

3.2. POTENTIAL FUTURE PROJECTS

In addition to recently completed projects, the City will invest in other capital improvements or will work jointly with the private sector and other public agencies to create public spaces and streetscape conditions that will create a beautiful setting for the City's most civic and most vibrant district. It is important to note that the future projects shown here are merely suggestions, and are conceptual in nature. Additional feasibility studies may be necessary, including environmental review, and detailed designs need to be developed before any of these projects can proceed. Furthermore, the City may identify other opportunities as economic and development conditions change over time. Nevertheless, these suggested future projects are deemed to be worthy of consideration and would be very important steps in carrying forth the vision of the Downtown Precise Plan.

3.2.1. PUBLIC OPEN SPACES

In Section 1.1.1(C), it is stated as one of the primary goals of the DTPP to create a network of great public open spaces. This section will suggest new public open spaces in order to improve proximity, and a series of improvements to existing parks to improve their usefulness where needed. Section 3.2.2 will suggest a series of "Complete Streets" improvements which are designed, among other things, to improve accessibility to public open spaces.

A) Proposed New Public Open Spaces

While the vast majority of Downtown properties currently have good proximity to a wide range of public open spaces, there will be a need for additional public open space area to maintain the City's standard of 3 acres per 1,000 residents. The following suggested new public open spaces are intended to increase access to public open space, as well as to take advantage of natural features, create important linkages, and create focal points in the urban fabric.

Depot Plaza

Depot Plaza will be a small public plaza adjacent to the Caltrain platform on the east side of the railroad tracks. It is intended to serve several purposes, including creating public open space, providing circulation space for future increases in train ridership, and creating a strong link between the Caltrain Station and the heart of Downtown.

Hamilton Green

If the redevelopment of Sequoia Station is pursued by its owners, Hamilton Street will be continued out to El Camino Real, linking this vital regional connection with Caltrain, Depot Circle, and Courthouse Square. The two new blocks of Hamilton would feature a linear green, at least 40 feet in width, with a fountain, seating, walkways, and other features.

Franklin Park

About 1/3 of an acre is owned by the City's Redevelopment Agency at Franklin and Maple Streets which is currently situated as a lightly-used gravel parking lot. This site is close to existing Downtown housing and other possible housing sites, and has excellent proximity to Redwood Creek. It is recommended that this property be redesigned as a park, with lawn, good lighting, seating areas, sidewalks along Maple and Franklin streets, landscaping, and good access to the creek.

Redwood Creek Park

Redwood Creek was the impetus for Redwood City's founding, but it was placed in a box culvert in the 1930s and has been out of sight for decades. It leaves the culvert beginning at Bradford Street and continues for about 550 feet in a "quasi-natural" state to the edge of the DTPP area. This represents a tremendous potential resource, but access is currently difficult, and the condition of the creek banks and adjacent City-owned land is poor. It is recommended that the banks be improved and that walking paths be placed along both sides of the creek, featuring lighting, seating, and trees. Furthermore, the corner of Veterans Boulevard and Main Street offers an opportunity for a small green which should be pursued.

B) Existing Public Open Spaces to be Improved

Little River Park

Little River Park is another point at which a Downtown creek daylight. It currently features a small green with seating at the corner of James and California streets which is simple but pleasant. The back side of the park, however, features an unimproved and overgrown creek bank backing up to a commuter parking lot. It is recommended that the banks on both sides of the creek be improved to a sustainable riparian state and better integrated into the park. It is also required in Section 2.8 that if the commuter parking lot is redeveloped as transit-oriented development, a wide paved walkway shall be placed between the creek and the new buildings, and the buildings shall treat the walkway and the park as frontage, rather than as a back side.

Sequoia High School Open Space

Sequoia High School is located at the corner of El Camino Real and Broadway, directly adjacent to the DTPP area. At that corner, the campus features a large park-like open space, about 7 acres in size. The space is lovely and peaceful, and offers a substantial retreat from the hustle and bustle of Downtown at a remarkably convenient location. It is strongly recommended that the City work with the school district in order to allow the community to better utilize this asset. Increased maintenance is needed, as well as other improvements such as more seating, more lighting, more entry points, and improved signage which reflects the fact that it is open for anyone to enjoy at any time.

Broadway / Spring Parklet

At the corner of Spring and Broadway is a tiny parklet*. While small, it is located in an area which lacks many other open space opportunities, and it provides a welcome shady retreat from the heat of summer. It is recommended, however, that benches be added to expand its use to include rest and relaxation, and that lighting be added to expand its usability into the evening hours. It is also recommended that if the adjacent grocery store site is redeveloped, a wide paved walkway be placed between the parklet and the new buildings, and that the buildings treat the walkway and the parklet as frontage in order to improve visibility and safety.

Brewster / Arch Parklet

Brewster / Arch Parklet is an enjoyable triangular green created by the convergence of Broadway, Brewster, and Arch streets. It is currently well-maintained and attractive, and does not need much in the way of improvement. It is recommended, however, that more seating be added, perhaps at the base of the large tree at the center of the green. This would add a better opportunity for escape from urban excitement than the current benches near the street, and would also serve as a comfortable, slightly elevated vantage point. Also, improved lighting would be a substantial improvement, especially as new Downtown residents seek to use the parklet at night.

** A "parklet" is a small park-like public open space which is less than a quarter of an acre in size and which has no formal park programming or park facilities. Some parklets simply offer a touch of greenery for aesthetic and traffic control purposes, others offer opportunities for relaxation and passive recreation. Despite their small sizes, they are each an important piece of the urban fabric due to their ability to provide relief from the abundance of hard surfaces that tend to accumulate in downtown areas. Parklets also represent an efficient use of remnant pieces of land in built-out areas with few new open space opportunities.*



BREWSTER / ARCH PARKLET



SEQUOIA HIGH SCHOOL OPEN SPACE

C) Existing Public Open Spaces to be Removed

Spring / Marshall Parklet

The Downtown Precise Plan calls for the rearrangement of streets and blocks in the area bounded by Main, Broadway, Maple, and Marshall streets in order to create better development sites and to eliminate circulation confusion in the area. As part of this restructuring, the small parklet bounded by Spring, Marshall, and Walnut streets would be removed. This parklet is very underutilized, and is not necessary to ensure that properties in the area are within a 3 minute walk to a public open space.

Arguello Plaza

For more than 100 years, Broadway followed a straight alignment across the Southern Pacific/Caltrain railroad tracks. In the 1970s, as part of a traffic realignment plan, Broadway was deflected at Arguello Street as to route through traffic onto a high-capacity bypass loop on Marshall Street. Since then, visitors entering Downtown from El Camino have found this approach into Downtown to be quite confusing. State Public Utilities Commission regulations prevent this unfortunate condition from being reversed, however, due to prohibitions on the creation of new at-grade crossings at skewed angles to the railroad tracks. Arguello Plaza was created in leftover space in the Broadway right-of-way which became unused when traffic was rerouted away from the Downtown core, but it has never been a successful public open space due to design and location challenges. Upon the grade separation of the Caltrain railroad tracks, Arguello Plaza will be removed and Broadway will return to its original, historic alignment. This removal does not place any properties outside of a 3 minute walk to a public open space. It should also be noted that while the grade separation of Caltrain will require the removal of Arguello Plaza, it will also create the opportunity for new public open spaces, resulting in a net gain.



POTENTIAL PUBLIC OPEN SPACE PROJECTS

3.2.2. COMPLETE STREETS

A “Complete Streets” approach to street design ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind, including bicyclists, public transportation riders, and pedestrians of all ages and abilities, as well as motorists. This results in streets that are safer, more livable, and welcoming to everyone. Since streets make up about 31% of Downtown’s land area, they have a dramatic impact on its overall environment. Primary areas where Downtown streets have potential for improvement are discussed below.

A) Pedestrian Connectivity, Safety, and Convenience

While the occasional paseo or trail can provide a convenient pedestrian shortcut, the Downtown pedestrian network consists overwhelmingly of sidewalks and crosswalks. Ensuring that these facilities are properly sited and designed is one of the key elements to ensuring that Downtown is a walkable place. Sidewalks should not only be available and safe, but also must be comfortable and inviting. Walking should never be a chore in Downtown Redwood City. Also, consideration should be given to sidewalk users with wheelchairs or visual impairments.

The following design guidelines should be followed as closely as possible in all street improvement projects: Both sides of all streets should have sidewalks. Sidewalks should be lined with trees, well-lit at night, and of adequate width. All tree species and street light types should match those required of private development in Section 2.4. All vertical infrastructure, such as lights, sign posts, benches, and trash cans should have a high-gloss black finish. On-street parking should be in place whenever space permits, as it provides a very important physical barrier between pedestrians and traffic. At intersections, all approaches should have a crosswalk whenever possible—pedestrians should not need to cross the street three times just to continue on a straight path unless necessary due to unusual circumstances. In addition, each approach should have a wheelchair ramp and sound devices for walkers with hearing impairments. High-visibility “continental” crosswalks, with large white bars perpendicular to the roadway, similar to those on Jefferson at Middlefield, should be used. While “bulbouts” are often a good technique, they should be considered indispensable on the widest streets in order to shorten crossing distances and minimize the time that pedestrians share a space with vehicles. Block lengths—and distances between safe and legal pedestrian crossings—must also be short, ideally ranging from 200 to 300 feet in length, and not exceeding 400 feet except in the most unusual of circumstances.

While much of Downtown Redwood City has been brought up to these levels, some areas have not. The following list of suggested projects should be pursued subsequent to the adoption of the DTPP as resources permit:

- Intersection of Main Street and Marshall: Reconfigure to a standard 4-way signalized intersection.
- Intersection of Main Street and Stambaugh: Explore the possibility

of adding a crosswalk across Main Street for one or both Stambaugh approaches.

- Intersection of Maple and Franklin: Add crosswalks across Maple Street. Also, add sidewalks to the bridge over the creek on Lathrop Street.
- Broadway, from El Camino Real to Perry Street: Widen sidewalk to maximum possible extents, plant uniform street trees, upgrade lighting.
- Broadway, from Arguello to Hamilton: Replace lighting and trees to meet new standards (see Section 2.4), convert parking to parallel along entire length of the block, widen sidewalks to maximum extents, match concrete color and other design elements to the blocks of Broadway between Jefferson and Hamilton.
- Broadway, from Jefferson to Walnut: Replace lighting and trees to meet new standards (see Section 2.4), convert parking to parallel along entire length of the block, widen sidewalks to maximum extents, match concrete color and other design elements to the blocks of Broadway between Jefferson and Hamilton.
- Broadway, from Walnut to Beech: Replace lighting and trees to meet new standards (see Section 2.4), convert parking to parallel along entire length of the block, widen sidewalks to maximum extents, match concrete color and other design elements to the blocks of Broadway between Jefferson and Hamilton. City Hall Alley, from Jefferson to Main Street: Add sidewalks on both sides, add a crosswalk at Jefferson.
- El Camino Real, from Broadway to Lincoln: The City should coordinate with Caltrans and other agencies in order to pursue the grand boulevard vision for El Camino Real. Replace lighting and trees to meet new standards (see Section 2.4), add parallel parking wherever possible, widen sidewalks to maximum extents. Controlled intersections on El Camino should be located no further than 400 feet apart, in a manner similar to north Van Ness Avenue/Highway 101 in San Francisco, to reduce El Camino’s barrier effect to pedestrians. Where spacing between controlled intersections cannot be brought down to 400’ or less, midblock crossings should be added to keep the distance between safe and legal crossings to 400’ or less. In particular, fully controlled intersections should be considered at Harrison and Madison, if not additional locations. All crosswalks should be equipped with bulbouts and accessibility features.
- Hamilton, from Broadway to 150’ south of Broadway: Add street trees in parking lane, add street lights.
- Hilton Street, from Walnut to Maple: Add sidewalk and parallel parking to south side.
- Middlefield, Maple to Main Street: Add bulbouts, lighting, and street trees.
- Walnut Street, from Broadway to Marshall: Add sidewalk and parallel parking to west side.
- Winslow, from Broadway to Hamilton: Add street trees in parking lane, add street lights.

B) Bicycle Facilities

Bicycles represent a very important form of transportation. Improving conditions for bicyclists is beneficial to the environment, because bicycles emit no pollution. It is also beneficial economically, because it brings customers to Downtown businesses without the tremendous expense of providing automobile parking. The following list of suggested bicycle improvements was derived from studies undertaken as part of the creation of the New General Plan Circulation Chapter of the Built Environment Element, which was based on studies by transportation engineers, input from the Redwood City Community Working Group on Bicycle and Pedestrian Issues, and citizen input during community workshops.

- Various locations in Downtown Core: Expand on-street bicycle parking in retail areas and near important public facilities.
- Brewster, from Arch Street to Arguello Street: Add Class II bike lanes.
- Broadway, from Arch Street to Maple: Sign as a Class III shared facility, and add “sharrows” to automobile travel lanes.
- El Camino Real, from Broadway to Lincoln: Sign as a Class III shared facility, and add “sharrows” to outermost automobile travel lanes.
- Jefferson Avenue, from El Camino Real to Veterans Boulevard: Sign as a Class III shared facility, and add “sharrows” to automobile travel lanes.
- Middlefield, from Winslow to Maple: Sign as a Class III shared facility and add “sharrows” to automobile travel lanes, or add Class II bike lanes where space permits.
- Maple, from El Camino Real to Marshall: Sign as a Class III shared facility, and add “sharrows” to automobile travel lanes.
- Veterans Boulevard, from Brewster to Main Street: Add Class II bike lanes.
- Winslow, from Broadway to Middlefield: Sign as a Class III shared facility, and add “sharrows” to automobile travel lanes.



BIKE LANE ON WINSLOW STREET

C) Traffic Calming

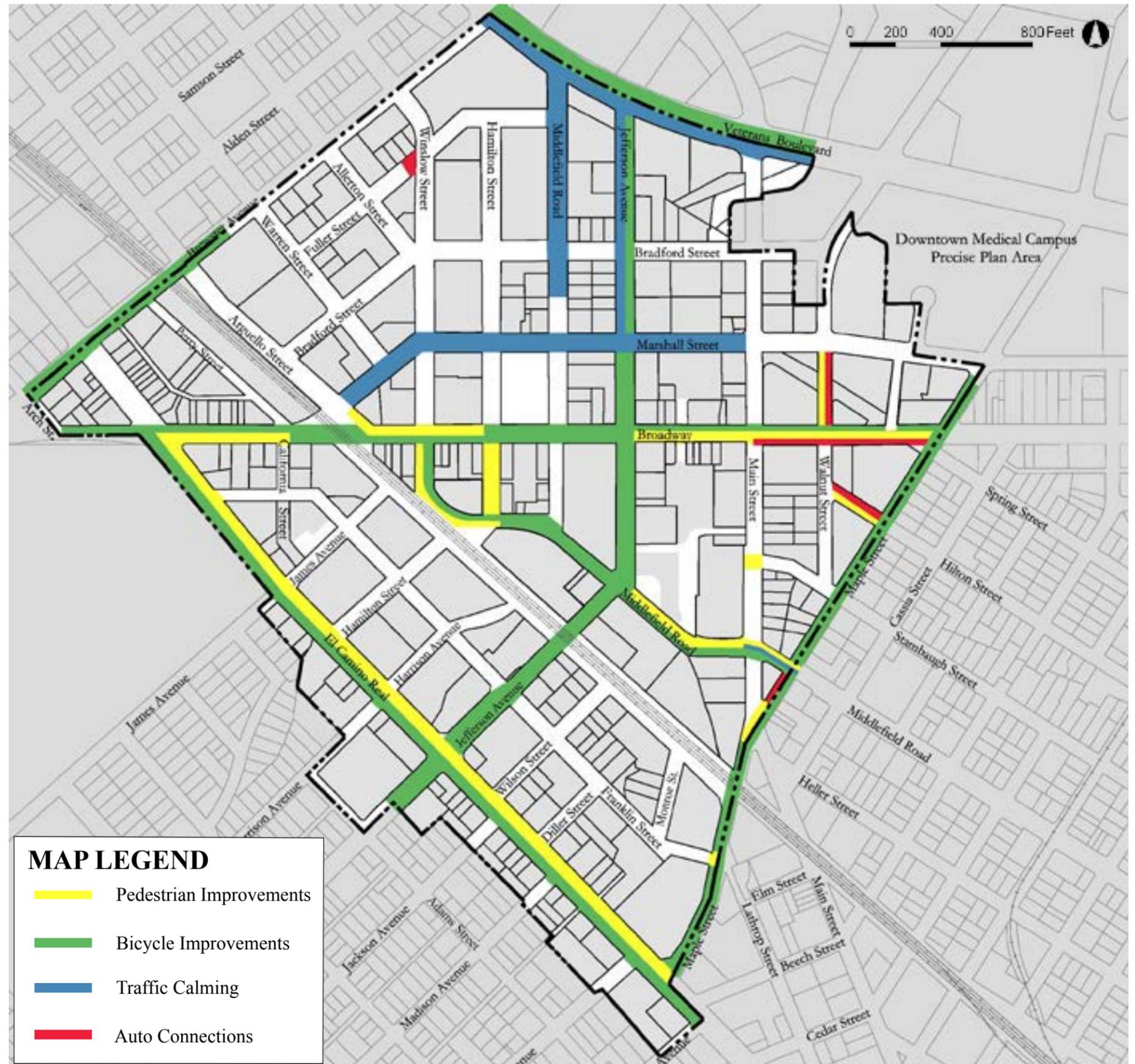
Several Downtown streets could benefit from traffic calming, which is a method of slowing traffic speeds through techniques such as modified lane configurations and narrower lane widths. This will improve safety for pedestrians, bicyclists, and motorists, and make Downtown quieter and more comfortable for residents, workers, and shoppers. The following list of suggested projects should be pursued subsequent to the adoption of the DTPP as resources permit:

- Middlefield, from Veterans to about 150' south of Bradford: Remove left turn lane, convert parking to diagonal.
- Middlefield, Maple to Main Street: Narrow to one travel lane in each direction, with a central left turn lane.
- Jefferson Avenue, from Marshall to Veterans Boulevard: Reconfigure from 4 travel lanes to 2 travel lanes with a center left turn lane and diagonal parking on the east side, matching the configuration from Middlefield to Marshall.
- Marshall Street, from Arguello to Spring: Reconfigure from 4 travel lanes to 2 travel lanes with a center left turn lane and diagonal parking.
- Veterans Boulevard, from Brewster to Main Street: Reconfigure from 6 travel lanes to 4 travel lanes.

D) Automobile Connectivity Improvements

While pedestrians have the priority in Downtown, automobiles are also an important mode of transportation. The Downtown street network should allow for short, direct routes between trip origins and destinations. This will disburse trips, avoiding excessive use of key streets like Jefferson and lowering overall vehicle miles traveled. The following list of suggested projects should be pursued subsequent to the adoption of the DTPP as resources permit:

- Intersection of Fuller and Winslow: Remove the cul-de-sac, allowing for right turns only from Fuller onto Winslow, as well as from Winslow onto Fuller.
- Broadway, from Walnut to Beech: At Maple, remove the channelization of traffic onto Spring Street and reconfigure into a standard 4-way intersection, allowing westbound Broadway traffic to proceed into the heart of Downtown without impediments or confusion. Move the transition from 4 lanes to 2 lanes to the block between Cassia and Beech.
- Walnut Street, from Broadway to Marshall: Restore 2-way traffic.
- Hilton Street, from Walnut to Maple: Restore 2-way traffic.
- Maple Street, from Main Street to Middlefield: Restore 2-way traffic.



POTENTIAL COMPLETE STREETS PROJECTS

3.2.3. TRANSIT

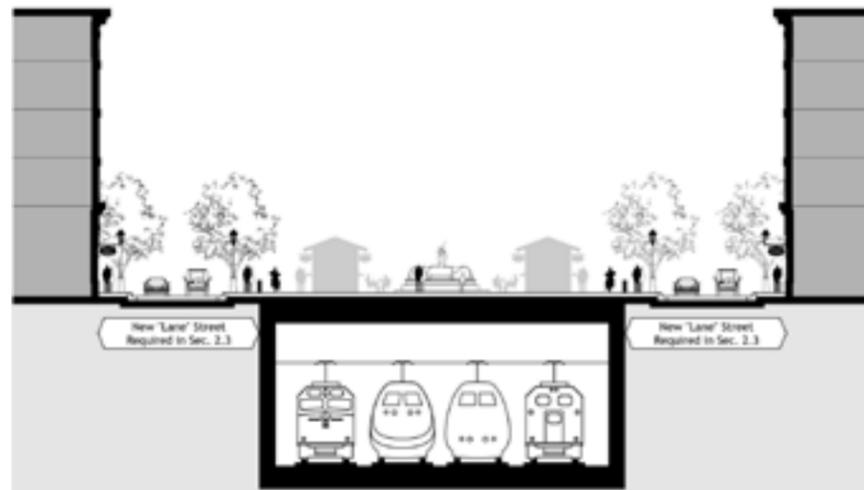
Transit needs downtowns, and downtowns need transit. Downtown Redwood City is fortunate to have a Caltrain commuter rail station at its core, as well as a busy bus depot operated by SamTrans. As Downtown grows, it will rely more heavily on transit to connect it with the rest of Redwood City, the Peninsula, and the Bay Area. As this mutually beneficial relationship is reinforced, it will help to make Redwood City an environmentally sustainable community, an economically robust urban district, and a neighborhood which provides for a variety of transportation needs, rather than simply those of motorists.

A) Caltrain and High Speed Rail

The railroad on which Caltrain service is currently provided has connected Redwood City to the greater Bay Area for nearly 150 years. Several important changes which will have dramatic impacts on Downtown Redwood City are coming to this corridor. First, the Joint Powers Authority which operates Caltrain plans on electrifying the system. Second, a rail link with the East Bay may be created which enters the Peninsula via the Dumbarton Bridge, and which makes its first San Mateo County stop in Downtown Redwood City. Finally, and most significantly, the California High Speed Rail Authority plans to run the Bay Area leg of the statewide bullet train system through Redwood City on the Caltrain alignment.

Railroad Grade Separation

The addition of High Speed Rail (HSR) to the Caltrain corridor will require the addition of two tracks, for a total of four through the entire length of the corridor. Also, due to safety and operational needs, it is forbidden for the HSR system to have any at-grade crossings with streets. Streets must either travel under or over the railroad, or else dead end at it. It is of critical importance that the method of grade separation be handled as skillfully as possible. Specifically, connectivity and compatibility are paramount. The wrong form of grade separation can be not only unsightly and noisy, but can harm community connectivity by severely restricting access across the



GRADE SEPARATION - COVERED TRENCH

corridor. Due to the enormity of the investment that HSR represents, impacts from an incompatible grade separation would negatively affect Redwood City for decades, possibly centuries.

As of this writing, it is the City's preference that the grade separation take the form of a covered trench. This type of grade separation would consist of a 40 to 50 foot-deep channel through the city, with a "cap" constructed over it. Noise and aesthetics would not be issues of concern, and all streets would be able to cross the trench, creating very good community connectivity, as well as compatibility with the compact, walkable, and transit-oriented Downtown envisioned by the City. The space above the tracks could be used for beneficial purposes, such as a grand avenue, retail shops, parks and plazas, or bike paths. The grade-separated railway can and must be carefully designed to become one of Downtown's major assets.

High Speed Rail Station

The HSR Authority has stated that the Peninsula area may receive up to two stops on the HSR route between San Jose and San Francisco. One of these stations will most likely be located at Milbrae/San Francisco International Airport, while the second (if there is a second) will be placed in one of the following three cities: Mountain View, Palo Alto, or Redwood City.

Because the full extent of the virtues and challenges associated with an HSR station are unclear, the City of Redwood City has yet to take a position on this matter. Based on the limited information currently available, some of the factors which affect Redwood City's position may include the following:

Benefits: People deboarding the trains will experience Downtown Redwood City, and may patronize its businesses at that time or in the future. Also, being located on the system will make Downtown Redwood City easily accessible to most residents of California, possibly making it a desirable location for small conventions and tourism. This could lead to hotel construction, as well as added business for local restaurants, shops, and theaters. Also, easy access to the rest of California may make Downtown more desirable for residential and office development, furthering the revitalization of the area. While these economic development benefits are feasible, it is not yet clear if they are likely. Finally, convenient travel to the state's major destinations would be a significant benefit to the citizens of Redwood City and the Mid-Peninsula who travel for business or recreational reasons, whether they live Downtown or elsewhere.

Challenges: In some ways, an HSR station may act like a small airport. It could pull many riders from far beyond Downtown, many of whom do not have a good transit link to the area. It is unclear how many HSR passengers can be expected to take non-automobile modes, such as Caltrain, SamTrans busses, and taxis. It is also unclear how many may be dropped off by friends or relatives, or how many will rideshare. This will certainly be a source of automobile traffic, and it is unclear what the magnitude of this traffic will be and how it will affect Downtown. Also, while it appears that significant parking will be required, the proposed streetcar system offers an opportunity to place that parking *outside* of Downtown, which should be seriously

considered. Finally, the issue of station size must be considered. Adding HSR service to Redwood City's train station will require it to be wider and longer—fitting the larger station into the tight confines of Downtown could be a significant urban design challenge.

New Street Network Connections

The railroad currently creates a major barrier in Downtown. Pedestrians have very few points at which they may safely cross the tracks, and the lack of side street access causes most buildings to turn their back to the railroad or to pull away from it altogether, creating a band of inactivity nearly two blocks wide at points. The grade separation of the railroad tracks will provide the opportunity to fix this, by creating new street connections between the northeast and southwest sides of Downtown. Upon the grade separation of the railroad, the following streets should be across the railroad right-of-way at-grade in the DTPP Area:

- Brewster Avenue.
- Broadway, which should also be straightened to its original alignment.
- Hamilton Street.
- Harrison Avenue.
- Jefferson Avenue, which would necessitate the removal of the current underpass.
- Maple Street.

To enhance walkability and community connectivity to the maximum possible extent, the following additional street connections should also be considered:

- Fuller and/or Bradford streets should be considered as possible links from Arguello Street to Perry Street in order to break up the excessively long block between Broadway and Brewster.
- Wilson Street, which would terminate at the new "Lane" street behind the Library.
- Monroe Street, which would terminate at the new "Lane" street behind the Library.

B) Streetcars

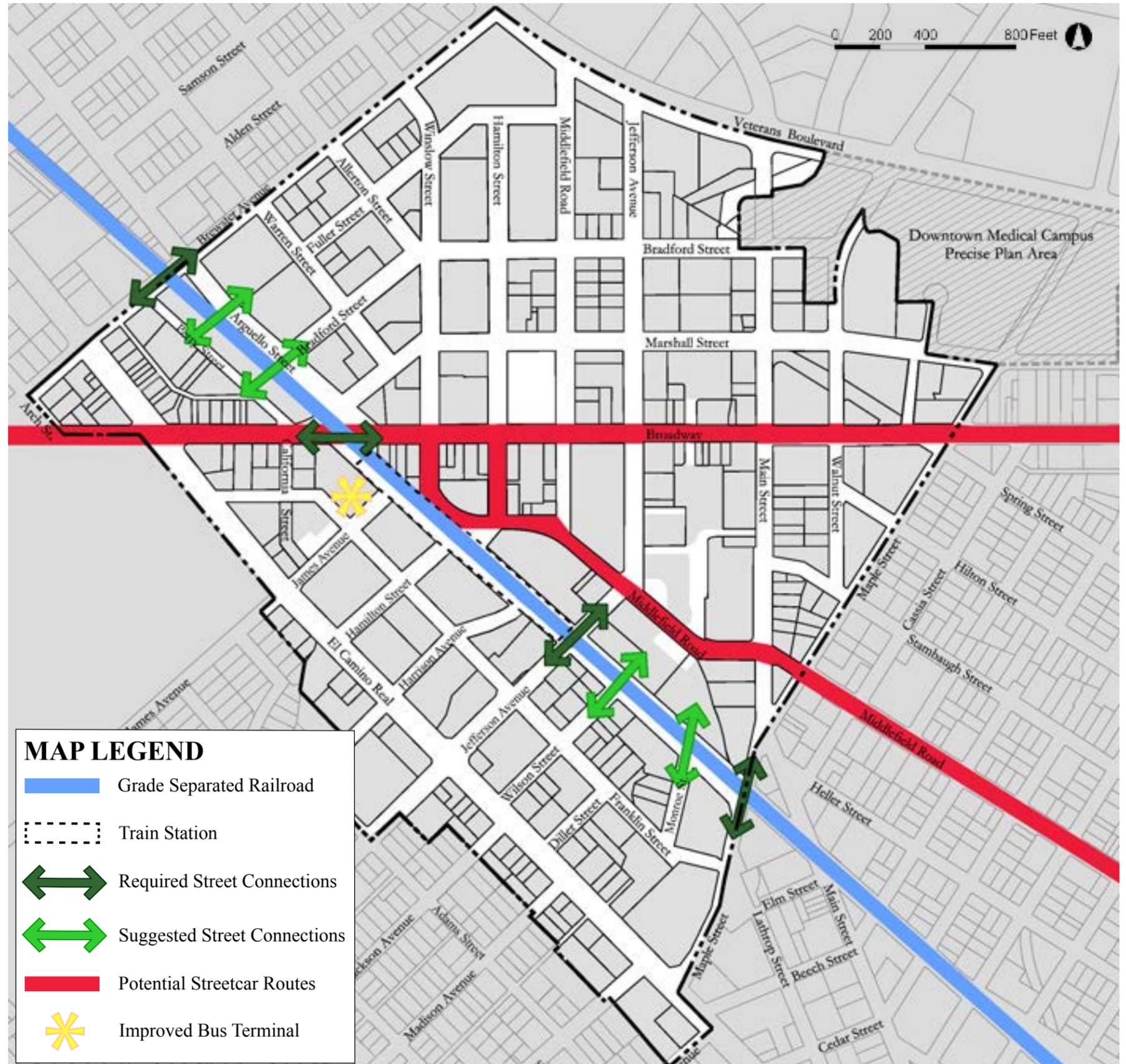
Streetcars, also sometimes known as trolleys or trams, are small, lightweight electric vehicles that run on fixed tracks—primarily on shared lanes in public streets. Typically, streetcars are intended for trips that are only a couple of miles long within a City, from neighborhood to neighborhood. These are trips that are too long for walking and too short for regional transit such as light rail, heavy rail, or commuter rail systems. In general, streetcars serve a similar role as local buses, but they can be more appropriate for corridors planned for higher densities due to their ability to attract higher ridership than busses and stimulate housing development.

Although streetcars cost more to construct than typical bus systems, they cost far less than heavy and light rail systems. The lack of need for right-of-way purchases, grade separations, and major reinforcement under the tracks make streetcars relatively inexpensive and quick to construct. Streetcars fill an important link in the transportation system, and have proven to be a great stimulator for walkable urban development. Their popularity is due to many factors, including a more comfortable ride, less noise, and lack of diesel fumes.

The Potential Transit Projects map shows corridors in Redwood City that streetcars can potentially be implemented on. These corridors were identified in the new Redwood City General Plan as strong candidates for streetcar service because they connect Downtown and Caltrain/HSR to future high density neighborhoods, work districts, and a possible ferry terminal.



STREETCARS: MODERN (ABOVE) AND HERITAGE (BELOW)

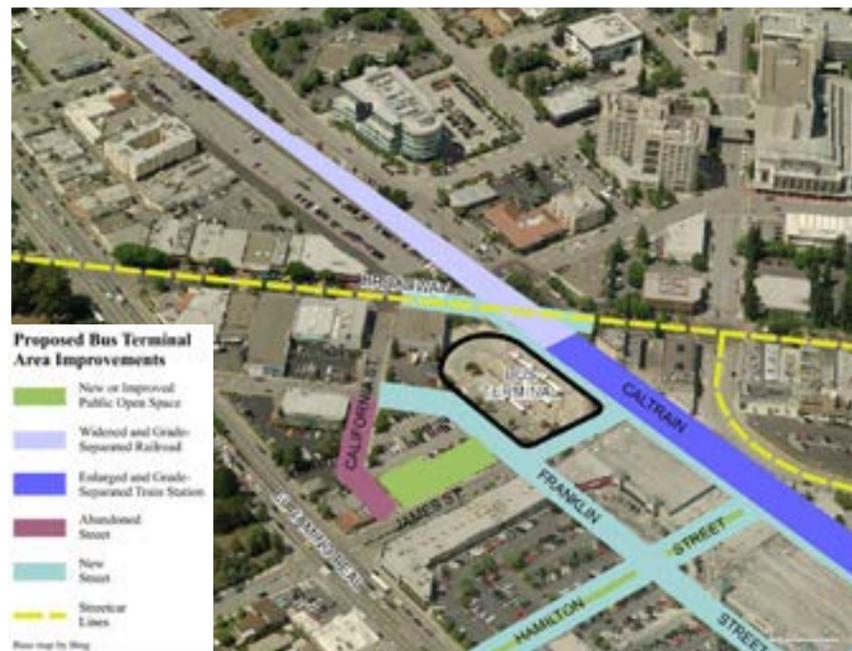


POTENTIAL TRANSIT PROJECTS

C) SamTrans Bus Terminal improvements

Currently, an active bus terminal—in which several SamTrans bus lines converge—is located at the end of James Street, adjacent to the Caltrain Station. Many changes are planned for this area, including High Speed Rail, new streets, reconfigured blocks, and transit-oriented development. As these changes occur, the City should closely coordinate with the Caltrain Joint Powers Board and SamTrans to reconfigure the bus terminal in order to better integrate the facility with its changing surroundings.

While a detailed study will be required, it is recommended that the facility remain in its current location in order to maintain a strong intermodal connection—especially with the prospect of future links to statewide high-speed rail, Dumbarton Rail to the East Bay, and the streetcar system. Also, due to the importance of the site and Downtown space constraints, the City and the transit agencies should consider placing the facility in the ground floor of a multipurpose building, perhaps with commuter parking or office space above.



PROPOSED BUS TERMINAL AREA IMPROVEMENTS

3.2.4. OTHER POTENTIAL PUBLIC IMPROVEMENTS

Several additional opportunities exist for public improvements which would benefit Downtown and assist in the acceleration of its present renaissance. Projects warranting further study, and possible action, include the following:

A) Connectivity to Inner Harbor

Downtown Redwood City is a little more than ½ of a mile away from an area known as the “Inner Harbor.” The Inner Harbor is area at the convergence of creeks, wetlands, marinas, high-tech offices, and an emerging neighborhood. Despite Downtown’s enviable geographic proximity to the Inner Harbor, it is effectively impossible to travel between the two areas except by a complicated automobile trip. Redwood Creek provides a direct physical link, but a walking route is not available due to the unimproved nature of the creek, inaccessible adjacent land uses, and Highway 101. It is recommended that the City identify ways to from a strong walkable connection along Redwood Creek between Downtown and the Inner Harbor in order to create a dynamic synergy between these two districts.



THE INNER HARBOR

B) Main Street Parking Lot Reconfiguration

The Main Street Parking Lot (in the interior of the block bounded by Broadway, Main, Middlefield, and Jefferson) is located in a key part of Downtown. Redwood City was founded near this block, which has been at the core of the city for more than 150 years. Redwood Creek flows through the center of the block, although it was placed underground in a box culvert in the 1930s. This block, which is owned by the City, has rich potential to be reconfigured to function as a more active and dynamic part of the district. It is recommended that the City explore options for a beneficial transformation and intensification of this area. Possibilities include, but are not limited to, the following:

- Assembly with adjacent parcels and redevelopment as retail, housing, and/or office uses.
- A public parking garage (see 3.2.4(d)).
- An open space.
- A “daylighted” creek.
- A canal lined by restaurants.

It should be noted that all of the possible uses mentioned above are compatible with the land use regulations for this site as described in Book II of the DTPP.



MAIN STREET PARKING LOT

C) Connectivity to City Gateways

As part of the City’s recent General Plan process, a need for enhanced connections between city gateways and Downtown was identified. It is recommended that routes leading to Downtown from major points of entry to Redwood City be improved with comprehensive streetscapes and signage.

D) Additional Public Parking

Although increased emphasis is being given to pedestrians, bicyclists, and transit riders, many Downtown residents, workers, and visitors will also continue to use automobiles. The district currently has an adequate supply of parking, but as Downtown grows, its parking supply will need to grow with it. Regulations for new development contained in Section 2.6 of this plan are designed to ensure that future projects provide parking spaces in an amount that is able to meet the demands of their users. While many projects will have no difficulty accomplishing this, many others may find it challenging or impossible due to factors such as small site size, irregular site shape, or a high water table.

The “in-lieu” parking fee described in Section 2.6.2(B) was designed to allow for flexibility in such situations by allowing developers to satisfy all or part of their parking requirement by paying a fee. The City will at a later date use this fee to create public parking spaces. It is uncertain how much development will take place in Downtown, how quickly it will arrive, and what percentage of it will pay the in-lieu parking fee. It is possible, however, that within a short period there will be a need to use the in-lieu funds to construct a public parking garage. It is recommended that the City develop a strategy for dealing with such a circumstance, including identification of an appropriate site or sites.

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