



## **Citizens Advisory Group Meeting**

**Wednesday, June 7, 2017 | 7pm**

### **DRAFT CORRIDOR PLAN POLICY COMPONENTS**

#### **Land Use**

- Incorporate four activity centers to support retail establishments, provide options for neighborhoods to meet daily needs, and promote walkability
- Incentivize production of onsite affordable housing through the existing bonus height provisions and potentially using floor area ratio (FAR) instead of dwelling units per acre (du/ac)
- Incentivize shared parking and connecting private parking lots through reduced parking ratios (similar to Downtown Precise Plan (DTPP))
- Incentivize childcare facilities through the FAR exemption provision
- Consider amendments to Mixed Use Live-Work (MULW) zoning district to address barriers to development

#### **Mobility**

- Improve circulation by creating 4-way intersections at Roosevelt and at Redwood Avenue to Main Street
- Break-up large blocks by new streets behind and through the target center (similar to treatment of Sequoia Station in DTPP)
- Develop sidewalk zones to provide uninterrupted passage for walkers
- Maintain development requirements for sidewalk improvements (12' wide, street trees, pedestrian lighting, bike racks) to improve safety and comfort for pedestrians
- Consider removal of slip lanes and improvements to Woodside underpass to improve safety for bicyclists and pedestrians
- Provide high visibility crosswalks with median refuges, hawk beacon signals, and shortened crossing distances to improve safety for pedestrians
- Consider timed signals and restricting some left turn movements (during commute hours) to improve traffic flow
- Consider protected bike lanes on El Camino Real to improve safety for bicyclists and alternative modes of transit (this would include a parking management strategy to mitigate the loss of on-street parking)



- Consider existing traffic signals and whether to relocate some based on existing patterns of traffic congestion (for example, the signals at Roosevelt and Chestnut are very close together, which creates back-up)

#### **Business Support**

- Consider establishing an assessment district to support cleaning, maintenance, and beautification
- Wayfinding signage (for instance, to CalTrain station, Downtown, Highway 84, parking facilities, bicycle facilities)
- Marketing program
- Façade improvement program
- Parking management program (shared, short term, and employee parking)

#### **Community Benefits**

- Affordable housing onsite (incentivized through bonus height provision)
- Plazas and open space (include new standards & guidelines for development within activity centers)
- Neighborhood program (visual treatment at neighborhood entries for traffic calming)
- Community project fund (used towards community facilities, open space, public art)
- Childcare facilities (incentivized through FAR exemption)
- Beautification (trees within the medians, banner program, branding)
- Parks (explore improved public access to Sequoia HS open space, expanding Little River Park as part of the Transit Center improvements, and potentially a new park at Redwood Ave/ECR as part of the Woodside underpass improvements and if the off-ramp can be removed since the Redwood/Main intersection would be signalized)

#### **QUESTIONS FOR CAG**

1. Considering CAG discussion and public input to date, do these policy concepts generally reflect and address the primary objectives for the Corridor?
2. Should anything be added or removed?