



North Fair Oaks Stakeholders Meetings Consolidated Notes from June 30 and July 17, 2008 Meetings

Pre-Discussion Questions/Comments

Has the Community Plan already been approved?

- Yes; Community Plan was approved in 2011.
- County is now gathering input from community on how to refine plan.

Is Phase 3 Zoning intended to be Mixed-Use?

- Not primarily. During plan outreach, community input showed they did not want to use as a mainly residential area, although the possibility of live-work spaces has been considered.

Depending on whether building is being leased or owned, can building use change?

- Lease terms are private. The County has no involvement in leases.

Are there specific zoning regulations?

- Not yet. The purpose of holding these meetings is to refine the plan.

How is parking determined?

- Based on type of use.
- Parking regulations are not yet determined for these areas.

How many buildings will be changed over?

Zoning alone allows a change of use, and could spur some redevelopment of buildings, but will be driven by the private market, and will occur over a long period of time, not suddenly and dramatically—typically over a 10 to 20 year window.

What decisions have been made by the Community Plan?

The community plan establishes the basic goals and framework for development in North Fair Oaks, including the basic character of land uses in the rezoning areas (a mix of residential and commercial uses in the Commercial Mixed Use area, and a mix of Industrial and Institutional uses in the Industrial Mixed Use area, with the possibility of some limited commercial and live-work residential uses), as well as the basic parameters of building size, height, density, and other allowed characteristics.

Consider expanding on what is allowed for commercial and industrial areas

The range of allowed uses has not yet been determined for these areas, and will be informed by input received during the ongoing outreach phase of the project.

What is the long-term goal that the County is trying to achieve?

The goal of the rezoning is to bring the zoning of the rezoning areas into consistency with the adopted Community Plan, to better facilitate and guide a beneficial mix of uses in areas that are already experiencing change, and to better meet the needs of North Fair Oaks residents and business owners, as expressed in the Community Plan.

Industrial Mixed-Use Discussion

What is working well within the industrial areas?

- Like the zoning in Phase 3 the way it is now
- Current zoning lines are working
- Neighborhoods are cleaner and happier
- Building at Bay & Douglas: working for 40 years with enough parking; well-built built buildings will succeed long-term
- New building codes help
- Commercial uses are working: service businesses, industrial commercial (want more)

What is not working/what are some challenges?

- Parking from residential area is creating an issue
- Issues of encroachment with parking and commercial use in industrial zone, ex. 24 Hour Fitness
- The formula for allocating parking in businesses is not working—not enough parking
- Multiple families per home creates parking issues
- Navigating street by foot or on bike
 - Need more bike pathways, pedestrian crosswalks, etc.
- Edison Street:
 - A lot of debris
 - Loading and unloading to businesses cause traffic congestion
- Lack of space for car repair shops
 - Shops keep cars parked on streets for long duration of time
 - Cause oil leakage on street
- Costco area is currently a problem: one entrance to area causes traffic congestion
- RVs on the street
- Parking, traffic, old infrastructure, homelessness
- Commercial parking (on narrow streets)

- Users with too many cars
- Too little code enforcement
- Some uses have too little parking
- Businesses that outgrow their buildings (towing, body shops)
- Overnight parking of work vehicles (in residential and other areas)
- Autobody next to residential (on 1st, also Fair Oaks near school)
- Roadways → Driveway goes into street, no sidewalk (Charter)
- Existing businesses are not complying with codes
- The use may not be the problem, it's how they're running the business: enforcement is the problem

What uses would you like to see/not see?

- Don't want auto shops
- County should look at how businesses can complement each other in terms of parking and noise (ex: auto shop next to dog kennel)
- More housing
- Want more service businesses and industrial commercial
- Keep industrial uses especially on the smaller scale (they are going away)
- Need more low income housing: teachers, workforce, etc.
- Need more food options in business areas:
 - So employees can walk instead of driving
 - Help alleviate traffic flow problems
 - Create a free trolley service looping between NFO and downtown Redwood City
- Would like to see compartmentalizing of zoning
 - Ex: Commercial along borders (near residences) and heavier industrial in the middle of Phase 3 area, further from the residences
- Balance what County wants and what residents want
- Provide opportunities for property owners and tenants to discuss what works and what doesn't with the County
- "Expansion" feels like limitation
- Maintain flexibility of use of buildings

What else would you like to see?

- Need more drop-off and loading zones
- Need red paint on corners
- Want more parking for all uses
- More code enforcement
- Bulbouts should be painted red (people park on them)
- Coordinate enforcement between the City and County
- Residential Parking Permit Program (RPP)
- Could add a requirement for a use permit
- Should have a specific plan for these neighborhoods

- Clean it up, don't get rid of what we have
- Scale back the density of residential areas (due to infrastructure needs)
- Infrastructure design should complement design/zoning
 - Ex: bike lanes, sidewalks, sewer, electrical, etc.
- Provide a mechanism to support property owners when current tenants move out (complies with new zoning)
- It's a problem for the property owner if a building is set up for a business that will no longer be allowed based on re-zoning
- Would like to see the County preserve similar zoning to what already exists in Phase 3
- The County should have a meeting between Redwood City, County and Stanford to tackle conversation about transportation in Redwood City campus, encourage Stanford to let public ride busses from Stanford in Redwood City to transit and other destinations.

Specific suggestions regarding access:

- Want sidewalks on 4th, 3rd, 2nd Avenues- particularly between Middlefield and Edison
- Slower traffic on 2nd Avenue-- needs enforcement
- Pave 4th Avenue
- Crosswalks on Middlefield and tracks need a signal. Also Middlefield and 2nd.
- Need more bike pathways, pedestrian crosswalks, etc.
- Provide easier access to existing pedestrian and bike lanes
 - Bike lanes in front of Stanford RWC campus
 - Open chain-link fence from Hoover to Woodside Rd.

What are your initial reactions/thoughts on the redevelopment of the industrial areas along Edison Way with a mix of industrial and residential development (live/work)?

- Current development on Middlefield—6 stories is pretty high—would not want to see that here
- Would prefer to see pure residential and pure industrial, not live/work
- RR tracks to 101 should stay industrial, not live/work: concerned about incompatibility of industrial uses and residential
- Don't want to repeat poor zoning mistakes
- Edison is a narrow street:
 - Cars and parking problems
 - Very close to residential so businesses need to stay on their property
 - More important that industrial uses are compatible with residences