

**Community Development  
Department**

Planning Division  
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***El Camino Real Corridor Plan  
Citizens Advisory Group***

Kevin Bondonno (Chair)  
Marc Manuel (Vice Chair)  
Roger Buckhout  
Erin Callaghan  
Stacy Huisman  
Brian Jaffe  
Stephanie Kolkka  
Alma Montalvo  
Elliot Rivas  
Muhammad Safdari

**November 10, 2016  
Meeting Summary**

**7:00PM  
City Council Chambers**

**PRESENT:** Chair Bondonno, Members Buckhout, Callaghan, Huisman, Jaffe, Kolkka, Montalvo, Rivas, Safdari

**ABSENT:** Vice Chair Manuel

**STAFF:** Planning Manager Steven Turner; Lindy Chan; Diana O'Dell; Apollo Rojas

**ORAL COMMUNICATIONS:** None

**NEW ITEMS:**

**Introductions**

Citizens Advisory Group (CAG) member roll call.

**Staff Presentation - Lindy Chan**

Ms. Chan gave a presentation with an introduction of staff and overview of project timeline. The CAG discussion would be setup to address four key questions which will help to prioritize the Committee's concerns based on the existing conditions data. This will in turn be used to help us develop potential options for our next CAG meeting.

**Consultant Presentation – Sophie Martin**

Sophie Martin of Dyett & Bhatia gave a presentation. She summarized the work done to date, including the stakeholder interview results (see [Stakeholder Interview Report](#)) and the existing conditions reports ([Executive Summary](#), "[Land Use, Streetscape, and Public Realm](#)", "[Real Estate Market](#)", and "[Transportation](#)"). She highlighted data from these reports and posed key considerations, including traffic, on-street parking, public transit, pedestrian crossings and safety, bicycle facilities, land use and design, and community benefits (see [PowerPoint presentation](#)). She concluded with four guiding questions to be discussed by the CAG.

**CAG DISCUSSION:**

**Q1: How should the El Camino Real roadway be shared among cars, pedestrians, bicyclists, and public transit?**

The committee discussed making the most efficient use of the existing right of way by moving people, particularly transportation modes such as walking, cycling and transit. Removing on-street parking and replacing the spaces somewhere else was also considered. The group was surprised that the total number of on-street parking spaces is only 270, many of which are underutilized. It discussed the similarities and differences of Downtown parking from that on El Camino Real and why the on-street parking may be underutilized. Potential reasons could include that people are uncomfortable parallel parking on a busy street, the challenges of circulating back if you miss a parking space, the inconsistency of where parking is provided, and the speed of traffic. People often prefer parking in centers where you can pull into a parking lot and look for parking at your leisure. Clustered retail in activity centers may help to locate off-street public parking. To encourage walking, the pathway must be pleasant and safe. The committee discussed how traffic speed, noise, trees, lighting, and wider sidewalks affects the pedestrian experience. Bicycle lane placement was also considered and the possibility of a “bike boulevard” down the center of the median. There was a request for some additional data on transit usage along El Camino. To maintain the flow of traffic, the group discouraged creating any bottlenecks.

**Q2: How can El Camino Real be more safe and pleasant street, particularly to walk along and across?**

The group suggested a number of improvements including safe crosswalks, more trees, improved lighting, signage guidelines, street cleaning, and streetscape amenities placed to allow safe and adequate passage. Consideration for prioritizing intersections and making quasi-public spaces more inviting, such as the open space at Sequoia High School, was recommended.

**Q3: What types of new development should be built along El Camino Real, and what should it look like?**

The group recommended housing, especially affordable housing, along the corridor. Higher density development should be placed near transit and amenities. Businesses were also recommended.

**Q4: How do we ensure these changes to the El Camino Real Corridor positively impact the entire community?**

The Mel’s Bowl development (Oakwood) was discussed as a successful project on the boulevard as it provided affordable housing, sensitive design adjacent to the single-family neighborhood, and façade improvements for adjacent businesses. Production of onsite affordable housing is preferred over paying the in-lieu fee. The design and quality of El Camino developments should be improved.

**PUBLIC COMMENT:**

Bryan Albini, San Mateo County Planning - Commended the spirit of the group, understanding the challenges at hand due to his involvement with the Grand Boulevard Initiative. The high water table impedes and adds costs to underground parking. He recommended an online [article](#) regarding intermodal intersections.

Foster Kinney – Will the development plan create the new community of 2030? That is the forward question that needs to be asked. Do we know what Caltrans has planned for El Camino and Woodside Road? According to a study [not cited], only 2% of TOD residents are using transit. Are we getting transit users to live in transit oriented developments? If Redwood City has affordable housing funds, we need to spend it now. We are seeing a lowering of rent increases. Has Redwood City created its own bubble with all the new housing? Will there be a vacancy problem? Probably not because of the number of units in the pipeline.

Susan Ledingham - Redwood City already has 5,200 new residential units approved, under construction, and proposed. How many more will the City allow? The City is already overpopulated. Cycling does not work and I won't be cycling at my age - I will be driving like everyone else. We keep talking about affordable housing, but you keep letting developers build high rises and some of these new apartments are sitting empty and will never be affordable. Rents on Arguello are \$3,000 a month. I am all for bikes and less traffic but it won't happen on El Camino because people are speeding 70mph. I have lived here all my life and the existing residents feel like it is crowded. El Camino needs facelifts for the existing buildings and more street trees. Redwood City today is good because of nooks and crannies.

Christina Umhofer - Affordable housing is important. How long will affordable housing units be affordable? What is the price point? How many affordable units are there in Redwood City? I am a bike rider and think a good parallel alternate route to El Camino would be Arguello/Broadway and Stafford to Old County Road.

Janet Davis – Expressed concern with the outreach process in San Mateo County for their zoning update for the corridor. Congratulated Redwood City for having an open process that is involving the community.

Douglas Ledingham - Is the plan going to provide funding for the train overpass at Whipple?

**ADJOURNMENT:**

Meeting adjourned to the next CAG meeting to be held on Wednesday, **January 18, 2017** at the City of Redwood City Council Chambers, City Hall, 1017 Middlefield Road, Redwood City, CA 94063. Public notification will be provided at that time.