Report on Community Workshop #1: Community Vision and Planning Issues

December 2016

Prepared by
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Redwood City El Camino Real Corridor Plan

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I  Introduction

1.1  Project Overview

In 2016, Redwood City began the process of creating the Redwood City El Camino Real Corridor Plan. The El Camino Real Corridor Plan provides an exciting opportunity for community members to engage in dialogue about El Camino Real’s future and consider its potential to be transformed into a “Grand Boulevard” that supports housing, economic development, transit, walking, and bicycling. The Plan will serve as a key implementation tool to guide future development and improvements to the El Camino Real Corridor. It will establish a strong policy framework and implementation strategies to realize this vision. For more information on the El Camino Corridor Plan process, please visit: http://www.redwoodcity.org/elcaminoplan.
A variety of outreach activities are underway or have been completed, which provide community members the opportunity to share their values and priorities for the project. Thus far, the outreach has included stakeholder interviews, two Citizens Advisory Group meetings, one community workshop, and development of the El Camino Real Corridor Plan website. Concurrent with community outreach, the consultant team has prepared existing conditions reports that document the current conditions with respect to land use, public realm, transportation, and the real estate market. The team will also be preparing draft development standards, land use policies, design guidelines, and public improvement options to enhance the El Camino Real Corridor. Feedback from the community will inform this work.

1.2 Workshop Format and Organization

This report describes the process and results of the first community workshop conducted for the Redwood City El Camino Real Corridor Plan process. The workshop was held on November 16, 2016 from 7:00 to 9:00 p.m. at City Hall.

The workshop was designed to engage the attention, interest, and active involvement of a broad spectrum of Redwood City community members and provide opportunities for discussion and engagement. The workshop focused on educating the community about the project and the Study Area’s existing conditions, eliciting community members’ experiences of El Camino Real, and generating comments on key planning issues, such as how the roadway should be shared among different users and what community benefits the Plan should incentivize and/or require. This will serve as a valuable resource to guide City staff, the Planning Commission, City Council, the consultant team, and others, as design alternatives and implementation strategies are formulated.
Approximately 40 community members attended the workshop. Members of the Citizens Advisory Group and City staff also attended as observers, facilitators, and participants. The workshop organization and stations are summarized below.

**WELCOME AND BACKGROUND**

The workshop began with a welcome from Redwood City Senior Planner and Project Manager Lindy Chan. Consulting planner Sophie Martin, AICP followed with an introductory presentation on the project’s purpose and process, the existing conditions along the El Camino Corridor, and key issues and policy choices that the planning process will address. The slides from the presentation are included in Appendix A.

**WORKSHOP STATIONS**

The workshop was set up in an open house format and allowed participants to visit six different stations around the room. Workshop stations focused on attaining feedback on several key components of the El Camino Real Corridor Plan, including roadway and streetscape improvements, mobility and safety improvements, and community benefits. The six stations included:

1. Where you live and work
2. Visioning Prompts
3. Design Your Own Roadway
4. Table Top Map (Parking, Traffic, Pedestrian Improvements, and Safety)
5. Bicycle Improvements
6. Community Benefits

A member of city staff or the consultant team was stationed at each activity to help guide participants and answer any questions. The boards from each station are included in Appendix B.
1.3 Next Steps

The El Camino Real Corridor Plan team will incorporate the feedback provided in the community workshop, stakeholder interviews, and Citizens Advisory Group meetings with the research and mapping in the existing conditions reports. This will serve as the foundation for the development of policy recommendations, development standards, design guidelines and a public improvement program for the El Camino Real Corridor.

In total, the planning process is expected to be completed within 18 months, resulting in an El Camino Corridor Plan and a set of implementation strategies. Public outreach will occur throughout the planning process, giving the community ample opportunity to learn about proposals and provide input at all stages.
2 Executive Summary

The following is a summary of key themes that emerged in the first community workshop. A complete summary of the workshop’s stations and results is provided in the next section.

- There is strong support for bicycle lanes on El Camino Real. Community members indicated a desire for a protected or separated bike lanes along the entirety of El Camino Real within Redwood City.

- There is support for the removal of at least some of the on-street parking along El Camino Real.

- Bus service is an important amenity; several community members support a transit-only lane in the roadway.

- Enhancing pedestrian facilities and safety is important to many community members; the intersection of El Camino Real and Whipple Avenue is a particular area for improvement.

- Traffic and congestion is also a significant concern; the El Camino Real/Whipple Avenue intersection is particularly troublesome.

- It is important to community members that small, independent businesses remain on El Camino Real.

- Community members would like new development to provide affordable housing in the El Camino Real Corridor Plan Area. Other desirable community benefits include bicycle and pedestrian improvements, parks and recreation, streetscape improvements, and traffic demand management.

- Many community members view the El Camino Real as unattractive place to access transit and run errands.
3 Community Vision and Planning Issues

As described in the Introduction, the first community workshop involved six stations. Below, each station is described and its results are summarized. The transcribed notes and photos of each station are in Appendix C.

3.1 Station #1 – Where you live and work

At this station, attendees were asked to indicate where they lived and worked in relation to the Study Area, Redwood City, and the greater Bay Area region. Attendees were asked to use blue dots to indicate where they live and yellow dots to indicate where they work. No respondents indicated that they lived or worked in the Study Area. Ten participants lived in Redwood City and six worked in Redwood City. Three attendees lived in the greater Bay Area region and six worked in the greater Bay Area region.

No participants indicated that they lived in the Study Area, which is the region shown in dark pink.
3.2 Station #2 – Visioning Prompts

The Visioning Prompts station explored how the El Camino Real Corridor currently meets the needs of its visitors, in what ways it is lacking, and what improvements should be considered. Six visioning prompt questions were displayed on flip charts and mounted around the lobby of City Hall. Participants were asked to write their responses on post-it notes.

The questions posed to the participants are listed below, followed by a summary of common responses. Where percentages are referenced below, they refer to the percentage of workshop participants who provided the response to the specific visioning prompt question. Because in many cases participants gave multiple responses to a question, or did not fully answer a question, totals may not add up. A record of the post-it notes for each question can be found in Appendix C.

QUESTIONS

1. When I go to El Camino Real, I'm most commonly going to…

Out of the 16 responses, over a third of respondents (38 percent) indicated that they usually go to El Camino Real for transit-related purposes, such as Caltrain. Other popular answers included grocery stores (Trader Joes or Whole Foods), shopping at Sequoia Station or Target, and going to City Hall. A quarter of participants expressed that they try to avoid travelling on El Camino Real and just cross it when needed. The responses show that El Camino Real currently serves as a transit hub and a place to go grocery shopping or run errands rather than as a vibrant destination to visit for enjoyment and entertainment.

2. One word or phrase I would use to describe El Camino Real is…

Words and phrases used to describe the El Camino Real Corridor were overwhelmingly negative. Of the 16 responses, about a third of the participants indicated that El Camino Real was unattractive and unwelcoming. Many others used phrases like “congestion” or “stopped,” revealing that residents feel that El Camino Real is characterized by traffic. A few respondents also mentioned that El Camino Real was unsafe and a “hazard for cyclists and pedestrians.”

3. One aspect of El Camino Real that I like and that should stay the same is…

The majority of respondents (approximately 56 percent) wanted to retain small and local businesses on El Camino Real. Another popular aspect that participants liked and thought should stay was the bus service along El Camino Real.
4. The most important thing that should change about El Camino Real is…

The majority of responses (approximately 53 percent) were related to improving pedestrian and bicycle safety and access along El Camino Real. Many respondents expressed concern about bicycle safety and supported bike lanes that are separated from vehicular traffic. Participants also advocated for the removal of on-street parking along El Camino Real to allow for the expansion of more public transportation and to make El Camino Real more pedestrian-oriented.

“More walkable and more reasons to walk”

“Replace parallel parking with separated bike lanes”

5. My biggest concern about planning El Camino Real’s future is…

Half of the responses expressed that their biggest concern for El Camino Real’s future was prioritizing multi-modal uses along the Corridor. Many responses noted the importance of pedestrian and bicycle safety and indicated a need for more public transportation, bike lanes, and crosswalks. Other responses expressed concern about the abundance of parking as well as a need to protect small and local businesses.

“Create more mobility – bus rapid, pedestrian and bike”

“Wider sidewalks”

“More crosswalks”

“Bike lanes – not in the door zone”

6. New amenities I’d like to see along El Camino Real are…

Approximately 45 percent of respondents would like to see a more bike lanes and facilities along El Camino Real. Another popular response (approximately 36 percent) called for more pedestrian improvements such as more crosswalks and wider sidewalks throughout the El Camino Real Corridor. Other respondents called for more trees and plants to create an attractive Corridor.
3.3 Station #3 – DIY Roadway Design

The Design Your Own Roadway station provided participants with a blank cross-section of El Camino Real and various roadway component pieces. The cross-section was scaled to represent 100 feet wide (a typical width of El Camino Real through the Study Area) and the component pieces were scaled appropriately as well. The roadway components were as follows:

- Vehicular Travel Lanes (11 feet)
- Parking Lanes (8 feet)
- Center Turn Lane/Median (10 feet)
- Sidewalks (four-foot-wide increments; participants were informed that sidewalks should be at least eight feet wide on each side)
- Bus Lanes (12 feet)
- Bike Lanes (6 feet)
- Protected Bike Lane (6 feet)

Participants were asked to arrange the component pieces to illustrate their preferences regarding how El Camino Real should be re-designed and how and to what extent the roadway should prioritize and accommodate different users and modes of travel. All nine designs included bike lanes on both sides of El Camino Real. Eight out of the nine designs included at least one bus lane. Of note, only one design of the roadway included on street parking on both sides of El Camino Real and only one design included street parking on one side of the road. In the other designs, street parking was primarily replaced by bike lanes, bus lanes, and wider sidewalks. Over half of the roadway designs included sidewalks that were wider than eight feet. Another popular component six participants used in their designs was the center turn lane. Images of participant’s designs are included in Appendix C.
3.4 Station #4 – Traffic, Parking, Pedestrian Improvements, and Safety Table Top Map

The table top map activity provided two large table maps of the Study Area and showed the existing parking and pedestrian crossing conditions along El Camino Real. Participants were provided with eight types of stickers and were asked to place the stickers on the map to answer the following questions:

1. Where do you experience traffic and congestion?
2. Where can on-street parking be removed from El Camino Real?
3. If on-street parking is removed in some areas, where is it most important to add off-street parking lots or parking garages?
4. Where are new crosswalks most needed on El Camino Real?
5. Where are wider sidewalks most needed on El Camino Real?
6. Where do you feel safe?
7. Where could you feel safer?
8. Where should El Camino Real’s activity centers be located in the future?

Participants were also encouraged to leave comments on post-it notes. The results from this activity are summarized below and a full transcription of notes from the activity can be found in Appendix C.

SAFETY

Where participants experienced safety varied; there was no strong consensus. Participants indicated that they felt safe at Roosevelt Avenue and El Camino Real, Broadway and El Camino Real, on Brewster Avenue, Oak Avenue, and in front of the Franklin Apartments. There was a strong consensus that safety improvements are needed at the intersection of Whipple Avenue and El Camino Real. Two other locations where participants indicated that safety could be enhanced included in front of the Sequoia Station along Jefferson Avenue and between Northumberland Avenue and Nottingham Avenue on El Camino Real.

“Improve crossing time with signals at Whipple Ave and ECR”
PEDESTRIAN IMPROVEMENTS

Two participants indicated that they wanted to see a new or improved crosswalk at Whipple Avenue and El Camino Real. Another participant wanted to see an improved or new crosswalk at Edgewood Road and El Camino Real. One participant indicated that they wanted wider or improved sidewalks at Maple and Lathrop Street.

A few participants wrote post-it note comments indicating a need to enhance the safety of pedestrian facilities. The comments called for safer crosswalks with lights, providing longer times for pedestrians to cross El Camino Real, and a pedestrian overpass or underpass at Whipple Avenue.

TRAFFIC

There was a strong consensus from participants that the Whipple Avenue and El Camino Real intersection had the most traffic and congestion (12 stickers). Participants also indicated that this intersection needed safety improvements and new or improved crosswalks. Two participants also indicated that there is congestion at the El Camino Real and Maple Street intersection. Post-it note comments reflected these results and expressed a need for a transit-only lane through the Downtown segment of El Camino Real.

PARKING

There was no strong consensus as to where participants wanted parking removed. One participant wanted to remove parking at the intersection of Winklebleck Street and El Camino Real, and another participant wanted parking removed along El Camino Real in front of Sequoia Station. Post-it note comments indicated that one respondent did not want on-street parking on El Camino Real, and that one respondent wanted businesses to share parking.

Locations for additional parking also varied. One participant indicated the need for more parking at the Franklin Apartments, another participant wanted to see more parking on El Camino Real near Lincoln Avenue and
Beech Street, and a third participant wanted to see more parking behind Sequoia Station near Caltrain. One post-it note comment stated that there is no handicapped parking at Franklin Apartments for customers of the ground-floor retail businesses.

### 3.5 Station #5 – Bicycle Improvements

The bicycle improvement board outlined different types of bike lanes (Classes I through IV) and displayed a map of the Study Area where El Camino Real was split into three segments: north of Downtown, through Downtown, and south of Downtown. Participants were asked to indicate which type of bike lane, if any, they would like to see through each segment. Participants were also able to write-in on a post-it if they would like to see a bike lane on an alternative route to El Camino Real. Highlights and results are summarized below and a full transcription of notes and photos of the Bicycle Improvements board are located in Appendix C.

Most participants voted consistently for a protected bike lane (Class IV) in all three segments of El Camino Real (5 votes each). The next most popular bike facility was striped bike lane on the roadway (Class II) in all three segments of El Camino Real (3 votes each). For the Class II bike lane, two participants commented that they would want the bike lane out of the door zone of parked cars. Two participants expressed that good alternative routes would be adjacent to the Caltrain tracks or along Old County/Middlefield Road.
3.6 Station #6 – Community Benefits

The community benefits station provided information on community benefits programs, outlined the existing community benefits programs in Redwood City, and listed community benefits that the El Camino Real Corridor Plan could potentially require or incentivize. Participants were asked to indicate which community benefits they would like to see new development provide in the El Camino Real Corridor Plan Area. Each participant was given three stickers to indicate their priorities and were also encouraged to write comments and ideas on post-it notes. A summary of highlights and results is written below and a write-up of the full notes and comments are included in Appendix C.

The Affordable Housing category received the most stickers (8) from participants. Post-it note comments left in this section expressed that participants want new developments to designate units to affordable housing, provide protection for renters, and provide more affordable housing.

The Bike and Pedestrian Improvements category received seven stickers. The Parks and Recreation category received six stickers. Streetscape Improvements received five stickers, and participants commented that they were in favor of trees and parklets. The Traffic Demand Management category also received five stickers, and participants expressed that they wanted to limit parking along El Camino Real. The Shuttles and Transit category received two stickers. Post-it note comments expressed that participants want an east/west shuttle to Caltrain and a Bus Rapid Transit system along El Camino Real.

Categories that received one or no stickers included Community Project fund, Façade Improvement Program, Community Facilities, Child Care, and Family-Friendly Design.
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Appendix A: Workshop Power Point Presentation
Community Workshop #1
November 16, 2016

Welcome!

• Project Overview
• Key Issues
• Hearing from You: Tonight’s Workshop
• Next Steps

What is a Corridor Plan?

A comprehensive, cohesive document to guide future development and improvements to the El Camino Real Corridor in Redwood City

Key Components:
• Roadway and streetscape improvements to improve mobility, safety, and aesthetics
• Consolidated zoning, development standards, design guidelines to better guide new development
• Community benefits

Project Overview
Why is a Corridor Plan Needed?

- **Prominence:** El Camino Real is a major transportation corridor that serves and connects Redwood City and the Bay Area Peninsula.

- **Issues:** El Camino Real is an auto-oriented roadway. It has limited transit service, and it is not designed for pedestrians and bicyclists.

- **The Vision for the El Camino Real Corridor:**
  - The Redwood City General Plan outlines a vision to transform El Camino Real into a “Grand Boulevard” that supports walking, transit, bicycling, and economic development.
  - This vision is aligned with the one adopted by the Grand Boulevard Initiative, a collaboration of 19 cities and 2 counties with jurisdiction over El Camino Real.

How will a Corridor Plan Benefit the Community?

- Consolidate the recently rezoned section of the Corridor (MUC-ECR, MUN, MULW, DTPP) into a cohesive plan
  - The plan will not increase existing height limits or allowable densities/intensities

How will a Corridor Plan Benefit the Community? (Cont’d)

- Develop strategies to address current development challenges and promote economic development
- Improve the Corridor’s relationship with the Caltrain station, Downtown, and surrounding residential neighborhoods
### How will a Corridor Plan Benefit the Community? (Cont’d)

- Improve the streetscape to promote walking, transit, bicycling, and economic development
- Incorporate community benefits, such as strategies for affordable housing, transitions from the Corridor to the neighborhoods, and improvements to the public realm

### What will the Planning Process Entail?

- Community Engagement
  - Web Presence
  - Citizens Advisory Committee (CAG)
  - Stakeholder Interviews
  - Community Workshops
  - Online Survey
  - Public Hearings

- Data gathering and technical analysis
  - Land use, development, zoning existing conditions analysis
  - Streetscape analysis
  - Roadway, traffic, and transportation conditions analysis
    - Transit operations
    - Parking conditions
    - Vehicle traffic data
    - Bicycle facilities
  - Real estate market study and economic analysis
  - Development feasibility analysis
  - Infrastructure financing strategy
What will the Planning Process Entail?

- Reviewing Potential Development Standards and Street Design Options
  - Land Use
  - Development Standards
  - Conceptual urban design and streetscape options
  - Potential roadway improvement options

What will the Planning Process Entail?

- Draft Corridor Plan
  - Background, Issues, Goals
  - Land Use Policies
  - Zoning Ordinance Amendments
    - Development Standards
    - Design Guidelines
  - Roadway and Streetscape Improvement Policy Recommendations
  - Economics and Community Benefits

Schedule

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<td>- Develop and Review Potential Standards and Street Design Options</td>
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Key Issues
Sharing Space on the Roadway

- The El Camino Real roadway has two purposes:
  1. Regional thoroughfare
  2. Road to access local homes, businesses, and destinations
- There is limited space to accommodate different uses and priorities
  - Vehicle travel
  - Street Parking
  - Bicycles
  - Pedestrians
  - Transit

Traffic
- 10 of the Corridor’s 37 intersections were analyzed
  - While they experience congestion, most function acceptably per Redwood City policy, with peak hour level of service (LOS) ranging from A to D
  - Some queuing for turning movements exceeds capacity
- El Camino Real/Hazel Street/Laurel Street (Woodside Road interchange) saw greater levels of traffic and vehicle queuing during peak hours
  - Here, peak hour LOS was at F
- Many community members have expressed concerns about traffic

Parking
- Space for ~270 vehicles to parallel park (2-hour limit) on El Camino Real
- Parking survey showed that parking spaces on El Camino were somewhat underutilized
  - Occupancy ranging from 60%-75% (85% considered optimal)
- Parking is also available on side streets and in off-street parking lots
  - Parking on side streets used slightly more than parking on El Camino Real
- Street parking is important to businesses, particularly those located further from Downtown, and those that don’t have their own parking lots

Public Transit
- Caltrain Station is located to the east of El Camino Real
  - Highly utilized, 8th-busiest station in the system
- SamTrans provides bus service with 19 stops along El Camino Real, and greater frequency during peak hours
  - Further research is needed on transit utilization/ridership data
- Community members have expressed that bus service is infrequent and a less attractive mode of travel
Sharing Space on the Roadway

Bicycles

- The only bike facilities on the El Camino Real roadway is a short Class III bike route, designated with sharrows, between Broadway and Brewster Avenue.
- Bike use is limited along El Camino Real –
  - May highlight the limited bike infrastructure rather than lack of interest
- Cyclists have advocated for a bike lane along El Camino Real.

Questions to consider:

- How should the limited space be shared?
- What are the tradeoffs?

El Camino Real – Current Conditions

El Camino Real – Bus Lane

El Camino Real – Protected Bike Lanes
Making El Camino Safer and More Pleasant

- El Camino Real restricts peoples’ movement
- It’s not easy to cross or particularly attractive to walk along
  - Very long distances between marked/signaled crossings (almost a quarter mile in some places!)
  - Wide roadway is difficult to cross in one light cycle

Making El Camino Safer and More Pleasant

- Auto-oriented roadway
  - Fast vehicle speeds
  - Many driveways interrupt sidewalks
  - Narrow sidewalks with obstructions
  - Highway-style lighting; few trees

Making El Camino Safer and More Pleasant

Woodside Road Interchange

- The Woodside Road overpass creates a barrier between the Corridor’s northern and southern segments:
  - Sidewalks under the overpass are narrow
  - Lanes are overly wide without designated bicycle accommodation
  - Sidewalk lighting is minimal
  - Feels unsafe and looks unattractive

Making El Camino Safer and More Pleasant

Collisions

- The calculated intersection collision rates of many intersections are higher than the statewide average for similar facilities
- The planning process may consider safety improvements in other key locations:
  - Intersections where different user groups (e.g., buses, pedestrians, bicyclists) interact a lot
  - Heavily-utilized pedestrian crossings
Making El Camino Safer and More Pleasant

• Questions to consider:
  – Where are the highest priority areas for safety improvements?
  – What are tradeoffs – should a portion of the travel lanes be given to improve pedestrian safety?
  – What could be done to make the street environment look and feel more pleasant?

Potential New Development

• Current development pattern
  – Mostly low-rise (1-2 stories)
  – Mostly retail/commercial, with some office and housing
  – Very little public open space
  – Many buildings are set back far from the sidewalk, with large parking lots in front

Potential New Development

• Questions to consider:
  – If new development were to occur, what type is most desirable? Think about –
    • Uses (for example, housing, retail, office, etc.)
    • Design
    • Integration/interface with adjacent neighborhoods
  – How should parking be managed?
  – Where should activity be concentrated?
    • Spread out evenly along the Corridor
    • Concentrated near Downtown
    • In a series of small centers

Benefiting the Community

• The planning process will:
  – Identify and advance initiatives to retain small businesses
  – Help individuals of a wide range of incomes afford to live in the area
  – Determine strategic locations for public spaces and potential funding sources
  – Ensure that the Redwood City community at large stands to benefit from new development on the El Camino Real Corridor
Benefiting the Community

- Questions to consider:
  - What community benefits should development under the Plan provide? Some ideas include...
    - Affordable housing
    - Public open space/community space
    - Small business assistance
    - Shared parking
  - What is the right balance between incentives and requirements?

Purpose and Objectives

- This plan is only valuable if it reflects your ideas and responds to your concerns
- Options and concepts that we develop and test out will be based on your input
- This workshop is only one of many opportunities to share your thoughts and give feedback
  - Advisory Group meetings
  - Planning Commission/City Council check-ins
  - Online survey
  - Follow-up workshops
  - Website

Hearing from You

TONIGHT’S WORKSHOP

This Evening

- Please visit all “stations”
  - Where you live and work
  - How you use El Camino Real today
  - DIY Roadway Design
  - Safety Improvements and Activity Centers
  - Bicycle Options
  - Traffic and Parking
  - Community Benefits
This Evening

• Ask questions
• Learn from the planning team and from your neighbors
• Provide any additional feedback on comment cards
• Have fun!

Next Steps

• Planning Commission and City Council Review Sessions: Winter 2016/17
• CAG Meeting #3: January 2017
  – Develop potential options based on expressed priorities

Visit www.redwoodcity.org/elcaminoplan for information and updates!
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Appendix B: Workshop Boards
In this open workshop, we encourage you to:

**VISIT ALL STATIONS!**

— Learn about the project’s focus and important topics this project will address.

**SHARE YOUR THOUGHTS!**

— Leave your comments and votes on the activity boards.

**ASK QUESTIONS!**

— City staff and members of the planning team will be walking around and available at any time.

**CAN’T STAY FOR THE WORKSHOP?**

Visit [www.redwoodcity.org/elcaminoplan](http://www.redwoodcity.org/elcaminoplan) for more information and to share your feedback!
Project Background

About the Project

El Camino Real is a state highway and major transportation corridor serving Redwood City and the Bay Area Peninsula. Through the years, it has developed into a roadway that is oriented to automobiles rather than to pedestrians, bicyclists, and transit riders. Redwood City is beginning a process to create a Corridor Plan for El Camino Real that will improve safety, mobility, economic development, and connections to Downtown and nearby neighborhoods.

The El Camino Real Corridor Plan will reexamine the policies and standards for the portion of the El Camino Real Corridor within Redwood City’s jurisdiction. In doing so, the Plan will help transform the Corridor into a “grand boulevard” that links neighborhoods and Downtown and is a destination itself. The Plan will achieve this by including urban design standards to ensure that new development is high quality, a plan for street improvements to make the Corridor more pleasant to walk along and safer to cross, and policies that support small businesses and a range of housing choices along the Corridor, as well as other elements. The Plan will not increase height limits or building densities/intensities beyond what is currently allowed in the zoning ordinance.

Project Objectives

The ultimate goal for this project is to produce an El Camino Real Corridor Plan to consolidate existing zoning districts, land uses and adopted plans into one cohesive document for the Corridor in Redwood City. Specific objectives for the project are:

- Consolidate recently re-zoned sections of the Corridor into a cohesive plan
- Develop strategies to address current development challenges, such as small, narrow, and shallow lots that have different owners
- Improve the Corridor’s relationship with the Caltrain station, downtown core (Downtown Precise Plan area), and surrounding neighborhoods
- Improve the streetscape to promote walking, transit, bicycling, and economic development
- Incorporate community benefits, such as strategies for affordable housing, transitions from the Corridor to the adjacent residential neighborhoods, and vibrant streetscapes
- Create a friendlier place for the people who live and work here: parents, kids, commuters, homeowners, and local businesses
- Provide a comprehensive business retention and development strategy, focusing on small businesses
- Identify financing mechanism and phasing recommendations to implement public improvements

Timeline

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| Fall 2016   |                   |
| Stakeholder Interviews | CAG #2 |
| Community Workshops #1 | #2 |

| Winter 2016 |                   |
| Planning Commission & City Council Study Sessions | CAG #3 |
| Online Survey | CAG #4 |

| Spring 2017 |                   |
| CAG Workshops #3 | #4 |

| Summer 2017 |                   |
| CAG #6      | Public Hearings: Planning Commission & City Council |

<table>
<thead>
<tr>
<th>Technical Work</th>
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<tr>
<td>Data Gathering and Technical Analysis</td>
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<tr>
<td>Develop and Review Potential Standards and Street Design Options</td>
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<td>Drafting Corridor Plan</td>
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Visit the Project Website
WWW.REDWOODCITY.ORG/ELCAMINOPLAN
WHERE DO YOU LIVE?
WHERE DO YOU WORK?

Please place a blue dot where you live and a yellow dot where you work. If where you live or work is not shown on the map, please write down the location on a post-it note.
For Cars
- Vehicular Travel Lanes
- Parking Lanes
- Center Turn Lane

For Pedestrians
- Sidewalks (must be a minimum of 8 feet wide on El Camino Real)
- Medians

For Transit
- Bus Lanes

For Bikes
- Bike Lane
- Protected Bike Lane

When you’ve finished creating your El Camino Real roadway… snap a photo of it to share your idea with us!
El Camino Real

100' wide
DIY Roadway Design Components
**Sticker Exercise: Traffic & Parking**

**Q1:** Where do you experience traffic and congestion?

- Indicate where on the map using the “traffic and congestion” sticker.

**Q2:** Can on-street parking be removed from El Camino Real?

- Indicate where you think on-street parking could be removed using the “no parking” sticker.

**Q3:** If on-street parking is removed in some areas, where is it most important to add off-street parking lots or parking garages?

- Use the “parking” sticker to indicate on the map where the addition of new parking spots is the highest priority.

A survey showed that the approximately 300 existing on-street parking spots on El Camino Real are underutilized. Do you think that some of these parking spots can be removed to make way for other things – like a bike lane, wider sidewalks, or a traffic lane?

Please share your thoughts on a post-it note and leave it here!
Sticker Exercise: Pedestrian Improvements, Enhancing Safety, and Locating Potential Hubs of Activity

Pedestrian Improvements
Where are new crosswalks most needed on El Camino Real?
Where are wider sidewalks most needed on El Camino Real?

Enhancing Safety
Where do you feel safe?
Place “green dot” stickers on the map to show places where you feel safe along El Camino Real.

Where could you feel safer?
Place “red dot” stickers on any location on the map where improvements could be made to make you feel safer.

What could be done to make you feel safer along El Camino Real? Share your thoughts on a post-it note and leave it here!

Activity Centers
Where should El Camino Real’s activity centers be located in the future?
Place “blue dot” stickers on the map where you think potential activity centers can be.

Where should the activity centers on El Camino Real be? Share your thoughts on a post-it note and leave it here!

Redwood City’s portion of El Camino Real is 2.5 miles long. It is likely that some portions of it will grow into hubs of activity – with shops, restaurants, and entertainment options – while others will remain less bustling.

What could be done to make you feel safer along El Camino Real? Share your thoughts on a post-it note and leave it here!
BIKE IMPROVEMENTS

Share your Ideas!
What kind of bike lanes would you like to see on El Camino Real? On which segments? Do you think bike lanes should be located on alternative routes? Please place tally marks below to show where and what types of bike lanes you’d like to see.

Bike Facilities

Bikeway Classifications

Bicycle routes are classified in four different categories:

- **Class I bike paths** are shared with pedestrians and separated from the road.
- **Class II bike lanes** are striped lanes on the road.
- **Class III bicycle routes** provide signs and markings on the road and share lanes with cars and trucks.
- **Class IV bicycle facilities or cycle tracks** are protected bikeways that are exclusively for bicyclists and separated from vehicle traffic.

Class I Bike Path, Existing

El Camino Real North of Downtown

El Camino Real through Downtown

El Camino Real South of Downtown

Alternative Route (not El Camino Real)

(note your preferred route on a post-it note)
COMMUNITY BENEFITS

What Are Community Benefits Programs?
Community Benefits programs are a means by which new development is given incentives or concessions (bonuses) in exchange for providing support for community goals. Bonus programs offer the opportunity for a city to achieve desirable public benefits/amenities that exceed those available from existing programs and requirements.

**Bonus.** In most cases, developers are offered a “bonus” in terms of additional building height or building floor area, or other modifications to requirements, such as reduced parking or building setbacks.

**Benefits.** Examples of benefits include affordable housing, parks and open space, public improvements, public art, cultural facilities, and other amenities.

Does a Community Benefits Program already exist in Redwood City?
Yes. Redwood City has an existing community benefits program.

- **Public Art:** New commercial development projects over 50,000 square feet are required to provide publicly visible art on-site, or make a contribution to the Art in Public Places Fund, that is equal in value to at least 1% of the project’s construction valuation.
- **Affordable Housing Impact Fee:** New residential and commercial development that meets the minimum size requirement is required to pay a fee that goes toward providing affordable housing.
- **Parks Impact Fee:** New residential development is required to pay a fee into the Parks Impact Fund.
- **School Impact Fee:** Projects adding 500 square feet or more of living space must pay a fee.
- **Transportation Impact Fee:** New development must pay for its proportionate share of the costs of citywide transportation improvements necessitated in whole or in part by the new development.
- **Downtown Parking In-Lieu Fee:** Projects in Downtown may apply to pay a fee rather than provide all the required parking on-site.

What types of benefits - above and beyond what is already required or incentivized in Redwood City - would you like to see new development provide in the El Camino Real Corridor Plan Area?

Please indicate your priorities with a $ sticker and write your comments and ideas on post-it notes.

### HOUSING

**Affordable Housing**

**Existing Program:**
- Density bonus available under State law
- Affordable Housing Impact Fee is required of new residential and commercial development of a certain size. Fees collected goes toward providing affordable housing

**Potential Program:**
Provision of affordable housing beyond that required by density bonus program or mandatory inclusionary program

**Family-Friendly Design**

**Existing Program:**
- None

**Potential Program:**
Inclusion of three or four bedroom units for new housing developments in the El Camino Real Corridor Plan Area

### CHILDREN

**Child Care**

**Existing Program:**
- State density bonus program
- Floor area exemption in the Commercial Park District

**Potential Program:**
- Provision of child care facilities beyond that required by density bonus program
- Extending floor area exemption to the El Camino Real Corridor Plan Plan Area
 COMMUNITY BENEFITS

What types of benefits - above and beyond what is already required or incentivized in Redwood City - would you like to see new development provide in the El Camino Real Corridor Plan Area?

Please indicate your priorities with a $ sticker and write your comments and ideas on post-it notes.

PARKS AND RECREATION

Parks/Open Space

Existing Program:
- Parks Impact Fee

Potential Program:
- Extend current requirements to non-residential development
- Include specific elements as part of the El Camino Real Corridor Plan
- Provide publicly accessible open space on site of development projects

COMMUNITY IDENTITY

“Community Project” Fund

Existing Program:
- None

Potential Program:
- Funds to support community projects in the El Camino Real Corridor Plan Area

Façade Improvement Program

Existing Program:
- None

Potential Program:
- Funds for Façade Improvement Program to improve existing businesses along El Camino Real

MOBILITY

Traffic Demand Management

Existing Program:
- Imposed on case-by-case basis to mitigate environmental impacts

Potential Program:
- Many TDM items could be required by ordinance
- Community Benefits program could address items that are not part of an ordinance, such as seed money for Transportation Management Agency

Shuttles and Transit

Funding for Additional Shuttles and Transit Service

Existing Program:
- Imposed on case-by-case basis to mitigate environmental impacts

Potential Program:
- Funding for service along El Camino Real

Bike and Pedestrian Improvements

Existing Program:
- Transportation Impact Fee

Potential Program:
- Improvements along El Camino Real, beyond those covered by impact fees

Streetscape Improvements

Existing Program:
- Imposed on case-by-case basis as condition of project approval or in areas with assessment districts

Potential Program:
- Landscaping, street trees, and other improvements to El Camino Real Corridor Plan Area
Appendix C: Workshop Notes and Photos of Activity Results

Where you live and work photos
Visioning Prompt Notes

THE MOST IMPORTANT THING THAT SHOULD CHANGE ABOUT EL CAMINO REAL IS...

• Bike lanes and pedestrian access
• Caltrans keeps control and it stays labeled as a highway for complete streets vision, ECR should not be thought as a freeway alt.
• Get rid of adult bookstore and hanky panky
• Remove on street parking
• Safety
• Remove street parking expand buses
• Pedestrian friendly access to Downtown
• Protect bike lanes
• Don’t have any parking other than where the small businesses are
• Bike lanes and not in the door zone
• Look at work with Samtrans to find where density nodes should be – housing/office/retail – be informed by the Belize? Reports too
• Ugly, cluttered signage
• Pedestrian orientation – walkable, trees, benches, etc
• More walkable and more reasons to walk
• People not cars
• Whipple ave train overpass
• Replace parallel parking with separated bike lanes
• Improve crossing time with signals
• Provide access and safe use for non-motorized human transit

ONE ASPECT OF EL CAMINO REAL THAT I LIKE AND THAT SHOULD STAY THE SAME IS...

• Agree with small businesses; would like balance and expanded buses
• Small businesses
• Bus service
• The ECR buses
• Trees, however few
• Interesting old buildings on small lots, owned by individuals, not corporations
• Local Businesses
• Small business

WHEN I GO TO EL CAMINO REAL, I’M MOST COMMONLY GOING TO...
• Menlo Park
• Caltrain
• San Carlos, Sequoia Station, Trader Joes
• Actually, I avoid ECR. I use sidestreets, but that is a function of where I live where I occasionally go
• Caltrain/Crossing to Downtown
• Generally avoid go south to TJs; cross to City Hall or Library
• Therapy for dealing with how unsafe and congested the Grand Boulevard is
• Target
• Caltrain, Whole Foods, Menlo park
• Sequoia Station and Whole Foods
• Cross it to go to City Hall, Theater
• Downtown
• Shop at Target
• Transit center and everywhere – 95% of trips I make are on El Camino at some point (as pedestrian and transit rider)
• Caltrain, whole foods, meetings at City Hall (otherwise – I avoid ECR its too unpleasant)
• Going…Across

MY BIGGEST CONCERN BOUT PLANNING EL CAMINO REAL’S FUTURE IS ...
• Concern that parked cars mean either no bike lanes or unsafe ones (in the “door zone”)
• Prioritizing pedestrian and bike safety
• Hope of protect Bike Lanes
• Small changes that functionally change little to nothing
• Create more mobility – bus rapid, pedestrian and bike
• Potential for making ECR to Car-centric need to actively involve complete streets committee
• Promoting Local B 12
• Hopefully demolish hanky panky
• Too much parking, not enough money for transit. 2. Losing character of some interesting buildings
• Protecting Mom and Pop businesses
• The need to look at herds of people to not be car centric, instead preferring public transit and cycling
• Improve longer times for cross walks on El Camino
• Analyze mobility of millennials to inform ECR’s future
• Not too tall buildings! 1-2 stories
• Plan is short sited. Building a subway now if you continue to develop massive projects from SJ to SF
• Continuity with adjacent communities

NEW AMENITIES I’D LIKE TO SEE ALONG EL CAMINO REAL ARE…

• Trees!
• More crosswalks
• Bike parking stations
• Parklets
• Whipple Ave train over pass
• Bike lanes (not in the “door zone”)
• Bike lanes and transit
• Wider sidewalks
• Bike lanes
• Greenery – plants
• Bike lanes and more crosswalks
• Green space to enjoy our weather
• Bike lanes and wider sidewalks – wider sidewalks could compensate for the loss of on street parking
• Trees, center island and on sidewalks
• Safe biking SF to SJ
• More crosswalks
• Trees
• No parking but provide parking lots with time limits
• Protected bike lanes
• Benches
• Trees
• More up-front retail (against the sidewalk)

**ONE WORD OR PHRASE I WOULD USE TO DESCRIBE EL CAMINO REAL IS…**

• Not attractive
• Ugly
• Unwelcoming
• Ugly
• Sprawl
• Unsafe
• Potential
• Suburban
• Hodge Podge
• Stopped!
• Congestion
• The peninsula’s grand traffic jam
• Messed up
• Sparse
• Hazard for cyclists and pedestrians
• Depressing
DIY Roadway Design Photos
### Table Map Notes and Photos

#### TRAFFIC AND PARKING

**Stickers**

People felt that safety could be improved at the following intersections:

- Edgewood Ave and ECR
- Whipple Ave and ECR
- Broadway and ECR
- James Ave and ECR
- Jefferson and ECR
- Main Street and Caltrain Tracks
- Main Street/ECR/Redwood Ave
- In front of Target
- Nottingham Ave and ECR

People felt safe at the following intersections:

- Roosevelt Ave and ECR
- In front of the Franklin Street Apartments on ECR
- Broadway and ECR

People wanted to remove parking:

- Winklebleck St and ECR
- ECR near Jefferson Ave

People wanted additional parking:

- In front of the Franklin Apartments
- On ECR near Lincoln Ave and Beech St

**Comments**

- In General, respondents indicated that Whipple Ave was heavily congested with traffic (12 stickers)
- No parking on ECR BUT timed parking lots created around
- Make sure –work zoning less restrictive those areas
- Whipple undercrossing at RR
• Need train overpass on Whipple, like they have at San Carlos, Belmont. Traffic is constant congestive all day long.

PEDESTRIAN CROSSINGS/SAFETY/ACTIVITY CENTERS

Stickers

People felt that safety improvements are needed at the Whipple Ave intersection, around the Sequoia Station, and along Jefferson Avenue and along El Camino Real between Northumberland Ave and Nottingham Ave.

One participant wanted to see an improved or new crosswalk at Edgewood Road and El Camino Real. One participants wanted to see an improved or new crosswalk at Whipple Avenue and El Camino Real.

Participants felt safe on Brewster Ave just west of El Camino Real and on Oak Ave just west of El Camino Real.

Comments

• Where I take the ECR bus in the mornings going north, there is a lot of traffic at Whipple with people trying to get towards 101. Once we get past Whipple, traffic diminishes almost completely. Having a bus or transit only lane through the “downtown” segment of El Camino particularly leading up to Whipple would save 5-10 minutes of bus travel in the mornings.

• Crosswalk not lit near target

• No handicapped parking at Franklin for merchants (customers)

• I’m going to avoid ECR and most of its businesses until I can get there by (safe) bicycling: bike lanes without parked cars.

• Businesses should share parking when they don’t use it at the same time

• Improve crossing time with signals at Whipple Ave and ECR

• Safer crosswalk with lights flashing amber at Edgewood Road and ECR

• Lighting for the crosswalk and a signal for crossing between Northumberland Ave and Nottingham Ave.
Community Benefits Notes and Photos

Housing

- Affordable housing: $8
  - New developments must designate so many units to affordable housing, fee as well and public parking
  - Renter’s protections
  - Community benefits of affordable housing needs to be in addition to impact fees
  - Affordable housing at lower levels of affordability
  - Can you require building affordable units all along ECR?

- Family-friendly design: $1

Children

- Child care: $0

Parks and Recreation

- Parks/Open Space: $6

Community Identity

- “Community Project” Fund: $1
- Façade Improvement Program: $1
- Community Facilities $0

Mobility

- Traffic Demand Management: $5
  - limit parking
  - don’t use El Camino for storing cars/parking
- Shuttles and Transit: $2
  - East/west “last mile”
  - If BRT can be done, consider self-driving shuttles to share the dedicated roadway
  - East/West shuttle to Caltrain at commute hours
- Bike and Pedestrian Improvements: $7
- Streetscape Improvements: $5
  - In favor of trees, parklets specifically
Redwood City El Camino Real Corridor Plan

COMMUNITY BENEFITS

What Are Community Benefits Programs?

Community benefits programs are a way for the city to ensure that new development provides benefits to the community. These programs often require developers to set aside a portion of their development to provide benefits, such as affordable housing, open space, or infrastructure.

Does a Community Benefits Program already exist in Redwood City?

Yes, Redwood City has a Community Benefits Program:

- **Affordable Housing Impact Fee:** A fee paid by developers to provide affordable housing units in new developments.
- **Safeguarding and Open Space:** Require developers to set aside a portion of their development for open space.
- **Other Benefits:** Include traffic mitigation, public art, and infrastructure improvements.

CHILDREN

- **Child Care:** Requires a certain number of child care facilities.
- **School Construction:** Requires the construction of new schools.
- **Community Facilities:** Requires the provision of community facilities.

COMMUNITY IDENTITY

- **“Community Project” Fund:** Funded by contributions from new development.
- **Facade Improvement Program:** Improves the appearance of businesses along El Camino Real.

MOBILITY

- **Traffic Demand Management:** Requires the provision of transportation improvements.
- **Street Improvements:** Improves existing streets and adds new ones.

Please include your questions on the Comments and Concerns form.
Bike Improvements Notes and Photos

<table>
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<tr>
<th>Class</th>
<th>Notes</th>
<th>El Camino Real North of Downtown</th>
<th>El Camino Real through Downtown</th>
<th>El Camino Real South of Downtown</th>
<th>Alternative Route (not El Camino Real)</th>
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<td>Class I</td>
<td>Shared with pedestrians and separated from the road</td>
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<td>Class I bike lane along Caltrain route</td>
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<td>Class I bike lane along Old County/Middlefield Road</td>
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<td>Out of the “door zone”</td>
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<td>Out of the “door zone”</td>
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<td></td>
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<td></td>
<td>ECR has potential as a good bike route because it is direct. Unfortunately, alternatives are not direct. Indirect route is hard to use!</td>
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