

5 CIRCULATION AND INFRASTRUCTURE

This chapter describes circulation and streetscape improvements proposed for the North Burlingame/Rollins Road Specific Plan Area.

A. Roadway Improvements

There are no intersection improvements needed to implement this Specific Plan, however, two roadway changes are proposed. They are not expected to have an effect on roadway or intersection capacity and are discussed below.

1. New Connection between Rollins Road and Adrian Road

Part of the Specific Plan's land use component suggests opportunity sites for new car dealerships on Adrian Road, just west of U.S. 101. Existing access to this area fronting U.S. 101 is indirect via Adrian Road in Millbrae or David Road from Rollins Road to the south. The two suggested sites would provide increased visibility for these businesses locating there. To facilitate this visibility and the accessibility of those sites, the Plan recommends that a road be constructed to improve access to the auto dealerships from the Rollins Road area, by providing a more direct and visible link to the potential auto dealership sites. The exact location of this road will be determined as properties develop and opportunities arise. This new roadway connection is not expected to have any effect on roadway capacity or operations.

2. Adjustment to El Camino Real Cross-section

Within the project study area, El Camino Real is a six-lane facility with adjacent landscape berms and frontage roads. The North Burlingame/Rollins Road Specific Plan calls for adjusting this cross-section to remove the frontage roads on either side of El Camino Real. In its place, the Plan calls for phased development of a more pedestrian-friendly land use along the corridor. This phasing scenario is described in Chapter 3. In addition, the Plan calls for enhancement to pedestrian and bicycle facilities along El Camino Real, including wide sidewalks, streetscape improvements and on-street parking that would improve pedestrian and bicycle circulation and safety. These improvements are not expected to have an effect on traffic operations since, except for median strip improvements, they will occur on City property adjacent to the Caltrans (State) right-of-way. Three through traffic lanes in each direction should be maintained on El Camino Real.

B. Streetscape Improvements

The Specific Plan recommends the creation of cross-sectional standards for El Camino Real, Trousdale Drive, California Drive, Magnolia Avenue and Rollins Road. These standards will help to define the ambience for future development in each area. These street standards are limited to streetscape improvements, such as bicycle lanes, wider sidewalks, street furniture and trees. These improvements should enhance the pedestrian and bicycle environment without significantly compromising the capacity of the roadway network.

1. El Camino Real

The El Camino Real cross-section, shown in Figure 5-1, would be reconfigured to clarify pedestrian and vehicular travel patterns and facilitate greater pedestrian circulation in North Burlingame on land that is currently dedicated to service and frontage roads. The reconfiguration would create a substantial amount of new developable land that can then be used to develop street frontages that are primarily upper level residential uses over ground-floor retail with office uses above.

New buildings would frame a more deliberate pedestrian friendly and memorable entry to Burlingame. Figure 5-2 shows an overlay of the proposed change superimposed over an aerial photograph of the existing El Camino Real to illustrate that there is essentially no change to the existing travel lane configuration.

El Camino Real would become a vibrant and pedestrian friendly retail corridor to serve local residents. Parking lanes would be included to buffer pedestrians from traffic lanes. The improvements will include street trees at regular intervals that will supplement the existing Eucalyptus canopy and provide shade for pedestrian areas. Street lights, benches and other furnishings would be part of the streetscape improvements. The improvements would foster safer and more spatially defined pedestrian circulation routes along El Camino Real and strengthen connections between the Mills Peninsula Hospital, retail opportunities in Burlingame Plaza and the Millbrae Intermodal station.

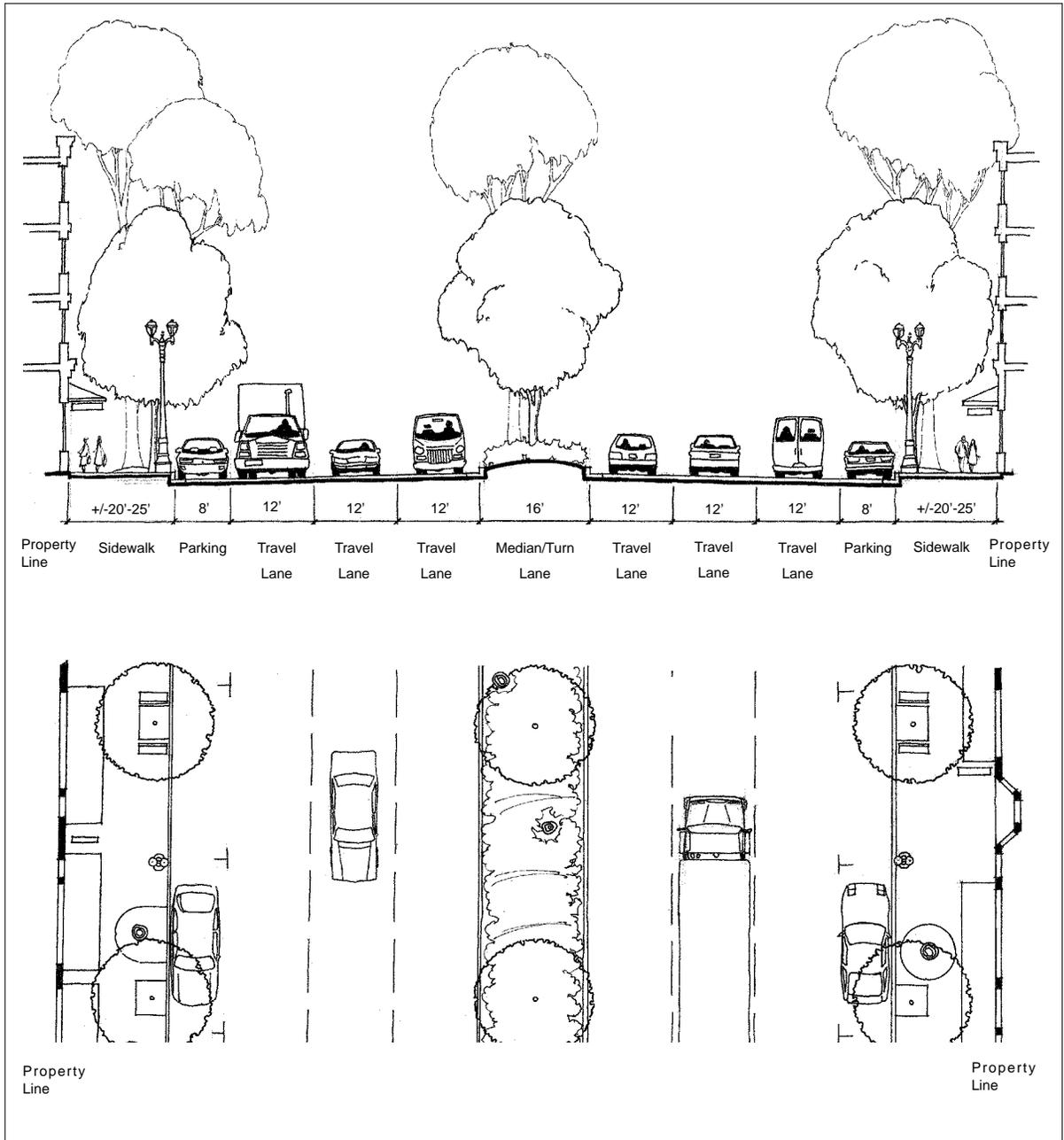
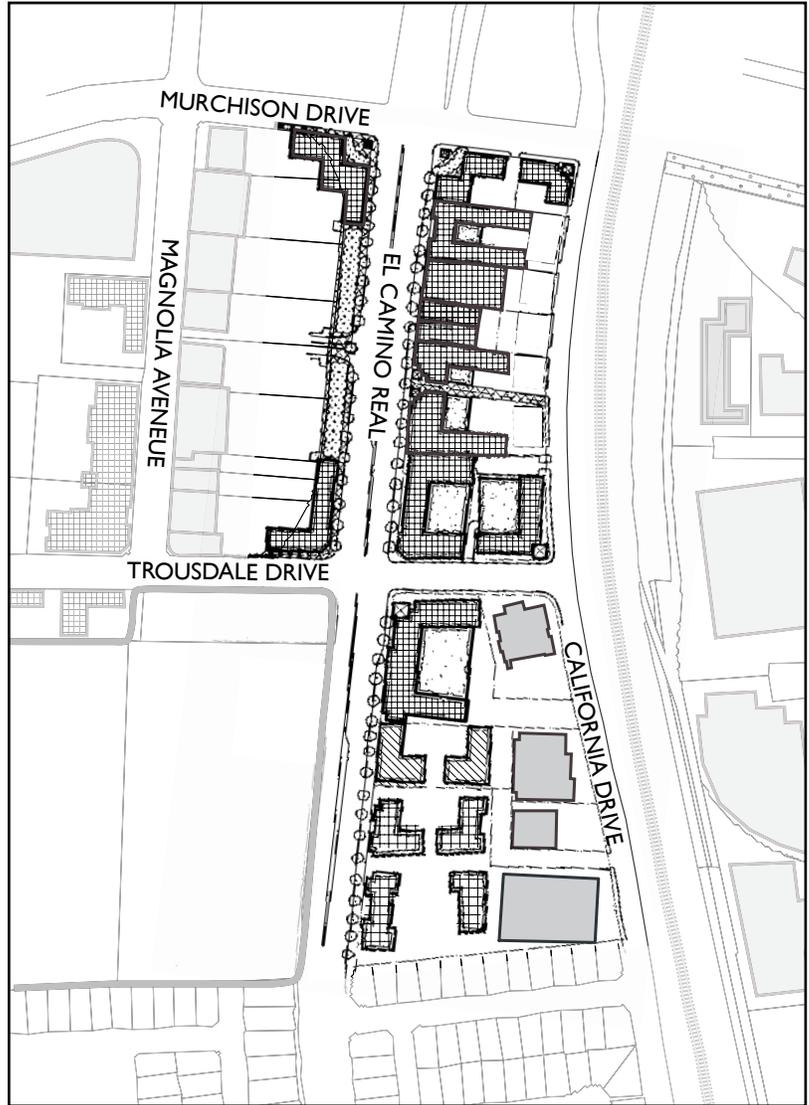


Figure 5-1. Proposed El Camino Real cross-section and plan

Figure 5-2.
Proposed
changes to
El Camino
Real



(not to scale)

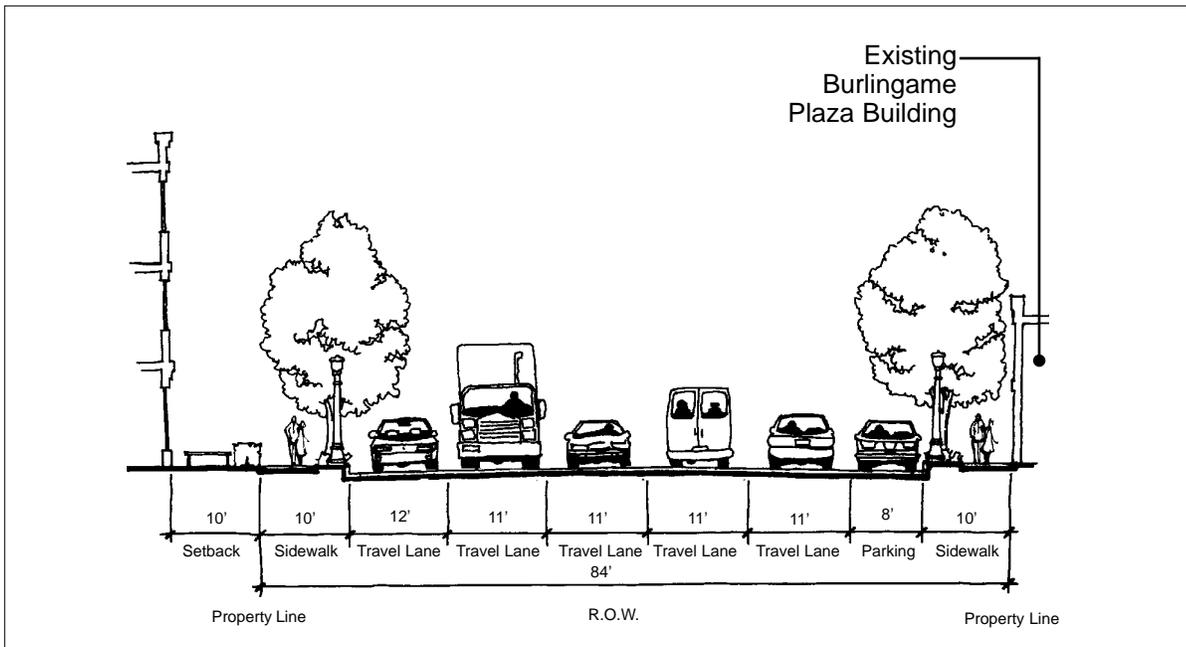


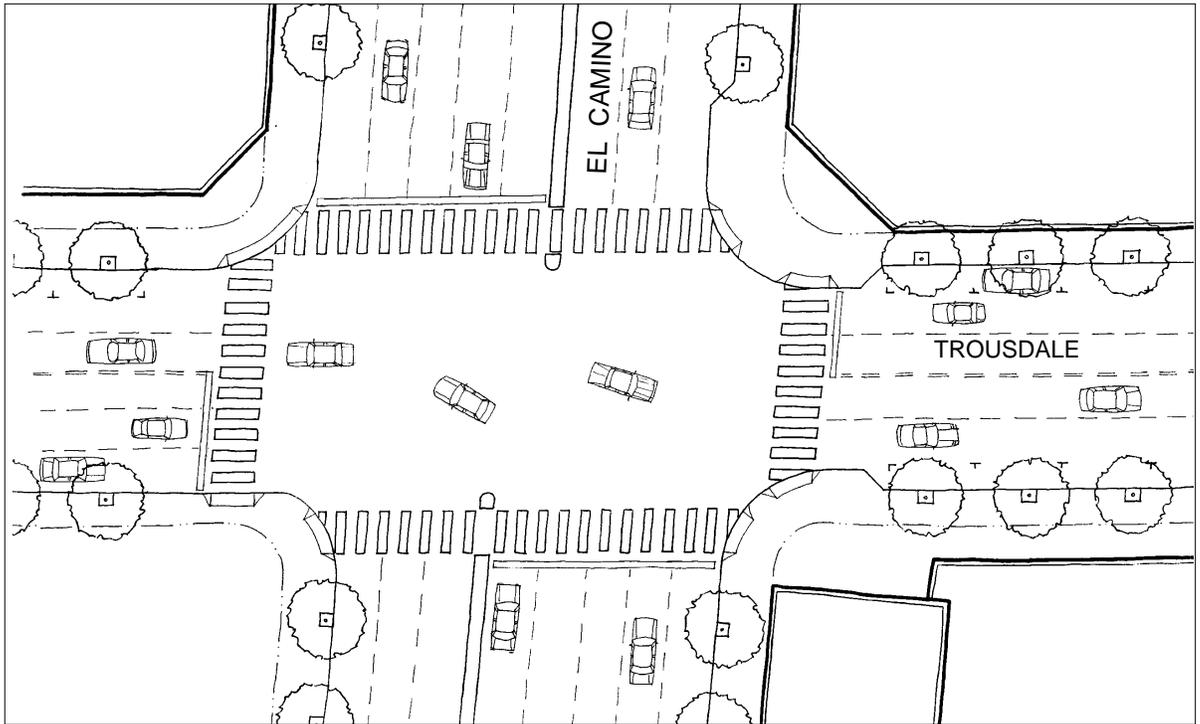
Figure 5-3. Trousdale Drive

2. Trousdale Drive

Trousdale Drive is a busy four lane arterial, running east-west that connects Interstate 280 with El Camino Real and California Drive. Streetscape improvements on Trousdale Drive, illustrated in Figures 5-3 and 5-6, can enhance the pedestrian environment while also contributing to the reduction of vehicular speeds and the creation of a generally safer environment for pedestrians. The concepts illustrated anticipate a new entrance to Mills Peninsula Hospital on Trousdale Drive at Magnolia Avenue and reconfiguration of travel lanes to accommodate the shifted hospital-related traffic.

Curb extensions at corners, or "bulb outs," at the intersection of Trousdale Drive and El Camino Real would help to reduce traffic speeds at this busy intersection while also creating shorter crossing distances for pedestrians. The bulb out will delineate parking lanes, where they exist, on Trousdale Drive. Tree wells will be cut into the existing ten foot sidewalks to allow the planting of street trees at regular intervals. Pedestrian crosswalks would be added at appropriate locations to facilitate greater and safer pedestrian use. Improvements will include pedestrian-scaled street lighting. These amenities will also improve pedestrian access to Mills Peninsula Hospital for people using BART and other public transit.

Figure 5-4.
Intersection of
El Camino Real
and Trousdale
Drive



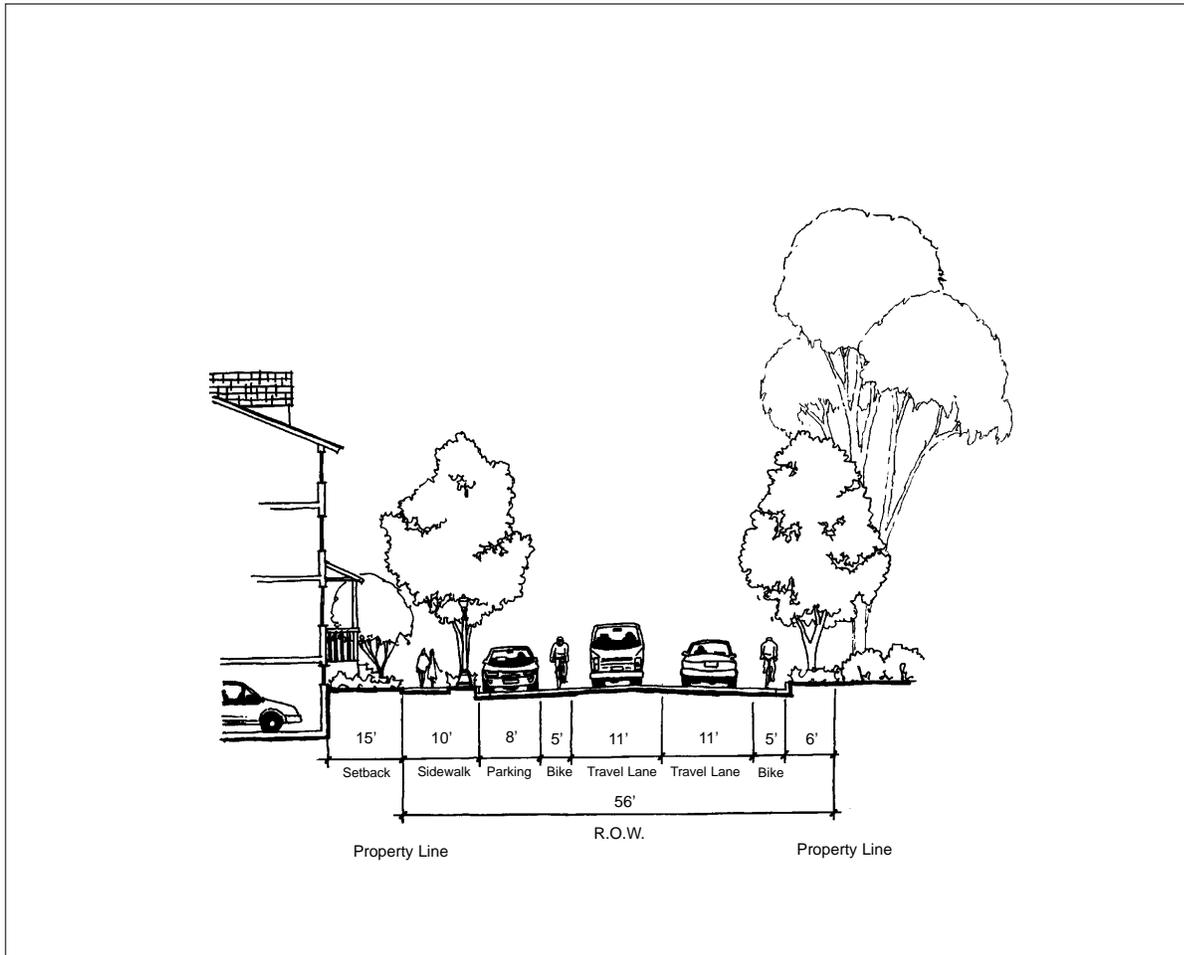


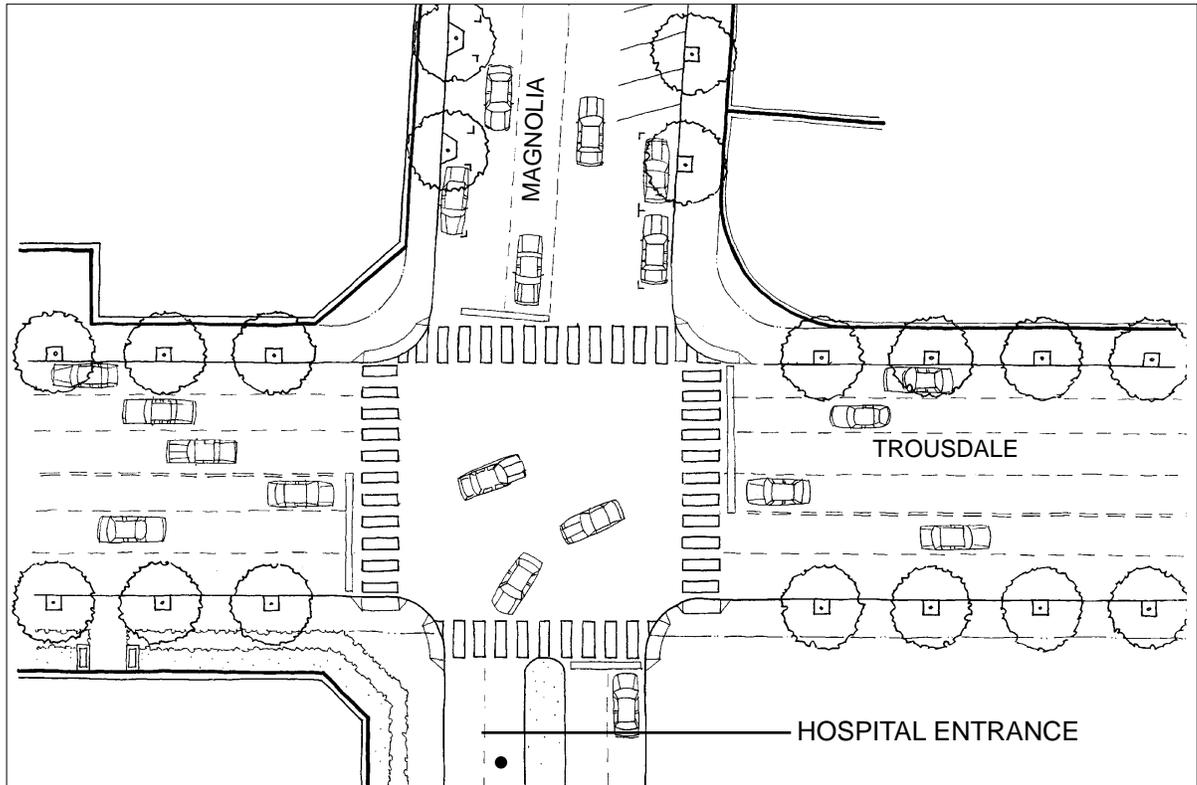
Figure 5-5.
California
Drive

3. California Drive

Traffic volumes on California Drive are likely to increase with the continued operation of the Millbrae Intermodal Station and as transit patrons south of the Specific Plan area use California Drive to access the station via the Millbrae Avenue underpass. Improvements to the streetscape, shown in Figure 5-5, and low fencing with landscaping set back from the edge of the sidewalk along California Drive

combined with greater pedestrian activity that will result from new development on California Drive parcels, will calm vehicular traffic and contribute to a safe and pleasant pedestrian environment along this route. Bike lanes in both directions will allow for bicycle access from the transit facility to parts of the Specific Plan Area, including the hospital west of El Camino Real via Murchison Drive or Trousdale Drive.

Figure 5-6.
Intersection of
Trousdale
Drive and
Magnolia
Avenue

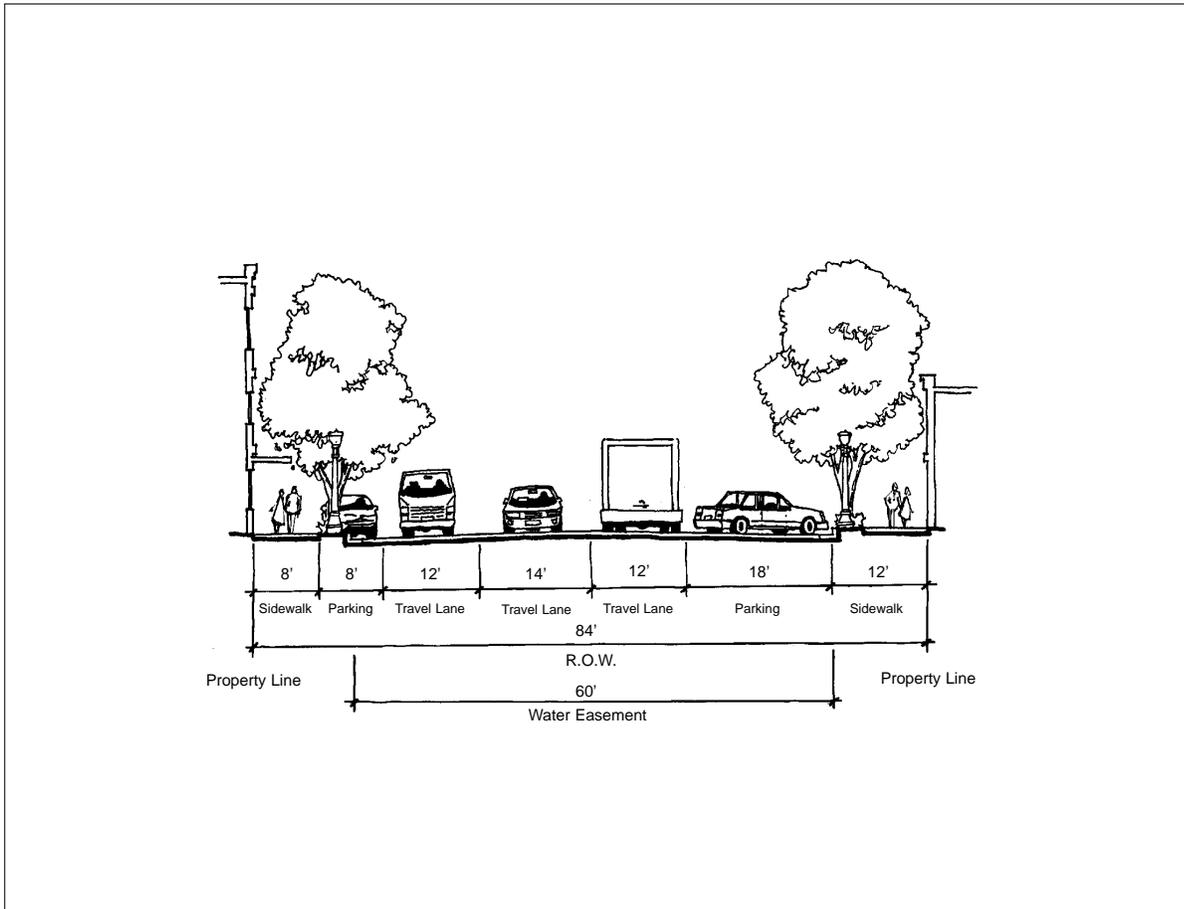


4. Magnolia Avenue

Magnolia Avenue is a very wide street laid over a 60-foot wide San Francisco Water District easement. With the completion of the replacement hospital, Magnolia will complete the intersection at the main entrance to the hospital. Magnolia connects Trousdale Drive to Murchison Drive and provides the primary service access for some of the retail establishments at the back of Burlingame Plaza and to the shops which face El Camino Real. The service entries at the rear of the businesses facing El Camino share the Magnolia Avenue street façade with the front doors of many

other businesses. Curb bulb outs could be added on Magnolia Avenue at the intersection with Trousdale Drive to improve pedestrian access and safety. The bulbouts would narrow the perceived width of travel lanes and contribute to the reduction of traffic speeds. The bulb outs would also reduce pedestrian crossing distances. The current configuration of parallel parking on the west side and a mixture of parallel and diagonal parking on the east side are proposed to remain.

Figure 5-7.
Magnolia
Avenue



To break up the street parking visually, street tree bulb outs could be added at regular intervals on the west side and tree wells could be cut into the existing walk on the eastern side to avoid a conflict with the underground water main. Improvements will also include pedestrian scale street lights and additional crosswalks at convenient locations.

5. Rollins Road Gateway

The gateway, illustrated in the conceptual sketches in Figures 5-8 and 5-9, will signal the entry into the Rollins Road industrial area. Utilizing the unused shoulders of the El Portal Channel bridge the gateway will provide pedestrian seating areas, entry signage and landscape elements. Improvements will include the refurbishments of the bridge to include pilasters and upgraded security fencing and railings.

Figure 5-8.
Cross-section
through
northern
Rollins Road
gateway

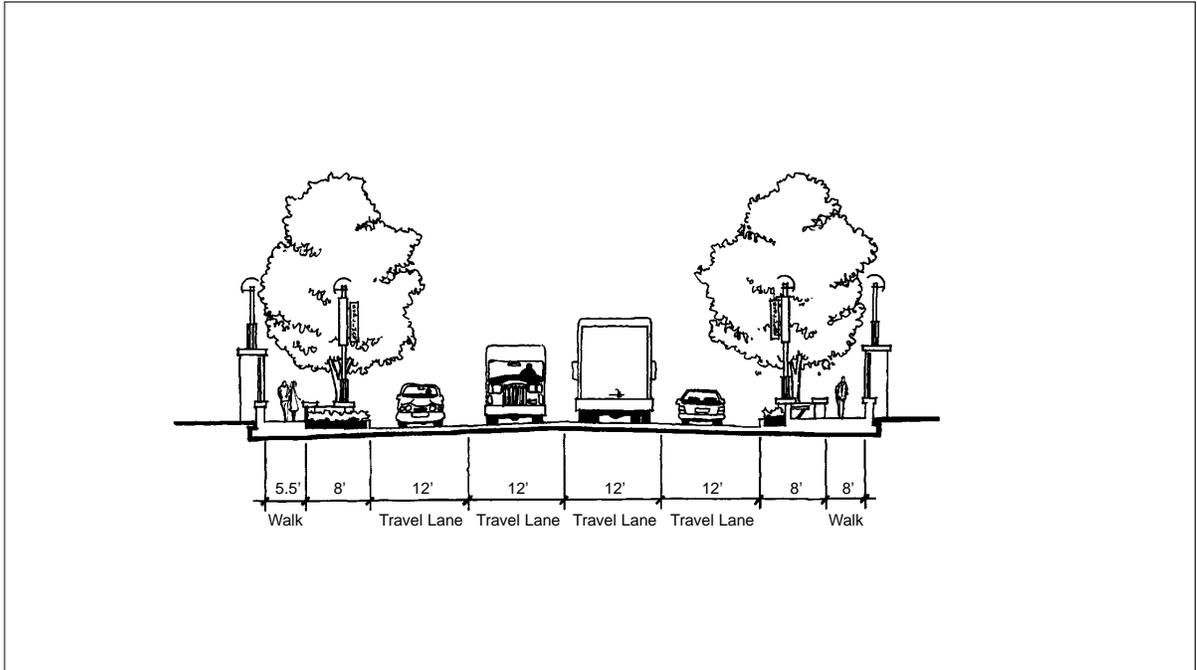
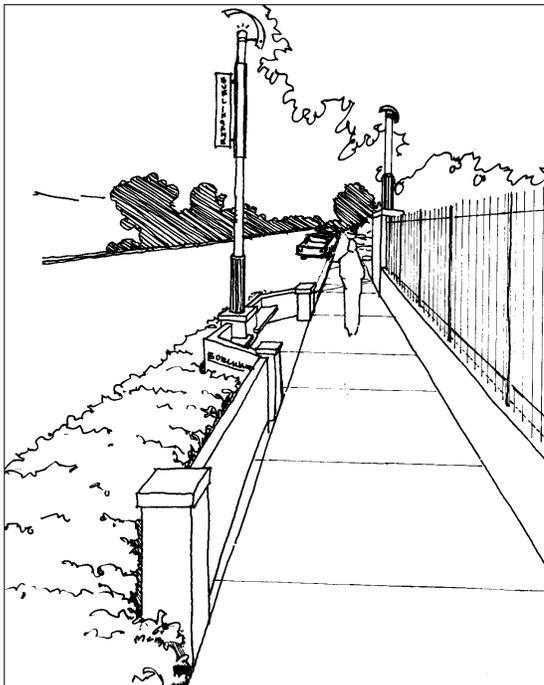


Figure 5-9.
Proposed
gateway



6. Rollins Road

Improvements to Rollins Road, which are illustrated in Figures 5-10 and 5-11, will include the installation of street trees in tree wells cut into the existing sidewalks. At locations where the street trees are to be planted, the sidewalk will be reconstructed around the tree locations. The goal of this street tree program is to calm traffic by narrowing the perceived street width, which can cause drivers to reduce their speed. Therefore, it is advantageous for the street trees to be as close to the travel lanes as possible. Rollins Road is also a designated bicycle route in Burlingame’s adopted Bicycle Transportation plan. There is not enough room within the existing right-of-way to accommodate a Class II bike lane.

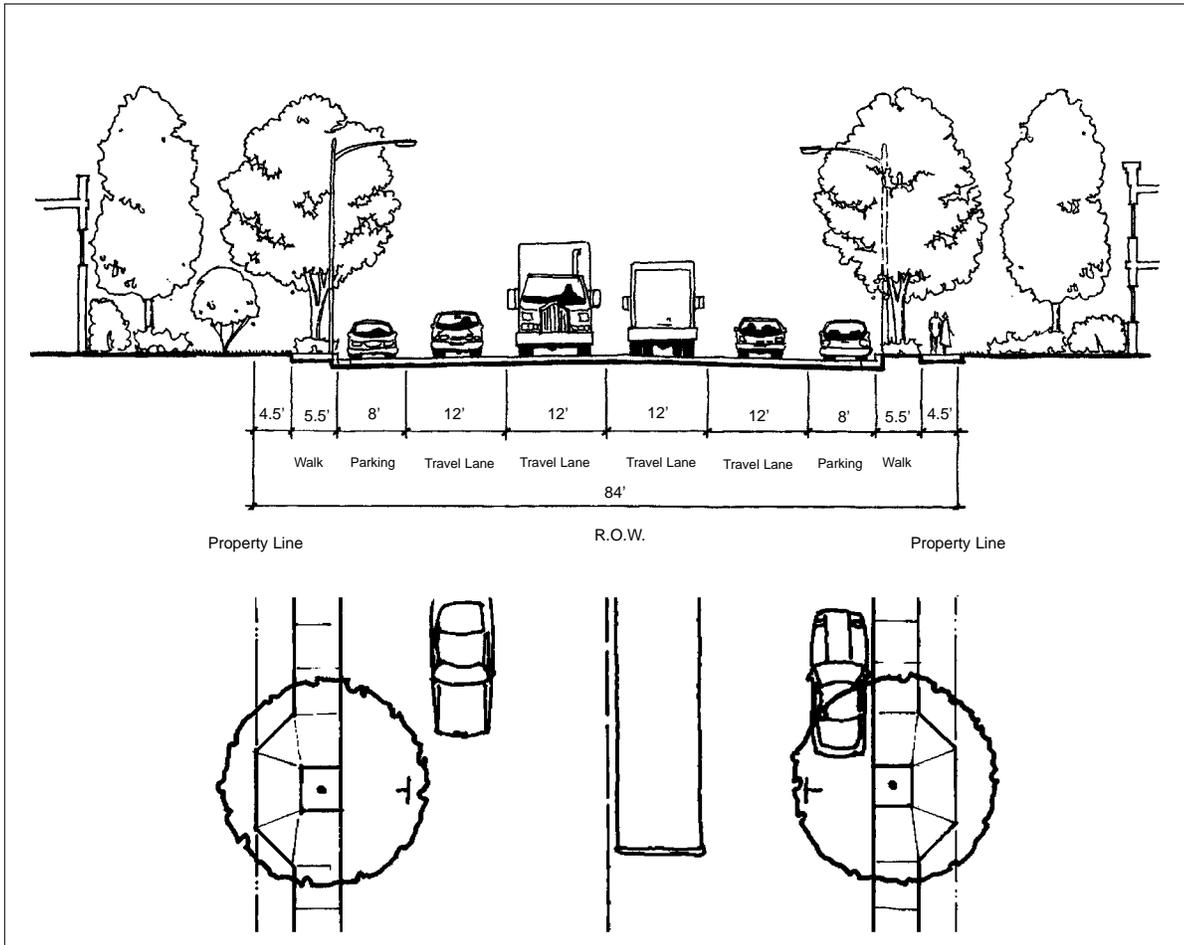


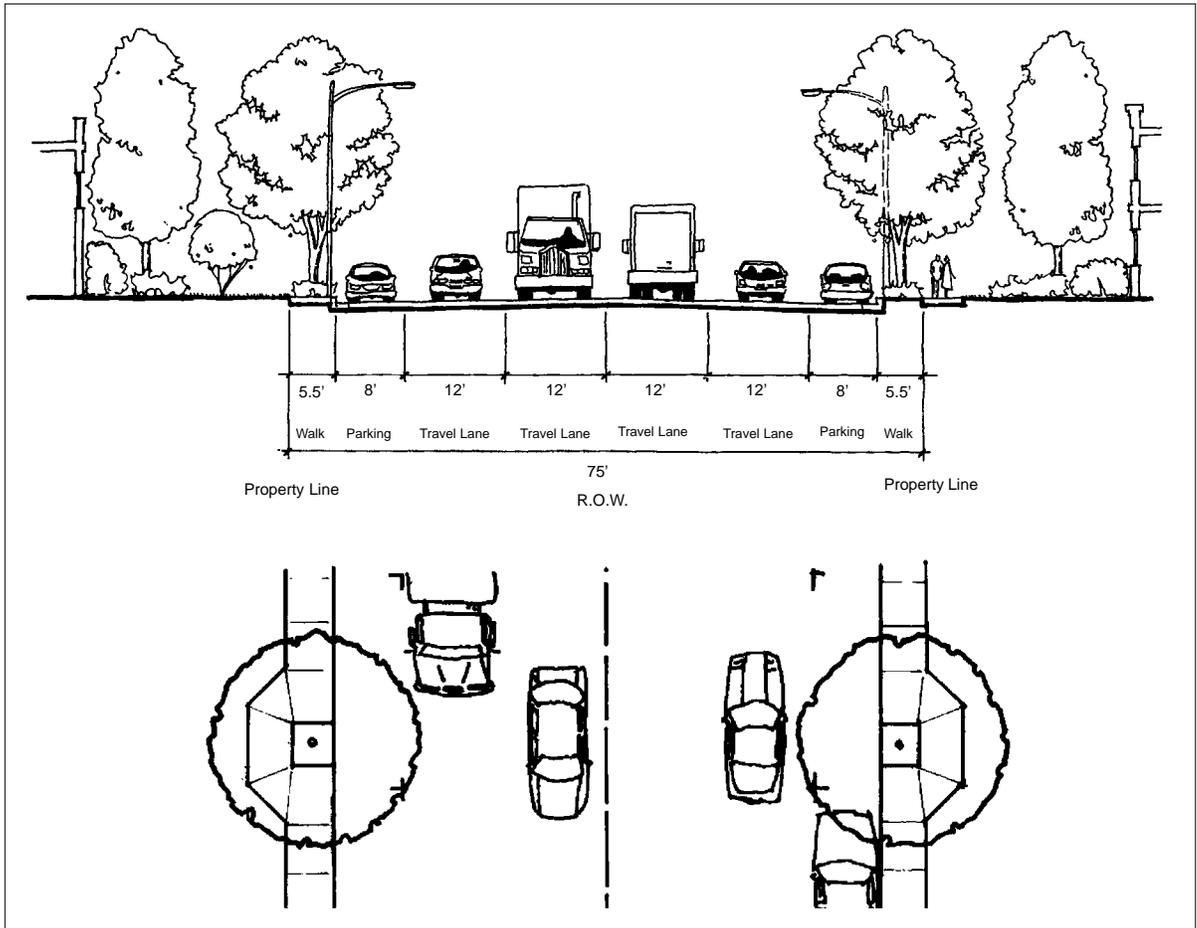
Figure 5-10.
Rollins Road
North of
Easton Creek

It is suggested in the plan that the travel lane closest to the curb line could be marked with a “sharrow” bicycle route symbol indicating that bicycles will share this travel lane.

Additionally, a significant goal of the Specific Plan is the creation of a more aesthetically pleasing environment on Rollins Road, and the addition of street trees will help to accomplish that goal. The trees will also shade large areas of the Rollins Road pavement, reducing tem-

perature and glare. The width of the City-owned right-of-way on Rollins Road differs on either side of Easton Creek. South of Easton Creek, the right-of-way is 75 feet, with a sidewalk of approximately 5 feet on either side. North of Easton Creek, the right-of-way is 84 feet, including approximately 5 feet between the back of the sidewalk and the property line. Therefore, as shown in Figures 5-10 and 5-11, construction of the tree wells and realigned sidewalks in the section of Rollins Road below

Figure 5-11.
Rollins Road
South of
Easton Creek



Easton Creek will require the City to acquire an easement from property owners. Construction of this street tree program in this more constrained section of Rollins Road may be limited by other improvements on these properties and will need to be reviewed on a parcel by parcel basis.

7. Street Tree Recommendations

Street trees are recommended with the goal of creating a transition in scale between roadways and adjacent land uses as well as to provide a comfortable pedestrian realm. Trees were chosen based on their long term appeal, however, as with any tree species the interim look and growth pattern of the tree is dependent on the

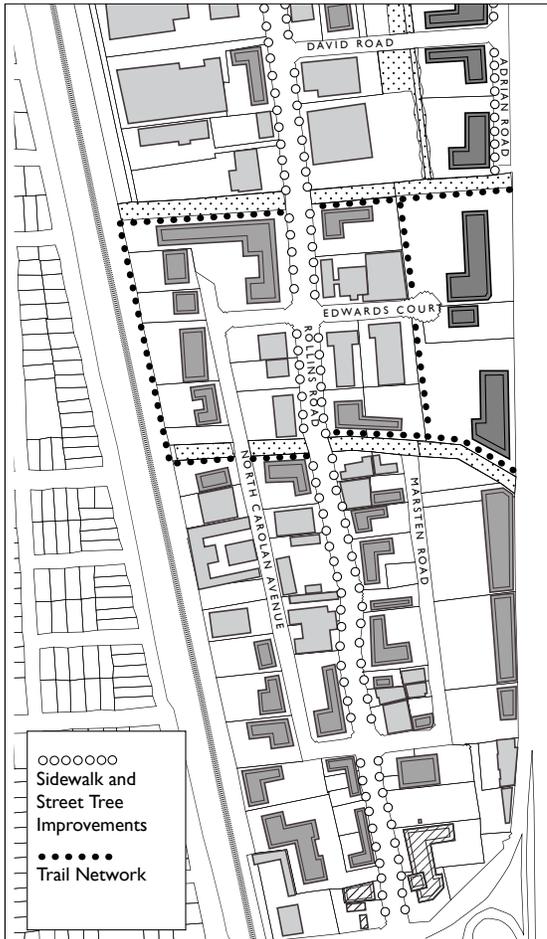
TABLE 5-1 STREET TREE RECOMMENDATIONS

Street Area	Proposed	Alternate
El Camino Real	Ulnus Princeton/Princeton Elm	Fraxinus oxycarpa/Raywood Ash Ulnus Frontier/Frontier Elm Ulnus Accolade/Accolade Elm
Trousdale Drive California Drive	Koelreuteria paniculata/ Golden Rain Tree	Quercus rubra/ Red Oak
Magnolia Avenue	Magnolia g. 'St Mary'/ St Mary Magnolia	Magnolia sp.
Rollins Road	Quercus rubra/Red Oak	Sapium sebiferum/ Chinese Tallow Tree
Murchison Drive Ogden Drive Marco Polo Way Adrian Road	Eucalyptus ficifolia/ Red Flowering Gum	Sapium sebiferum/ Chinese Tallow Tree
Accent Tree	Prunus yedoensis/ Yoshino Flowering Cherry	Lagerstroemia indica/ Crape Myrtle

City of Burlingame's tree maintenance program. It is suggested that at the time of planting, steps to increase the future health of the tree be taken. These efforts include proper soil amendment to reduce soil compaction and water tubes to induce deep root growth. It should be expected that during periods of a tree's normal growth it will encroach on a roadway. The pruning of trees in order to avoid conflicts with roadways will be necessary during these initial periods of growth. Trees should be pruned to minimize this impact and with the future appearance of the tree in mind.

Table 5-1 indicates the recommended street trees to be used for streetscape improvements in the Specific Plan Area. Most trees are listed in the City of Burlingame's Planning Department Tree List. The Princeton Elm has been considered as a replacement tree for sections of El Camino Real south of the Plan Area. It is very similar to Elm trees that were historically planted on El Camino Real and is one of the best Elm species for resisting the attack of Dutch Elm disease.

Figure 5-12. Creekside Network Plan



C. Pedestrian Network

In the Rollins Road area, a creekside open space and pedestrian trail system would provide amenities and pedestrian and bike facilities for area businesses as well as recreation opportunities Rollins Road workers and Burlingame residents. These open space areas, combined with streetscape improvements on Rollins Road, will facilitate safer and more attractive non-vehicular connections between Rollins Road employ-

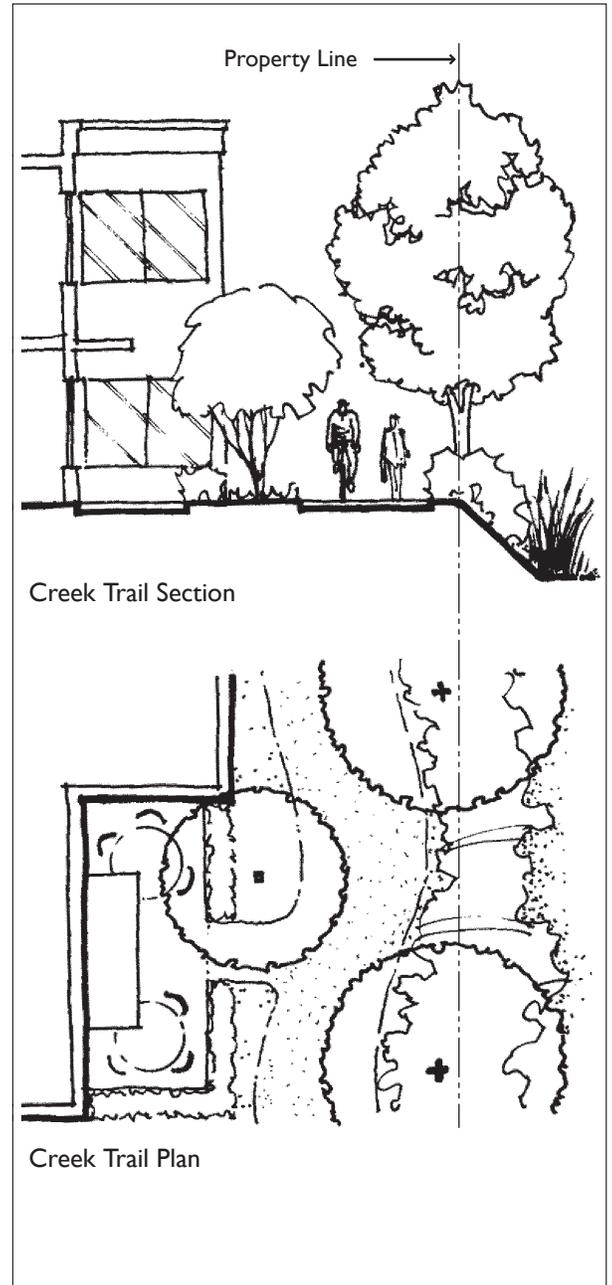


Figure 5-13. Creekside Network

ment destinations and transit opportunities to the north in Millbrae and to the south on Broadway. The proposed network is shown in Figure 5-12 and a conceptual illustration of these creekside areas is shown in Figure 5-13.

The gradual development of a trail network will occur over time as opportunities arise to acquire access by purchase or gift. Except where necessary to mitigate impacts of a particular project, no conveyance of public access rights is intended to be imposed on projects in the area.

D. Parking

As shown in the design guidelines in Chapter 6, on-site parking throughout the Specific Plan area should be encouraged to be located behind buildings in order to adequately define the pedestrian realm and create safe and aesthetically-pleasing environments on Burlingame sidewalks and streets. However, on parcels with lot frontage on El Camino Real at grade parking visible or accessed from El Camino should be discouraged. This parking will be supplemented by on-street parking, including some portions of El Camino Real, on which parallel curb parking should be provided as part of its redesign.

E. Infrastructure

Existing infrastructure in the Specific Plan area is adequately sized for the existing land uses and is discussed in Chapter 7. According to the City Engineer, the aggregated change of land uses proposed in the Specific Plan area will create lesser demands on water supply and sanitary sewer capacities than the existing uses, so changes in infrastructure or demand on water supply caused by the plan are not anticipated.

F. Phased Removal of Frontage Roads along El Camino Real

Because new development will occur over time, the abandonment of the El Camino Real frontage roads will be phased, as described in Chapter 3.

