

Redwood City Planning and Real Estate Update

Work Program-Legislative-Planning Committee
Meeting
July 28, 2021



Overview of Presentation

- 1. Redwood City – A Dynamic Context**
 - **2040 Service Vision**
- 2. Ongoing Transit Planning**
 - **Whipple Avenue Grade Separation Study**
 - **Dumbarton Rail Corridor (DRC)**
- 3. Transit District Redevelopment**
 - **Transit Center Planning**
 - **Sequoia Station Redevelopment**
- 4. Upcoming Property Considerations**
 - **Sequoia Station Property Discussions**
 - **Minkoff Group Development**
 - **Minkoff Group Development – Potential Land Swap**

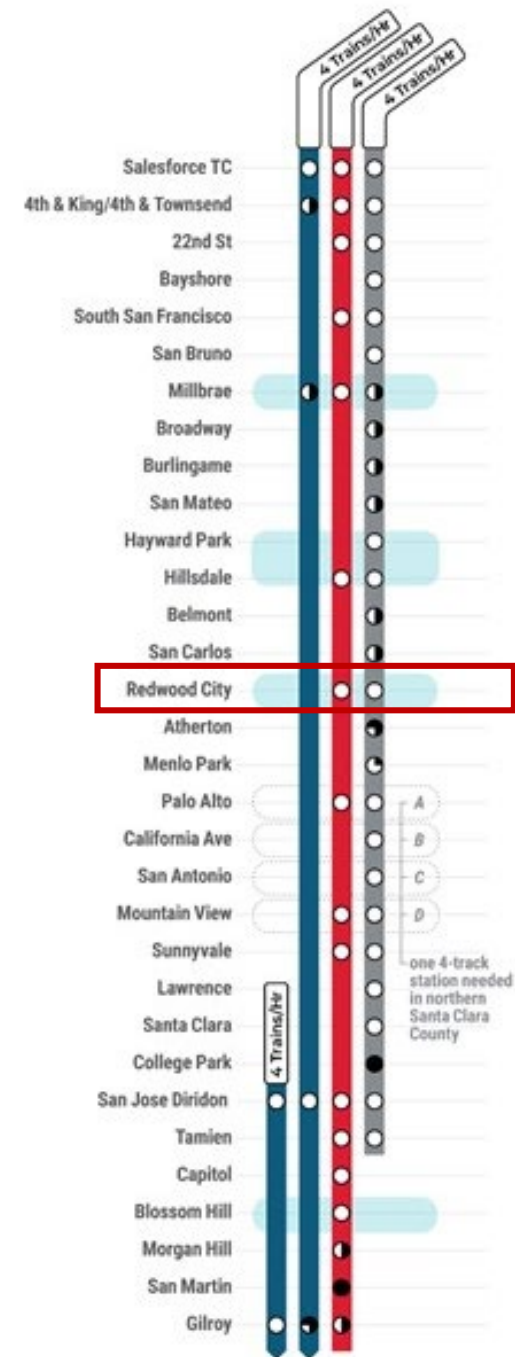
Redwood City – A Dynamic Context

- Redwood City is a high-ridership station today and is identified as an optimal location for a four-track mid-Peninsula transfer hub in the 2040 Caltrain Service Vision.
- Significant amount of activity at the station including:
 - Caltrain and City coordination on **grade separation** planning in the station area and south.
 - The City's **Transit District** land use process, including major redevelopment of **Sequoia Station Shopping Center**
 - Caltrain coordination with the City and SamTrans on **transit center and corridor planning**
 - SamTrans investigation of service options along the **Dumbarton Rail Corridor**, which would terminate in Redwood City.



2040 Service Vision

- Vision specifies a minimum of 8 Caltrain trains per hour per direction providing both local and express service
- A four-track mid-Peninsula hub will support systemwide growth by facilitating transfers between local and express trains
- Strong ridership, high land use densities and a potential connection to a future Dumbarton service make Redwood City an ideal location for a potential four-track mid-Peninsula hub



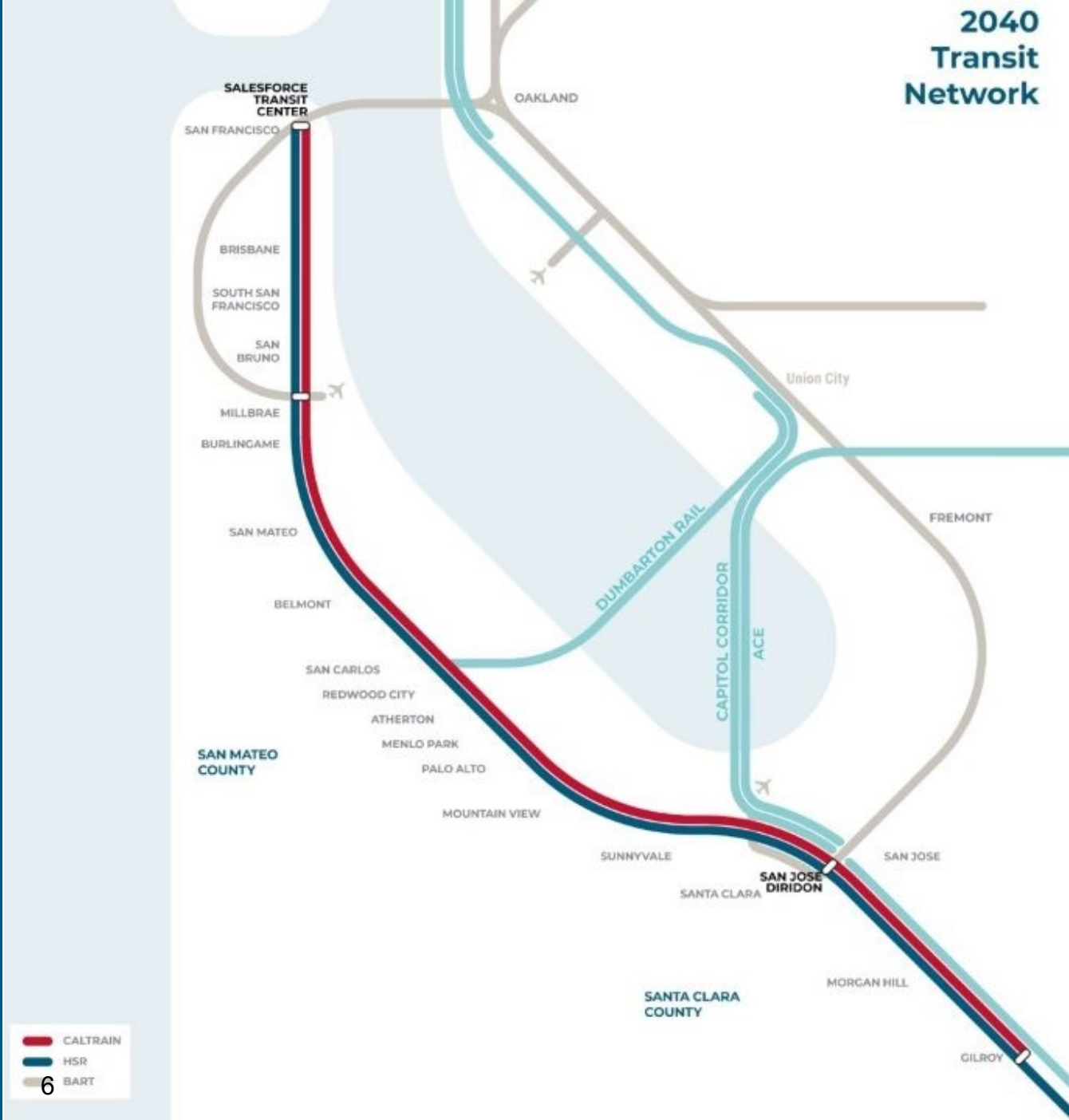
Whipple Avenue Grade Separation Study

- Began in 2019; led by RWC, managed by Caltrain, funded by SMCTA
- Focused on grade separation at Whipple but also considers separations at Brewster, Broadway, Maple, Main and Chestnut.
- Options considered include:
 - City-wide elevated grade separation
 - Phased elevated grade separation, starting with northern crossings (Whipple, Brewster, and Broadway).
- Northern crossings would be built with a future expanded and relocated four-track station hub identified in the Service Vision.
- Scheduled completion of preliminary conceptual analysis – 4Q 2021



Dumbarton Rail Corridor (DRC)

- SamTrans-led in partnership with Cross Bay Transit Partners
- Investigating transit options across existing Dumbarton bridge and along SamTrans owned corridor
- Plan Bay Area 2050 included the project in its 2036-2050 timeframe
- Redwood City connection for DRC
 - Considering options to optimize the connection of DRC service and Caltrain service
- Next steps for DRC project
 - Cross Bay Transit Partner work concluded earlier this year
 - Recommended scalable service between Redwood City and Union City
 - SamTrans is reviewing this option and next steps
 - SamTrans continues to coordinate with its project partners on scope and next steps/potential funding options



Transit District Redevelopment

The Transit District is a City-led land use planning process covering several properties at and adjacent to the station area, including:

- Lowe's Sequoia Station Shopping Center redevelopment
- Caltrain station
- Caltrain James Street parking lot
- Caltrain Perry Street parking lot
- SamTrans bus facilities



Transit Center and Corridor Planning

- Began in 2021 to aid the City in short-term land use decisions related to the Transit District Process.
- Led and funded by Caltrain; City and SamTrans are key stakeholders.
- Identifies the future expanded transit envelope that may be needed for an expanded station and that Sequoia Station redevelopment must dedicate
- Also identifies spatial needs in the broader station area for all the access modes to inform future development proposals.
- Specifically considers:
 - Surrounding street networks
 - Multimodal facilities and access
- Assumes:
 - Elevated four-track station between Brewster and Broadway.
 - Dumbarton fixed guideway transit service terminating just south of the Caltrain station.
- Estimated completion in 4Q 2021



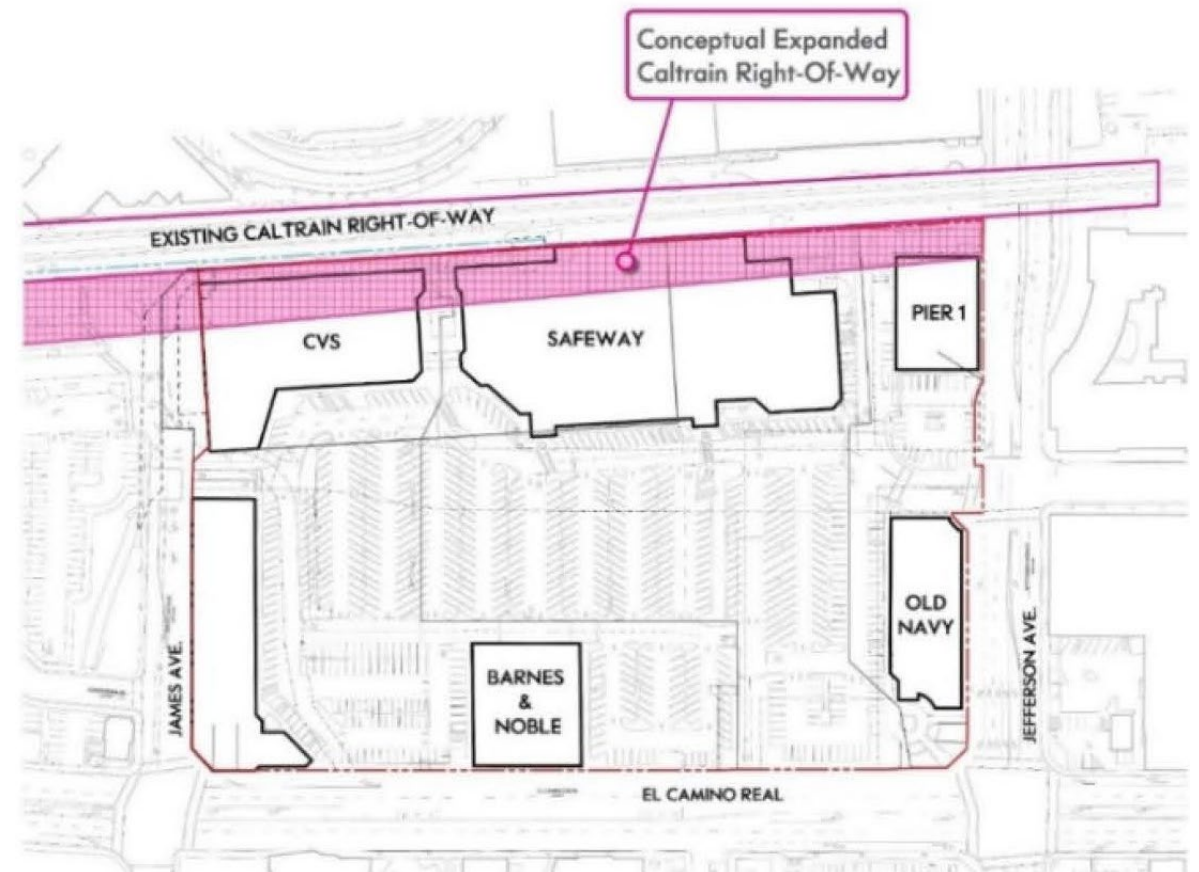
Sequoia Station Redevelopment

A redeveloped Sequoia Station would provide:

- 631 residential units (for rent)
- 1,230,000 sq. ft. office
- 86,000 sq. ft. open space
- 166,600 sq. ft. retail
- 10,000 sq. ft. childcare facility
- 2,700 public parking spaces
- Relocated Safeway away from tracks toward El Camino
- Dedicated land adjacent to the tracks for future transit infrastructure (expanded four-track station and grade separations).

Caltrain and SamTrans are coordinating with Redwood City and Lowe as property owners.

- SamTrans owns a portion of the underground Transit Center garage (under CVS)
- Caltrain has a right to 315 of the SamTrans spaces in the CVS garage



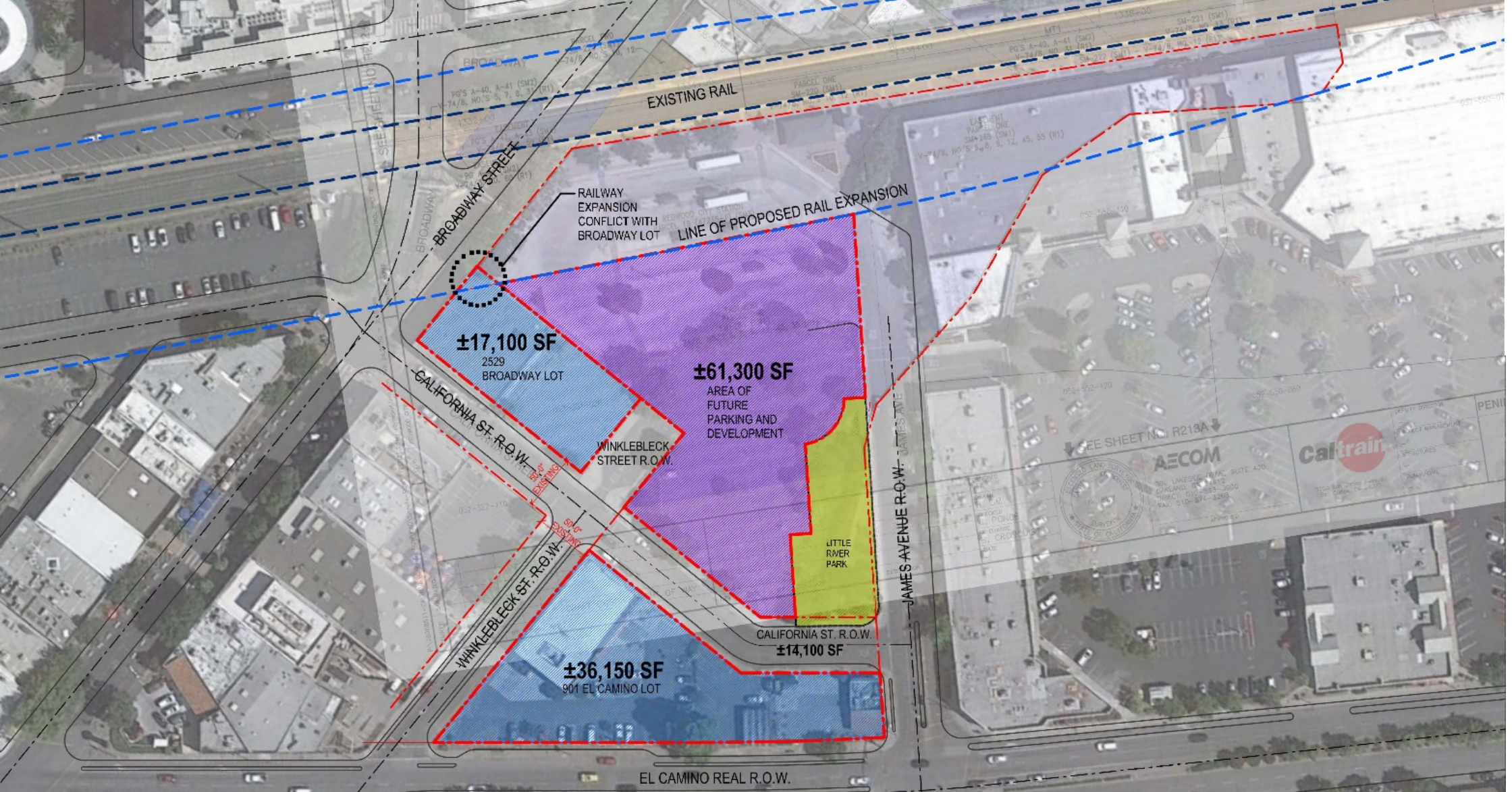
Sequoia Station Property Discussions

- **SamTrans owns a “condominium” interest in a 315-spot parking garage under Sequoia Station**
- **Part of the property for the garage was given to SamTrans by the State of CA**
 - The transaction obligates SamTrans to provide 315 parking spaces for “Peninsula Commute Service” or the property will revert to the State
 - Caltrain staff is working with the State to transfer this reversionary interest to JPB
- **Lowe has made an offer to SamTrans to buy-out their property interest**
- **The State (or JPB) would also need to release their interest to enable Lowe to proceed**
- **Staff is working with the City and Lowe to determine how much parking is needed at the station area**
 - Shared parking options are also being explored
- **Staff plans to seek direction from the board on price and deal terms in a future closed session**

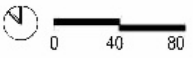
Minkoff Group Development

- Minkoff Group are proposing a near-term development adjacent to the existing transit center
 - They own
 - Autozone on El Camino Real
 - A1 Party Rental, next to RWC Station
 - They plan to develop
 - Seven-story office building
 - Two-story teen center
 - 4,000 square-foot plaza.
 - 60 affordable housing units at an off-site location.





- J.P.B. AREA
- DEVELOPER AREA
- OPENSOURCE



<p>EXISTING J.P.B. TOTAL ±61,300 SF</p> <p>2529 BROADWAY LOT ±17,100 SF 901 EL CAMINO LOT ±36,150 SF EXISTING DEVELOPER TOTAL ±53,250 SF</p>	<p>2529 BROADWAY LOT ±16,700 SF WINKLEBLECK R.O.W. ±1,700 SF (E) J.P.B. LOT ±41,100 SF PROPOSED J.P.B. TOTAL ±59,500 SF</p> <p>(N) DEVELOPER LOT ±10,100 SF CALIFORNIA ST. R.O.W. ±13,200 SF 901 EL CAMINO LOT ±36,150 SF PROPOSED DEVELOPER TOTAL ±59,450 SF</p>
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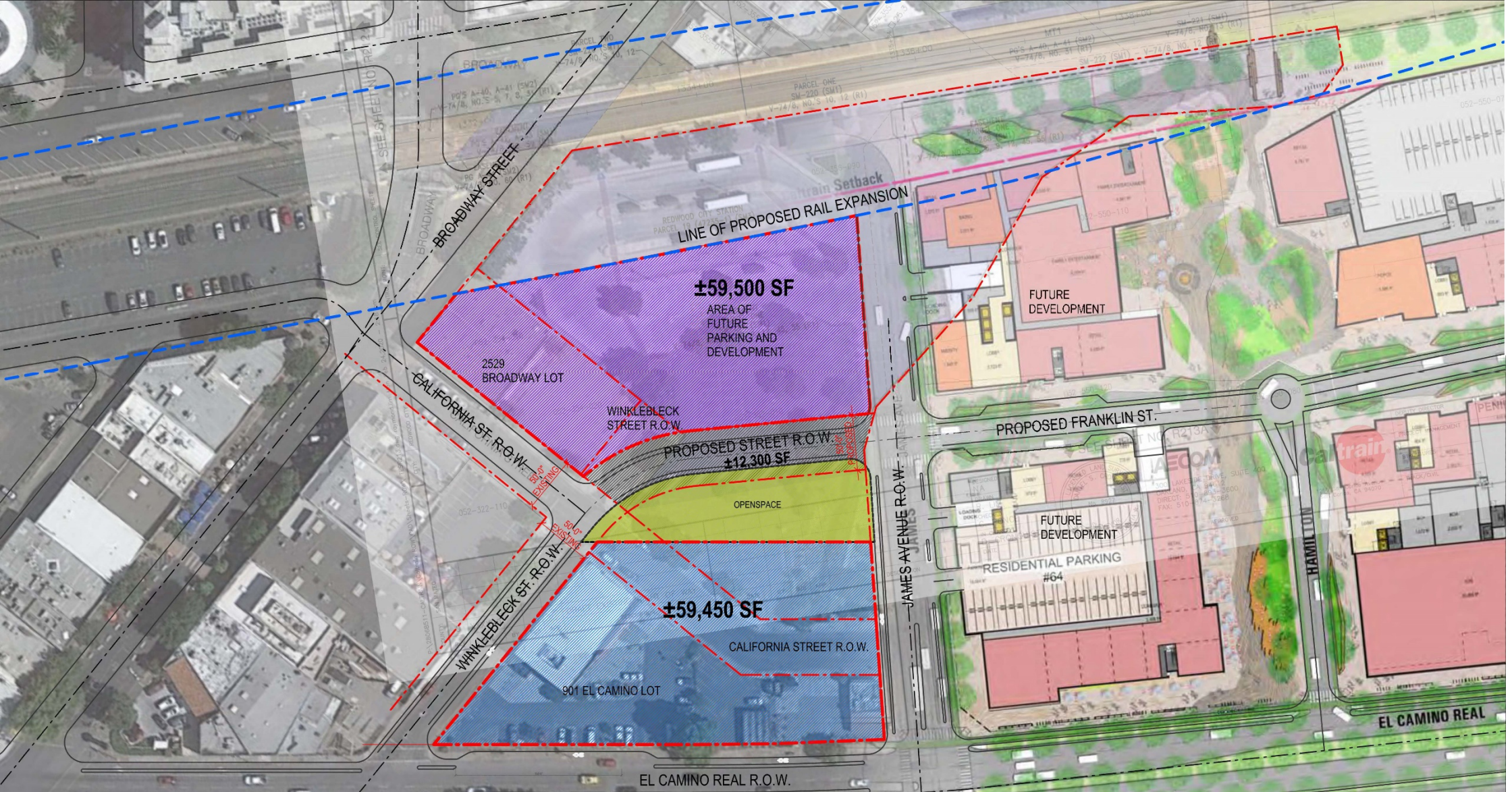
NOTE: THE FIGURES REPRESENT GENERAL ESTIMATES FROM GRAPHIC DRAWINGS AND MAPS PROVIDED.

EXISTING



Minkoff Group Development - Potential Land Swap

- The City approached Caltrain and the Minkoff Group about a 3-way land swap
- The proposal is completely separate from Lowe's proposal
- The proposal is completely separate for other planning efforts in the area
- **Objectives**
 - City would vacate part of California Street and replace its function with an extended future Franklin Street from the Sequoia Station redevelopment, creating a more efficient street grid.
 - Minkoff and JPB would swap land to convert two unconventionally-shaped sites to much better sites for both entities



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 901 EL CAMINO LOT ±36,150 SF
 EXISTING DEVELOPER TOTAL ±53,250 SF

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 PROPOSED J.P.B. TOTAL ±59,500 SF

(N) DEVELOPER LOT ±10,100 SF
 CALIFORNIA ST. R.O.W. ±13,200 SF
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PROPOSED



Potential Land Swap Details

- **Swap Structure**
 - City would vacate California Street (to Minkoff) and a portion of Winkelbleck (to JPB)
 - JPB would release its interest in the westerly most portion of its property to the City (for the extended Franklin Street) and to Minkoff
 - JPB would receive the A-1 Party Rental site
 - Minkoff would be responsible to “move” Little River Park to create open space on its property
- **Benefits to JPB**
 - Creates a more conventionally-shaped parcel
 - JPB would acquire a property that would likely be impacted by a four-track station expansion/grade separation project
 - The Minkoff Group would assume responsibility for providing open space to replace the Little River Park and for building on top of the creek
 - The Minkoff Group would cover Caltrain negotiating costs.

Potential Land Swap Details

- **Initial assessment is that there would be minimal or no impact to transit operation on JPB property**
- **Items to be discussed**
 - Number of parking spaces gained/lost
 - Future of the A1 Party Rental building
 - Potential impact of underground utilities in former street areas
 - Addressing the federal interest in the Caltrain property
 - Potential 4(f) issues
- **Next Steps**
 - Staff recommends that discussion are formalized through an Exclusive Negotiating Agreement between JPB, RWC and Minkoff and will return to the JPB for further discussion on this matter in September
 - Staff will seek board direction on Price and deal terms in a future closed session meeting



Thank you!