Complete Streets Advisory Committee
PROGRESS UPDATE
March 14, 2017
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
How will a Corridor Plan Benefit the Community?

• Create a **cohesive plan** for the Corridor
  – The plan will **not** increase existing height limits

• Develop strategies to address current development challenges and promote **economic development**

• Improve the Corridor’s **relationship** with the Caltrain station, Downtown, and surrounding neighborhoods
How will a Corridor Plan Benefit the Community? (continued)

• 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 public realm improvements

• Create a friendlier place for the people who live and work in the area

• Support small businesses
Study Area
Planning Process

• Citizens Advisory Group Meetings
• Stakeholder Interviews
• Existing Conditions Reports
• Community Workshops
• Online Surveys
• Status Update Presentations
Common Streetscape Themes

- Use the right of way as efficiently as possible
- Remove or mitigate bottlenecks
- Focus on *movement* of people, cars, bikes, transit; parking should be secondary
- Emphasize safety for all users
- Upgrade the overall experience of the Corridor—from aesthetics and comfort to safety and operations—to positively impact local businesses and Redwood City as a whole
Priorities

1. Bicycles / Cars
2. Transit
3. Pedestrians
4. Parking

Aesthetics
Bicycles

Feedback from Planning Process:

– Support for protected, Class IV bike lanes (i.e., cycle tracks) along entirety of El Camino Real
– Open to removal of on-street parking for bike lanes provided spaces are replaced elsewhere
– Safety is a primary design concern
Bicycling: Cycle Track on El Camino

Class IV Cycle Track
Bicycling: Cycle Track on El Camino

Class IV Cycle Track
Option for typical condition from Whipple to Woodside 85’ curb to curb, 4 lanes

Cycle Track with Planting Buffer, No Parking (4 lanes) at 85’ curb to curb
Bicycling: Cycle Track on El Camino

Bike lane through bulb-out
Bicycling: Parallel Routes

Figure 5: CONCEPT 2
Parallel Routes to El Camino Real

[Map showing alternative bike routes and planning areas]
On-Street Parking

- 270 parallel parking spaces (2-hour limit)
- Parking spaces are 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
Pedestrian Improvements

Feedback from Planning Process:

- Safety (particularly while crossing the street) is a primary concern
- Reduce distances between pedestrian crosswalks
- Add pedestrian “refuges” to shorten the crossing distance
- Organized sidewalks to ensure clear walkways

Long distances between crossings ~1/4 mile in some places!
Activity Centers

High-visibility Crossings

Pedestrian-oriented ground floor uses

Plazas
Activity Centers

Whipple to ~ Hopkins
Brewster to Jefferson
Maple to Pine
Centered on Charter

Figure 9: Small Activity “Nodes” Concept

- Whipple to ~ Hopkins
- Brewster to Jefferson
- Maple to Pine
- Centered on Charter

Legend:
- Vacant
- Underutilized (AV Ratio less than or equal to 0.5)
- Underutilized (AV Ratio over 0.5 and less than 1.0)
- Current Development Projects
- Caltrain Station
- Caltrain
- US Highway
- State Highway
- Ramps
- Railroads
- Potential New Streets
- Study Area Parcels
- El Camino Real Corridor Planning Boundary
- Downtown Precise Plan Boundary
- Redwood City Limits

Potential Activity Centers:
- 1/4 mile (5 minute walk)
- 2/5 mile (10 minute walk)

Data Source: City of Redwood City GIS, 2016; San Mateo County Geographic Information Systems, 2016; ESRI 2016; Dewey & Rhaia.
Community Benefits

Community Benefits Programs: new development is given incentives (*bonus*) in exchange for providing a *benefit* to the community.

- Onsite production of affordable housing (or within ¼ mile of office use)
- Parks, plazas, and open space
- Community Fund to support:
  - Child care facilities
  - Community facilities
  - Public parking
  - Façade improvement plan
- Neighborhood program
- Shared parking
Economic Development + Small Business Support

Feedback from Planning Process:

- Corridor Business Assessment District, which could create funds for:
  - Regular cleaning and upkeep
  - Signage and banners
  - Landscaping and planter boxes
  - Public art
- Parcel assembly density bonus
- Business loyalty program
- Façade improvement program
- Tenant retention program
- Signage program
Next Steps

Public Input on Concepts & Options
- Online Survey: ~ March / April
- Business outreach: ~ March / April

Progress Update
- Planning Commission: March 21st

Refine Options & Draft Outline
- Citizens Advisory Group: ~ April/May

Visit [www.redwoodcity.org/elcaminoplan](http://www.redwoodcity.org/elcaminoplan) for information and updates
Schedule

Community Outreach

- CAG #1
- Stakeholder Interviews
- CAG #2
- Community Workshops #1 + #2
- CAG #3
- Online Survey
- Planning Commission & City Council Study Sessions
- CAG #4
- Community Workshops #3 + #4
- CAG #5
- Public Hearings: Planning Commission & City Council

Technical Work

- Data Gathering and Technical Analysis
- Develop and Review Potential Standards and Street Design Options
- Drafting Corridor Plan

- Summer 2016
- Fall 2016
- Winter 2016/17
- Spring 2017
- Summer 2017