



# LET'S PUT IT TOGETHER: REDWOOD CITY'S NEW GENERAL PLAN

## CITY OF REDWOOD CITY COMMUNITY FESTIVAL SEPTEMBER 27, 2008 SUMMARY

### OVERVIEW

On the beautiful fall day of September 27, 2008 in Courthouse Square and San Mateo County's historical courthouse, the City of Redwood City convened a large-scale community event as part of the New General Plan program. Over 250 residents, business people, and other interested individuals participated in this hands-on workshop. Workshop events were oriented towards participants of all ages. The children had opportunities to create spin art, tumble in a jump house, view old Redwood City photographs, and locate their houses on an aerial photograph. The children were asked what they liked about their homes and neighborhoods and draw their path to school. Planning Commission members greeted participants at the registration table and directed them into the courthouse. In the courthouse rotunda, teens and adults viewed a short presentation that introduced the concepts to be discussed at General Plan stations located throughout the courthouse. Participants had the opportunity to comment on such issues as sustainability, mobility, neighborhoods and urban design, and land use



alternatives for four focus areas: the Bayfront, Woodside Road, El Camino Real, and the Veterans/Broadway corridor.

Participants visited each station at their leisure, making sure they participated in at least four stations to receive a parting gift -- an environmentally sustainable shopping bag and energy-efficient light bulb. Before they departed, participants could grab a snack and chat with City elected officials about any other ideas and issues to be addressed in the General Plan.

## SUSTAINABILITY STATION

At the Sustainability Station, issues related to environmental protection and sustainability were presented, and participants were asked to rank the relative importance in Redwood City of such concepts as:

- Waste and Recycling
- Water Use and Water Quality
- Air Quality and Air Pollution
- Transportation
- Energy and Greenhouse Gas Emissions
- Green Buildings
- Green Business and Operations
- Trees, Wildlife, and Natural Spaces

## MOBILITY STATION

At the Mobility Station, a series of displays and flip charts - staffed by the General Plan transportation team - participants were asked to:

- review proposed bike routes, trails, and lanes and to propose new routes for bike facilities;
- identify destinations and routes that they or their children walked at least once per week. Participants were also asked to identify areas where the pedestrian experience is pleasant and where the experience can be concerning.

## NEIGHBORHOODS AND URBAN DESIGN STATION

The Neighborhoods and Urban Design Station used an interactive approach to draw from participants comments regarding things they liked about their neighborhoods and issues that need to be addressed over the long term. The room included displays of neighborhoods, different housing types, and architectural styles to help residents described neighborhood qualities that they feel do or should exist in Redwood City.

## LAND USE FOCUS AREAS

The key purpose of the open house was to present a series of land use options for four focus areas in Redwood City where City staff felt the most significant change could occur over the next 20 years: the Bayfront, Woodside Road, El Camino Real, and the Veterans/Broadway corridor. In Courtroom A and the Atkinson Room, participants reviewed a series of displays and talked to the General Plan team about the information on the displays. Large mural sheets and comment cards were provided for participants to record their reactions and preferences. Displays for each focus area consisted of:

- Aerial and ground-based photographs showing current land use conditions
- A map illustrating current General Plan land use policy
- Maps illustrating a series of land use alternatives, with accompanying photographs showing examples of possible future conditions



For the current General Plan and each alternative, indicator information highlighting the possible outcomes associated with each alternative relative to potential housing units generated, jobs created, water consumption, and vehicle trip generation

At each of the focus areas, participants reviewed the display boards, heard General Plan team members describe the key elements of the existing General Plan, the alternative scenarios, and the indicators. The participants were encouraged to ask questions about the alternatives, indicate their choices, and voice any concerns. If they had a preferred alternative, workshop attendees were encouraged to identify these as well.

## OVERALL THEMES

A consistent theme heard at all stations is the concern about sustainable development and reducing carbon and water “footprints”. The carbon-reduction theme is reflected in the frequent comments about the need for improved pedestrian and bicycle facilities and routes. Participants indicated they want better links throughout the City, particularly crossing major transportation barriers like US 101, El Camino Real, and Woodside Road. They indicate that they want links that serve their everyday lives: more links to schools, shopping areas, and Downtown. They would like expanded connections for recreational purposes and better access to existing open space areas and recreation amenities.

There was overwhelming support for improving public transportation through improved bus service, i.e., shuttles rather than buses, more routes connecting neighborhoods with major destinations (Downtown, shopping areas, schools), and the need for a bullet train and/or BART station. While pedestrian, bicycle, and public transportation are seen as keys to reducing automobile dependence, many participants call for improvements to better traffic flow on Woodside Road, El Camino Real, and the IOI interchange ramps.

Participants express the desire for creeks, including Redwood Creek, which are now covered with paving to be brought to the surface as a way to connect neighborhoods via walking and bike routes, as wildlife resources, and places for green space.

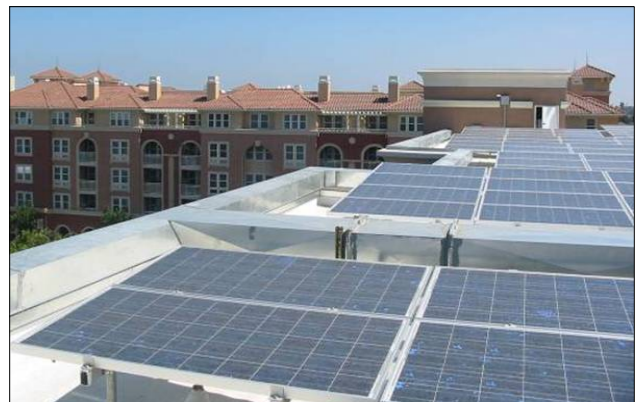
The concept of sustainable development also influences the consistent theme that new development should improve the existing urbanized areas. Participants discussed introducing more businesses and homes to the Downtown and Veterans/Broadway focus area, encouraging higher-density mixed-use or housing development along public transportation corridors, encouraging live/work in the El Camino Real focus area, and remaking areas that are not functioning well. While higher density and taller development is acceptable on major thoroughfares and in Downtown, there is some concern that new buildings should not be too tall to create “canyons” or “tunnels”. Some participants suggested that development sites along the major thoroughfares be set back from the street to allow for open space plazas, pedestrian amenities, landscaping and trees, and mini green areas. This setback should not be used for parking but rather public plazas with community-gathering places or art and the “greening” of Redwood City. Participants expressed concern about transitions from higher-density development and taller buildings to the strongly supported single-family residential neighborhoods.

## STATION COMMENTS

### SUSTAINABILITY

Participants indicated how likely they are to do a number of activities that would promote sustainability. Participants said they are likely to: ride bike or walk to work or school, replace lawn with native landscaping, install solar heating or water heating but not as likely to live in a smaller house that does not require as much energy.

Participants also provided unstructured comments. As indicated below, there is strong support for solar installation and alternative transportation modes. There is also support for the City of Redwood City to create programs, policies, and incentives to bring about physical changes to the built environment and residents’ practices.



**Strong Support for Solar Installation.** Participants would like to see the Redwood Shores Homeowners Association become more comfortable with solar installation and create guidelines for approving installation requests. Participants would like to encourage the City or other entities to provide tax and other incentives for solar installation, to create codes enabling installation, and to streamline solar permitting processes. Some participants went as far as to encourage that all new development be required to provide solar facilities on buildings.



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**Strong Support for Alternative Modes of Transportation.** Participants would like to see viable alternatives to the private automobile through:

- Pedestrian - more or “better” (better is not defined) pedestrian routes, and fewer obstacles on sidewalks (freestanding signs on sidewalks);
- Bikes - “better” routes that link existing routes throughout the City, creating recreation routes, encouraging “bike boulevards”, providing bike facilities in Downtown and other areas; and
- Buses - restoring energy-efficient public school buses, and providing shuttle services from neighborhoods to Downtown.

LET'S JOIN UP TOGETHER  
REDWOOD CITY'S  
NEW GENERAL PLAN  
Be a Part of the Plan!

## How can we be more SUSTAINABLE?

What would you be willing to do?  
Fill out our survey.

POSSIBLE ACTIONS	I WOULD DO	I WOULD NOT DO
Replace lawn with native landscaping		
Ride my bike or walk to work/school Allow my kids to ride a bike or walk to school		
Install solar heating or water heating in my home or business		
Live in a smaller house that does not require as much energy to heat or cool		
Support housing development and densities that let people live near work and services		

\*These key topic areas represent a broad spectrum of possible sustainability issues the General Plan may address.

**Sustainable Development Approaches.**

Participants expressed support for developing housing in Downtown and along Broadway, infill housing development, mixed-use development, live/work, affordable housing near transit, and shared housing (seniors sharing their larger homes with younger residents).

**Current or Proposed Programs.** Opportunities were identified for the City to establish incentives and programs for:

- solar installation
- consumers (residents and businesses) to increase sustainability ratio
- ensuring that all City Council decisions take into account environmental trade-offs, limits to petroleum based economy, and the water footprint
- greening and tree planting throughout the City and not limited to Downtown
- encouraging permeable parking lots, walkways, and driveways
- City hiring residents for City jobs to minimize commutes and increase employee care about Redwood City

Comments also addressed:

- public parks being planted with native materials and trees or with crops not lawns and recycled materials
- needing parks south of Broadway and east of Veterans
- improving grey water recycling and rain water capturing and opportunities for its use
- improving recycling through single stream recycling and animal waste recycling
- floating homes as an eco-friendly housing alternative
- opening up Redwood Creek along its entire stretch
- the General Plan containing greenhouse gas (GHG) reduction targets
- introducing and expanding sustainable practice education and concepts in nursery schools, public schools, and library programs

## MOBILITY

At the Mobility Station, displays introduced all forms of transportation: walking, bicycles, rail, bus, and automobile. That being said, questions specifically regarding the pedestrian and bicycle experiences were asked. As a result, most of the comments focus on these two modes. Those comments that did not concern bicycles and/or walking revolved around the need for shuttles, school buses, bus service to areas outside of Redwood City, and railroad grade separations.

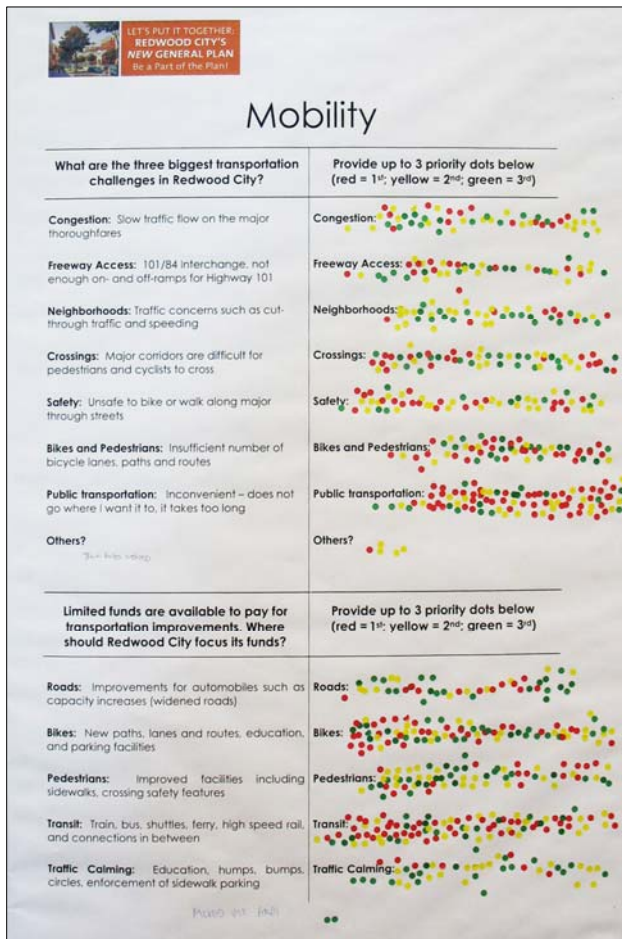
Of those participants who often walk, the most common destination is Downtown. Some indicate that Downtown is very walkable, but walking to Downtown is not. Other destinations include parks, schools, and shopping centers (El Camino Real, Redwood Shopping Center, Roosevelt Market, Key Market, Mount Carmel area, Woodside Plaza, Sequoia Station). Participants indicated that crossing some streets is unsafe and inconvenient (have to cross three streets to cross one), indicated the need for more crosswalks, and, perhaps, the need for flashing lights to indicate a crosswalk location.

The placement and need for bike lanes is controversial. Most participants who responded indicated that more bike lanes and improvement to bike lanes are needed. They would like to see wider, better-maintained facilities; some called for bike facilities to be separated from

the automobiles for safety. Other participants indicated that bike lanes provide no value, as many bikers ride on sidewalks; they also stated that bikers ride more recklessly when bike lanes are provided. Specifically, they indicated that some bikers do not heed traffic laws, stop signs, and signals.

When the need for specific bike facilities is mentioned, the need includes:

- routes near and around schools
- bike/pedestrian crossing the US 101 to Redwood Shores, at Whipple, and to the Police Station and Malibu Grand Prix
- crossing El Camino Real, paralleling the US 101, and on Middlefield Road, Jefferson Avenue, and Woodside Road
- adjusting signal timing to accommodate bike speed
- bike racks and lockers at destinations such as Downtown



Refer to the appendix (under a separate cover) for the full list of pedestrian, road, bike route, and bike facilities suggestions and comments.

## NEIGHBORHOODS AND URBAN DESIGN

The Neighborhoods and Urban Design Station was different than the other stations and focus areas. While displays illustrated some of the challenges facing Redwood City neighborhoods, the General Plan team members led vigorous discussions about residents' likes and perceived needs of neighborhoods.

It appears that nine neighborhoods were represented at sometime during the workshop. Slightly more than half of those participants reside in three neighborhoods: Mount Carmel, Woodside Plaza, and Emerald Hills. The other neighborhoods represented were Centennial, Friendly Acres/Fair Oaks, Redwood Shores, Redwood Oaks, Downtown/Other, and Edgewood/Arlington.

When people are asked what they like about the neighborhoods, they stated:

- trees and nearby wildlife
- walkability and convenience to shopping/schools
- recently constructed buildings' heights and setbacks
- high maintenance standards
- neighbor interaction

The workshop facilitators indicated that most comments expressed deep concern about sustainability and traffic safety. The participants expressed densification to their neighborhood concerns and the need for trees, open space, parks, and bikeways. Other issues that stood out included the need to create provisions for mixed-use housing, developing mass transit, and alleviating parking problems. There was some discussion about creating “walking school buses” to improve safety and decrease car trips. Specific comments are provided in the appendix (separate document).



## FOCUS AREA COMMENTS

### EL CAMINO REAL CORRIDOR

The live/work concept of Alternative 1: Transit-Ready Grand Boulevard: Live Work Transition appears to be the deciding factor for participants who prefer this alternative. They cited that live/work:

- supports a locally focused economy
- will draw visitors to the City to patronize the live/work residents' shops, show rooms, etc.
- will provide a good transition from single-family residential neighborhoods to Downtown
- has less environmental impacts
- is an easier transition from the existing land use pattern



For those participants who preferred Alternative 2: Transit-Ready Grand Boulevard: Residential Emphasis, they cited the increase in housing and their wariness of live/work success as factors for their preference. Of the participants stating a preference between the alternatives, nearly three times as many participants preferred Alternative 1 (live/work) to Alternative 2 (residential emphasis).

Regardless of the alternative preference, many commenters discussed mix of land uses and retail opportunities, open space, traffic and rail crossings, and building

heights on El Camino Real. Regardless of the alternative preference, commenters stated that industrial uses should be removed from El Camino Real due its proximity to residences and Downtown. They suggested that El Camino Real become a destination with concentrated, related retail uses that support the local neighborhoods. One commenter suggested that retail anchors should be located in this area. Participants are critical of the current “mish mash” of uses and of the adult businesses near Target and between Brewster and Broadway.

Many participants expressed concern with the interface between rail/pedestrians/automobiles. There were calls for grade separations and dedicated rights-of-way for rapid transit and BART. While they were concerned about the interface, the support seems to be for a BART station as well as a Bullet Train station in Redwood City.

### El Camino Real Corridor

Redwood City General Plan

**Existing General Plan**

**Indicators**

Housing Units	1,000
Jobs	1,000
Vehicle Trips (per day)	100,000
Water Consumption (GPD)	100,000

**Current Conditions**

- El Camino Real is an important but unflattering gateway into the City.
- Central area is part of the Downtown vision; the ends are not.
- Mixed-use zoning has existed since 1993, yet almost no mixed-use development has been built. Something isn't working.
- Many lots are small and tough to develop.
- Some buildings are built right up to the sidewalk; others are set back behind parking lots.
- Major regional transportation route.
- Unpleasant for pedestrians.
- Traffic will always be heavy.
- Serves as a major barrier between neighborhoods.

**Existing Conditions - 2008**

**Indicators**

Housing Units	1,000
Jobs	1,000
Vehicle Trips (per day)	100,000
Water Consumption (GPD)	100,000

**Alternative 1 - Transit-Ready Grand Boulevard: Live/Work Transition**

**Indicators**

Housing Units	2,000
Jobs	2,000
Vehicle Trips (per day)	200,000
Water Consumption (GPD)	200,000

**Alternative 1 - Transit-Ready Grand Boulevard: Live/Work Transition**

- More housing than existing General Plan.
- Live/work transition in industrial areas.
- Less retail than existing General Plan.

**Alternative 2 - Transit-Ready Grand Boulevard: Residential Emphasis**

**Indicators**

Housing Units	3,000
Jobs	3,000
Vehicle Trips (per day)	300,000
Water Consumption (GPD)	300,000

**Alternative 2 - Transit-Ready Grand Boulevard: Residential Emphasis**

- Much more housing than existing General Plan.
- Less industrial than existing General Plan.
- Similar amount of retail as existing General Plan.

**Indicators**

Category	Existing Conditions 2008	Alternative 1	Alternative 2
Housing Units	1,000	2,000	3,000
Jobs	1,000	2,000	3,000
Vehicle Trips (per day)	100,000	200,000	300,000
Water Consumption (GPD)	100,000	200,000	300,000



# VETERANS/BROADWAY CORRIDOR

Of all the focus areas, the Veterans/Broadway Corridor had the fewest participants who clearly stated a preference for an alternative. However, most participants commented on elements of the alternatives that interested or concerned them. Out of those participants who stated a preference, and with an understanding of the comments, Alternative 2: Office Technology with Mixed - Use Emphasis appears to be preferred. Those who supported Alternative 2 indicated that it:

- encourages transit or shuttle buses
- creates destinations around Redwood Creek;
- encourages the possibility of senior and affordable housing more than Alternative 1
- is a better place for housing rather than the Bayfront
- proposes uses that use higher-valued land more efficiently than industrial uses

Those who preferred Alternative 1: Commercial-Industrial Balance cited that Alternative 1 is:

- more reasonable and achievable
- encourages jobs rather than housing, housing should be in Downtown
- more neighborhood friendly and reasonable
- less aggressive than Alternative 2

Regardless of alternative choice, the participants strongly support creating a shuttle or transit linking North Fair Oaks, Veterans/Broadway, and Downtown. They support improving pedestrian access, including providing pedestrian/bicycle overpass above US 101 at Veterans, thereby making it easier to access Seaport Boulevard, the commercial sites, and natural habitat. They also suggested that Woodside Road and Broadway be more pedestrian friendly.

### Veterans/Broadway Corridor

Redwood City General Plan

**Aerial Photo**

**Existing Conditions - 2008**

Indicators:  
 Housing Units: 300  
 Jobs: 11,000  
 Vehicle Trips per Day: 174,000  
 Water Consumption (GPD): 84,700

**Indicators**

Category	Existing Conditions 2008	Alternative 1	Alternative 2
Housing Units	300	600	1,800
Jobs	11,000	13,300	16,000
Vehicle Trips per Day	174,000	137,800	118,200
Water Consumption (GPD)	84,700	94,900	400,500

**Existing General Plan**

**Alternative 1 - Commercial-Industrial Balance**

Indicators:  
 Housing Units: 1,500  
 Jobs: 16,000  
 Vehicle Trips per Day: 137,800  
 Water Consumption (GPD): 94,900

**Alternative 2 - Office Technology with Mixed-Use Emphasis**

Indicators:  
 Housing Units: 1,800  
 Jobs: 21,000  
 Vehicle Trips per Day: 118,200  
 Water Consumption (GPD): 400,500

**Current Conditions**

- City entrances are unattractive and not developed to their full potential.
- Development turns its back on Redwood Creek.
- 101 frontage is needed for economic development. This area is an auto-oriented environment and not well adapted for residential development.
- Veterans is a barrier for pedestrians.
- Broadway has good "bones" for pedestrian orientation.
- Medical uses have been intensifying in clusters along these corridors.
- Owners of aging industrial buildings and warehouses are seeking other uses.
- Industrial conversion pressure (to other uses including office, medical, and residential) will increase if the Stanford University project is approved.

**Alternative 1 - Commercial-Industrial Balance**

- Creates gateways and corridors with destination commercial land uses.
- Partial conversion of industrial land uses.
- Centers a mixed-use neighborhood on Redwood Creek.

**Alternative 2 - Office Technology with Mixed-Use Emphasis**

- Includes all features of Alternative 1, but with more change.
- Significant conversion of industrial land uses.
- Transit-oriented development proposed on Broadway at a higher intensity to encourage a potential streetcar link to Downtown.

Participants strongly endorsed daylighting and improving creeks in this area and Downtown. They suggested creating “riverwalks” (San Antonio, Texas and San Luis Obispo were cited), with restaurants, shops, and passive recreation opportunities along some of the creeks. They encouraged using the waterways as recreation amenities and providing more access to the creeks and parks. That being said, there were other comments that urged the creeks to be restored or to include elements of a natural habitat in the daylighting efforts. One participant suggested that native landscaping be planted rather than “lawns” throughout the area. Another participant suggested creating a dog park in the Ampex parking lot area.

## WOODSIDE ROAD CORRIDOR

Participants favored Alternative 2: Residential Avenue with Walkable Neighborhood Centers over the existing General Plan and Alternative 1: Commercial/Industrial Balance. Nearly half of the commenters preferred Alternative 2; typically, they stated that this



alternative would be more likely to create walkable areas with pedestrian destinations. They also supported the concept that housing should be placed along public transit corridors. Some stated that Alternative 2 would create a street front with fewer parking lots and strip malls along Woodside Road.

Approximately one-fifth of the commenters preferred Alternative 1. These commenters stated that Alternative 1 is more practical and possibly, better for seniors. They endorsed the idea of single-use neighborhood stores rather than mixed use. They also endorsed less-dense housing and commercial development.



Approximately one-fourth of the comments indicated that the participants do not prefer either of the two alternatives. These respondents often commented that traffic on Woodside Road is too fast and too heavy, and crossing Woodside Road is difficult.

Regardless of the preferred alternative, there were many comments regarding parks/open space/landscaping, traffic, bicycles/pedestrians, and setbacks. Many commenters stated the need for parks, small areas of landscaping, and community open space along Woodside Road. Some suggested that restaurants and cafes open onto these open space and landscaped areas. One commenter suggested that a portion of Woodside Plaza be converted to a park for public use. The call for more trees to be planted along Woodside Road was a consistent and frequent theme.

Traffic congestion and traffic speed were often discussed in the participant comments. Many called for slowing the speed throughout the corridor and increasing the opportunities for pedestrian crossings. Some suggested widening the road to allow for more lanes and allow for bicycle lanes. Pedestrian overpasses were identified as being needed at Middlefield Road, along with traffic signals that could be triggered by bicyclists and not just automobiles. With all of the interest in pedestrian and bicycle accommodation, it should be noted that some comments indicated that during peak hours, the City should concentrate on moving traffic along Woodside Road as quickly as possible.

Traffic is also a concern on streets other than Woodside Road. A commenter suggested that improved access is necessary in the Virginia/Massachusetts area. Another stated that cut-through traffic and traffic from Selby Lane School impact the neighborhood, and that speed humps should be constructed on Alexander Avenue.



Participants suggested introducing a Woodside Road trolley or shuttle bus and reinstating school buses as a means to reduce private automobile use. In addition, many commenters stated the need for bicycle paths and lanes. People advocated expanded pedestrian paths linking the pedestrian destinations. One comment suggested that pedestrian paths/links as constructed in Sienna, Italy is desirable.

The street character along the corridor concerns a few participants. Some stated that building heights should be limited to one and two stories, while others found that buildings taller than four stories would create undesirable “canyons” along Woodside Road. Many commenters suggested that residential buildings be set back from the street to enhance the street front, residents’ privacy, and residences’ livability. There is concern regarding the transition from mixed use or taller buildings to the surrounding neighborhoods and single-family residences. A few comments argued for increased housing affordability, including Section 8 housing units and units suitable for seniors. A commenter suggested the use of row housing to minimize the heights along Woodside Road while providing affordable housing.

## BAYFRONT

The Bayfront focus area comments were mixed, with no one clear concept being predominant. The number of comments supporting Alternative 1: Bair Island Road Neighborhood Expansion and Resource Management and supporting restoration of the wetlands, open space, or resources was roughly equal to the number of comment supporting development proposed under Alternative 3: Seaport Expansion with Office-Technology Emphasis, Alternative 4: Seaport Expansion with Port-Related Industrial Emphasis, and Alternative 5: New Mixed-Use Neighborhood with Optional Seaport Expansion. Likewise, there were a number of comments that supported the so-called 50/50 proposal put forth by the key private property owner in the area (but not included as part of the workshop materials).

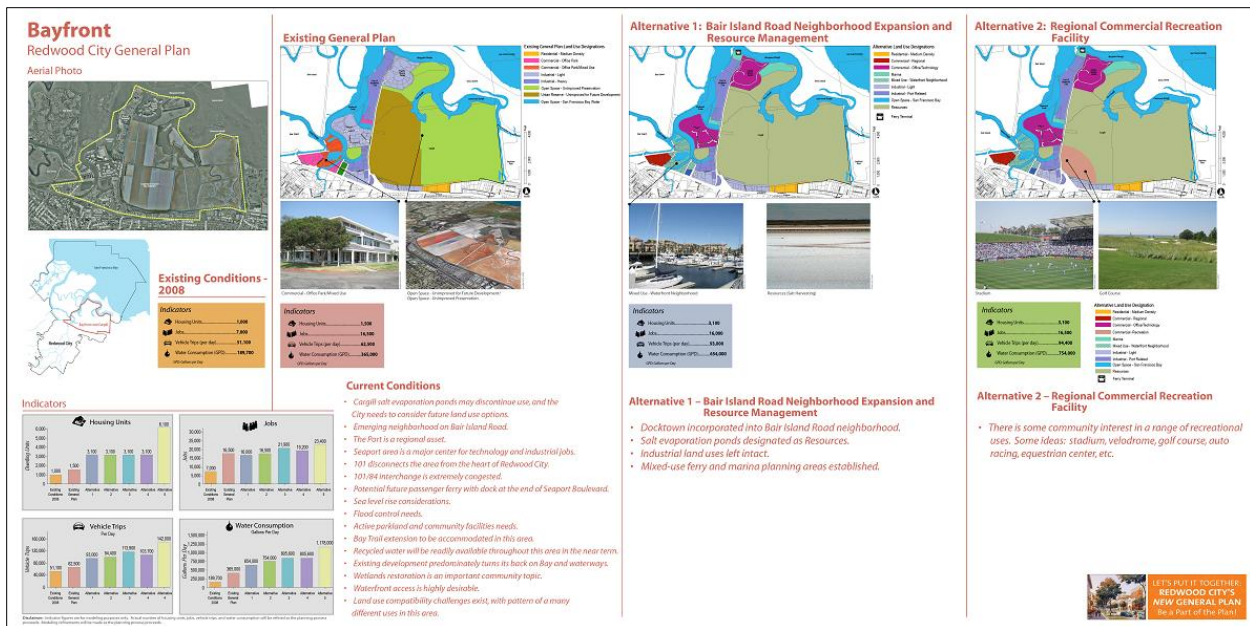
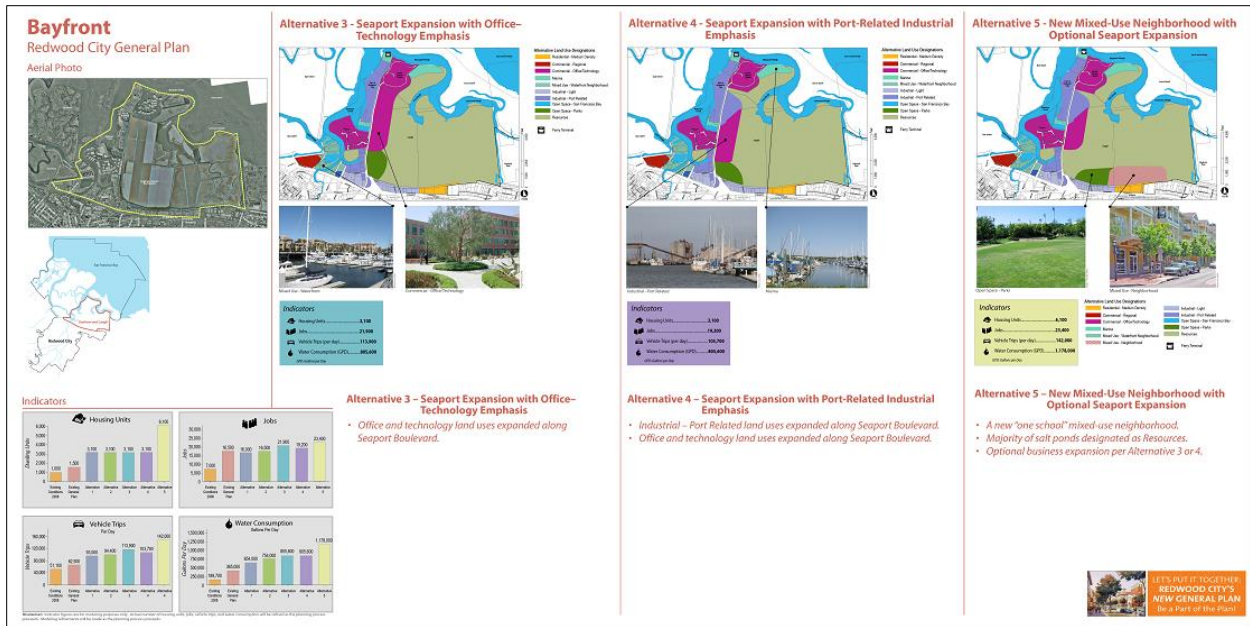


Those who preferred Alternative 1, wetland restoration or open space usually indicated that restoration efforts are essential for the local community. They advocate for the preservation of the natural environment, as much of surrounding area has already been developed. They also suggested that open space and wetlands will help with flooding, potential sea rise, and other global warming issues. There is some support for a green technology park, including solar and wind farms. On occasion, the comments indicated that while the Bayfront area should remain open space, housing and mixed-use development should occur as infill in the Downtown area, along the El Camino corridor, or along transit corridors. Of the more “environmental” alternatives, Alternative 1 appears to be preferred.

Persons who indicated a preference for Alternatives 3, 4, 5, or the 50/50 plan usually commented on the need for a balance between housing, commercial/industrial, recreation opportunities, and nature. Some called for a balance of housing types, including low density, mixed use, live/work, and high density. Some called for a mix of affordability. Of those who discussed industrial issues, some mentioned the need for water desalination, co-generation,

green technology, and building materials recycling areas. Of the three development alternatives and the 50/50 plan, Alternative 5 appears to be preferred.

Just as no clear consensus emerged regarding the development alternatives, there are a number of issues where an equal or almost equal number of comments were offered on both sides of an issue. The issues where there is no clear opinion include stadium, golf course, and ferry. Some claimed that a golf course is a needed recreation amenity, while others stated that a golf course uses too much water and chemicals. Some comments noted that the ferry may be unused and a waste of money, while others cited US 101 traffic as an indicator that it is needed. Some comments suggested that the ferry should be linked to Cal Train and/or other transit lines.



Many respondents discussed open space and recreational facilities. Comments included the need for trails (hiking, pedestrian, and bike) and playing fields. Other recreational ideas included a dog park, kayak/canoe launching area, functional marina, and a nature center. One comment suggested that the Cargill site become Redwood City's Central Park or Golden Gate Park. Another suggested that a farm such as Hidden Villa in Los Altos be planned for the Cargill site.

Docktown and other live-aboard areas, Pete's Harbor, and the Peninsula Yacht Club were mentioned to be unique, special areas within Redwood City that should be preserved and/or encouraged to thrive.

A number of comments encouraged the creation of a special, viable commercial area along the Bay. They cited places such as Granville Island in British Columbia or Portland, Oregon.

Participants expressed a variety of other concerns:

- The long-term commitment to open space, if open space is chosen. Commenter would not like to see that the open space designation/use be developed at a later time.
- If the Cargill site is developed with residential and commercial uses, the development might "take away" from Downtown.
- The City needs to resolve traffic (101/84 interchange, Woodside Road, Seaport Boulevard) and water availability issues before planning for the Cargill site.
- Explore the possibility of restored wetlands becoming part of the San Francisco Bay refuge and the south bay restoration project.



## OTHER COMMENTS

### OPEN SPACE

Wildlife biologists Jerry Roe and Patrick Kobernus spoke with several people specifically about open space issues other than the open space proposal in the Bayfront focus area. The comments generally focused on four areas: marina and ferry, creeks, access, and habitat and resources.

**Marina and Ferry.** Participants were supportive of a ferry connecting Redwood City to San Francisco. Participants were interested in increasing the number of boating slips at the port and asked if the Westport Marina will be restored to a marina.

**Creeks.** Participants were interested and supportive of creek “improvements”. Improvements include “daylighting” creeks in Downtown and other Redwood City neighborhoods, and cleaning up and restoring the creeks. However, some expressed concern that the creeks should be improved to provide for restoration and not other uses such as trails.

**Access.** Workshop participants were interested in improving access to Bair Island, including constructing wooden pathways through the wetlands to provide better pedestrian access and constructing vehicle parking at the eastern end of Whipple Road to allow hikers better access to the Island itself. Questions arose as to whether the proposed restored tidal marshes would or should be open to public access.



**Habitat and Resources.** A wide variety of comments were made regarding the nature of habitat and environmental resources. Some questioned what the existing environmental resources are. Others are concerned that habitat includes only native habitat and stressed the importance of restoring native habitat. Others were concerned with the restoration of tidal marshes. One person proposed that areas east of 101 should have all development removed (including existing) and to allow for full habitat restoration.

## POST EVENT COMMENTS

Following the September 27th event, the City received nine comments regarding questions posed at the workshop. All nine comments concentrated on the Bayfront focus area, and all endorsed some type of open space use for the Cargill site. Six of the comments stated that the Cargill site should remain in an “as-is” state. However, three of those six commenters went on to state that the site should be restored, and one mentioned including the site as part of the Don Edwards wildlife refuge. The same three commenters also mentioned that the site can be used for public recreation and flood control. The remaining three comments that did not endorse the as-is alternative stated that they support playing fields and parkland, not open space/tidal basin and restored wetlands. One comment endorsed considering the FORwC plan.

In addition to the comments regarding the Cargill site and Bayfront focus area, some of the commenters discussed other concerns. These comments included concern for traffic impacts, water allocation exceedence, school impacts, and liquefaction. One person stated

that if development should occur, it should occur as mixed-use infill development near Downtown and along public transit corridors.

## NEXT STEPS

The September 27th workshop is one of many ways the Redwood City community will inform the New General Plan process. Previous opportunities for public input included a series of smaller public meetings held during 2005-06; a large-scale public meeting with the City Council in January 2008; a series of Affinity Group meetings with various community, environmental, business, and neighborhood groups during the spring and summer of 2008; ongoing General Plan Committee meetings; and the General Plan website. In the fall and early winter 2008, General Plan team members are meeting with the various City commissions and committees to discuss the findings of technical reports and the results from this workshop, and to gain insight and direction for General Plan policy.

The City welcomes and encourages participation in this dynamic General Plan process. In addition to the outreach events, the City's website broadcasts insightful information to assist the community in shaping Redwood City's future. The public is encouraged to view the website often, and to submit comments on the New General Plan, this workshop, and other issues of importance.



This workshop summary will be part of an electronic survey posted to the City's website. The electronic survey will review the September 27th land use alternative workshop and will preview land use alternatives that have been refined and modified as a result of the workshop's participants and the board/commissions' comments and directions. While the direction for both the El Camino Real and Woodside Road focus areas appears to have consensus, additional significant work remains for the Veterans/Broadway and Bayfront areas.

Once land use alternatives and policy direction are set for the focus areas, all residential neighborhoods, and other areas within the City and the Sphere of Influence, the community will have the opportunity to respond to the proposed direction and plans. It is anticipated that this next step will occur during early 2009.