



general plan and zoning ordinance update

COMMUNITY ADVISORY COMMITTEE MEETING #6 SUMMARY

CITY OF BURLINGAME GENERAL PLAN AND ZONING ORDINANCE UPDATE

*February 10, 2016 | 7:00pm – 9:00pm
Burlingame Recreation Center, Social Room, 850 Burlingame Avenue*

WELCOME & INTRODUCTION

The sixth Community Advisory Committee (CAC) meeting was held on Wednesday, February, 2016. The meeting began with a welcome by Kevin Gardiner, Planning Manager with the City of Burlingame. In attendance at the meeting were 16 CAC members, 5 members of the general public, two Burlingame City staff members and two members of the MIG consultant team.

The meeting included a presentation and then a group discussion on land use, circulation and community design in two key locations in Burlingame: El Camino Real and the Bayfront.

PUBLIC COMMENTS

A property owner who owns a parcel on El Camino Real said that most Burlingame residents value and want to maintain the small town charm of the City. He thinks mixed use development along El Camino Real may be appropriate.

The owner of the current 76 gas station at the corner of El Camino Real and Broadway indicated that he is interested in redeveloping that parcel as mixed-use with residential micro units. He indicated that the City could ease parking requirements to facilitate that type of development.

PRESENTATION: LAND USE, CIRCULATION AND COMMUNITY DESIGN

Ellie Fiore with MIG began the presentation by updating the group on the Envision Burlingame process, including the CAC's self-guided tours of different areas of the city. Ms. Fiore reviewed the key topics of observation and discussion that the self-guided tours focus on:

- Allowable uses
- Building heights
- Street improvements
- Traffic management
- Bikeability
- Parking



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- Landscaping and open space
- Architecture and design

Next, Chris Beynon with MIG, presented information about El Camino Real and the Bayfront including a number of maps that provided context to urban form, zoning, transit and mobility, public spaces, and other existing conditions of El Camino Real and Bayfront. The presentations also included images of potential ideas for waterfront development and industrial reuse. These images were intended to spur discussion about improvements for El Camino Real and the Bayfront. The maps and the presentation slides are attached at the end of this document.

DISCUSSION: LAND USE, CIRCULATION AND COMMUNITY DESIGN

Chris Beynon facilitated a discussion on members' observations and ideas for El Camino Real and the Bayfront, while Ms. Fiore graphically recorded the discussion. The following sections summarize the key points of the discussion for both areas.

El Camino Real (ECR)

Ideas:

- Keep all ideas on the table—the General Plan is an opportunity for big ideas!
- Don't overdevelop: let ECR be a park. It is a "Ribbon of Green," and should be a linear park along the entire length.
- Focus pedestrian safety on one side of the street? Keep autos, and focus bike and pedestrian routes on California Drive.
- There is a need to slow traffic on ECR: the State Highway designation is "misplaced" and creates high traffic speeds.
- Keep ECR residential. Don't add traffic with mixed-use development.

Issues:

- Maintenance and upkeep are problematic, both in terms of trash and sidewalks.
- Safety is a concern, particularly for kids and schools.
- Traffic is worsening along the corridor.
- Prevent the impacts and unintended consequences of development on the residential neighborhoods along ECR.
- Drainage and flooding on the street are problematic.
- The transit routes along ECR may affect a potential road diet.
- Bus stops are very close to intersections—they should be moved towards mid-block.
- Transportation is changing, with more of a focus on last mile connections.



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- Left hand turns cause dangerous conditions.
 - The intersection at Floribunda is particularly dangerous!

Community Vision:

- ECR needs to become more of a boulevard.
- Utility wires should be undergrounded.
- Prevent ECR from gentrifying.
- Design guidelines can help protect the corridor's character.

El Camino Real's Connection to California Drive:

- The two streets function as a pair, and California Drive protects ECR.
- ECR has more traffic and weaving than California Drive.
- Complete Streets efforts should be focused on El Camino Real based on its geometry and eligibility.

Bikes:

- Bikes are not currently allowed on ECR but it is used anyway.
- It is one of the few flat routes through the city.
- There may be enough room for bicycles between the trees and lots.

Trees:

- The trees are on the historic register, and treatment of the trees should follow guidelines based on McLaren's original designs.
- Private development impacts the street trees (e.g. setbacks, etc.)
- The environment along ECR should be improved, but the trees should be preserved.

Key Questions:

- Should El Camino Real move traffic quickly or should it slow traffic with a road diet?
- How much control does Caltrans have? How would relinquishment work with City control in terms of liability and cost?
- What is the passenger load of the bus route? Need to look at bus circulation.

Bayfront

Access and Connectivity:

- Peninsula is okay, it offers bike and pedestrian access. Is an interchange coming? Other access points could be better.
- The Millbrae interchange also provides access to the Bayfront for many people.



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- Trains impact the Broadway connection to the Bayfront.
- Additional development in the City will impact the Broadway interchange.
- The bicycle and pedestrian conditions are inconsistent.
- The bike/pedestrian bridge across the canal to the lagoon is quite narrow.
- What is the intent along Frontage Road?
- The northern and southern portions of Bayfront should be better connected.
- Signage and wayfinding should be incorporated to help visitors and hotel guests.

Employment:

- Burlingame Point is coming and will increase the employment base.
- There is an opportunity for a conference or convention center.
- Surface parking lots should be replaced.

Residential Development:

- There is general support on the CAC for allowing residential uses in the Bayfront.
- Residential development may be needed to support other new uses and changes, e.g. employment.
- Residential development would need to be accompanied by a school, fire service, grocery stores, and other services to create a true neighborhood or “complete community”.
- The Bayfront creates an opportunity for affordable housing.
- Any development needs to take into account the impacts on Burlingame schools: protect the existing great schools!
- Don’t overburden streets with new development.
- Good examples of development:
 - Mission Bay, San Francisco
 - Petaluma

Creating a Place:

- The Bay is a major asset and could be an attractor for residents and visitors if views are preserved and access is improved.
- The Inner Bayshore is very similar to Rollins Road and both areas may support new uses.
- There need to be more destinations for locals and current residents, such as recreation.
- Create opportunities for “sports tourism,” with weekend use of hotels.
- There needs to be more street-level activity, not just inside hotels. Encourage restaurants with external access.
- Add more trees and parks (there is a proposed park along the water towards the southern edge of the Bayfront).



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- Improve the aesthetics of the area.
- Improve waterfront access.

Key Questions:

- Any plans need to consider sea level rise?
- Is there a potential for ferry service?
- Are there building height limits with SFO nearby?

2016 CAC WORK PLAN AND SCHEDULE

Following the discussion of land use, circulation and community design, the group convened to discuss the CAC work in the upcoming months. The seventh CAC meeting, on February 24th, will feature a discussion on member's observations from the self-guided tour of North Burlingame and Rollins Road.

WALLGRAPHICS

Graphic Recording of El Camino Real and Bayfront Discussions are on the following page.

BAYFRONT

SSO

MILBARK
BART



Access

- > Peninsula Is Ok
- > Others Can Be Better
- > Milbark Also Used
- > Trains Impact Pedway
- > New Development Coming
- > Broughton Will Take More Traffic

Employment

- > Broughton Point Is Coming
- > Conference Center in Convention
- > Replace Surface Parking

RESIDENTIAL

- > Would Need PEs + School
- > Needed To Support Other Uses - Canines
- > Opportunity For Affordable Housing
- > Examples
 - Mission Bay St
 - Petaluma
- > Would Also Work With Hotels
- > Don't Overcrowd Streets
- > School Impacts Street The Great Streets!

Destinations

- > Add More For Residential - Recreation
- > Sports Tourism - Weekend Use Of Hotels
- > Destination For Locals
- > Restaurants w/ External Access

QUESTIONS AND Follow-Up

- > SEA LEVEL RISE
- > FERRY SERVICE?
- > BUILDING HEIGHT - SPO

CREATE A PLACE

- > MORE TREES
- > PARKS
- > DESTINATIONS FOR RESIDENTS
- > IMPROVE AESTHETICS
- > STREET-LEVEL ACTIVITY / HOSTELS
- > WATERFRONT ACCESS

The Growth Plan
L.A. County
For Bx Ideas

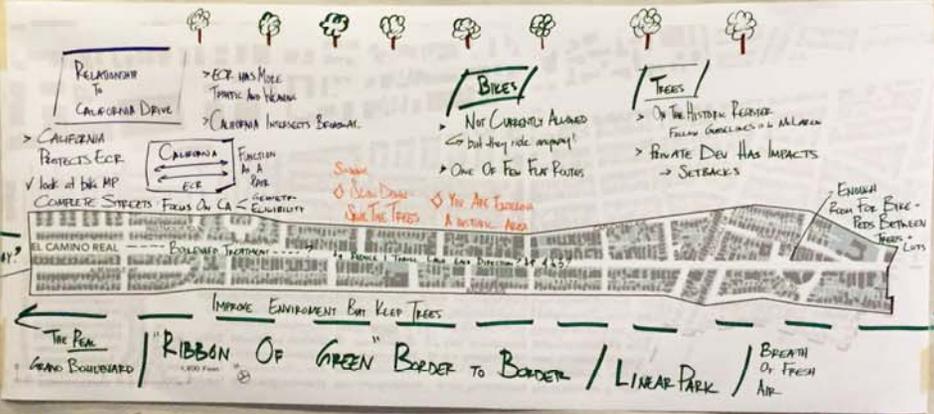
IDEAS

- > LET'S KEEP THEM ALL ON THE TABLE!
- > DON'T OVERDEVELOP? Let EL CAMINO be a main!
- > FOCUS ON ONE SIDE FOR PED-FRIENDLY? KEEP AVES - Focus on Blvd in California
- > STATE HIGHWAY 'IMPROVEMENT' Non-Vehicle Expenses

ISSUES

- > SLOW THE TRAFFIC
- > KEEP IT RESIDENTIAL
- MAINTENANCE + UPGRADE
- SAFETY - KIDS AND SCHOOLS
- TRAFFIC WORSENING
- DRAINAGE AND FLOODING
- TRANSIT ROUTE MAY AFFECT ROAD DIET
- BUS STOPS VERY CLOSE TO INTERSECTIONS
- > Move To Mid-Block
- > TRANSIT IS CHANGING

EL CAMINO REAL



QUESTIONS...

- > MOVE TRAFFIC QUICKLY OR SLOW WITH A ROAD DIET?
- > CALTRANS: How Much Control Do They Have?
- W/ RECONFIGURATION City Council: Land Use + Cost
- > PASSENGER LOAD OF BUS ROUTE? Look At BUS CIRCULATION

COMMUNITY VISIONS

- > MAKE IT MORE OF A BOULEVARD
- > UNDERGROUND UTILITY WIRES
- > DON'T GET GENTRIFY IT
- > DESIGN GUIDELINES CAN PROTECT CHARACTER

LEFT HAND TRAFFIC CAUSE DANGEROUS CONDITIONS

© FLOPBIUNCA

V. DANGEROUS

NEED A COMMUNITY SOLUTION!

UNSTABLE DATA

DISCONTINUED ECR

VIOLATIONS