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.
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
Additional Development Opportunities

LINE OF PROPOSED RAIL EXPANSION

±59,500 SF

AREA OF FUTURE PARKING AND DEVELOPMENT

2529 BROADWAY LOT

±59,450 SF

CALIFORNIA STREET R.O.W.

100 EL CAMINO LOT

±59,500 SF

PROPOSED STREET R.O.W. ±74,300 SF

PROPOSED FRANKLIN ST.

PROPOSED

J.P.B. AREA

DEVELOPER AREA

OPENSPACE

EXISTING J.P.B. TOTAL ±51,300 SF

2529 BROADWAY LOT ±16,700 SF

WINKLEBLOX R.O.W. ±1,700 SF

51 J.P.B. LOT ±41,100 SF

PROPOSED J.P.B. TOTAL ±59,500 SF

(IN DEVELOPER LOT ±10,100 SF

CALIFORNIA ST. R.O.W. ±13,200 SF

507 EL CAMINO LOT ±58,450 SF

PROPOSED DEVELOPER TOTAL ±59,450 SF

NOTE: THE FIGURES REPRESENT GENERAL ESTIMATES FROM GRAPHIC DRAWINGS AND MAPS PROVIDED.
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!