

INNER HARBOR COMMUNITY WORKSHOP SUMMARY

CITY OF REDWOOD CITY INNER HARBOR SPECIFIC PLAN

*February 11, 2014 | 7:00 P.M. – 9:00 P.M. | Veterans Memorial Senior Center,
1455 Madison Avenue, Redwood City, CA 94061*

On February 11, 2014 and in the Redwood Room of the Veterans Memorial Senior Center, the City of Redwood City conducted a community workshop as part of the Redwood City Inner Harbor Specific Plan planning effort. Almost 60 residents and other interested individuals participated in this hands-on, facilitated open-house style workshop. The workshop's purpose was to obtain the community's opinion regarding opportunities for the Redwood City Inner Harbor Specific Plan area. The event consisted of five stations:

- Welcome and Introduction
- Guiding Principals
- Land Use
- Mobility
- Plan Alternatives

Participants were provided comment cards to accommodate additional feedback. Eleven members of the fifteen-member Task Force also attended to listen to the community member input and observe the workshop process overall. This Workshop Summary provides an account of the participants' comments, responses and participation.

Welcome and Introduction Station

Participants were guided to the first station, Welcome and Introduction. Laura Stetson, with the planning consulting firm of MIG, provided a 15 minute presentation discussing the Inner Harbor planning area's site location, history, and planning setting. The planning setting included current General Plan designations, property ownership, and opportunities and constraints such as biological resources, air quality, noise, economics, mobility, etc. The presentation concluded with an overview of the open-house format and workshop station instructions. The presentation is included as Appendix A.

Guiding Principles Station

At this station, participants reviewed display boards containing ten Draft Guiding Principles for the Inner Harbor Specific Plan. The Guiding Principles were listed in the first column; next to each Guiding Principle were three columns with the following headings:

- "Support"
- "May Support If..."
- "Do Not Support"

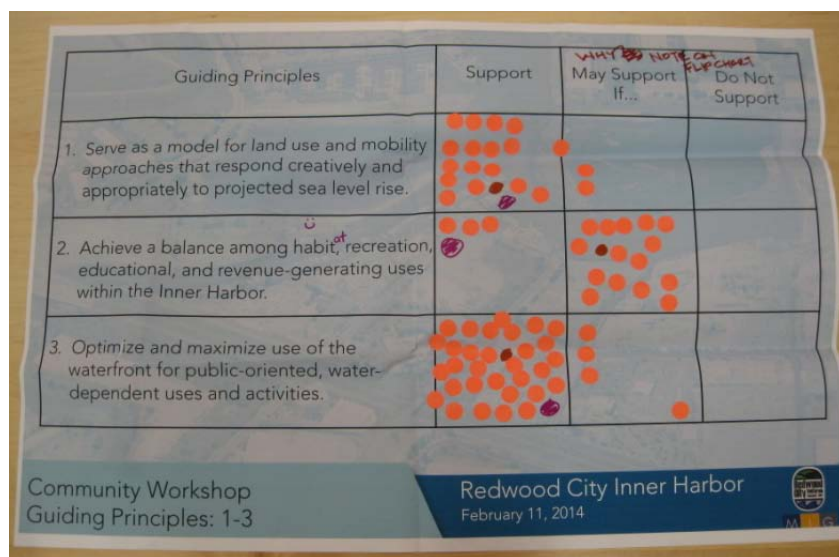
Participants were given colored dot stickers; for each Guiding Principle, the participant was to place a dot beneath the heading that most closely agreed with their opinion. When a participant placed a dot beneath "May Support If..." or "Do Not Support", the participants were asked how the Guiding Principle could be changed so that the participant could "Support" the principle. Participant comments were written on flip charts for future reference.

Seven principles were supported by an overwhelming majority of participants; however, all ten Guiding Principles had some number of "May Support If..." votes. Guiding Principle 2 is the only Guiding Principle that had more "May Support If..." responses than "Support". Only two Guiding Principles — Principles 6 and 7 — received any "Do Not Support" votes, with one and two votes respectively.

The following table summarizes the results of the activity:

Guiding Principles	Support	May Support If...	Do Not Support
1. Serve as a model for land use and mobility approaches that respond creatively and appropriately to projected sea level rise.	18	3	--
2. Achieve a balance among habitat, recreation, educational, and revenue-generating uses within the Inner Harbor.	4	16	--
3. Optimize and maximize use of the waterfront for public-oriented, water-dependant uses and activities.	33	4	--
4. Enhance and emphasize boater access to Redwood Creek and the Bay for recreation and educational purposes, with particular attention given to human-powered watercraft.	24	5	--
5. Create new and improved pedestrian, bicycle, and auto connections between the Inner Harbor and Downtown Redwood City, and between the Inner Harbor and adjacent developed areas along the Bay.	30	2	--
6. Complete the Bay Trail connection through the Inner Harbor.	29	2	1
7. Accommodate a floating home community in location(s) suitable for residential use to the extent allowed by applicable laws.	35	5	2
8. Ensure compatibility and connectivity with adjacent institutional and industrial uses.	13	6	--
9. Require that sustainable and adaptable development approaches be incorporated into land use and infrastructure improvements within the Inner Harbor.	25	1	--
10. All development will provide public benefits.	15	5	--

As previously stated, if participants selected "May Support If...", the participants were asked to record their condition(s) for support or comments about the guiding principle. Though the comments covered a variety of subjects, some general trends emerged.

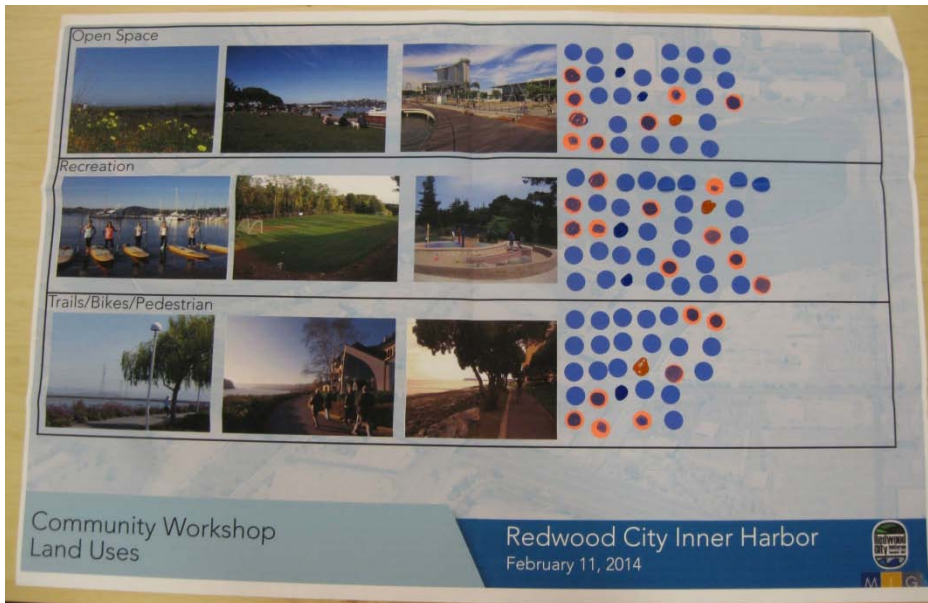


Guiding Principles Display 1

Land Use Station

At this station, display boards depicting seven land uses were exhibited. Participants were given four colored dot stickers and asked to place them next to the four land uses that, in their opinion, should be prioritized in the Specific Plan area. Overall, the community supports recreation and open space uses. The results are as follows:

- Recreation (39)
- Open Space (31)
- Trails/ Bikes and Pedestrian (28)
- Residential (23)
- Mixed Use (13)
- Industrial (6)
- Commercial (3)



Land Use Display 1



Land Use Display 2

Again, flip charts were available for participants to provide additional comments on their land use selections. The full list of written flip chart comments have been grouped by topic and are listed below.

Residential

- Residential uses ok, but no high density and only if live-aboards permitted on creek
- Alternative residential uses that adapt to sea level rise (floating homes)
- Residential uses as part of mixed use and floating homes
- Floating homes/ houseboats make a great community
- Floating homes and open space
- Floating homes/ houseboats – also not opposed to mixed use
- Floating homes for all income levels
- Residential only if floating homes
- Floating home community important
- Residential to include floating homes
- Retain Docketown as affordable housing
- Floating home community somewhere in plan area
- Not suitable for residential uses
- Residential—floating homes only
- Floating residences—no matter the categorization

Open Space/Recreation/Sea Level Rise/Water Access

- Open space that is accessible to the public
- Direct access to water (2)
- Address sea level rise through open spaces along water's edge
- Access for fishing

Other Uses

- Local business/ commercial (no chains)
- Maintain industrial/ blue collar jobs
- Protect existing industrial uses

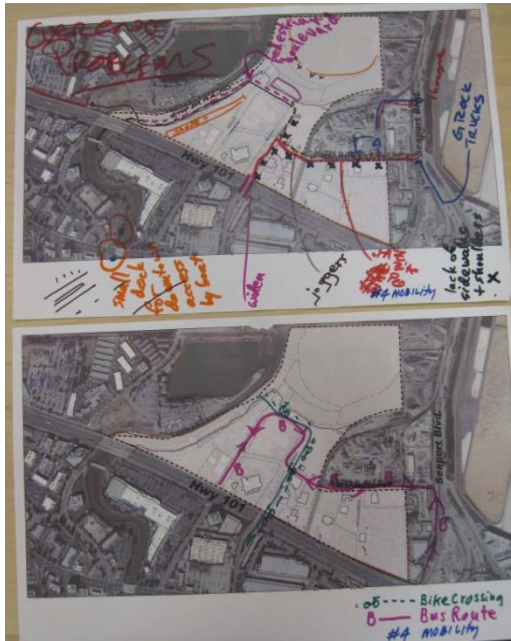
Mobility Station

Participants at this station were each given a blank base map and a variety of markers. Participants were asked to draw/designate where they would like access points and circulation for all modes of transportation – pedestrian, bicycle, vehicle, boating, etc. For those that indicated they prefer not to draw, staff was available to provide assistance. This section features a few photos of maps made by participants. For the all mobility map photos, refer to Appendix C.

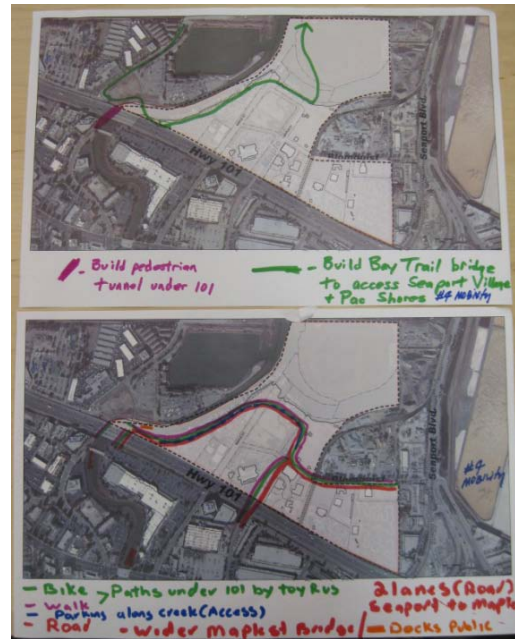
Pedestrian

Many participant maps included new walking paths around the plan area. Though suggested routes varied, a large number included Blomquist Street, Maple Street, and the area alongside Docktown within the route.

Several participants indicated a need to widen the existing Highway 101 pedestrian overpass at Maple Street and suggested an additional overpass at Walnut Street. Others drew a pedestrian underpass under Highway 101, connecting the area of Docktown with Main Street. Sidewalks were also suggested for Blomquist Street.



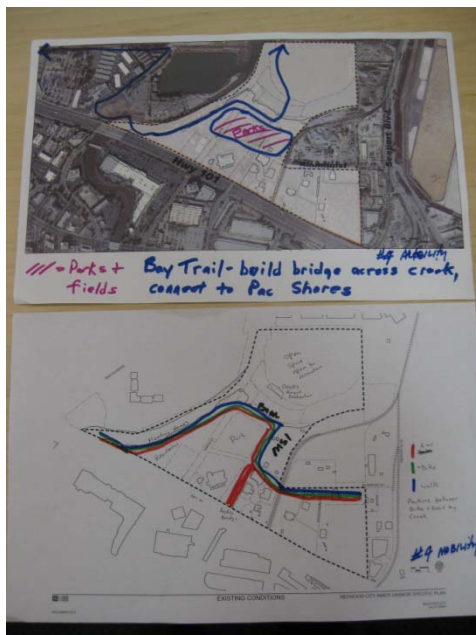
Mobility Maps 4-5



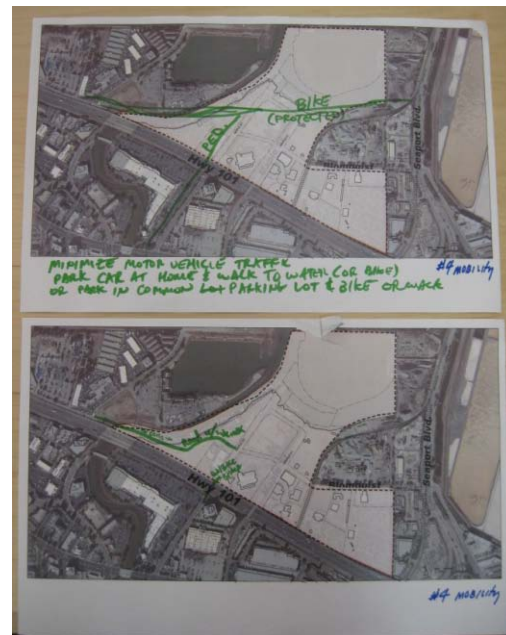
Mobility Maps 10-11

Bicycles

For biking, an extension of the existing Bay Trail was the most popular suggestion. Suggested routes included a connection to Pacific Shores with a bridge across the Redwood Creek, and included the same roads as in the walking paths: Blomquist Street, Maple Street, and alongside Docktown. A small number of maps suggested the Bay Trail extension to run parallel to Highway 101, and some suggested the trail should extend further east to Seaport Boulevard. Of those who suggested widening the existing Highway 101 pedestrian overpass at Maple Street, many indicated bike use of the overpass in addition to pedestrian use.



Mobility Maps 2-3



Mobility Maps 16-17

Vehicular

Few maps contributed by participants included changes for automobile use and circulation; however, those that did indicated similar concerns about traffic safety due to low visibility because of large trucks near the Seaport Boulevard and Blomquist Street intersection. Some participants suggested widening Blomquist Street to improve traffic flow. Two maps made mention of public transit routes along Seaport Boulevard and parts of Maple Street.



Mobility Map 7



Mobility Map 20

Participants were also encouraged to note additional ideas on the flip chart provided. These ideas included:

- Bike parking; transit hub
- Showers at new business developments for commuters
- Connections to CalTrain

Plan Alternatives Station

This station was intended to serve as a summary of the previous stations. Based upon the information gained and opinions given at the Guiding Principles, Land Use, and Mobility stations, the participants were asked to draw/designate one or more land uses on a blank planning area map. Staff was available to assist anyone who indicated they were unable preferred not to draw. This section features a few photos of plan alternative maps made by participants. For all photos of plan alternative maps, refer to Appendix D.

Ideas for land uses varied amongst participants, but general trends emerged. These trends include:

Residential

Participant maps indicated a desire for an additional floating home community in the area of the creek located north of the top of Maple Street. Low density, mixed use residential was considered an acceptable use by participants, with most locating this use across from Docktown, along Maple Street.



Plan Alternatives Map 7

Open Space and Recreation

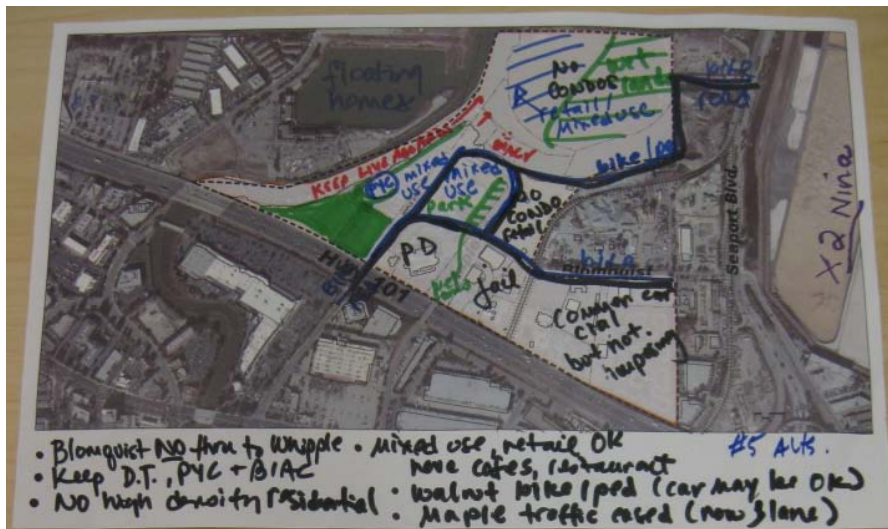
A significant number of participants drew a park in the area that falls within the boundaries of Maple Street. Public docks were also suggested by multiple participants, located near Docketown and along the water above the northern end of Maple Street. Open space was drawn by many participants along the northern end of Maple Street. The space between Docketown and Maple Street was also marked as a green space by a large number of participants. Many indicated a desire to maintain the Bair Island Aquatic Center (BIAC) in its current location. One map designated the Ferrari property for open space.



Plan Alternatives Map 1

Commercial and Other

Several maps located small cafes, restaurants, and retail within the Docketown area. Mixed use space was often drawn to extend from Blomquist Street to Highway 101. The area between the railroad and Maple Street alongside Highway 101 was suggested as designated Police and Fire station locations. Some maps marked the same space to include industrial land uses.



Plan Alternatives Map 11

General comments for this activity were also recorded on flip charts. The comments appear below:

- Blomquist Street as levee
- Shift water edge in floating homes onto private property
- Pedestrian bridge connecting Ferrari (property) and land to south
- No residences allowed except Docktown
- City to acquire more land for recreational use. Use "bank" for planned future purchases
- Move floating homes to water so they float
- Floating BIAC boathouse, with 6 pilings

Comment Cards

Below are the main points captured in the comment cards. Note the main points have been organized by topic. All comment cards received by February 19, 2014 have been photographed. The comment card photographs are presented in Appendix E.

There is a general consensus among participants that value Docktown. Community members have a deep attachment to that area and the community within it. Participants would like to see additional floating homes and live aboard options. The participants consider Docktown a good example of adaptations to address sea level rise.

Docktown/Floating Homes/Live Aboards

- Docktown is a family-oriented community
- Docktown is an example of a adaptive solution to sea level rise
- Docktown promotes safety and education through programs and classes offered
- Grow Docktown without turning it into overpriced condos
- Large live-aboard community within the Inner Harbor
- Grow live-aboard community to address demand and sea level rise
- Floating homes and live-aboards are preferred for the Inner Harbor community
- Floating home community should be expanded
- Affordable live-aboard rates allow lower and middle income families to thrive in Silicon Valley

Other Land Uses

- The Peninsula Yacht Club is an asset to the community
- More open space and parks

Mobility

- Improve Highway 101
- Improve Veterans Boulevard – Blomquist Street intersection
- Coordinate with Pete's Harbor Project for Bay Trail continuity and downtown access

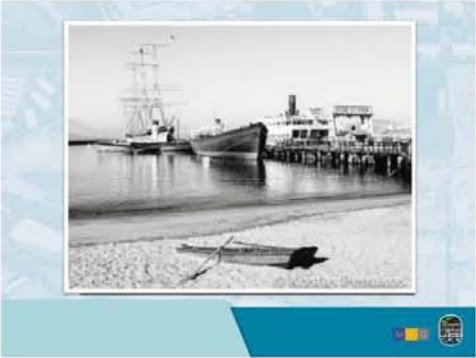
Other Comments

- Use transfer development rights to make an investment in Redwood City citizens
- Dredge the creek to make it navigable up to Highway 101
- Exceed 36" sea level rise estimate to protect infrastructure
- Consider Simm's Metal in discussion for Inner Harbor area
- Try to attract Google Barge to dock in Redwood City
- Maximize use of recycled water

Appendix A
Community Workshop Welcome and Introduction Presentation

2/19/2014

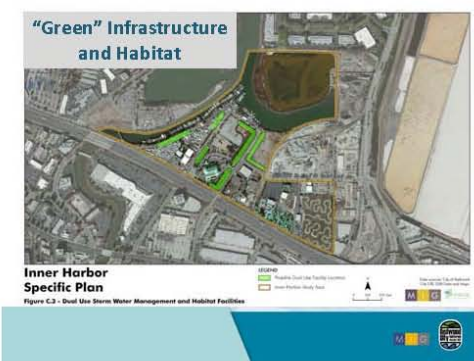


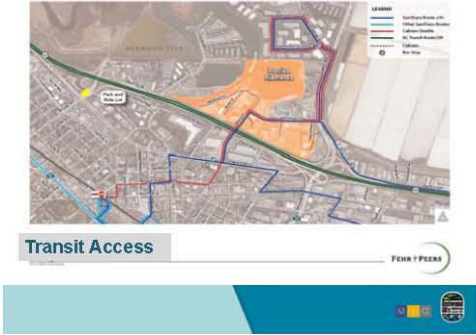


OPPORTUNITIES AND CONSTRAINTS

Inner Harbor Specific Plan
Community Workshop, February 11, 2014







Economic Considerations

- Local unemployment rate of 5.3% is low
- City has proven ability to attract a diverse residential population
- Office vacancy is 10%, considered healthy
- Market demand exists for upper end hotel (100 to 200 rooms total)
- Recreation demand?

Inner Harbor Specific Plan
Community Workshop, February 11, 2014

WORKSHOP FORMAT

Inner Harbor Specific Plan
Community Workshop, February 11, 2014

Open House

Four Stations:

- Guiding Principles
- Land Use
- Mobility
- Plan Alternatives

Inner Harbor Specific Plan
Community Workshop, February 11, 2014

Redwood City

Inner Harbor Specific Plan

Community Workshop
February 11, 2014

Appendix B
Flip Chart Comments Received by Guiding Principle

Guiding Principles	"If" Condition
1. Serve as a model for land use and mobility approaches that respond creatively and appropriately to projected sea level rise	N/A
2. Achieve a balance among habitat, recreation, educational, and revenue-generating uses within the Inner Harbor.	<ul style="list-style-type: none"> • Must include heavy industrial plants • (Balance)? More open space, recreation with less concentration of revenue (support ferry, rec. etc) • Mention floating residences as affordable housing • "Revenue generation is too broad" • If revenue generating mixed use (residential educational, recreational) includes commercial marina with live-aboards • More emphasis on habitat and recreation then revenue generating
3. Optimize and maximize use of the waterfront for public-oriented, water-dependant uses and activities.	<ul style="list-style-type: none"> • Clarify what "optimize" and "maximize" mean • Emphasize public floating home communities/ marinas • If does not inhibit commercial mixed use marina with live-aboards
4. Enhance and emphasize boater access to Redwood Creek and the Bay for recreation and educational purposes, with particular attention given to human-powered watercraft.	<ul style="list-style-type: none"> • If enhancement of boater access does not jeopardize Docketown • Make sure there is a place for motor crafts • Concerns about too many canoes/ rowboats on the water • More public access
5. Create new and improved pedestrian, bicycle, and auto connections between the Inner Harbor and Downtown Redwood City, and between the Inner Harbor and adjacent developed areas along the Bay.	<ul style="list-style-type: none"> • Blomquist shouldn't connect to Whipple—too much traffic • Concerned about safety of bike trail going to Blomquist (road condition)
6. Complete the Bay Trail connection through the Inner Harbor.	<ul style="list-style-type: none"> • Bay trail and Docketown symbiotic • Only if it doesn't hurt Docketown
7. Accommodate a floating home community in location(s) suitable for residential use to the extent allowed by applicable laws	<ul style="list-style-type: none"> • If float homes accommodate all income levels, not just higher income • Want to legalize current situation • Amend laws to ensure a healthy community • "Floating home" term stays and includes house boats • Floating homes If compatible with industrial uses • Floating homes to the extent... State lands grant to Sausalito was amended to allow floating homes—we can do the same • No "suitable," and end sentence at "use"

8. Ensure compatibility and connectivity with adjacent institutional and industrial uses.	<ul style="list-style-type: none"> • Only if it looks good • Only if it doesn't hurt Docktown
9. Require that sustainable and adaptable development approaches be incorporated into land use and infrastructure improvements within the Inner Harbor.	<ul style="list-style-type: none"> • At what cost? To whom?
10. All development will provide public benefits.	<ul style="list-style-type: none"> • If public benefits include all income levels • Too general—needs more specificity • Ten Is wrong, it will only provide benefits to developers, plus a small amount of tax \$ [money]

Appendix C Photographed Mobility Maps

Mobility Map 1

IHPP 4 description

Plan includes

- (1) A green belt all along the creek with the bay trail. The walkway along the creek would go all the way downtown.
- (2) The greenbelt park and trail would be adaptive to sea level rise, meaning that rather than building a 6 foot levee along the creek now, it can be maintained at the current level, with more soil added every 20-30 years as needed.
- (3) Development beyond the greenbelt, would have an elevated floor that begins as a gradual sloping incline (becoming a hill rather than an abrupt levee).
- (4) The remainder of the space owned by Docktown LLC and the city would be green space (parks and playing fields)
- (5) BIAC moves over to the point where there is deep water, opening up the space where they are now for us.
- (6) Floating homes and boats would be found in three different locations (largely self-selecting based on economics and perceived advantages).

- where we are now
- where BIAC is now
- at Ferrari's pond

This plan allows for some space to open up along the creek, providing public access, which has been a hot button at the IHPP meetings, to include a day-tripper tie up dock and a place for the public to rent kayaks and canoes.

Proposed separately, but not on this document are floating restaurant, and a row of cute little shops to accommodate visitors, new residents added by the developers, and us. Also Historic and Nature exhibits in the parks next to the creek.

Intermittent plant barriers between the floating residences and the walking trail would provide some privacy, and green wall vegetation would hide the concrete that now covers some of the banks, and wider docks with more plants as in Sausalito.

This plan has something for everyone. A vibrant floating community. Open space and public access along the creek, some new development to bring in tax revenue for the city and make money for the developers, and lots of green, open space for environmental interests.

State Lands Issues:

There is an impression that SLC has told the consultants and task force they will object to us being here. According to Bill Ekern this is not the case. No such decision has been announced. And there are good reasons why this should not be an issue.

SLC policies are based on a Public Trust doctrine that has evolved over time, and subject to case law and legislation.

The California Supreme court said in *Marks v Whitney* and I quote:

The public uses to which tidelands are subject are sufficiently flexible to encompass changing public needs. In administering the trust the state is not burdened with an outmoded classification favoring one mode of utilization over another. "

15 *Marks v. Whitney*, 6 Cal. 3d 251, 259-60 (1971).

State Lands has followed those principles in a number of cases, Relinquishing all rights to granted lands in San Francisco and Long Beach by deciding grant lands were "no longer needed for fishing, commerce, or navigation.

And right here in Redwood City in 1977. Hotel Magnate Ben Swig and Frank Salaman, grandfather to two of the current owners of Docktown, bought what was left of the Franks Tannery holdings, including land along the creek near Bradford and Main. When Swig sued to secure title to a plot that had been part of the 1954 grant, the State Lands administratively approved a land swap for an island in the Delta, with the city's blessings, giving Swig title to the former grants lands.

More recently, in 2006, Land Grants in Marin County (commonly thought of as part of Sausalito) were consolidated, and existing houseboat communities were grandfathered into the grants. Again it was deemed the land was not needed for other purposes, and it was noted that twice every day the houseboats sat on the mud, as they do at Docktown, which made them unnavigable.

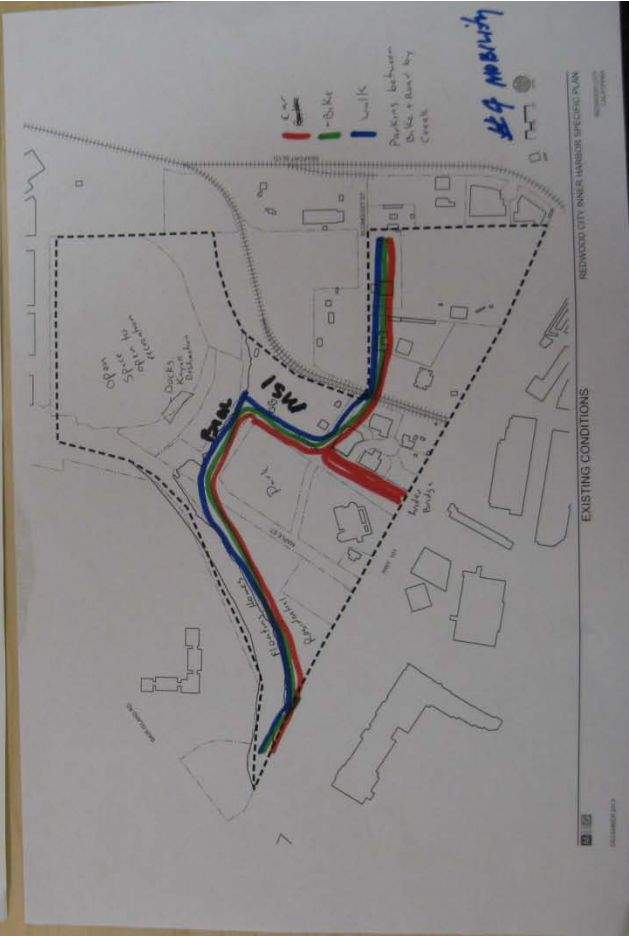
The reality is when City, State and other players are on the same page in terms of what they want to do lawyers and legislators can find ways to make it happen. That is true here as well.

Daniel to Jill

Why Docktown should be an integral part of the Inner Harbor.

1. Because we are already here and there is no good reason for us all to move!
 - a. Our floating community is an appropriate component of the Inner Harbor.
 - b. Our floating community is an appropriate response to rising sea level.
 - c. Landowners can make money on property secured from the city via land swaps.
 - d. Any State Lands Issues are subject to change.
2. Based on estimates we have seen, it could cost the city upwards of \$20 million dollars in relocation fees and legal costs to move us.
3. We are an important asset to the city and the Inner Harbor that will help the city realize its goals.
 - a. We are people who protect and have a relationship with the creek.
 - b. We clean the creek on a regular basis as you know.
 - c. We kayak, sail, and cruise on the water on a regular basis and can provide that elusive maritime link to downtown.
 - d. We live lightly on the water and engage with the wildlife in a positive manner.
4. We can be an attraction, as in Sausalito and Seattle, that brings people to the area and gives it life. A destination point for boaters, day trippers, and shoppers. Where people can rent boats and kayaks, embark on tours, and interact with the watery environment.
5. We have plans that meet all the goals outlined by the planning group, including environmental protection, public access, recreation, and tax revenue.

Mobility Map 2-3



Mobility Map 4-5



Mobility Map 6-7



Mobility Map 8-9



Mobility Map 10-11



— - Build Bay Trail bridge to access Seaport Village + Pac Shores of mobility
— - Build pedestrian tunnel under 101



— Bike Paths under 101 by toy bus
— Walk paths along creek (Access)
— Road - wider Market Road / - Docks Public
— Planes (Road) Seaport to maple

Mobility Map 12-13



— Shop, restaurants, sports, small green space
— Main open space, green park
— bike path
#4 mobility



— BAY TRAIL
— Bloomquist
#4 mobility

Mobility Map 14-15



#4 mobility

- BIOMONITOR EXTENSION
- BIKE PATH
- WALKING PATH
- FLORIAN HOME COMMUNITY



#4 mobility

Mobility Map 16-17



#4 mobility

MINIMIZE MOTOR VEHICLE TRAFFIC
 PARK ONE AT HOME & WALK TO WORK (OR BIKE)
 OR PARK IN COMMON LOT & BIKE OR WALK



#4 mobility

Mobility Map 18-19



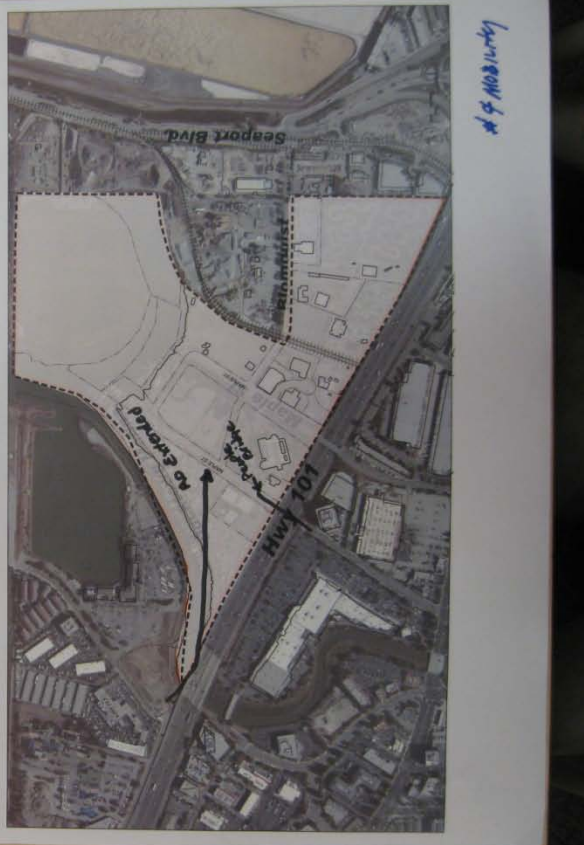
of Mobility



Mobility Map 20-21



of Mobility



Appendix D
Plan Alternatives Maps

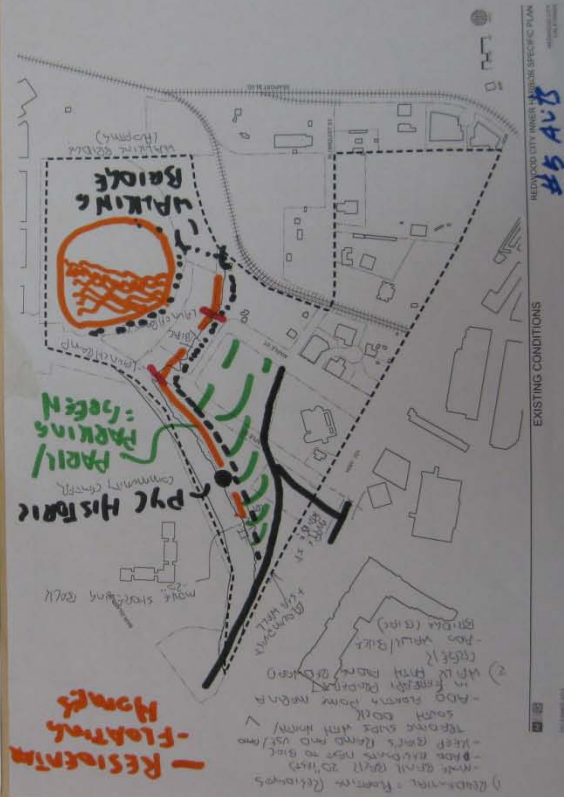
Plan Alternatives Map 1-2



Plan Alternatives Map 3-4



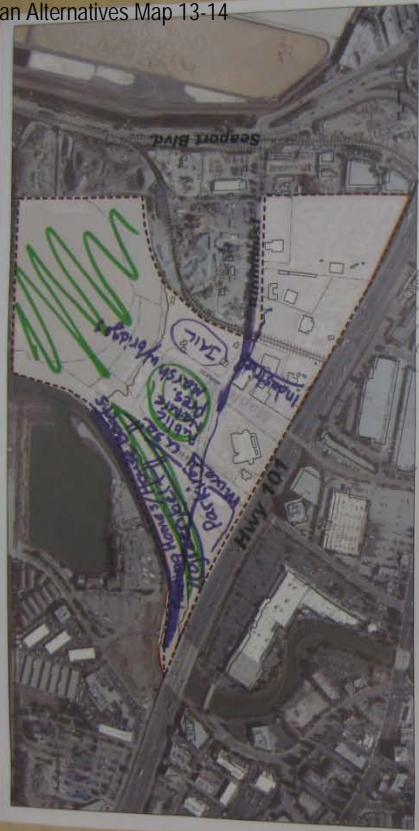
Plan Alternatives Map 5-6



Plan Alternatives Map 7-8



Plan Alternatives Map 13-14



#5 AUs.



#5 AUs.

Plan Alternatives Map 15-16



#5 AUs.

City to purchase open space

recreation boating etc. soccer fields etc

parking

utilize remainder of development right



#5 AUs.

STATION 5- PLANALTS.

- Blomqvist AS Level
- + | SHIFT WATER EDGE IN ~
FLOATING HOMES ON PVT. PROP.
- + | (smiley face) PED BRIDGE CONNECTING FERRARI
& LAND TO SOUTH - Great idea!

+ | No residences allowed except docktown

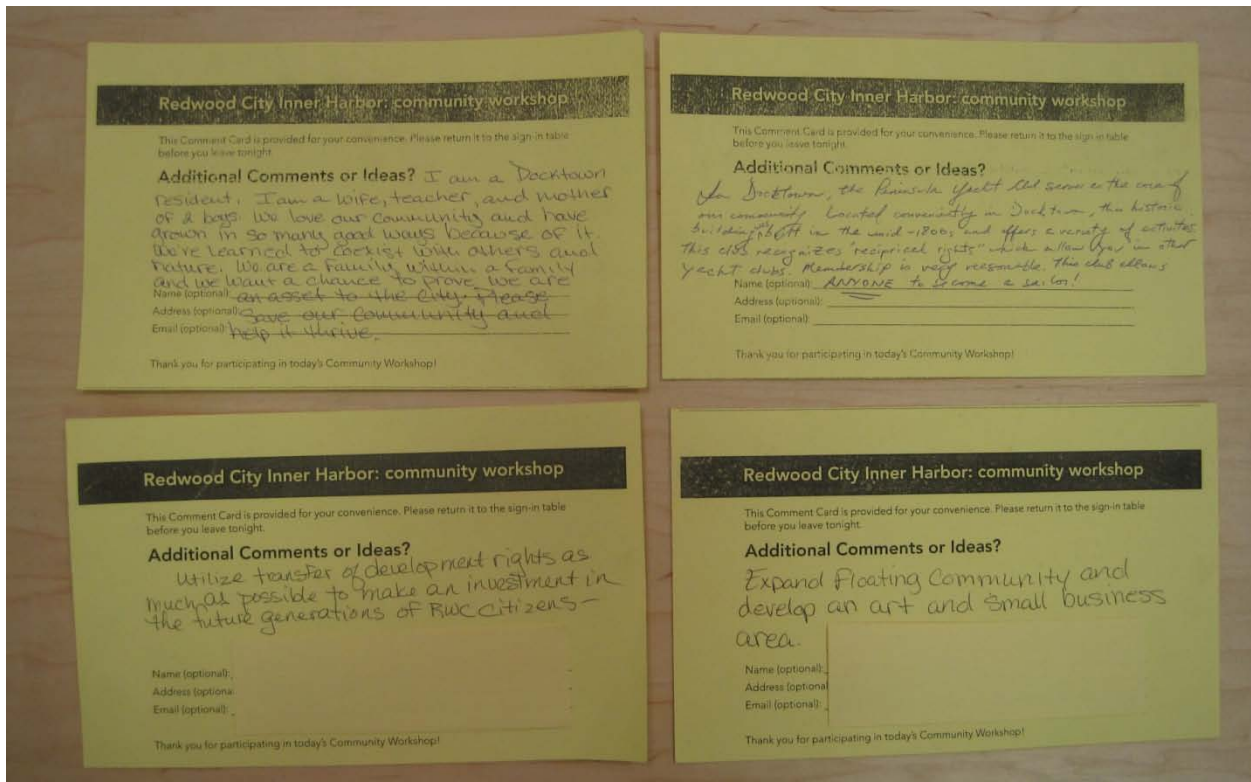
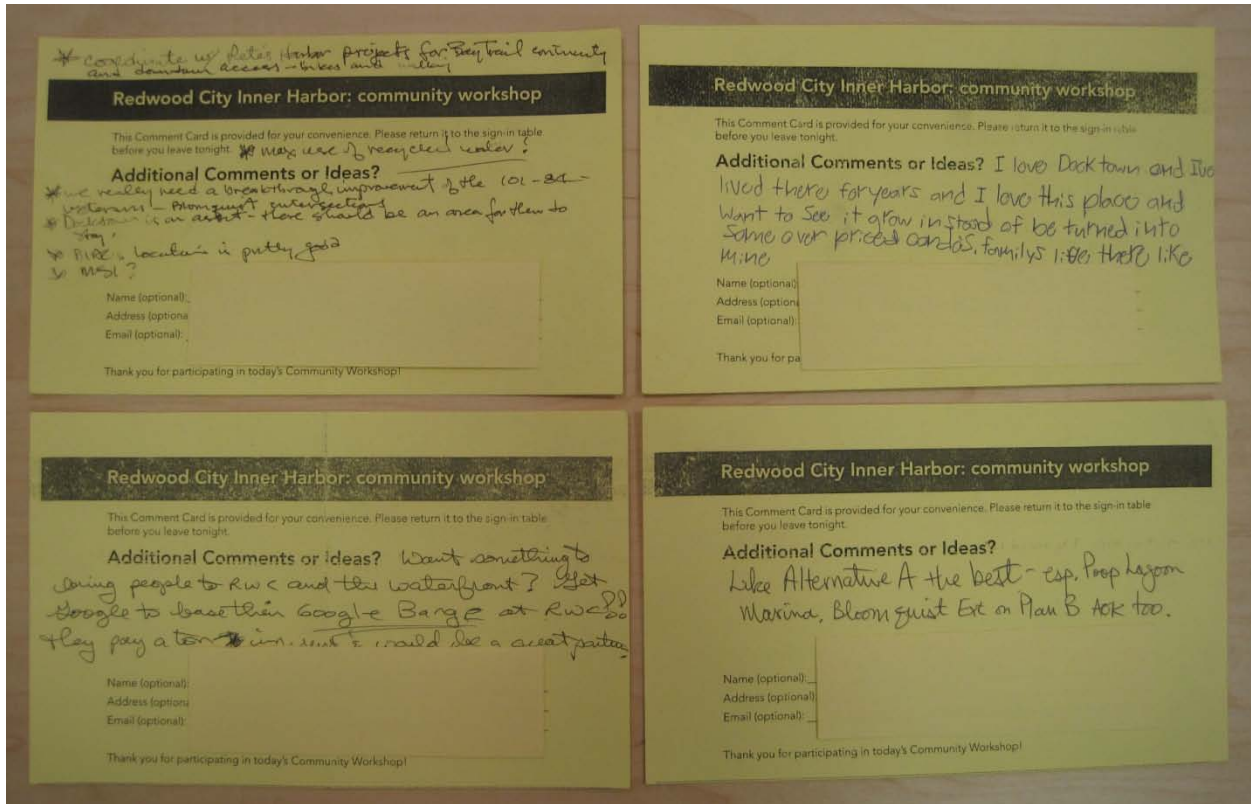
"City to acquire more land for rec. use
"bank" for planned future purchases

"MOVE FLOATING HOMES TO
WATER SO THEY FLOAT!"

FLOATING B.I.A.C. BOATHOUSE, w/SIX PILINGS



Appendix E Photographed Comment Cards



Redwood City Inner Harbor: community workshop

This Comment Card is provided for your convenience. Please return it to the sign-in table before you leave tonight.

Additional Comments or Ideas? *Benefits of Dredging*
~~Expand flat~~
 As rising sea level continues, Dredging continues to provide an ideal adaptive solution. By working in unison with nature, we can rise & face up the tides, especially during extreme weather conditions such as King Tides & Storm surge. This reduces the danger + costs of flood damage.

Name (optional): _____
 Address (optional): _____
 Email (optional): _____

Thank you for participating in today's Community Workshop!

Redwood City Inner Harbor: community workshop

This Comment Card is provided for your convenience. Please return it to the sign-in table before you leave tonight.

Additional Comments or Ideas?
 Dredging promotes education and safety through programs such as "Pier Squads" & U.S.C.G. Sanctioned classes.

Name (optional): _____
 Address (optional): _____
 Email (optional): _____

Thank you for participating in today's Community Workshop!

Redwood City Inner Harbor: community workshop

This Comment Card is provided for your convenience. Please return it to the sign-in table before you leave tonight.

Additional Comments or Ideas? *Benefits of Dredging class*
 Affordable live aboard rates allow low & middle income earners such as single mothers, young families, those retired on fixed incomes and the elderly to choose to retire in Sausalito.

Name (optional): _____
 Address (optional): _____
 Email (optional): _____

Thank you for participating in today's Community Workshop!

Redwood City Inner Harbor: community workshop

This Comment Card is provided for your convenience. Please return it to the sign-in table before you leave tonight.

Additional Comments or Ideas? *Benefits of Dredging*
 Our proximity to the water has created conscientious citizens who are stewards of the water, creating events such as "Romancing the Creek", where we diligently clean & maintain Redwood Creek.

Name (optional): _____
 Address (optional): _____
 Email (optional): _____

Thank you for participating in today's Community Workshop!

Redwood City Inner Harbor: community workshop

This Comment Card is provided for your convenience. Please return it to the sign-in table before you leave tonight.

Additional Comments or Ideas?
 Expand the floating community, dredge the creek to make it navigable up to 101.

Name (optional): _____
 Address (optional): _____
 Email (optional): _____

Thank you for participating in today's Community Workshop!

Redwood City Inner Harbor: community workshop

This Comment Card is provided for your convenience. Please return it to the sign-in table before you leave tonight.

Additional Comments or Ideas?
 Think about exceeding the 36" exceed protection of sea level rise in order to save in infrastructure improvement in the future.

Name (optional): _____
 Address (optional): _____
 Email (optional): _____

Thank you for participating in today's Community Workshop!

Redwood City Inner Harbor: community workshop

This Comment Card is provided for your convenience. Please return it to the sign-in table before you leave tonight.

Additional Comments or Ideas?
 I know that Simi's Metal is outside of the Inner Harbor area, but to discuss any development for Inner Harbor without consideration of the environmental disaster that is Simi's Metal is irresponsible.

Name (optional): _____
 Address (optional): _____
 Email (optional): _____

Thank you for participating in today's Community Workshop!

Redwood City Inner Harbor: community workshop

This Comment Card is provided for your convenience. Please return it to the sign-in table before you leave tonight.

Additional Comments or Ideas?
 Keep floating home community, dredge creek for access, open space with parks. We have too many new condos without recreation space. need to have water parking.

Name (optional): _____
 Address (optional): _____
 Email (optional): _____

Thank you for participating in today's Community Workshop!

Redwood City Inner Harbor: community workshop

This Comment Card is provided for your convenience. Please return it to the sign-in table before you leave tonight.

Additional Comments or Ideas?

In recent years hundreds of people from a variety of incomes have been displaced from living on their boats. The Inner Harbor would include a large low-income community - of all incomes. To preserve this unique and very special part of RWC history

Name (optional)
Address (optional)
Email (optional)

Thank you for participating

Redwood City Inner Harbor: community workshop

This Comment Card is provided for your convenience. Please return it to the sign-in table before you leave tonight.

Additional Comments or Ideas?

STATION 3- LAND USE ... I THINK THIS IS VERY IMPORTANT. IT IS THE REASON I AM HERE. I FEEL THE RESULTS OF THIS STATION MAY GIVE AN UNCLEAR MESSAGE FOR INSTANCE, I AND MANY OTHERS WERE A PREFERRED PLANNED HOME LIVING AS THE CHOICE WHICH HAS UNDERSTOOD RESIDENTIAL BUT THERE IS NOT

Name (optional)
Address (optional)
Email (optional)

Thank you for participating

re sea level rise

a large influx of \$ would be required to build the levees required to hold back sea level rise to protect ^{inhabitants in} residential use or commercial or condos. leaving large areas open space and recreation naturally mitigate sea level rise

A CLEAR CHOICE FOR THIS. FURTHER I FEEL BY SHOWING EXAMPLES OF VOTERS (BOYS) THAT IT MAY BE MISUNDERSTOOD AS PREFERENCE IS THE PREFERRED USE. THIS MAY NOT BE THE CASE IN THAT RESIDENTIAL USE IS PREFERRED BUT NOT HIGH DENSITY. THE PREFERENCE WOULD BE FLOATING HOMES & LIVING BOARDS.