

memorandum

date: April 14, 2014

to: Redwood City Inner Harbor Task Force

from: Planning Staff and MIG Consultant team

re: Consensus Points for Land Use/Mobility Scenarios for the Inner Harbor Specific Plan

The purpose of this memorandum is to frame the Task Force discussion for the April 16, 2014 meeting. The goal of the meeting is to achieve consensus on a framework land use/mobility plan. That plan, following its review by the City Council on May 12, 2014, will be the starting point for drafting the Inner Harbor Specific Plan. The framework plan will not and cannot provide details at this time, as subsequent site-specific analysis will be required to determine how to make all of the pieces work. However, together the framework plan and Guiding Principles will provide sufficient direction to City staff and the consultant team to prepare a draft Specific Plan. In both the Specific Plan and EIR, variations on the consensus plan will continue to be examined, guided by the Guiding Principles and performance criteria to be included in the Specific Plan.

At the April 8, 2014 Task Force meeting, the meeting objective was to reach consensus on a preferred land use/mobility scenario to forward to the City Council. Following extensive discussion at the meeting, it became apparent that the Task Force members could not reach immediate consensus sufficient to create a preferred plan scenario. Five topic areas identified by the Task Force as needing additional discussion are listed below. For the April 16 Task Force meeting, each Task Force member has been asked to prepare comments, up to three-minutes in length, and to also come prepared to provide reaction to Scenarios A and B.

- 1) Water-oriented recreation: Do the two scenarios provide adequate areas/facilities to maximize public access to the water? If not, what changes are suggested?
- 2) Floating communities: Do the locations for floating communities shown on Scenarios A and B respond to prior Task Force discussions with respect to this use and the guiding principles?
- 3) Development density and intensity: What is the development scale that would be appropriate on areas designated "Development" on the Scenarios A and B maps? This may be expressed in terms of number of building stories, residential densities (units per acre), lot coverage, or any other manner that communicates the vision for these areas.
- 4) Open space and recreation: Should habitat and passive open space be clearly defined separate from active recreation open space areas? Can/should both types of open space be accommodated within the Inner Harbor? If so, how?
- 5) Blomquist Street: How will the street accommodate the various modes of mobility, including industrial truck traffic?

Overarching Planning Considerations

As presented on April 8, four key factors have shaped the Inner Harbor mobility and land use scenarios presented to the Task Force:

1. **Blomquist Street Extension.** The City views the extension of Blomquist Street across Redwood Creek as critical to linking land uses east of Highway 101, for reasons both of public safety/emergency response and enhanced mobility. The General Plan restates this goal. Thus, any scenario forwarded to the Council should show the Blomquist Street extension.
2. **Sea Level Rise Accommodation.** As noted previously, the prevailing opinion of the Task Force is that sea level rise should be accommodated using an adaptive, rather than hard edge, approach. This means that lands on the Bay side of Blomquist Street (as extended and reconstructed to serve a levee function) might be subject to inundation over time due to sea level rise. The specific plan will need to describe the means for how these areas are to relate to sea level rise over time, which may vary depending upon the use.
3. **Maximizing Public Access to the Water's Edge.** The Task Force has emphasized the need to connect the broad community to the water's edge for enjoyment of nature and water-based recreation. Maintaining Docktown in its current configuration is inconsistent with this objective. Scenarios A and B shown at the April 8 meeting provide for improved public access to the water, as well as accommodate a floating community or communities.
4. **Accommodating a Floating Community.** During Task Force meetings and at the public workshop, the support for a floating community has been strong. This desire has been balanced with factor 3 above in the scenarios previously presented. Other factors were also considered in the locations shown in scenarios A and B including noise and air quality impacts, access, water depth and the potential for dredging to ensure that any floating community does indeed float. In any case, including the locations shown in scenarios A and B as well as the current location of the Docktown Marina, jurisdictional and permitting issues add uncertainty. The Task Force's direction with respect to the location(s) of floating community use(s) will be of significant importance to the City and it's efforts to enable that component of the plan.

In addition, the following assumptions were inherent in the scenarios but not communicated at the April 8 meeting.

- **Wetlands:** Wetland areas – whether existing or new – were not identified. However, the intent is to retain existing jurisdictional wetlands to the maximum extent practical (for example, adjacent to the Police Station). Where they cannot be retained due to necessary infrastructure improvements or design considerations, wetlands will need to be replaced. Because the Inner Harbor contains both riparian and marine habitat, the Specific Plan will need to identify both. This level of detail will be addressed in the Specific Plan.
- **Greenway:** Both Scenarios A and B depict an approximate 100-foot greenway along Redwood Creek. This greenway is recommended to have a natural edge consisting of native habitat, which could be riparian in nature along the creek bank.

- **Homeless shelter:** The County homeless shelter is considered in the “Development” category and can either continue to exist at its current location or may be replaced over time by other uses, provided a suitable alternative location for the homeless shelter is identified.
- **Marina designation:** Areas along Steinberger Slough would be designated for public marina/water-craft access, similar to the functions currently provided by BIAC. The acreage would vary depending upon the area dedicated to floating community uses at the confluence of Redwood Creek/Steinberger Slough. As noted above, the Task Force is asked to identify the extent of such marina uses.
- **Police station and jail:** Areas shown in blue (public facilities) on the scenario plans reflect the continued presence of the Police Station and the future County Jail.

In response to Task Force member questions about the acreage planned for the various uses shown on Scenarios A and B, the following estimates are provided. Due to the rough sketch nature of the land use diagrams and roadway and pathway alignments, only estimates can be made.

Designation	Scenario A	Scenario B
Open Space – Land	14-16 acres	17-19 acres
Open Space – Water	15-16 acres	11-12 acres
Floating Communities	11-13 acres	11-12 acres
Police Station/County Jail	9 acres	9 acres
Development – South of Maple Street	20 acres	20 acres
Development – North of Maple Street	5-6 acres	7-8 acres
Roads	16-20 acres	15-20 acres
TOTAL	90-100 acres	90-100 acres

Areas of Consensus

At the April 8 meeting, the Task Force appeared to agree that the consensus plan could include the following components.

Mobility Improvements

- The Bay Trail and Bay Water Trail will be incorporated along the perimeter of study area, along with perimeter green space/soft edge.
- A pedestrian and bicycle overpass over Highway 101 will be provided at Main Street.
- A pedestrian/bicycle path will be provided at the Chestnut Street undercrossing, with linkage across the Jay Paul property.
- The Maple Street bridge will be rehabilitated to accommodate easy and safe pedestrian and bicycle access.
- New pedestrian and bicycle bridges will be provided across Redwood Creek and Steinberger Slough.
- If analysis for the Specific Plan and EIR shows that the demand exists, an additional pedestrian/bicycle connection over Highway 101 at Walnut Street could be provided in the future. Alternately, if the Task Force deems that a new multi-modal (auto, bicycle, and/or pedestrian) connection at Walnut is essential for connecting Downtown Redwood City to the

Inner Harbor based primarily on community design priorities, then such a connection will be studied in the preferred plan.

Floating Community

The Inner Harbor would accommodate a floating community or communities.

Ferrari Property

The Ferrari property would be designated for use as a floating community and wetlands.

Jay Paul Property

The former Granite Rock (Malibu Grand Prix) property would support non-residential development due to the constraints imposed by the freeway and adjacent industrial uses. However, the permitted development intensity and scale need to be defined based on Task Force discussion.

Conclusion

While the Task Force is asked to reach a consensus on a framework land use/mobility map in its April 16th meeting, it is important to remember that this map is the first step in developing a specific plan. The framework map is a representation of land use configuration; the relative amounts of each land use; vehicular, bicycle, and pedestrian circulation; and sea level rise approach. Upon the City Council's consideration of the framework map and the City Council's direction, the Planning staff and consultant team will begin to prepare a specific plan including performance criteria, guidelines, and standards.