enhance streetscapes along El Camino Real and Millbrae Avenue to enhance the gateway role and appearance of the street.

P-UD 13. Ensure new buildings that can be seen from Highway 101 include a visually pleasing building envelope and signage.

P-UD 14. Encourage office development with state-of-the-art design techniques to maximize space, flexibility, and functionality. Ensure office buildings are oriented towards public streets or open space.

P-UD 15. Ensure parking structures are screened from pedestrian views and/or wrapped with active uses. Pay attention to design of the upper portions of parking structures to ensure attractive architecture.

Housing

P-H 1. Require the provision of housing for people of all incomes in new development projects in the Plan Area.

P-H 2. Develop housing consistent with the goals, policies, and programs specified in the City's adopted Housing Element.

P-H 3. Designate the Plan Area as a Housing Opportunity Site consistent with the Housing Element and require at least 15 percent affordability for residential projects to the extent consistent with prevailing law.

Open Space

P-OS 1. Provide a variety of public and private open spaces, pedestrian-oriented streetscapes, and gathering spaces to meet the needs of new and existing residents, visitors, workers and businesses.

P-OS 2. Require the development of new publicly accessible open space and necessary pedestrian connections as part of new development projects or the payment of in-lieu fees.

P-OS 3. Frame potential open spaces with buildings or structures to provide a sense of enclosure to the open spaces and their users.

P-OS 4. Streetscape improvements should incorporate open spaces, such as pocket parks in bulbouts, to the extent feasible

P-OS 5. Require open spaces and parks to incorporate sustainability measures, such as including native plant species, drought tolerant plants that require minimal irrigation, permeable paving, solar-powered lighting, and other similar features.

P-OS 6. Integrate public art into public space design consistent with the City's Public Art Policy.

P-OS 7. In light of the identified absence of parklands in the Plan Area and no specific requirement for private open space in new residential development, all new residential development shall provide a parkland dedication of 5 acres per 1,000 population or payment of a development impact fee.

Circulation and Parking

P-CP 1. Provide superior pedestrian access and circulation in the Plan Area, especially to Millbrae Station, by providing sidewalks on ~~both sides of~~ all roadways and adding new routes where feasible.

P-CP 2. Accommodate projected pedestrian volumes by increasing sidewalk widths to a minimum of 6 to 10 feet.

P-CP 3. Create a direct pedestrian connection between El Camino Real (including the northbound bus stop on El Camino Real) and the west side Millbrae Station entrance through a pedestrian paseo or similar.

P-CP 4. Enhance pedestrian safety at signalized intersections with pedestrian countdown signals, signal timing that minimizes pedestrian wait times and provides adequate crossing times (3.5 feet per second), crosswalks at all approaches, continental and/or high visibility cross-walk stripping, corner bulbouts, and perpendicular ADA-standard curb cuts on all corners.

P-CP 5. Design all streets to provide an attractive pedestrian and visual environment, including by adding pedestrian-scale lighting, benches, and street furniture.

P-CP 6. Improve bicycle access to Millbrae Station and bicycle connections among the surrounding Plan Area land uses through a system of on-street and off-street bicycle facilities including Class I bicycle paths and Class II bicycle lanes.

P-CP 7. Increase bicycle visibility to other road users through enhanced treatments at intersections, including bicycle signal detection (using bicycle-oriented loop detectors or push buttons) and colored pavement markings.

P-CP 8. Provide secure, short- and long-term bicycle parking facilities at the Millbrae Station and at all developments.

P-CP 9. Provide wayfinding signage in the Plan Area for all modes with emphasis at the nearest entrances and exits, and web available maps for users, as required in Chapters 6 and 7 of this Specific Plan.

P-CP 10. Require development projects in the vicinity of the station to provide wayfinding signage along wayfinding paths, which include all streets and paseos within the Plan Area, major intersections, and designated bicycle routes.

P-CP 11. Accommodate kiss-n-ride (passenger pick-up and drop-off) and taxis near station entrances on both the east side and west side of the Millbrae Station.

P-CP 12. Provide bus and shuttle transfer facilities near station entrances on both the east side and west side of the Millbrae Station to accommodate the peak projected vehicles to support bus and shuttle as a ~~priority~~ alternative access mode to BART, Caltrain, and future rail service, such as High Speed Rail (HSR).

P-CP 13. Accommodate SamTrans Route ECR bus service by enhancing stops at Linden Avenue (El Camino Real) northbound at pedestrian paseo) and Murchison Drive (El Camino Real) northbound and southbound) and by providing a deviated route southbound (off El Camino Real) on California Drive Extension with a stop at the pedestrian paseo near the station entrance.

P-CP 14. Coordinate with SamTrans, the Peninsula Corridor Joint Powers Board and BART to ensure implementation of all Millbrae station area improvements.

P-CP 15. Extend California Drive from Linden Avenue north to intersect El Camino Real at Victoria Ave.

P-CP 16. Expand the South Station Road as a two-way public street connecting from the station entrance to Adrian Road.

P-CP 17. Operate Victoria Avenue between El Camino Real and Broadway as a two-way roadway. Add special paving treatments and pedestrian and bicycle facilities to emphasize this critical connection between Downtown and Millbrae Station.

P-CP 18. Encourage the shared use of station area parking facilities for off-peak users. For example, drivers visiting restaurants in the evening could use station area parking during evening hours.

P-CP 19. Establish parking standards that are adequate to serve new development but encourage the use of transit and alternate modes.

P-CP 20. Explore the feasibility and desirability of a residential permit parking program to manage potential spillover parking from the Millbrae Station in the residential areas immediately adjacent to the Plan Area.

P-CP 21. Design and locate parking facilities to be compatible with adjacent areas and to reinforce the pedestrian environment.

P-CP 22. Require new developments within the Plan Area to accommodate alternative modes of transportation and to provide support facilities for bicyclists, such as showers and changing areas.

P-CP 23. Require Plan Area employers to prepare Transportation Demand Management (TDM) Plans that include measures to increase the number of employees walking, biking, using transit, or ridesharing (using carpools and vanpools) as commute modes and to reduce vehicle congestion. Where future projects have the potential to impact facilities under the Congestion Management Plan, the TDM Plan shall meet the current City/ County Association of Governments of San Mateo County (C/CAG) requirements to reduce the number of trips on the CMP roadway network be approved by both the City and C/CAG.

P-CP 24. Require site-specific transportation studies to address on-site circulation, drive- way designs, loading, access, and safety for all modes as part of the development review process.

P-CP 25. Plan for and implement public parking on the west side of the BART/Caltrain Station should transit parking be lost due to the development of the BART parking lot on the east side of the station.

P-CP 26. The City shall work with Caltrans to modify the existing El Camino Real/Millbrae Avenue intersection footprint through restriping.

P-CP 27. The City shall work with Caltrans to determine if it is feasible to construct an additional mixed flow and/or HOV lane on northbound and southbound US 101.

P-CP 28. The City of Millbrae shall work with the City of Burlingame to modify the El Camino Real/Murchison Drive intersection footprint. The modified intersection footprint can be accommodated within the existing right of way.

P-CP 29. The City of Millbrae shall work with the City of Burlingame to conduct a full signal warrant analysis at the California Drive/Murchison Drive intersection and determine feasibility.

P-CP 30. The City shall work with the City of Burlingame to improve the El Camino Real/Millbrae Avenue intersection lane configurations, as appropriate.

P-CP 31. Development projects shall participate in funding and implementing a comprehensive, multi-agency, multi-modal access plan to the Millbrae Transit Station. In the event the access plan is not complete at the time of application for projects within the TOD zone, applicants shall submit a plan of how multi-modal access and circulation to the transit station will be accomplished prior to City entitlement approval.

Utilities and Public Services

P-UTIL 1. Establish a water supply distribution system that is adequate to serve the potable and fire protection needs of new development.

P-UTIL 2. Conduct a hydraulic study to determine necessary system upgrades.

P-UTIL 3. Reduce water consumption through a program of water conservation measures.

P-UTIL 4. Encourage use of gray water where available.

P-UTIL 5. Provide improvements to the Millbrae treatment plant in order to accommodate planned new growth within the Plan Area and the city as a whole.

P-UTIL 6. Improve the wastewater collection system to accommodate demands from new development.

P-UTIL 7. Provide necessary storm drainage facilities as new development is constructed.

P-UTIL 8. Incorporate sustainable stormwater management features in new development and public improvements, including low impact development (LID) features and swales, permeable pavers, and other similar features to manage stormwater runoff from public streets.

P-UTIL 9. Provide adequate electrical, gas, and telecommunications services to support new development.

P-UTIL 10. Incorporate energy conserving design and equipment into new development in order to promote energy conservation.

P-UTIL 11. Allow co-generation systems utilizing all methods of alternative energy production where feasible.

P-UTIL 12. Promote recycling of construction and demolition debris.

P-UTIL 13. Encourage the use of recycled content building materials.

P-UTIL 14. Cooperate with the Millbrae Elementary School District and the San Mateo Union High School District in planning for adequate public school facilities.

P-UTIL 15. Ensure the Millbrae Police Department and BART Police Department work together to determine the boundary of each department's primary jurisdiction should development projects come forward in the areas near the Millbrae Station.

P-UTIL 16. Require installation of infrastructure for "purple pipes" for future use of recycled water when available.

P-UTIL 17. The City shall require future project applicants to clearly demonstrate how the project complies with the water conservation and water efficiency ordinances adopted by the City, and any other applicable regulations.

P-UTIL 18. The City shall work with the San Francisco Public Utilities Commission (SFPU) to ensure that supplemental water supply sources for the 2035 buildout year of the Plan are identified and developed by SFPU.

Telecommunications

P-TEL 17. Develop a plan to expand current fiber optic networks throughout the Plan Area to attract new high-tech businesses and provide new hotel development with a significant amenity to business travelers.

P-TEL 18. Require all new development projects to incorporate broadband infrastructure in their planning and construction. All development projects shall install telecommunications conduits in all streets that are affected by the development.

P-TEL 19. Ensure street improvement projects incorporate the laying of fiber and conduit.

Implementation

P-IMP 1. Implement the Specific Plan through coordination and/or outreach to all City departments, landowners, Plan Area developers, advocates, and other stake- holders.

P-IMP 2. Continue to carry out design review procedures to ensure that new development is of a high quality and consistent with Specific Plan vision and goals.

P-IMP 3. Ensure all future development projects are compatible and consistent with the vision, goals, policies, and requirements set forth in this Specific Plan.

P-IMP 4. Require all new development projects pay their fair share for any needed infrastructure improvements, including ~~the all pedestrian/bicycle path and pedestrian/ bicycle overcrossing over Highway 101 north of the Millbrae Avenue overcrossing facilities identified in this Plan.~~

P-IMP 5. Monitor future development and public improvements to reconsider and reevaluate phasing, financing, and funding strategies.

P-IMP 6. Ensure the timely construction of circulation improvements necessary to support the Millbrae BART/Caltrain Station.

P-IMP 7. Pursue State and federal grants for station area improvements.

P-IMP 8. Initiate studies as necessary to further the vision, concepts, and principles outlined in this Specific Plan.

P-IMP 9. Complete a nexus study to apportion fair share costs of all necessary infrastructure in the Plan Area.

P-IMP 10. Require applicants for new development to prepare a technical assessment evaluating potential project construction- related air quality impacts in conformance with current Bay Area Air Quality Management District's methodology.

P-IMP 11. Require applicants for new development to prepare and implement construction management plans to control construction-related impacts from fugitive dust, emissions, noise, and traffic. Project construction management plans shall include, but are not limited to, the following:

- Current Bay Area Air Quality Control Management District (BAAQMD) basic control measures for fugitive dust control in addition to other feasible measures that may be identified in project-level technical air quality assessments, when required;
- A list of all construction equipment to be used during construction that identifies the make, model, and number of each piece of equipment;
- Location of construction staging areas for materials, equipment, and vehicles;
- Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur;

- Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation, and safety; and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project sponsors;
- Provisions for pedestrian and bicycle circulation through the congestion zone;
- Provisions for removal of trash generated by project construction activity; and
- A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an on-site complaint manager.

P-IMP 12. All new development projects that take advantage of the Community Benefits Program shall enter into a Development Agreement that specifies the types of community benefits

