

# REVISED Memorandum

date: April 7, 2014

to: Redwood City Inner Harbor Task Force

from: Planning Staff and MIG Consultant team

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

Attached to this memorandum are two concept land use and mobility scenarios for the Inner Harbor. These concept plans draw from all discussions to date with the Task Force and the public. At the April 8, 2014 Task Force meeting, the Task Force will be asked to select a preferred plan to recommend to the City Council, which the Council will consider at its April 28, 2014 meeting. The preferred plan selected by the Task Force may consist of Scenario A, Scenario B, or a scenario that combines components of each. This memorandum explains the ideas shaping each scenario, and identifies the components shown on the attached exhibits. The mobility (circulation), open space, and development components are discussed separately for each scenario.

Four key factors (among all of the Guiding Principles, attached for reference) have shaped the physical plans shown in the exhibits:

1. **Blomquist Street Extension.** The City views the extension of Blomquist Road 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, both scenarios show the Blomquist extension as a two-lane roadway with a center turn lane. Multimodal use differs, as described below.
2. **Sea Level Rise Accommodation.** The prevailing opinion on the Task Force was that sea level rise should be accommodated using an adaptive, rather than hard edge, approach. Both scenarios show gentle slopes toward the water's edge, with Blomquist Street serving a levee function.
3. **Maximizing Public Access to the Water's Edge.** The Task Force continually emphasized the need to connect the broad community to the water's edge for enjoyment of nature and water-based recreation. Both scenarios respond accordingly.
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 both scenarios.

## Scenario A

### *Mobility*

- Blomquist Street is extended as shown as a two-lane roadway north of Maple Street, with a painted and signed bike lane (Class II) along both sides.
- Maple Street is rehabilitated to accommodate bicycle and pedestrian traffic comfortably.
- A new multi-purpose crossing is provided across Highway 101 to connect to Walnut Street.

- A pedestrian bridge is provided over Highway 101 to connect to Main Street (since an undercrossing along Redwood Creek is problematic from engineering and cost perspectives).
- Pedestrian/bicycle bridges are provided over Redwood Creek (to One Marina) and Steinberger Slough (to the proposed marina/floating community).
- Pedestrian/bicycle boardwalks or other pathways are provided along Steinberger Slough.
- The Jay Paul property (formerly Malibu Grand Prix) [includes public mobility connections, predominately for bicycles and pedestrians; space between buildings to establish view corridors; and site planning that encourages an appropriately scaled district.](#)
- Off site, a pedestrian/bicycle trail is provided parallel to the Chestnut Street rail line, linked to travelways along Blomquist.
- The Bay Trail is completed as indicated, including connections for the Bay Water Trail.
- Vehicular access to the Ferrari property is provided both from Seaport Boulevard and through Seaport Center.

### ***Open Space***

- An approximate 80-120 foot green space runs along Redwood Creek. Improvements consist of a multiuse trail and landscaped passive open space.
- Flexible passive open space is provided along Steinberger Slough and extending inland. The space includes access to a marine/aquatic center, passive uses, and opportunities for interpretative exhibits. Natural landscapes accommodate sea level rise.
- The Ferrari property includes approximately one-third of the area devoted to passive open space use.

### ***Development***

- A floating community is accommodated on the balance of the Ferrari property, with access provided as described above, including a pedestrian/bicycle bridge over Steinberger Slough.
- County facilities (other than the jail now under construction) would be relocated elsewhere in Redwood City closer to services needed by the populations served.
- Property bounded Highway 101, Redwood Creek, and Walnut Street would accommodate Mixed Use-Waterfront uses.
- The Jay Paul property would be designated for commercial office and retail use. Development performance standards could include requirements for preserving views to the water, providing open space features accessible to the public, incorporating iconic architecture and landscape improvements, and achieving specified traffic service levels at identified intersections.

## **Scenario B**

### ***Mobility***

- Blomquist Street is extended as shown as a two-lane roadway north of Maple Street. A separated bike lane (Class I) is provided along one side.
- Maple Street is rehabilitated to accommodate bicycle and pedestrian traffic comfortably.
- No Walnut Street crossing is provided because the geometrics of the Blomquist extension and preservation of County facilities cannot accommodate the crossing.
- A pedestrian bridge is provided over Highway 101 to connect to Main Street (since an undercrossing along Redwood Creek is problematic from engineering and cost perspectives).
- Pedestrian/bicycle bridges are provided over Redwood Creek (to One Marina) and Steinberger Slough (to the proposed marina/floating community).
- Pedestrian/bicycle boardwalks or other pathways are provided along Steinberger Slough.
- The Jay Paul property (formerly Malibu Grand Prix) [includes public mobility connections, predominately for bicycles and pedestrians; space between buildings to establish view corridors; and site planning that encourages an appropriately scaled district.](#)
- Off site, a pedestrian/bicycle trail is provided parallel to the Chestnut Street rail line, linked to travelways along Blomquist.
- The Bay Trail is completed as indicated, including connections for the Bay Water Trail.
- Vehicular access to the Ferrari property is provided through Seaport Center.

### ***Open Space***

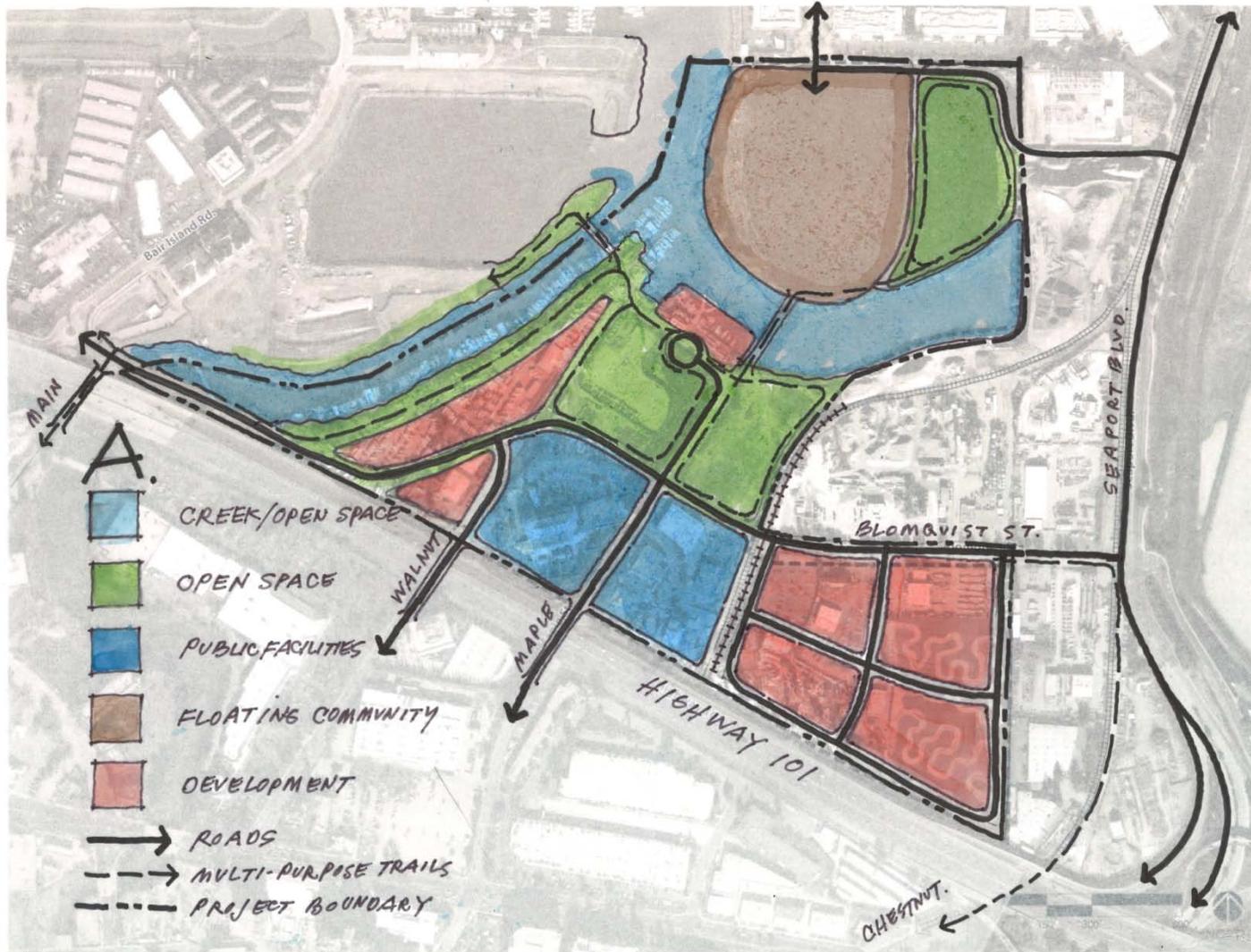
- An approximate 80-120 foot green space runs along Redwood Creek, wrapping around to expanded natural open space along Steinberger Slough. Improvements consist of a multiuse trail and landscaped passive open space.
- Flexible passive open space is provided along Steinberger Slough and extending inland. The space includes access to a marine/aquatic center, passive uses, and opportunities for interpretative exhibits. Natural landscapes accommodate sea level rise.
- The Ferrari property includes approximately half of the area devoted to passive open space use.

### ***Development***

- Floating communities are accommodated at two locations: 1) at the north end of Redwood Creek and wrapping around to Steinberger Slough and 2) on the balance of the Ferrari property, with access provided as described above, including a pedestrian/bicycle bridge over Steinberger Slough. This approach addresses the expressed desire to provide public access to the water's edge along Redwood Creek. Also, the slough might be dredged more easily than Redwood Creek, allowing a floating community to actually float throughout the day (in contrast to current conditions on Redwood Creek). Another plus is the opportunity to expand quality riparian habitat in Redwood Creek. Locating a floating community as proposed would not address the land grant concerns raised by the State Lands Commission.
- County facilities north of the Police Station would remain for an undetermined time period, but the property could be redeveloped at any time in the future with Mixed Use-Waterfront uses.
- Property bounded Highway 101, Redwood Creek, and Walnut Street would accommodate Mixed Use-Waterfront uses.
- The Jay Paul property would be designated for lower-scale technology/light industrial uses. Development performance standards could include requirements for preserving views to the water, providing open space features accessible to the public, incorporating iconic architecture and landscape improvements, and achieving specified traffic service levels at identified intersections.

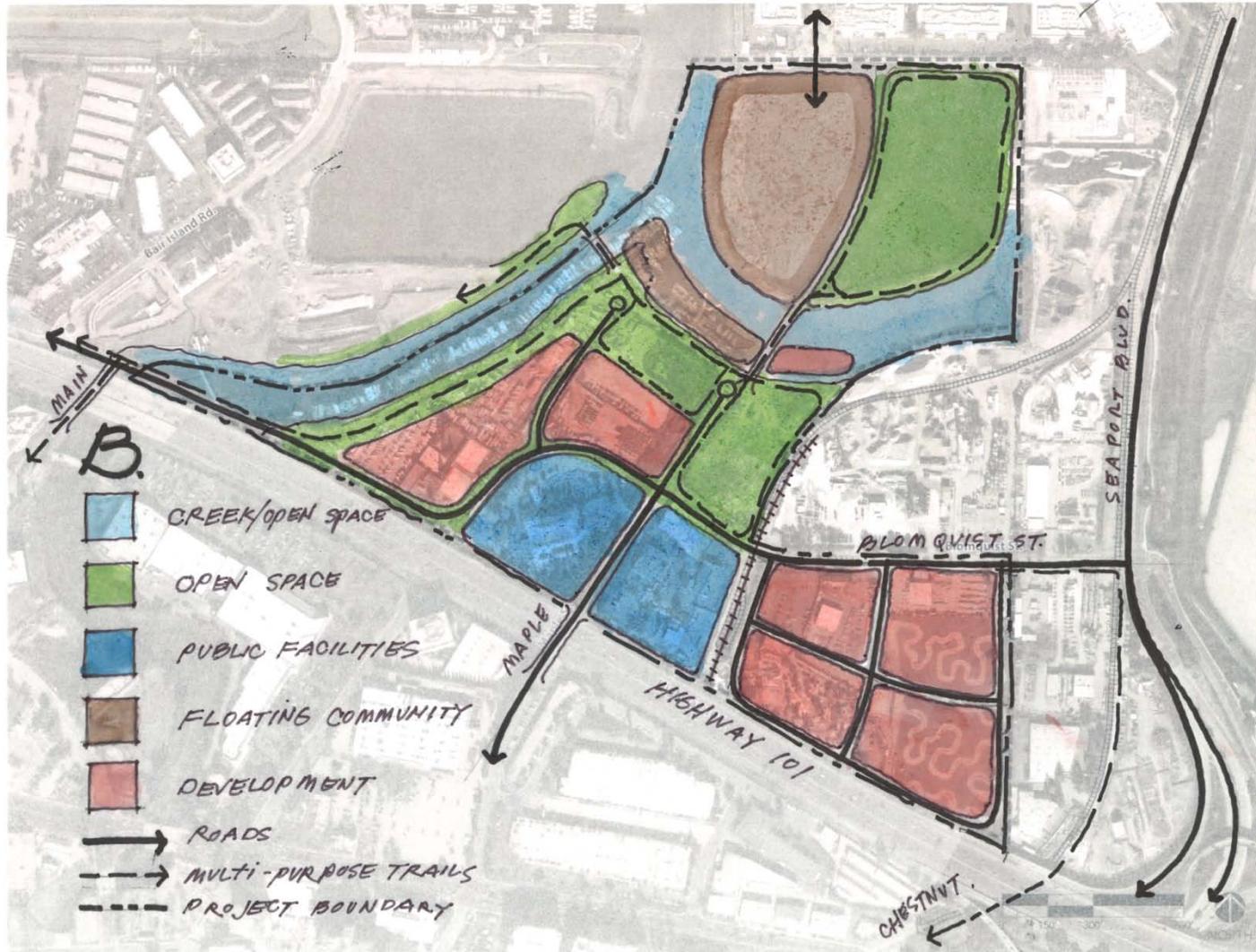
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# Scenario A



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# Scenario B



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**Redwood City Inner Harbor Draft Guiding Principles**  
**Revised Based on Task Force Members' Input**  
**February 25, 2014**

***VISION: Overarching Themes***

- Connect Redwood City to the water's edge.
- Create a unique and vibrant neighborhood destination on the bay.
- Value and enhance the natural environment.
- Serve as a regional model for waterfront communities and adaptation to sea level rise.
- Celebrate and preserve Redwood City's heritage.

***Guiding Principles***

1. Accommodate a mix of habitat, recreational, educational, residential, and commercial uses in the Inner Harbor.
2. Create a day/night environment that is safe and enjoyable for residents, employees, and visitors.
3. Develop strong visual and circulation linkages from Downtown and other areas into the Inner Harbor.
4. Prioritize use of the waterfront for public-oriented and water-dependent uses and activities.
5. Provide recreation and open space amenities in the Inner Harbor in support of the citywide adopted parkland standard.
6. Preserve existing and accommodate new floating communities.
7. Insist upon quality architecture, streetscapes, public place improvements, and other "placemaking" features that define the Inner Harbor.
8. Respond creatively and appropriately to projected sea level rise; include use of sustainable and adaptable approaches—such as floating walkways and floating structures—for land use and infrastructure improvements.
9. Promote recreational uses that accommodate human- and wind-powered watercraft.
10. Emphasize and enhance boater access to Redwood Creek and the Bay for recreation and educational purposes.
11. Provide for new and improved pedestrian, bicycle, transit, and auto connections between the Inner Harbor and Downtown Redwood City, and between the Inner Harbor and adjacent

developed areas along the Bay.

12. Complete the Bay Trail connection through the Inner Harbor.
13. Incorporate marine and freshwater wetlands areas within or near the Inner Harbor plan area as habitat and for education.
14. Accommodate educational use amenities such as museum exhibits and hands-on learning labs that feature historic Redwood City and local flora/fauna/habitat.
15. Require private development to include community benefits—either on-site or within the Inner Harbor—such as open space accessible to the public, recreation areas, trails, docks, water access, affordable housing, community services, habitat, or as determined by the City Council.
16. Incorporate historic features and references to City history into the overall composition of the Inner Harbor area, and into new buildings and public spaces.
17. Plan for land use and circulation compatibility with adjacent institutional, industrial, and port-dependent uses.