

BURLINGAME BROADWAY SPECIFIC PLAN TECHNICAL ADVISORY COMMITTEE MEETING #1

Summary

When: August 9, 2023, from 4:00 pm – 5:00 pm

Where: Virtual, Zoom Meeting

Attendees:

- Kevin Gardiner – City of Burlingame
- Joseph Sanfilippo – Economic Development & Housing Specialist
- Brittany Xiao, City of Burlingame – Planning Department
- Eli Kaplan – ABAG, MTC

- Richard Holtz – City of Burlingame – Parks Superintendent
- Scott Spansail – City of Burlingame, Attorney
- Andrew Wong - Caltrans
- Patricia Koch, Central County Fire Department
- Sigalle Michael – City of Burlingame – Sustainability Program Manager

- Dan Amsden – Principal, MIG
- Rishi Dhody – Project Manager, MIG
- Shikha Merchant – Project Associate, MIG

I. Meeting Summary

Dan Amsden and Rishi Dhody presented an overview of the Burlingame Broadway Specific Plan Project and existing conditions along the Broadway corridor. This included discussing opportunities related to economic development, land use changes, additional housing, streetscape improvements, pedestrian and bicycle connections, congestion reductions, and overall multi-modal mobility. Rishi presented information on the study area boundary, existing data and uses (land use and zoning), existing pedestrian and bicycle amenities, transit routes and facilities, and prototypical street and parcel characteristics.

After the presentation, TAC members were asked questions and expressed their ideas for the future of the Broadway area, including area assets, challenges and opportunities. The following is a summary of TAC member responses to the various questions discussed during the meeting.

II. Questions and Responses

- **A request was made by a committee member for more detail on the project process and desired outcomes.** *The project team mentioned that the project will result in a Specific Plan regulatory document. The Specific Plan will potentially include changes to zoning, land uses, street designs, mobility and other components related to the built environment. In all scenarios, the plan will reflect the community's vision for the future of the area and provide specific guidance for future public and private projects.*
- **Has research been done to identify the potential changes to street design, mobility, and land uses that were discussed in the presentation?** *The project team highlighted that a few changes have been identified for potential bike routes from the City's Bicycle and Pedestrian Master Plan document. Other proposed changes identified during the Specific Plan process will be evaluated as part of this effort.*
- **Has any supporting evidence been shared to understand the impacts of any potential change on traffic response time, transportation, and commuting times?** *The project team highlighted that the Specific Plan will require an environmental assessment under CEQA. There is a transportation consultant onboard who will assess traffic data, conduct a parking analysis, and evaluate proposed mobility changes.*
- **How does the timeline for the Broadway Specific Plan align with the timeline for the Broadway Grade Separation project?** *The project team mentioned that the Specific Plan will be in motion faster than the Broadway Grade Separation project, which is currently looking for funding despite having clarity on planning and design. The Specific Plan will be developed in coordination with the upcoming grade separation project. The grade separation project aims to bring in more foot traffic towards Broadway. The project team also mentioned that another project which could impact development along Broadway would be the Caltrans Renewal project which proposes cross section changes along El Camino*

Real, like repaving the roads, putting the utilities underground and removing several trees.

III. *Assets:*

- Historical role of Broadway as the heart of Burlingame.
- Locally owned, small businesses.
- Adjacency to the new Caltrain station (e.g. additional transit opportunities).
- The grade separation project.
- Unique character.
- Pedestrian scale.

IV. *Challenges:*

- Broadway is physically constrained due to the street's limited right-of-way (e.g., it is hard to add new amenities).
- Parklets and outdoor restaurants conflict with existing vehicle movements.
- Existing road signs are not very visible from different angles from the roads and are currently blocked due to protruding outdoor restaurant canopies/parklets and furniture.

V. *Opportunities:*

- Economic Development:
 - Balance the need for new and more intense residential development with parking, mobility, and other needs along Broadway.
 - Evaluate the potential for developing a pedestrian mall along Broadway.

- Housing Demand:
 - Support the development of high-density affordable housing on vacant parcels and public lands, like parking lots, by offering ground leases.
 - Identify ways to create workforce housing that supports the needs of residents and local workers.
 - Create strategies to incentivize workforce housing (such as reduced parking requirements).

- Streetscape Improvements:
 - Create more pedestrian pathways.
 - Add more landscaping, plantings, and greening to Broadway.
 - Explore the option to add green infrastructure that promotes sustainability and reduces maintenance costs for the city.
 - Introduce movable bollards to create a safe space for weekly activities like farmer's market.
 - Identify new strategies for supporting outdoor seating and dining, while also factoring safety, ADA accessibility, and aesthetics.
 - Convert alleyways into attractive and active pedestrian spaces.
 - Prepare updated and sustainable landscape and planting list.

- Parking Improvement:
 - Update parking standards for businesses along Broadway that include incentives for certain types of developments, and parking management strategies to reduce impacts.
 - Identify new opportunities to better manage parking.
 - Create more consistency in parking meter timing and develop a program to support patron/business parking during the day and resident parking during the evening.
 - Transform surface parking lots to better uses (e.g., housing, parklets, public spaces, etc.)

- Analyze the impacts of limited/loss of parking.
- Develop active ground floor uses/ high density housing on existing parking facilities.
- Utility Corridors:
 - Activate the utility corridors with various forms of pedestrian amenities.
 - Develop a community garden in the utility corridors.
 - Ensure utility corridors remain functional and have easy access infrastructure (like sewer lines).
- Pedestrian and Bicycle Improvements:
 - Improve the street network so it can become more multi-modal and support a range of users.
 - Develop an extended safe and comfortable pedestrian network.
 - Make sidewalks more vibrant and lively, similar to what was done recently in Downtown.
 - Introduce bike lanes along Broadway.
 - Explore bike sharing programs and bike parking facilities, like what was recently done on Burlingame Avenue.
- Transit:
 - Increase transit – the central location and ability to introduce more businesses that add vibrancy to Broadway and keep it lively for longer hours.
 - Coordinate with the California Drive Road diet with bike improvements
 - Strengthen the one-way street network.
- Pedestrians:
 - Improve crosswalks and simplify pedestrians' movement.
 - Explore the possibility of wider sidewalks.

- Expand pedestrian access and make the business front areas more accessible for the patrons.
- Strengthen pedestrian network by improving connectivity with mews, side pathways and streets.
- Look into measures and design strategies to ensure pedestrian safety.
- Fire Safety, Access, and Movement:
 - Improve fire access to the existing buildings.
 - Improve fire response time.
 - Introduce traffic calming devices.
 - Ensure fast route access to older buildings in the neighborhood that don't have a sprinkler system.