



WELCOME TO THE CHAPIN AVENUE FEASIBILITY STUDY COMMUNITY OUTREACH PRESENTATION #2

The following slides are intended to provide a brief project background, to present progress made since the first community input session, and to continue to engage the community's input to identify improvements that will best serve Burlingame.

Please answer questions as they appear to assist the City with the next phase of concept development.

Thank you for your participation!

PROJECT BACKGROUND:



- Chapin Avenue is centrally located in Burlingame’s popular “Downtown District,” and is seen as a priority for improvements to achieve the City’s **long-term planning goals**.
- Goals for Downtown and Chapin Avenue have been established by **previous planning efforts**, and are discussed in detail in the City’s general and specific plans, available from the City website:
https://www.burlingame.org/departments/planning/general_and_specific_plans.php
- **Green Infrastructure** is one strategy identified by the City to meet its “Healthy People, Healthy Places” planning goal. It also is a tool the City uses to meet state mandated reductions of pollutants in stormwater, and may make the project eligible for **grant funding**.
- The goal of this project is to work with the community to develop a **preliminary plan for improvements**, guided by the City’s planning goals and incorporating green infrastructure, that meets the community’s current needs and priorities.
- This project does not have a construction component; there is currently **no timeline for construction** of the proposed improvements.

PROCESS

PAST

COMMUNITY-IDENTIFIED PLANNING GOALS FOR CHAPIN AVENUE IMPROVEMENTS

2010

DOWNTOWN SPECIFIC PLAN

2015

CIRCULATION ELEMENT

2019

ENVISION BURLINGAME GENERAL PLAN

PRESENT

CHAPIN AVENUE FEASIBILITY STUDY

✓ EXISTING CONDITIONS, OPPORTUNITIES AND CONSTRAINTS

└→ · COMMUNITY MEETING #1

└→ · PRELIMINARY ALTERNATIVES

└→ · COMMUNITY MEETING #2

└→ · PREFERRED PLAN

└→ · CITY COUNCIL MEETING #1

└→ · FINAL PLAN

└→ · CITY COUNCIL MEETING #2

FUTURE

PROJECT IMPLEMENTATION

CONSTRUCTION DOCUMENTS

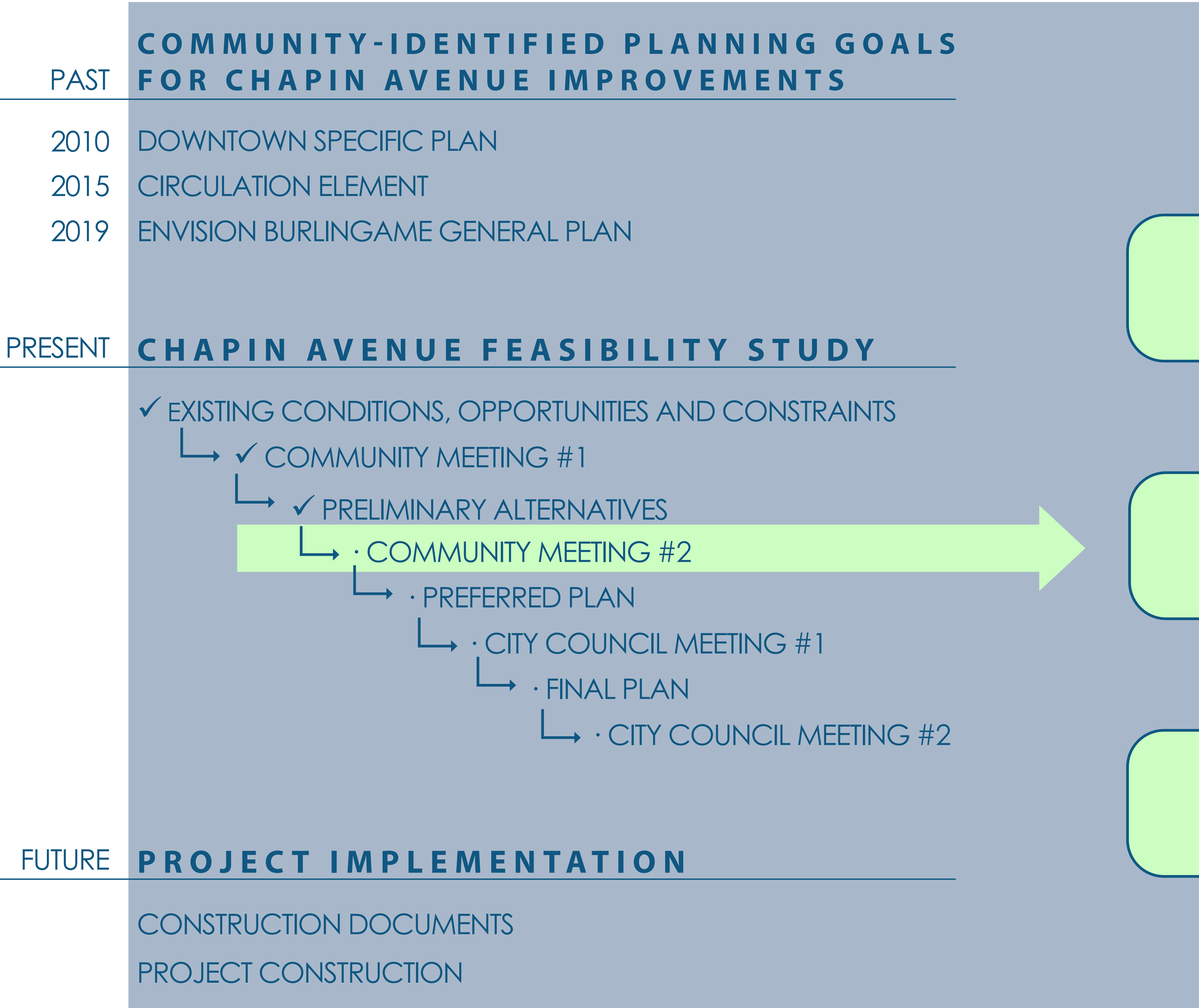
PROJECT CONSTRUCTION

WHAT WE HEARD

- MAKE CROSSINGS SAFER AT PRIMROSE AND EL CAMINO REAL
(MAKE CHAPIN AND PRIMROSE A TWO-WAY STOP)
- ADD A MID-BLOCK CROSSING
- PRESERVE OR INCREASE PARKING (AND) PARKING IS NOT A CONCERN / DO NOT PRIORITIZE PARKING OVER BEAUTIFICATION
- PRESERVE / DON'T NEGATIVELY IMPACT TRAFFIC MOVEMENTS
- PRESERVE SPACE FOR DELIVERY TRUCKS
- A DEDICATED BIKE LANE IS NOT NEEDED
- IF THE STREET IS NARROWED, IMPROVE THE VISIBILITY OF BICYCLISTS
- PLAZAS AND SEATING ARE NOT A PRIORITY ON CHAPIN
- TREES AND LANDSCAPING ARE A PRIORITY FOR BEAUTIFICATION
- CONSIDER LIGHTING IMPROVEMENTS

MATERIALS FROM THE FIRST COMMUNITY MEETING ARE AVAILABLE ON THE CITY WEBSITE:
[HTTPS://WWW.BURLINGAME.ORG/BUSINESS_DETAIL_T54_R148.PHP](https://www.burlingame.org/business_detail_t54_r148.php)

PROCESS



GOALS OF THIS OUTREACH

- PRESENT THE PROJECT'S PROGRESS TO THE COMMUNITY**
- EXPLORE HOW THE CURRENT ALTERNATIVES ALIGN WITH THE COMMUNITY'S PLANNING GOALS**
- COLLECT COMMUNITY FEEDBACK TO REFINE THE ALTERNATIVES AND DEVELOP A PREFERRED PLAN**

Based on feedback received during initial outreach, the City and project team have developed two preliminary alternatives, both of which address five of the community's primary planning goals:

**GREEN
INFRASTRUCTURE**

**COMMUNITY SPACES AND
VILLAGE CHARACTER**

**PEDESTRIAN
ACCESS AND
SAFETY**

**VEHICULAR
ACCESS AND
PARKING**

**BICYCLE
ACCESS AND
SAFETY**



ALTERNATIVE ONE

The first alternative emphasizes green infrastructure.

ALTERNATIVE TWO

The second alternative introduces reverse-angled parking and a parking median to improve bicycle safety and to maximize available parking.



The following slides will explore the two alternatives and compare how they address the community's planning goals.

GREEN INFRASTRUCTURE • COMMUNITY SPACES AND VILLAGE CHARACTER



BACKGROUND:

The City is required to reduce the amount of pollutants that get washed off of streets by rain and into the Bay. A primary way to accomplish this is with “green infrastructure,” which has multiple other benefits including reducing flooding.



Tree plantings provide multiple “green” benefits while also enhancing the street’s character and appeal as a community space.

Both alternatives provide opportunities for green infrastructure, including bioretention planters, planted medians, and additional street trees.

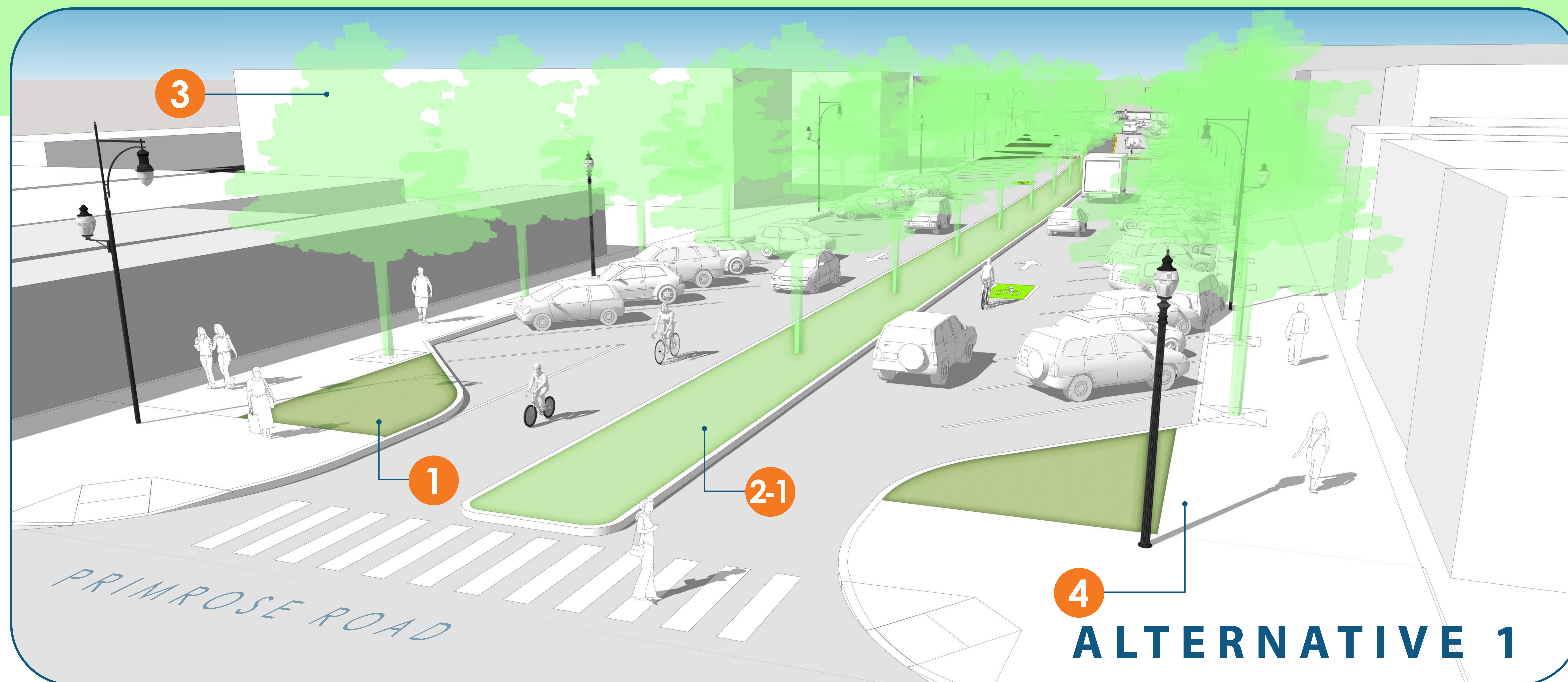
COMPARISON:

Alternative #1 provides approximately 1,800 additional square feet of opportunity for planting and bioretention.

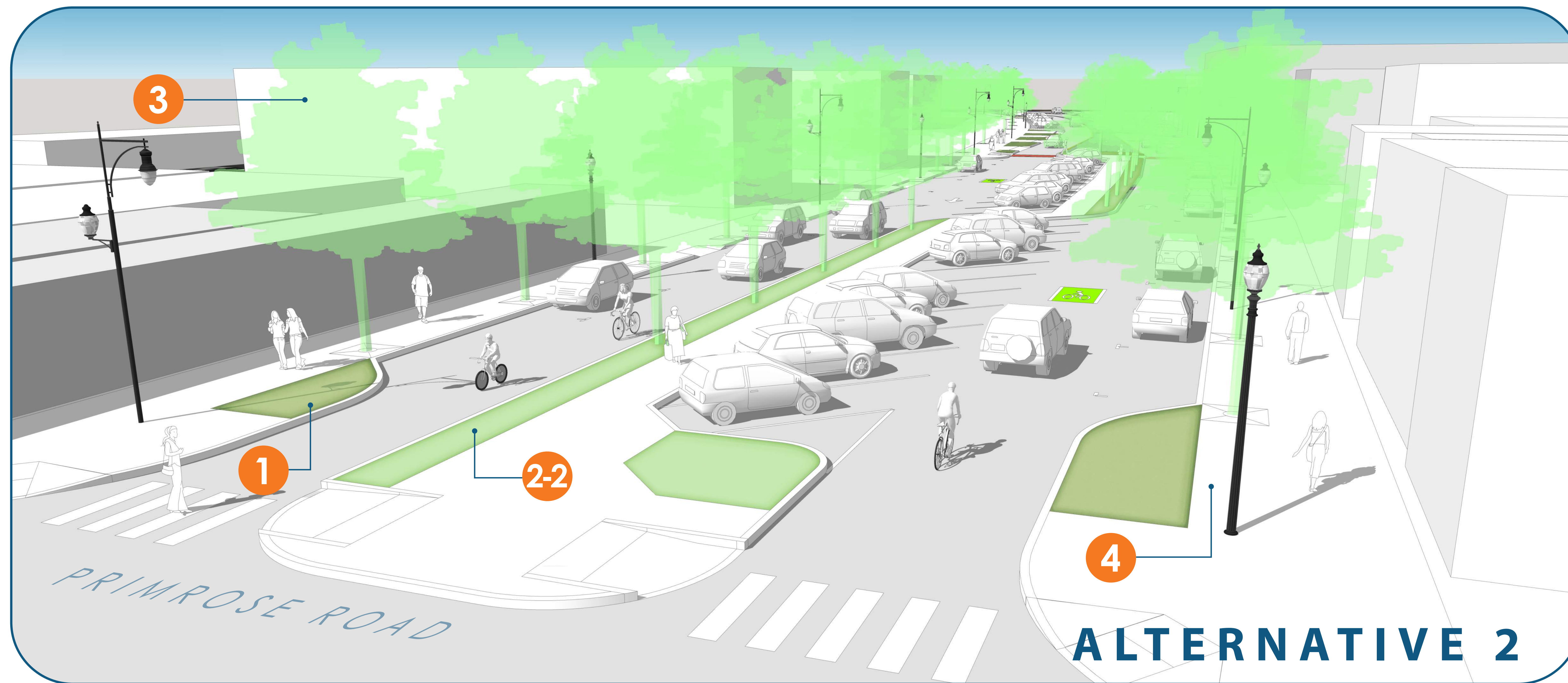
Opportunities for tree planting are comparable in both alternatives.



GREEN INFRASTRUCTURE COMMUNITY SPACES AND VILLAGE CHARACTER



- 1 Treat stormwater using bioretention planters in sidewalk bulbouts
- 2-1 Provide additional greening with a wide planted median
- 2-2 Provide additional opportunities for greening with planting strips in the parking median



- 3 Supplement existing trees to support a diverse and resilient urban forest
- 4 Provide benches, bike racks, decorative planters, and new trash receptacles and newspaper racks at select locations

COMMUNITY SPACES AND VILLAGE CHARACTER • PEDESTRIAN ACCESS AND SAFETY



BACKGROUND:

When asked how to best enhance the pedestrian experience and the character of Chapin Avenue, the community identified safety at pedestrian crossings, enhanced landscaping, and improved lighting as their top priorities.

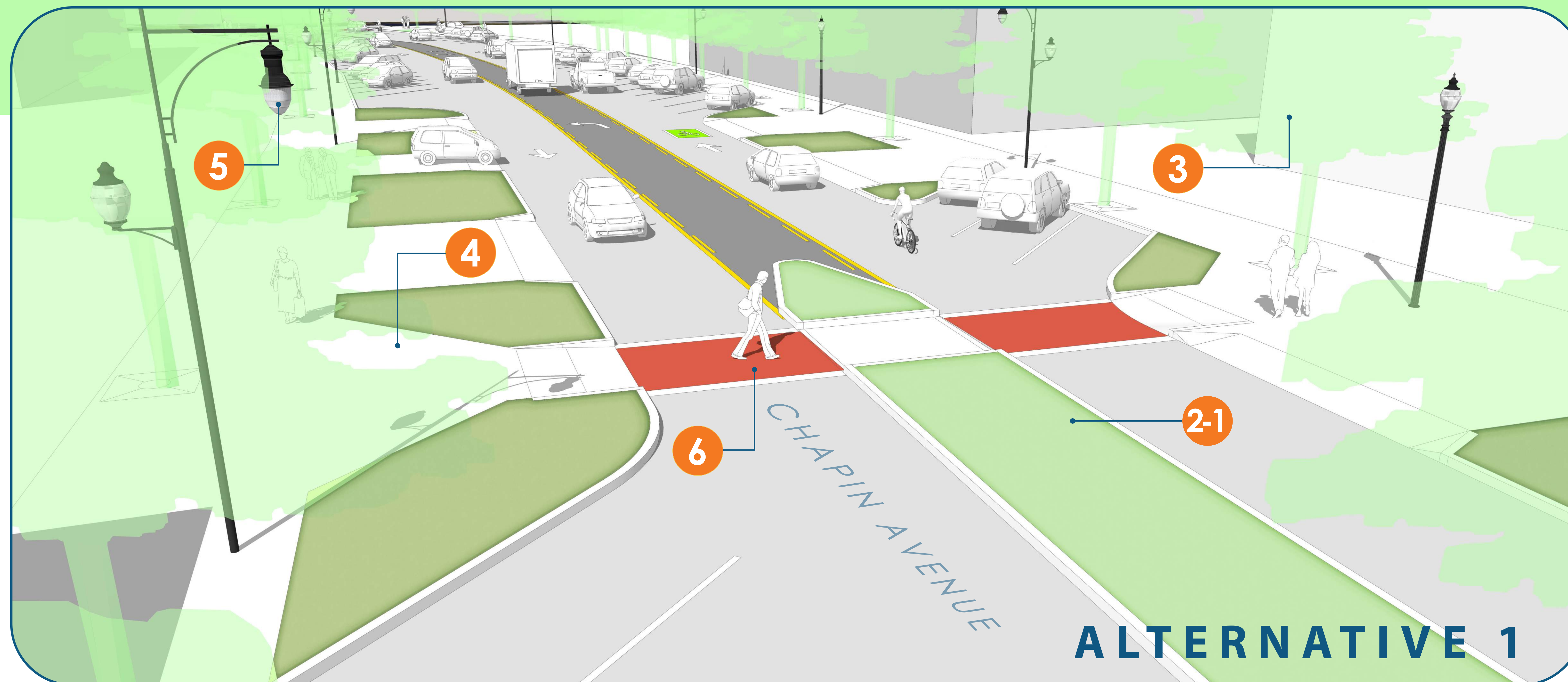
These improvements could share some similarities with the bulbouts and landscaping enhancements on Burlingame Avenue (pictured), for a unified downtown character.

COMPARISON:

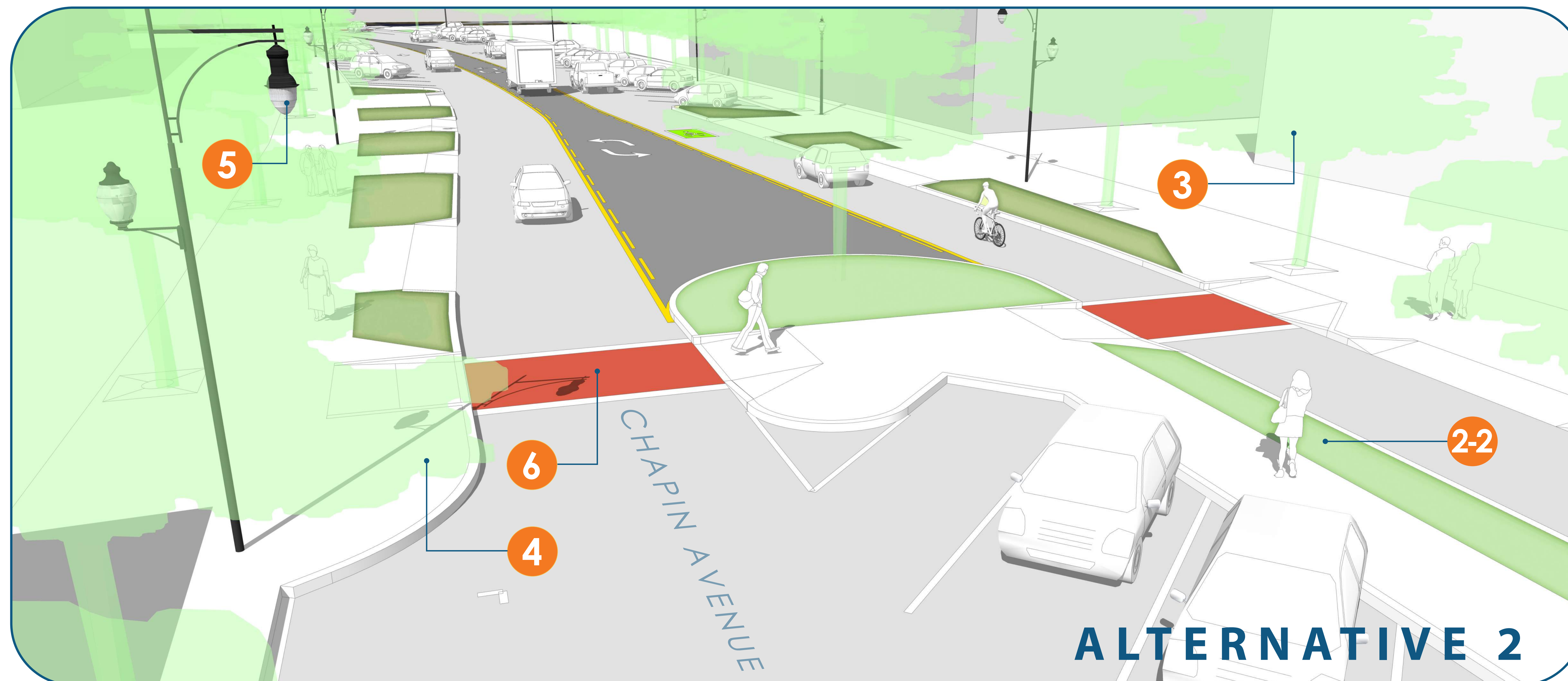
Both alternatives provide similar pedestrian improvements.



COMMUNITY SPACES AND VILLAGE CHARACTER PEDESTRIAN ACCESS AND SAFETY



- 2-1 Provide additional greening with a wide planted median
- 2-2 Provide additional opportunities for greening with planting strips in the parking median
- 3 Supplement existing trees to support a diverse and resilient urban forest
- 4 Provide benches, bike racks, decorative planters, and new trash receptacles and newspaper racks at select locations
- 5 Convert existing street lights to decorative high-low fixtures and supplement with new pedestrian poles
- 6 Enhance pedestrian safety adding a mid-block crossing, high-visibility crosswalks with bulbouts and refuge islands, and an all-way stop at the intersection with Primrose



VEHICULAR ACCESS AND PARKING



COMPARISON:

Alternative 2 preserves the most on-street parking.

Reverse angle parking is compatible with either alternative, and provides the safest environment for bicycles.

BACKGROUND:

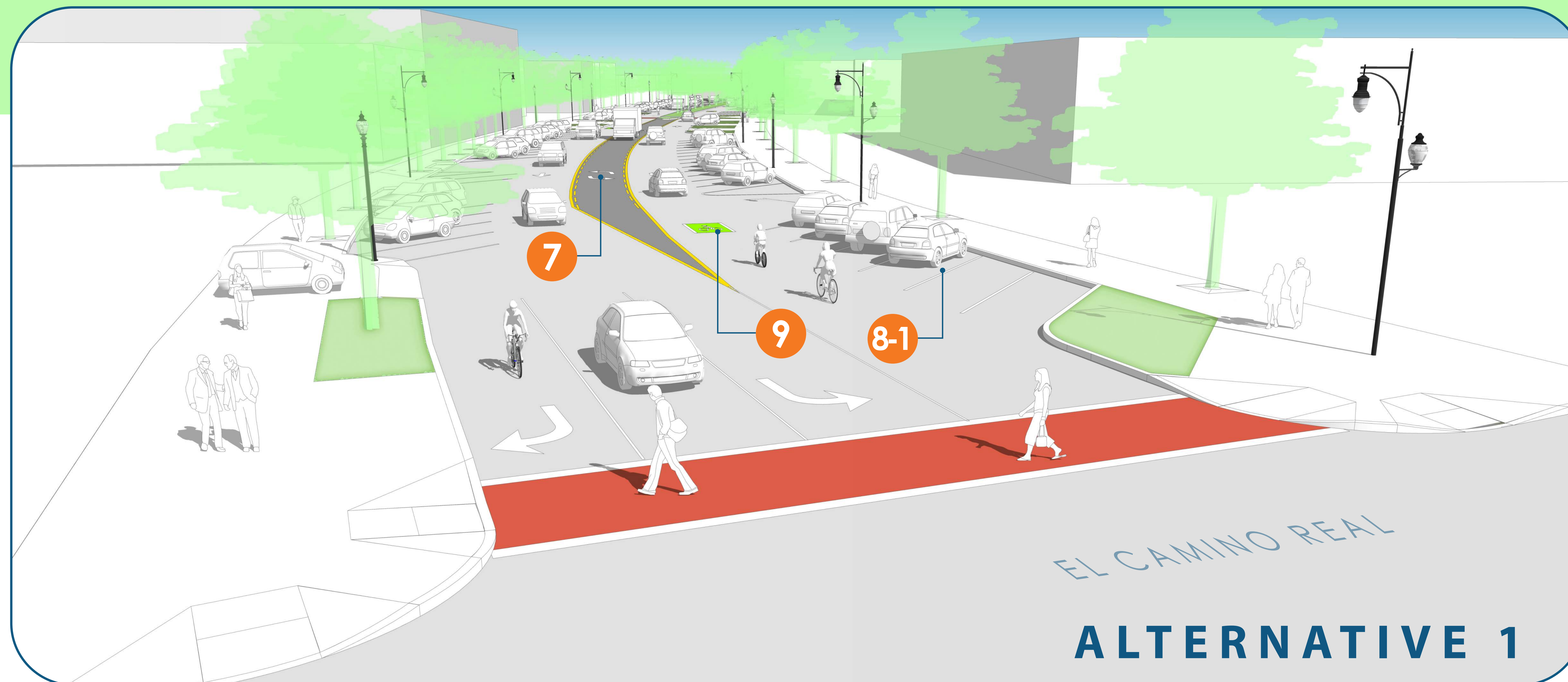
Significant changes to Chapin avenue will require some loss of parking and/or eliminating some turning movements. While community opinion is divided on the importance of parking, both alternatives strive to minimize parking loss.

Reverse-angle or back-in angled parking is recommended to improve safety for bicyclists using a shared lane by improving their visibility as drivers pull out of parking stalls.



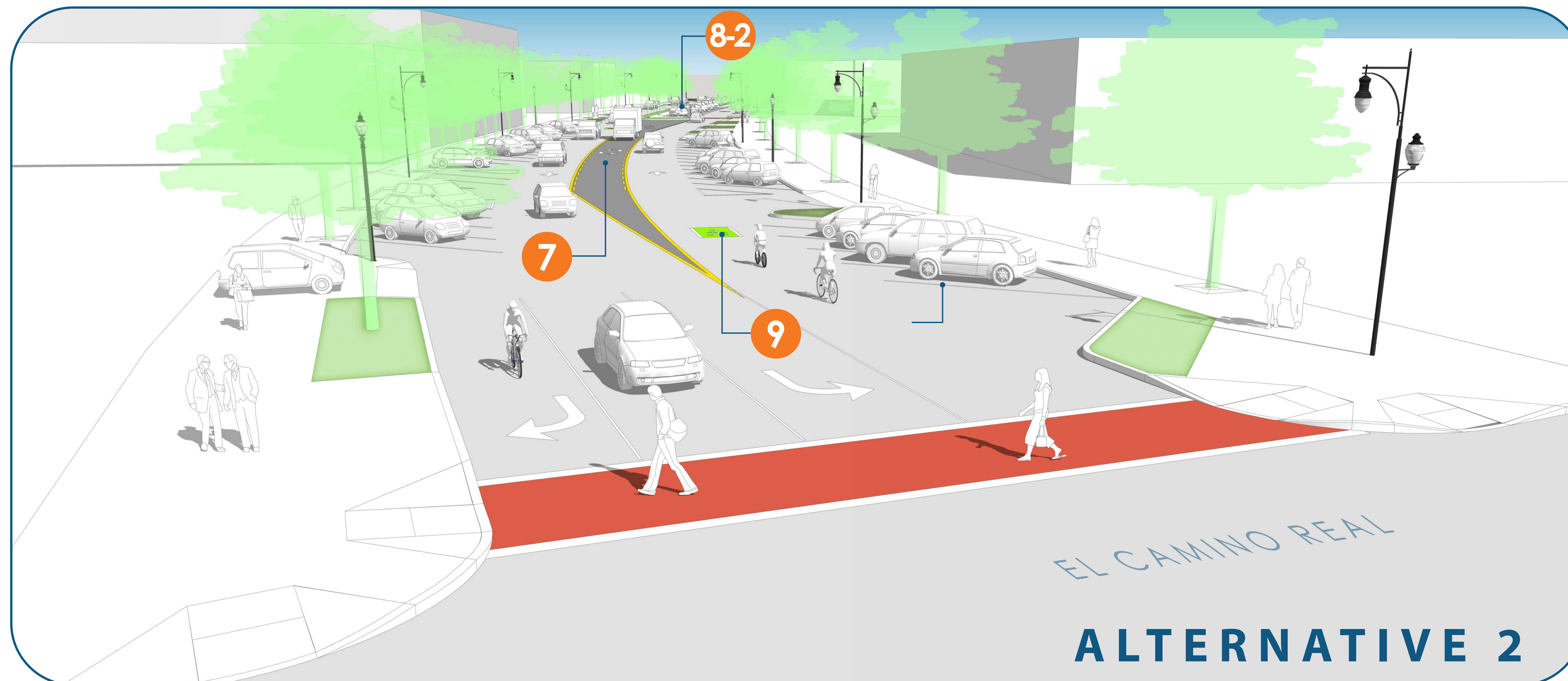
BICYCLE ACCESS AND SAFETY

VEHICULAR ACCESS AND PARKING BICYCLE ACCESS AND SAFETY



7 Maintain access and turning movements for delivery trucks while enhancing the street with textured or decorative pavement.

8-1 Preserve nose-in angled parking and standardize stall widths



8-2 Maximize parking with an angled parking median

9 Clearly indicate bicycle route with green-backed sharrows, and enhance visibility and safety with reverse-angled parking

The following slides give you the opportunity to study the alternatives in more detail.

At the end of these slides, you will have the opportunity to give additional feedback.

GREEN INFRASTRUCTURE

COMMUNITY SPACES AND VILLAGE CHARACTER

PEDESTRIAN ACCESS AND SAFETY

VEHICULAR ACCESS AND PARKING

BICYCLE ACCESS AND SAFETY

1

TREAT STORMWATER USING BIORETENTION PLANTERS IN SIDEWALK BULBOUTS

2

PROVIDE ADDITIONAL GREENING WITH A WIDE PLANTED MEDIAN

3

SUPPLEMENT EXISTING TREES TO SUPPORT A DIVERSE AND RESILIENT URBAN FOREST

4

PROVIDE BENCHES, BIKE RACKS, DECORATIVE PLANTERS, AND NEW TRASH RECEPTACLES AND NEWSPAPER RACKS AT SELECT LOCATIONS

5

CONVERT EXISTING STREET LIGHTS TO DECORATIVE HIGH-LOW FIXTURES AND SUPPLEMENT WITH NEW PEDESTRIAN POLES

6

ENHANCE PEDESTRIAN SAFETY ADDING A MID-BLOCK CROSSING AND HIGH-VISIBILITY CROSSWALKS WITH BULBOUTS AND REFUGE ISLANDS. AN ALL-WAY STOP WILL BE PROPOSED AT PRIMROSE

7

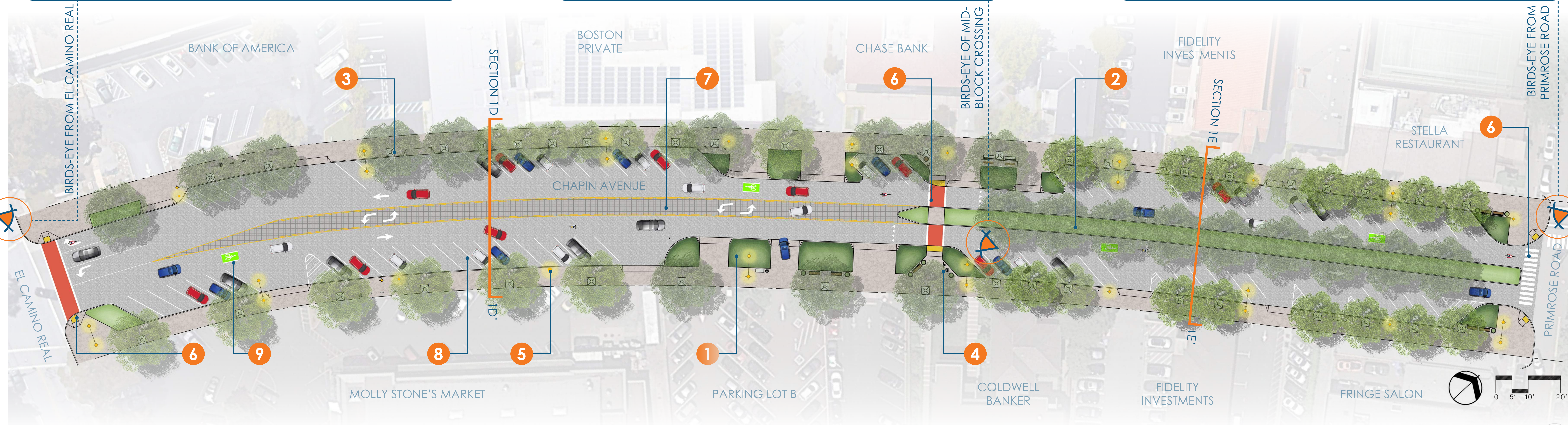
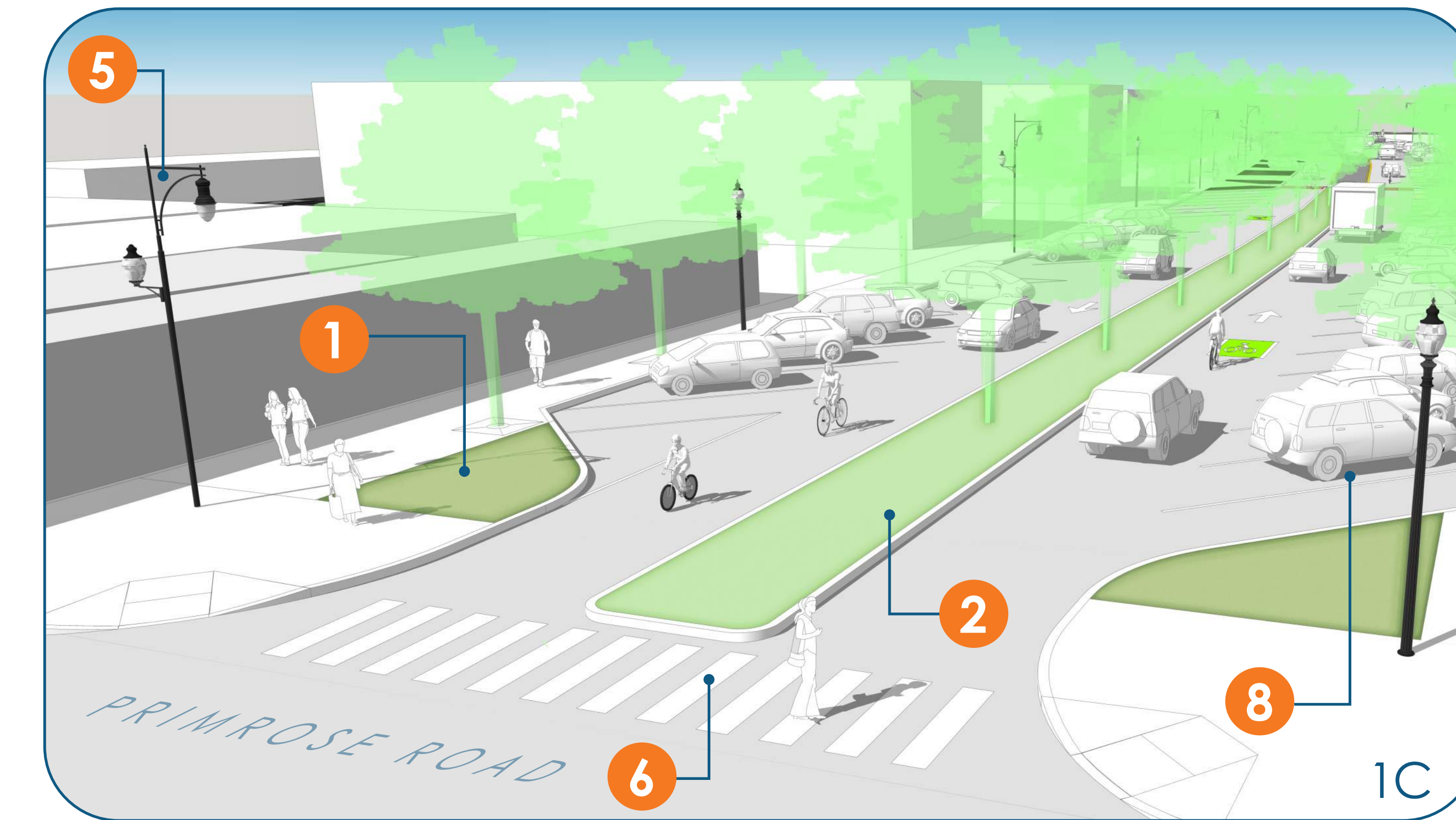
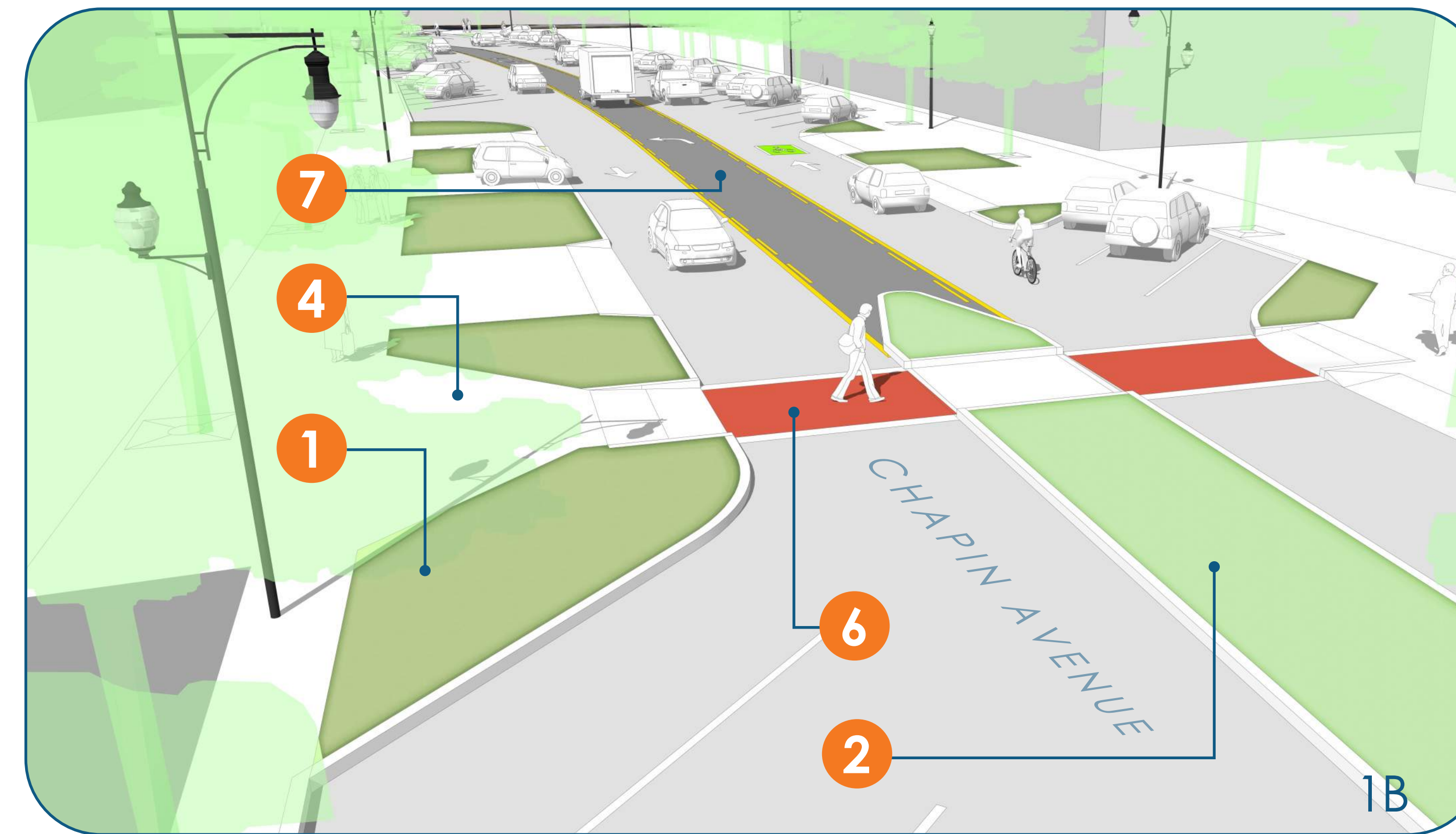
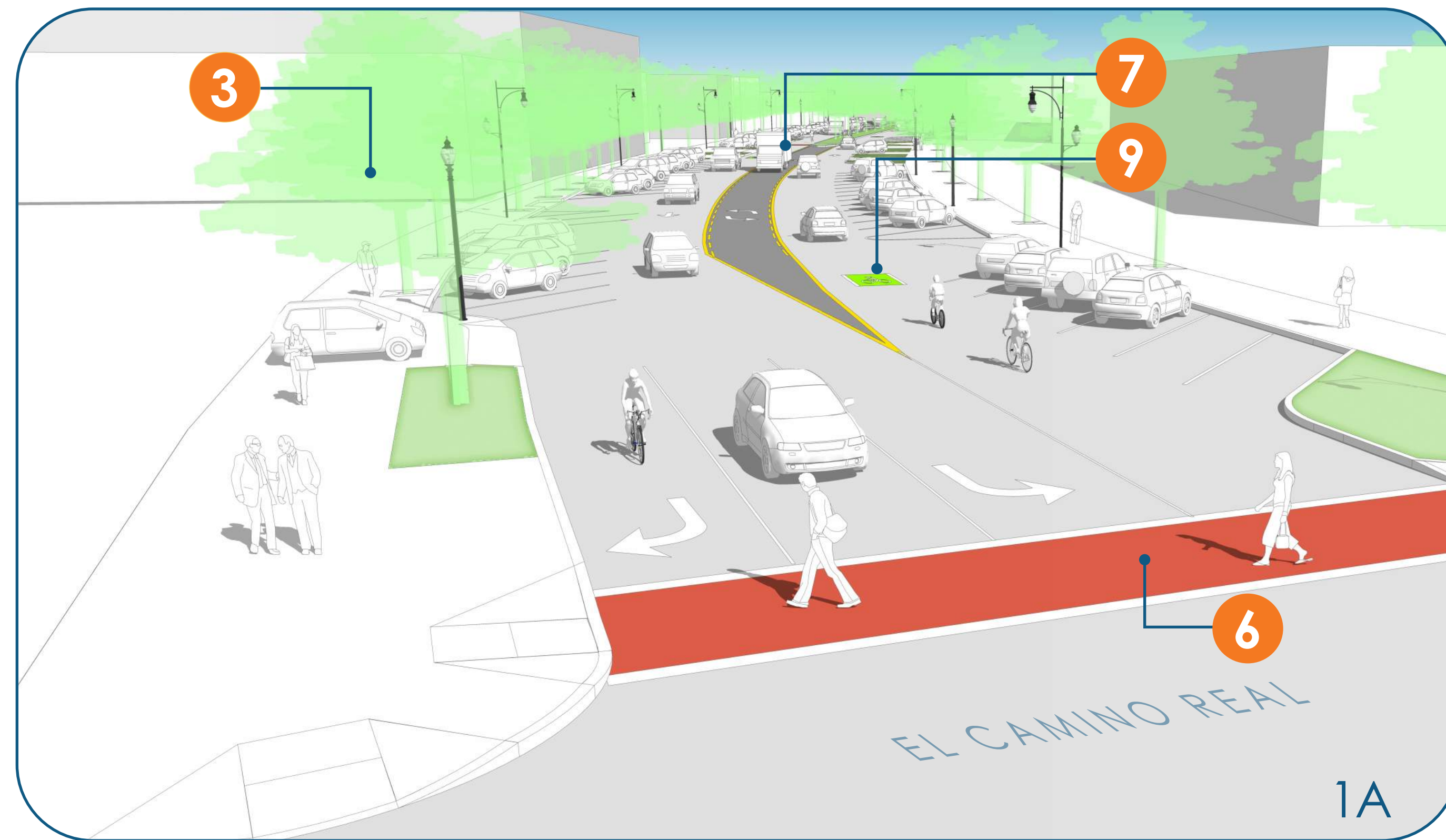
MAINTAIN ACCESS AND TURNING MOVEMENTS FOR DELIVERY TRUCKS WHILE ENHANCING THE STREET WITH TEXTURED OR DECORATIVE PAVEMENT

8

PRESERVE NOSE-IN ANGLED PARKING AND STANDARDIZE STALL WIDTHS

9

CLEARLY INDICATE BICYCLE ROUTE WITH GREEN-BACKED SHARROWS



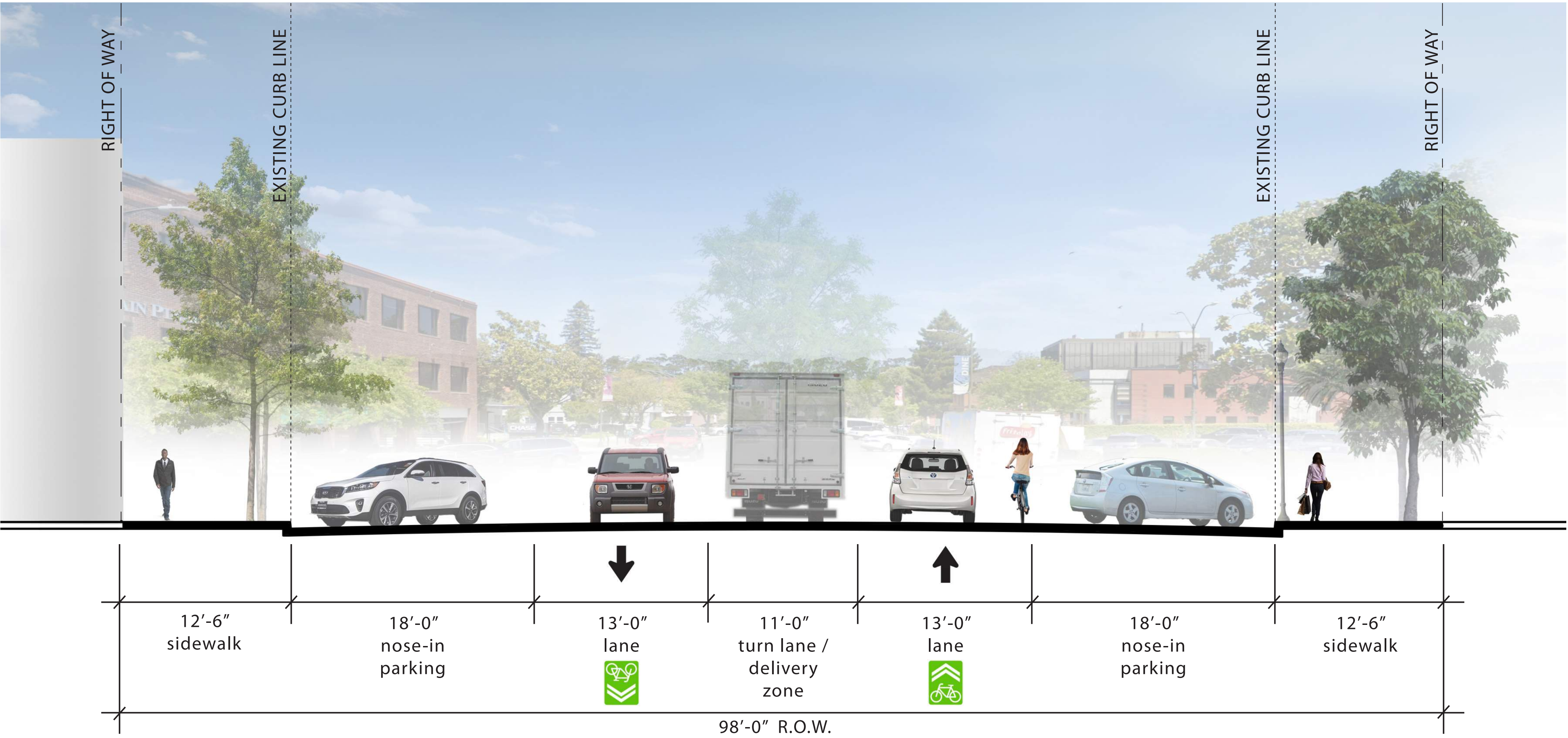
PRELIMINARY ALTERNATIVE 1

CHAPIN AVENUE FEASIBILITY STUDY
BURLINGAME, CALIFORNIA

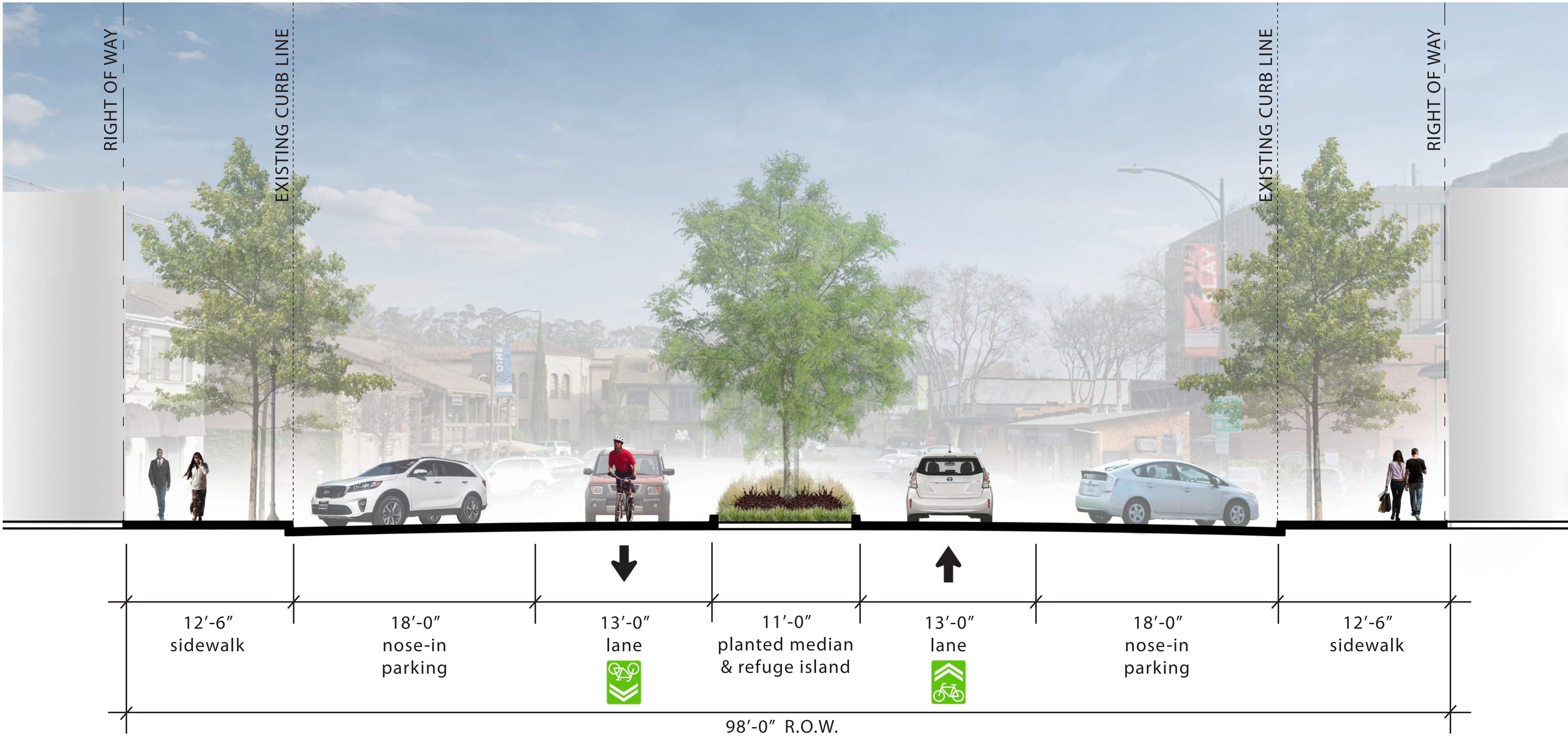


WILSEY HAM
CALLANDER ASSOCIATES
TJKM

NOVEMBER 11, 2020
19046_SurveyMonkeySlides-REVISED



SECTION 1D-1D': TURN LANE AND PARKING



SECTION 1E-1E': PLANTED MEDIAN



TYPICAL SECTIONS, PRELIMINARY ALTERNATIVE 1

- 1

TREAT STORMWATER USING BIORETENTION PLANTERS IN SIDEWALK BULBOUTS
- 2

PROVIDE ADDITIONAL OPPORTUNITIES FOR GREENING WITH PLANTING STRIPS IN THE PARKING MEDIAN
- 3

SUPPLEMENT EXISTING TREES TO SUPPORT A DIVERSE AND RESILIENT URBAN FOREST
- 4

PROVIDE BENCHES, BIKE RACKS, DECORATIVE PLANTERS, AND NEW TRASH RECEPTACLES AND NEWSPAPER RACKS AT SELECT LOCATIONS
- 5

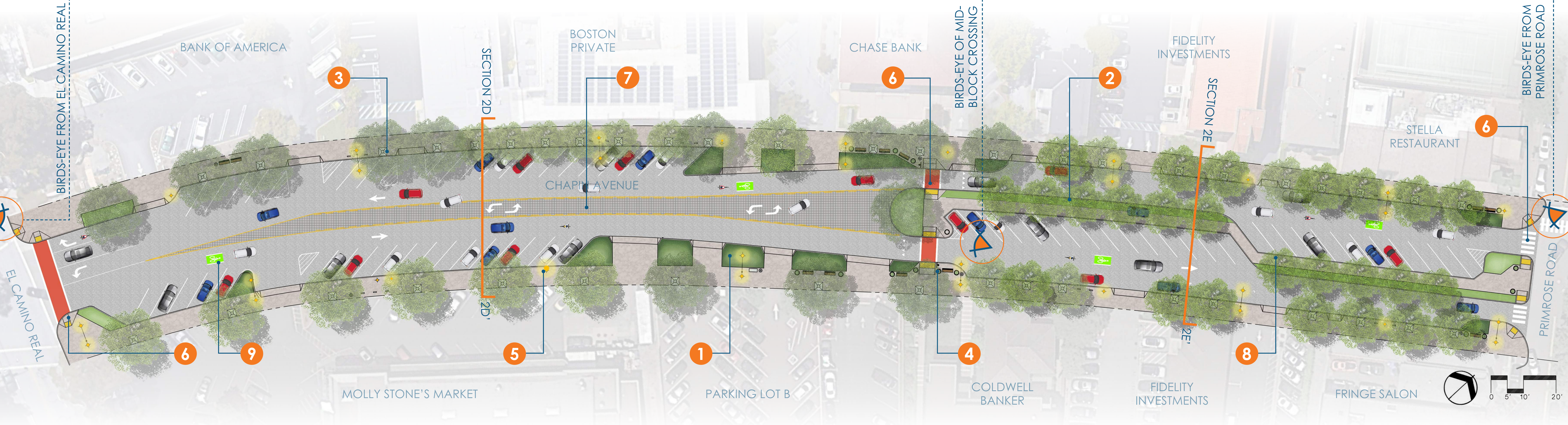
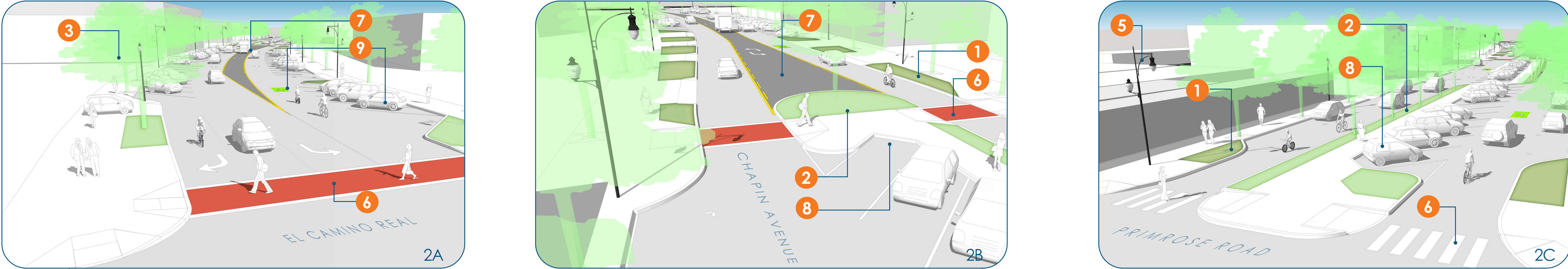
CONVERT EXISTING STREET LIGHTS TO DECORATIVE HIGH-LOW FIXTURES AND SUPPLEMENT WITH NEW PEDESTRIAN POLES
- 6

ENHANCE PEDESTRIAN SAFETY ADDING A MID-BLOCK CROSSING AND HIGH-VISIBILITY CROSSWALKS WITH BULBOUTS AND REFUGE ISLANDS. AN ALL-WAY STOP WILL BE PROPOSED AT PRIMROSE
- 7

MAINTAIN ACCESS AND TURNING MOVEMENTS FOR DELIVERY TRUCKS WHILE ENHANCING THE STREET WITH TEXTURED OR DECORATIVE PAVEMENT
- 8

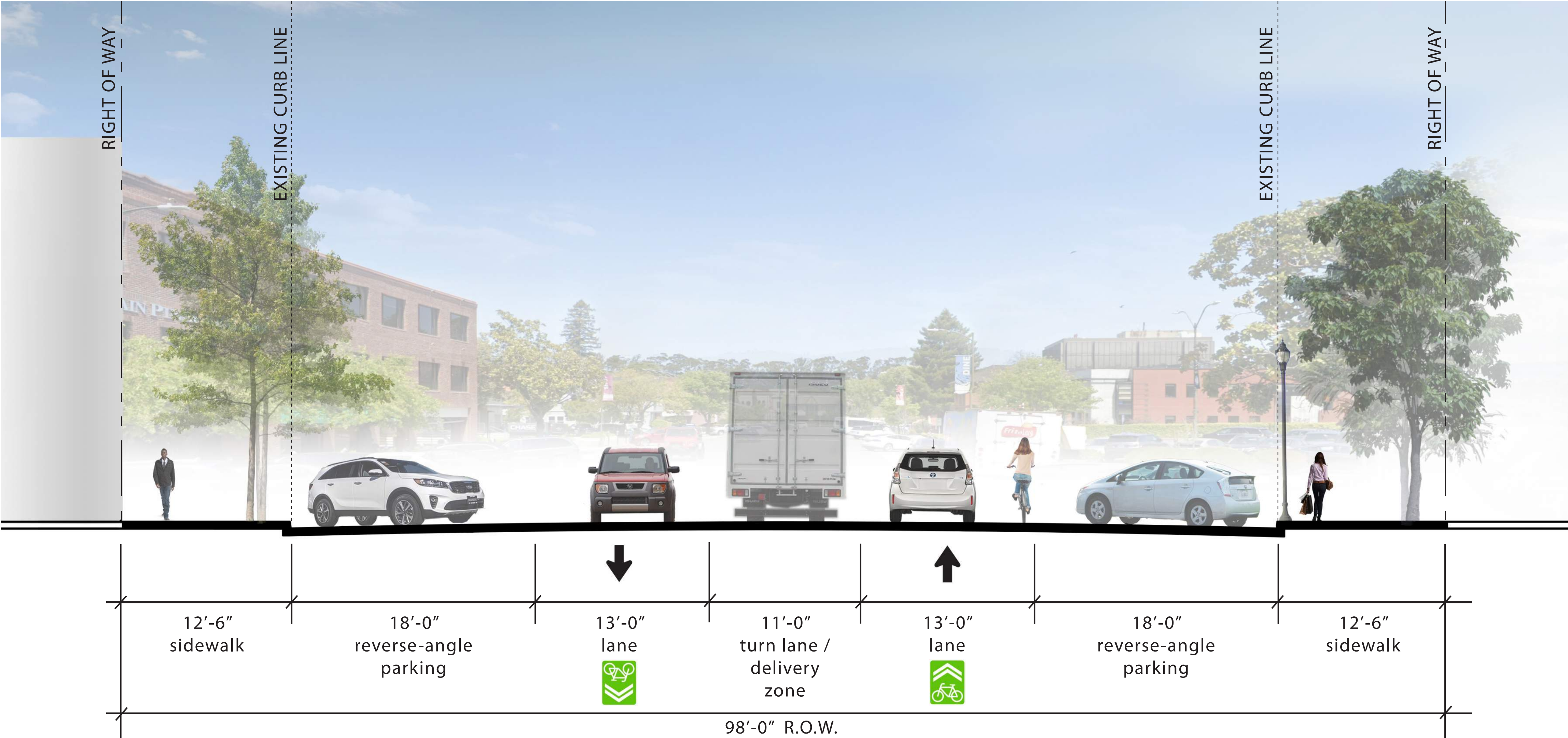
MAXIMIZE PARKING WITH AN ANGLED PARKING MEDIAN
- 9

CLEARLY INDICATE BICYCLE ROUTE WITH GREEN-BACKED SHARROWS, AND ENHANCE VISIBILITY AND SAFETY WITH REVERSE-ANGLED PARKING

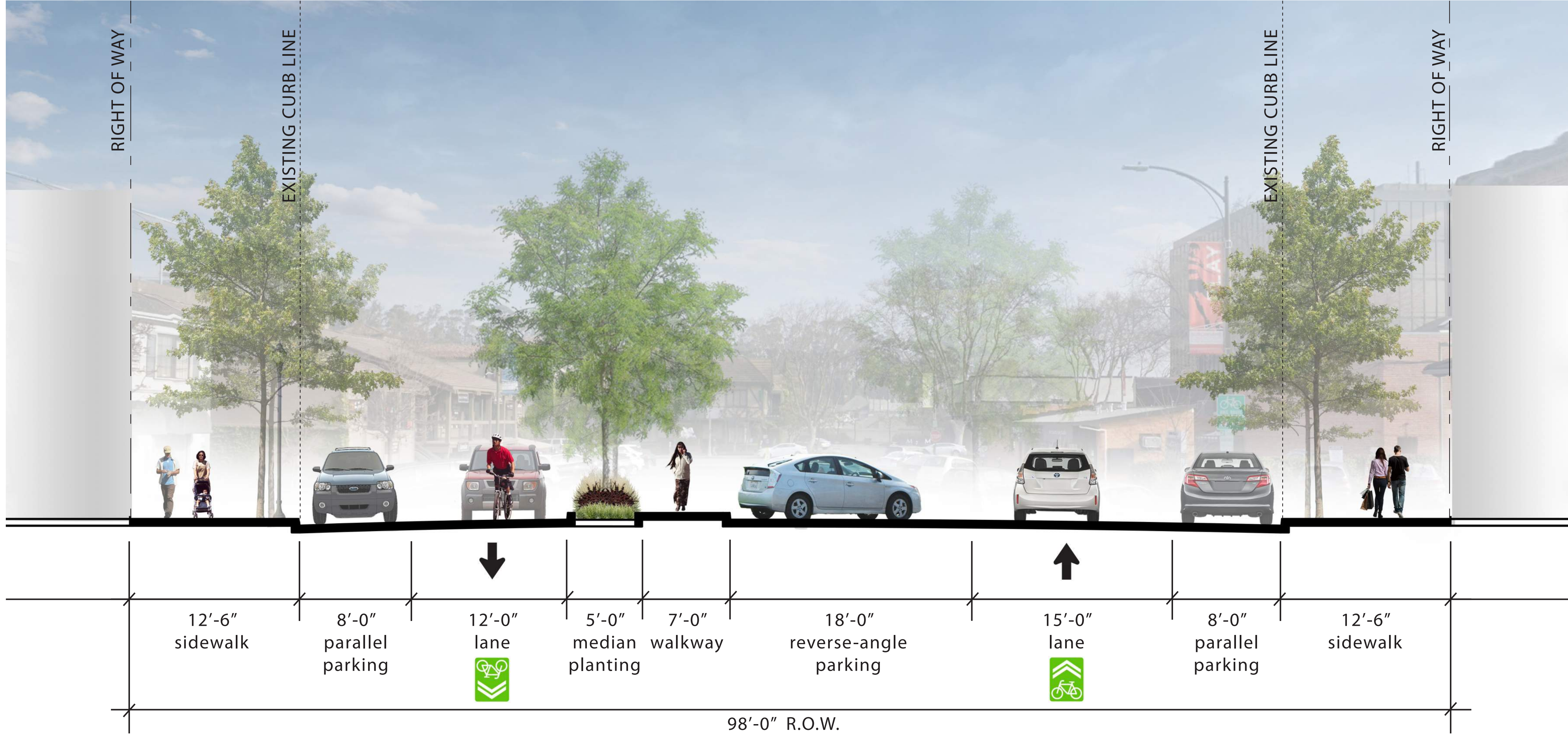


PRELIMINARY ALTERNATIVE 2

CHAPIN AVENUE FEASIBILITY STUDY
BURLINGAME, CALIFORNIA



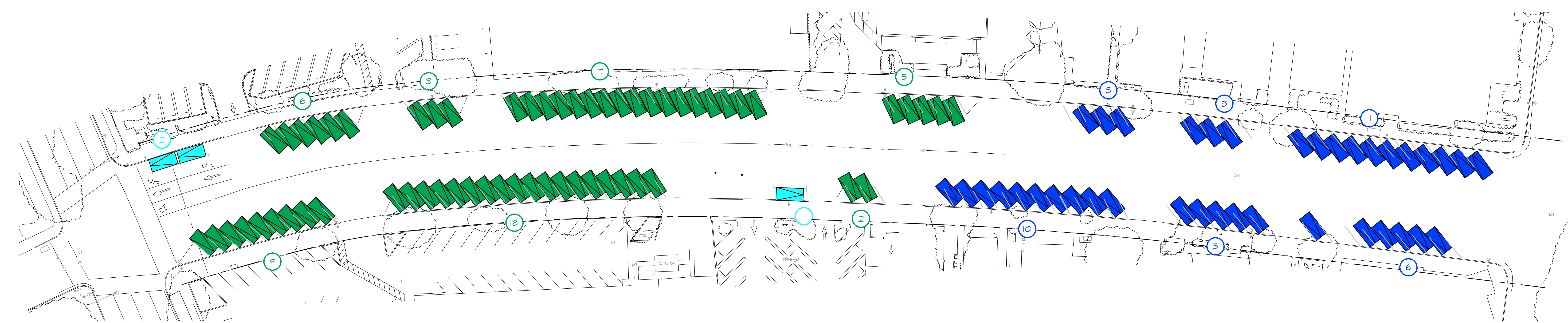
SECTION 2D-2D': TURN LANE AND PARKING



SECTION 2E-2E': PARKING MEDIAN

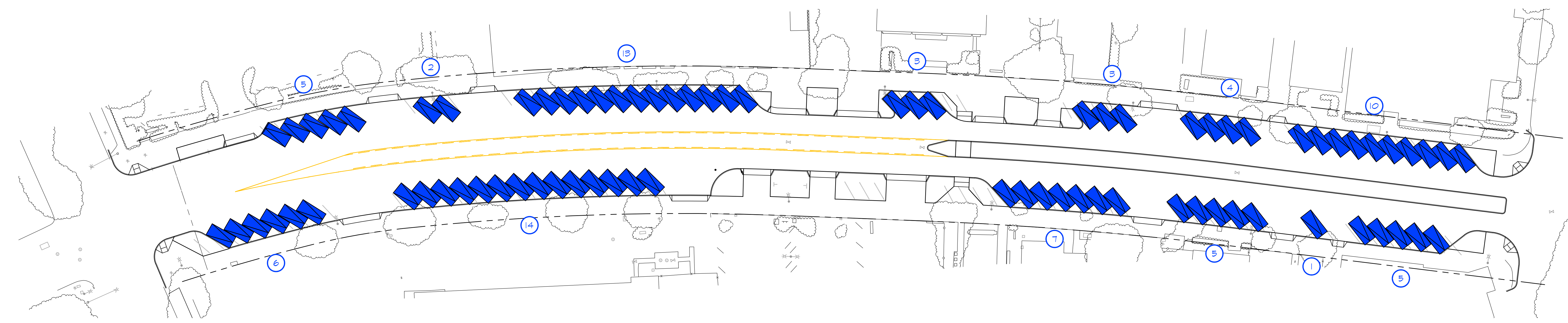
EXISTING PARKING LAYOUT NOT SHOWN: CURRENT STALL WIDTHS DO NOT MEET CITY OF BURLINGAME PARKING STANDARDS. BGMC 27.50 REQUIRES A CLEAR INTERIOR MEASUREMENT OF 8.5 X 18 FEET, AND DRIVE AISLE WIDTHS OF 13 FEET FOR 45 DEGREE PARKING, OR 18 FEET FOR 60 DEGREE PARKING.

EXISTING PARKING COUNT106



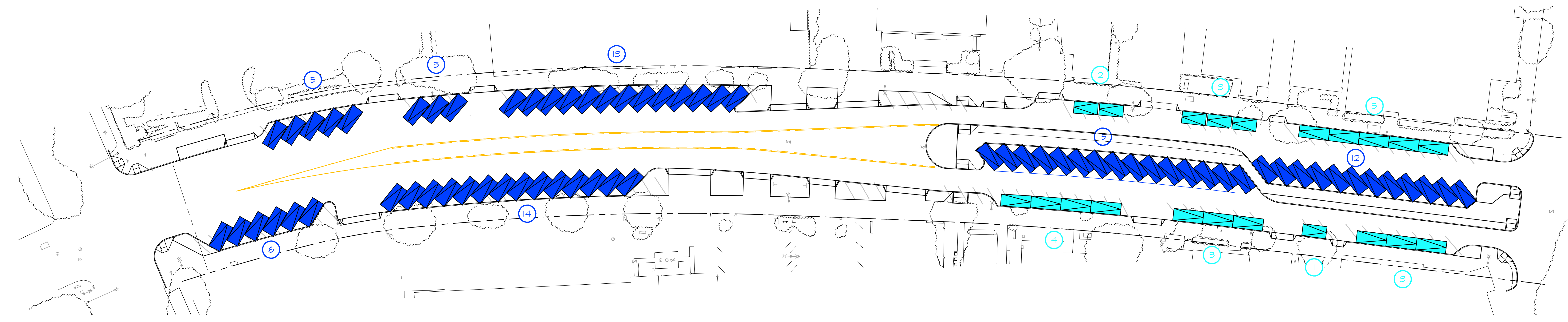
EXISTING ALIGNMENT WITH STANDARDIZED STALLS

PARALLEL PARKING	3
45 DEGREE PARKING	38
60 DEGREE PARKING	60
TOTAL:	101



ALTERNATIVE 1

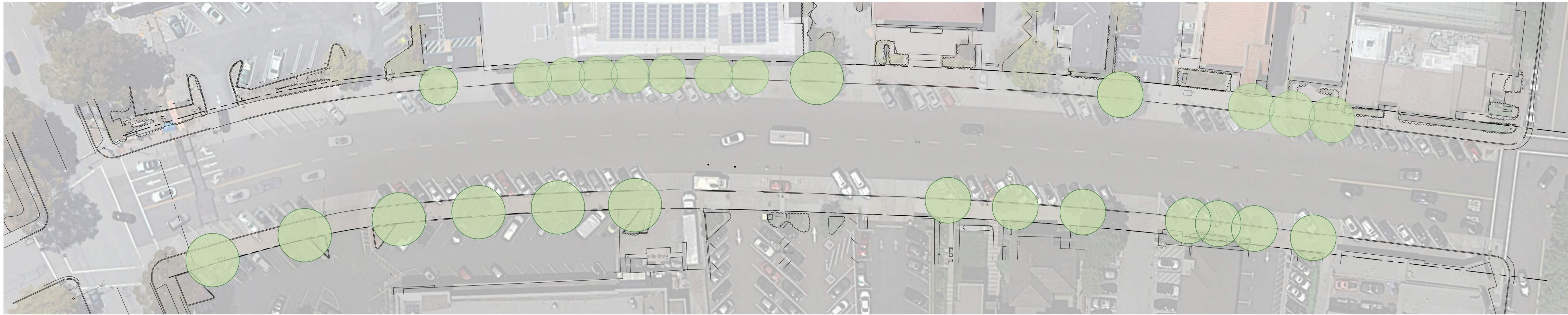
PARALLEL PARKING:	0
45 DEGREE PARKING	78
60 DEGREE PARKING	N/A**
TOTAL:	78



ALTERNATIVE 2

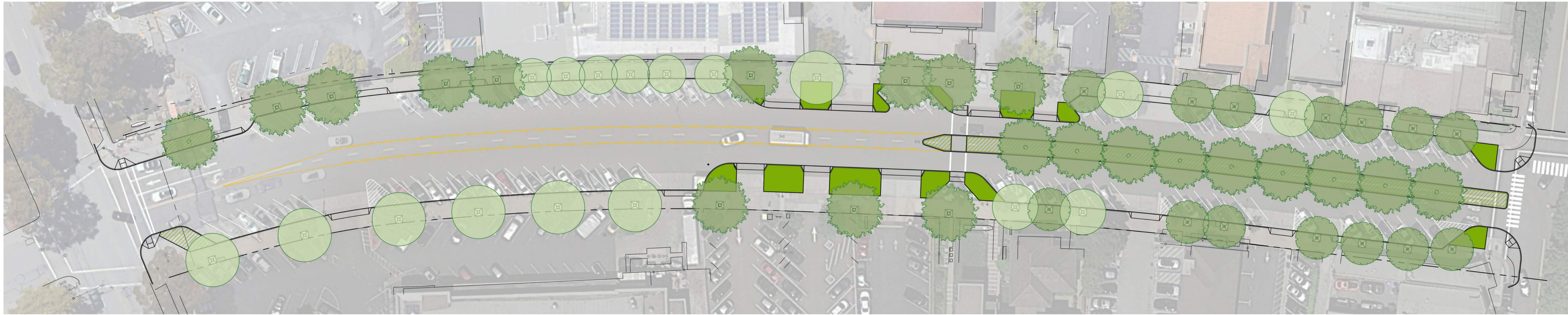
PARALLEL PARKING	21
45 DEGREE PARKING	68
60 DEGREE PARKING	N/A**
TOTAL:	89

** REQUIRED LANE WIDTH IS NOT COMPATIBLE WITH IMPROVEMENTS.



EXISTING GREEN INFRASTRUCTURE AND PLANTING

TREES / TREE WELLS	26
PLANTING	0 SF
BIORETENTION	0 SF



ALTERNATIVE 1

TREES	52
PLANTING OPPORTUNITY	3,764 SF
BIORETENTION OPPORTUNITY	3,563 SF



ALTERNATIVE 2

TREES	55
PLANTING OPPORTUNITY	2,610 SF
BIORETENTION OPPORTUNITY	2,929 SF



GREEN INFRASTRUCTURE OPPORTUNITY