

## **Summary of Planning Commission Discussion**

### **Create Anchors**

- The PC expressed general support for the concept of creating the community anchor and neighborhood anchor and the locations make sense – it's about making a destination
- Challenges: Parking and how to draw the right businesses
- Consider the connectivity (e.g., shuttle) with rest of Millbrae
- Other Comments:
  - Make sure community anchor is graphically represented on the public space diagram
  - If identifying a public plaza at the north end of Broadway, need to understand weather and wind patterns (will be windy)
  - Comments on neighborhood anchor:
    - Often forget about that part of Millbrae
    - Gateway element to Millbrae

### **District Character Urban Form**

- Notion that one side of El Camino is taller than the other side makes sense
- General support for promoting active frontage
- Concern about compatibility with residential area neighboring El Camino Real
  - Need to include policies for buildings to step down and step back as they get closer to residential areas.
- Concerned about aggravating parking problem with more development

### **Flexible Land Uses**

- The Planning Commission strongly supported the notion of allowing a flexible range of compatible uses
- Uses preferred:
  - Open office space/co-working spaces
  - Event/cultural center
  - One central parking garage would be problematic Downtown. Spread out is better to support businesses.
  - Interested in exploring the idea of a mixed-use parking structure with active frontage and attractive design (especially on outside edge of Downtown with trolley and shuttle connections)
  - Prefer below grade parking and not a monolithic parking structure, but would need to understand cost

### **Public Spaces**

- The Planning Commission expressed support for both alternatives: a central community gathering space and plaza as well as dispersed parklets and wider sidewalks Downtown
- Parklets require less investment and are an easier short-term “win”

### **Circulation**

- Bike lane alternatives
  - General support for bike lanes on El Camino
  - Listen to what the bike specialists said about providing separate bike lanes on El Camino and shared lanes Downtown, with connections with cities north and south of Millbrae
- Broadway streetscape
  - Prefers parallel parking on Broadway with consistently wider sidewalk. Burlingame Avenue just did this and it was successful. However, we need to sort out the parking issue.
  - The Planning Commission is interested in understanding what the loss of parking spaces would be going from diagonal to parallel Downtown (Consultants responded that it would likely be about a 40 percent loss, but that was a best guess)
  - Keeping the streets Downtown clean and attractive is important too
- Pedestrian Crossings
  - The Planning Commission strongly supported more and safer pedestrian crossings on El Camino, but would like to see a more detailed plan that is feasible and not just a dream
  - Too many crossings might not work. We need to create well-defined crossings and encourage pedestrians to cross to major points.
  - Need to talk about signal timing
- Frontage Roads
  - The Planning Commission expressed general support for realigning the frontage roads, but would like to understand how the frontage road interface with bike lanes.

### **Summary of Public Comments**

- Strong support for veteran Housing
- Specific Plan needs to include an Implementation Plan aligning with economic growth
  - How will we bring investment to Millbrae?
  - Why will investors want to come to Millbrae?
  - Wants more details from consultants on fiscal and economic benefits
- City needs a plan to address parking
  - Create incentives for developers to provide parking as a community benefit
- Strong support for creating more connections between the BART Station and downtown
- Wants more detail on El Camino Real crossings/ stresses need for safety improvements / station is isolated

- Parking – Where can we put a multi-use parking structure? Needs to be integrated with proper design.
- Support for a plan that emphasizes walkability, access, housing options, fiscal benefit
- Support for Alternative 2 for bicycle circulation –El Camino Real bike lanes would create a functional regional link (other cities have studied this)
- There’s a conflict with bikes and angled parking (Downtown)
- Support for Chadbourne crossing with signalization
- Support for ground floor activity and activating alleys
- Supportive of crossings on El Camino Real
  - Looks like traffic on El Camino Real will be slowed, which is good
  - Would like to see El Camino Real reduced to two lanes
  - Need to provide warning to drivers that Chadbourne crossing is there
- Emphasis on need for more parking especially as more uses are introduced
  - Palo Alto did a large parking garage under City hall
  - Recommends increasing parking standards
- Five story buildings on El Camino Real would overwhelm residences behind (wants reduced height) but supports ground floor retail
- Pedestrian bridge across El Camino Real at Millbrae Avenue
- Supports large public spaces and town square (e.g. Redwood City, Palo Alto)
- Wants provision to address homeless
- Supportive of Alternative 2 with bikes on El Camino Real and mixed use development with ground floor retail (local shopping and dining destination)
- Slowing traffic will help businesses
- Surface parking – look at opportunity for shared parking and use of technology (apps and digital)
- Wants to see housing for people of all ages and walks of life
- Happy with how the Specific Plan is shaping up
- Synergies between BART and downtown
- Application pending for late March and early April that will include affordable housing for veterans.
- Park space and parklets are critical in urban environments – developers should get credit for those (because park fees are so high).
- There’s a need for a parking strategy and updated parking survey and detailed parking management plan