What’s Happening at the Millbrae Station!

City of Millbrae, California
Millbrae Redevelopment Agency
Millbrae Station Area
Overall Vision
Millbrae Station Area
Emerging Vision

1. Station West Side
2. Village Chadbourne
3. 88 South Broadway
4. Adrian Road West
5. BART Parking South
6. BART Parking East
7. SFIA Site
8. Public Works Yard
9. Rollins Road South (1)
10. Rollins Road South (2)
11. California Drive
12. Hollywood Video
13. Adrian Road
14. Friendship Plaza

City of Millbrae
Millbrae Redevelopment Agency
Millbrae Station Area: 200 North Rollins Road

Millbrae Station

...accessible to residents, workers, and visitors

a diverse community
Millbrae Station Area: 200 North Rollins Road

City of Millbrae
Millbrae Redevelopment Agency

...connections to SFO, San Francisco and beyond

...walk, bike, bus, Caltrain, taxi, BART

Millbrae Station
City of Millbrae
Millbrae Redevelopment Agency

Millbrae Station Area: site 1
Station West Side
...new transit oriented development

El Camino Real becomes the “Grand Boulevard”
...easily accessible from US 101 and Station
helps encourage an active station environment

conference center, office, or...?
Millbrae Station Area: site 7

City of Millbrae
Millbrae Redevelopment Agency

...prominent from freeway and Millbrae Avenue

...just across from SFO and hotels

SFIA Site
...expanded retail in on the El Camino corridor

...contributes to the Grand Boulevard

Surrounding Retail
City of Millbrae
Millbrae Redevelopment Agency

walking distance to Downtown and the Station

Millbrae Station Area: 25 South El Camino Real
88 South Broadway
Opening 2006: 2 bedroom luxury condos and retail

Millbrae Station Area: 25 South El Camino Real
88 South Broadway
What’s Happening at the Millbrae Station!

City of Millbrae, California
Millbrae Redevelopment Agency
1. Successful transit system and station development and station area development should begin with true cooperation between transit agencies and local agencies from the outset.
2. Regional and local political capital must be shared and spent for common goals.
3. Transit system and station planning must be integrated into local specific planning for station area development.
4. Environmental data and analysis must be coordinated and shared.
5. Intermodal transit centers require that all transit providers come to the table and make their operational needs known from the start.
6. Local agencies and transit providers should coordinate station area land acquisition efforts to facilitate common interests.
7. Transit providers must realistically size required transit capacities and not overbuild transit at the expense of station area development.
8. Transit providers who intend to seek public/private development partnerships for station area lands should incorporate those development plans into the station plan from the beginning in coordination with the local agency.
9. Transit providers should envision and conditionally reserve right of way requirements for future transit system expansion, but give up those rights of way to development if expansion plans are not implemented in a reasonable near future.
10. Realistic replacement parking policies must be adopted by both local agencies and transit providers.
11. Transit providers should ensure that transit system planners, builders and operators share and value transit system policies regarding the encouragement of public/private station area development.
12. City Councils and staffs must realistically assess community support and opposition to transit system proposals and share those assessments with transit providers.