



NORTH REDWOOD BOULEVARD STREETScape CHARRETTE

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Welcome!

NORTH REDWOOD BOULEVARD STREETScape CHARRETTE



Today's Agenda

- Welcome *Eric Lucan, Mayor*
- Where We Left Off Last Fall *Bob Brown, CD Director*
- Charrette Purpose, Process & Parameters
- Tour of Redwood Boulevard *Julian Skinner, Engineering Mgr.*
- Streetscape Design Toolkit *David Parisi, Transportation Consultant*
- Option Preference Survey
- Next Steps and Close *Bob Brown, CD Director*

Last Fall...



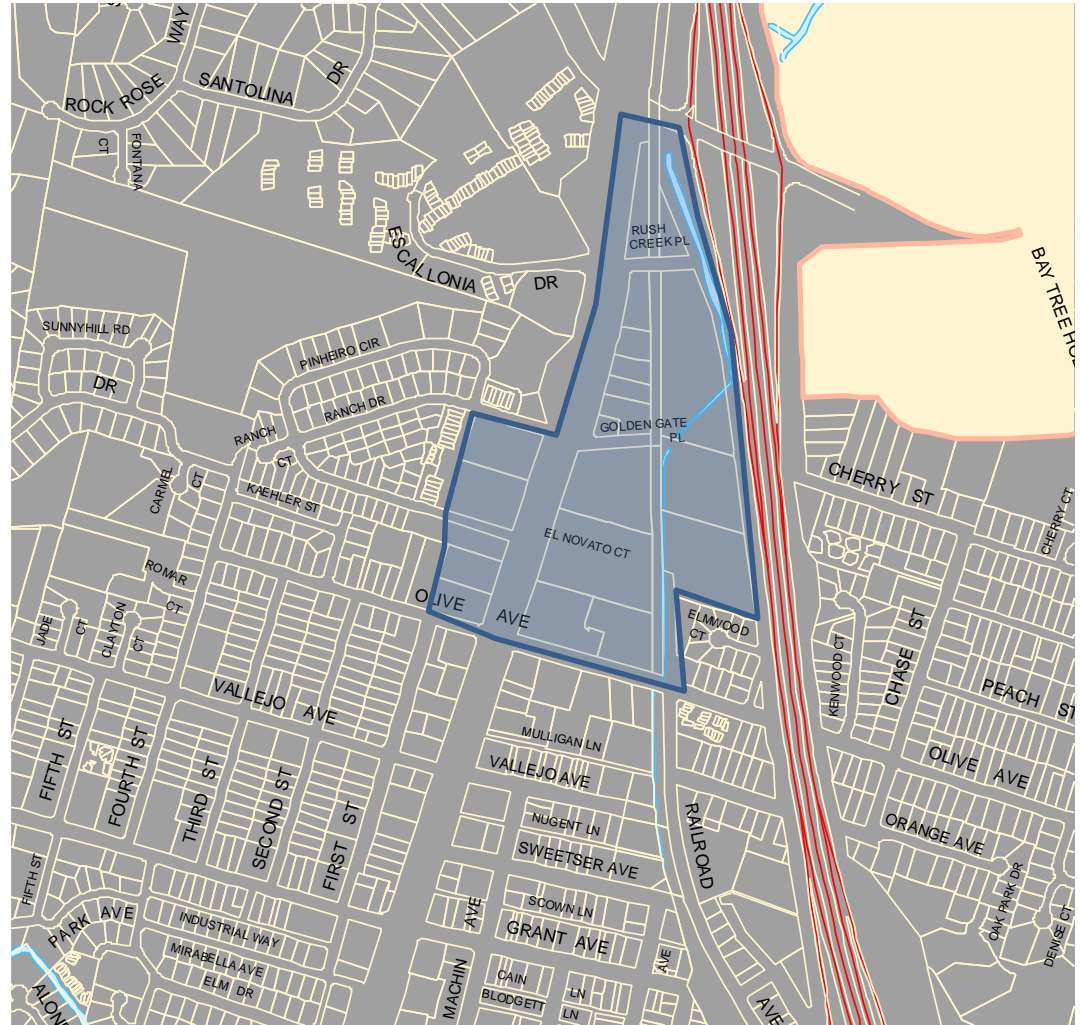
Last Fall...



NORTH REDWOOD CORRIDOR COMMUNITY CHARRETTE



Study Area



NORTH REDWOOD CORRIDOR COMMUNITY CHARRETTE



1. Vision Statement:

“The North Redwood Corridor provides an opportunity for the City to address its historic retail sales leakage and address community needs by creating a vibrant retail center with a unique sense of place, featuring inviting gathering places with restaurants and entertainment. New commercial development should be pedestrian-oriented with an active street frontage and convenient pedestrian and bicycle connections to the Downtown and the SMART station. New residences are encouraged, both on the remaining Atherton Ranch site and on the vacant site east of Trader Joe’s. *Redwood Boulevard should be enhanced with improvements such as landscaping, pedestrian/bicycle paths and wide sidewalks.*”

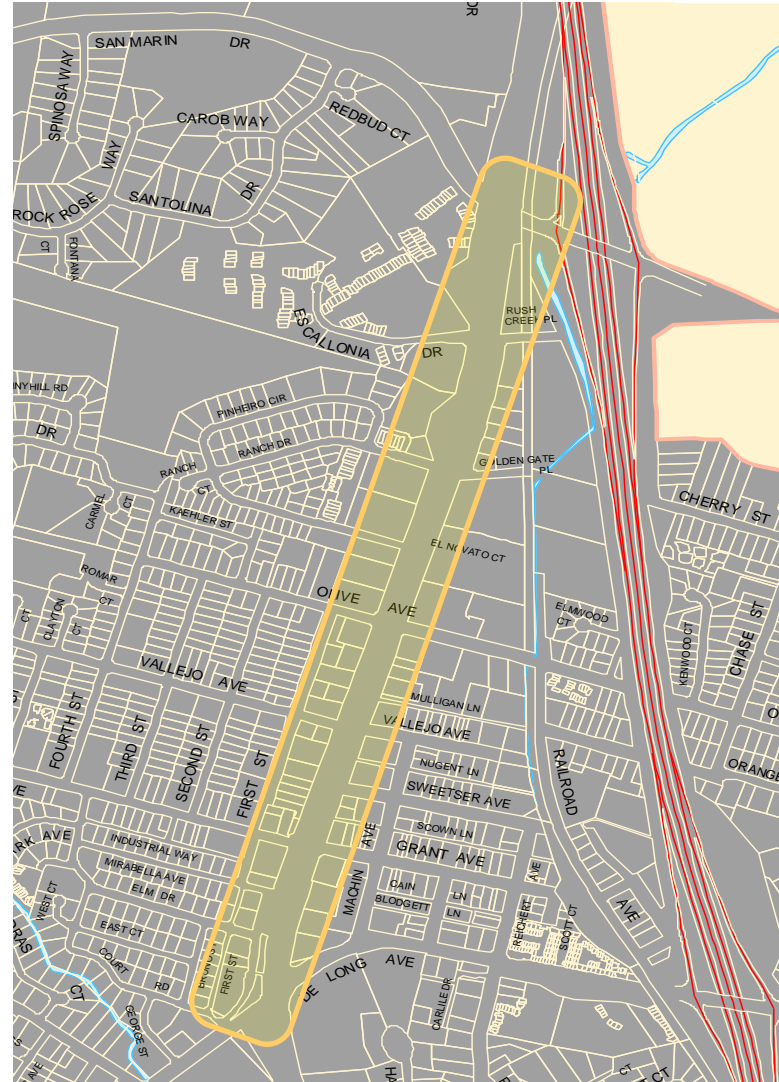
NORTH REDWOOD BOULEVARD STREETScape CHARRETTE



Parameters

Study Area

- Redwood Boulevard from DeLong Ave. to San Marin Ave.



NORTH REDWOOD BOULEVARD STREETScape CHARRETTE



Parameters

Objectives

- Achieve the objectives from the North Redwood Blvd. Corridor Study
- Achieve a design which can at least be implemented incrementally by redevelopment between Olive Avenue and San Marin Drive

NORTH REDWOOD CORRIDOR COMMUNITY CHARRETTE



REDWOOD BOULEVARD:

- Support for keeping ROW as-is, but “activating” the median
- Support for narrowing the ROW, providing additional land area to properties on the east side for development (note constraint of the PG&E gas lines at the current edge of the ROW)
- Potential for angled/perpendicular parking in front of retail buildings on Redwood

NORTH REDWOOD CORRIDOR COMMUNITY CHARRETTE



2. Design Guidelines: Circulation/Infrastructure

- Improve Redwood Boulevard In conjunction with redevelopment in the study area. If necessary, initial development may be required to fund the infrastructure improvements with a reimbursement agreement for contributions from future development in the study area.
- Improvements to Redwood Boulevard should either enhance the existing landscaped median with additional landscaping, seating areas and possibly a pedestrian/bicycle path, with retention of existing cork oak trees, or may propose reducing the right-of-way width with land area added to properties on the east side of Redwood Boulevard, with the former right-of-way used for a generous, landscaped pedestrian/bicycle path, wide sidewalks, outdoor seating areas and some retail space, provided buildings are not located atop the existing gas distribution lines.

NORTH REDWOOD CORRIDOR COMMUNITY CHARRETTE



2. Design Guidelines: Circulation/Infrastructure

- Install the SMART bicycle/pedestrian path in conjunction with redevelopment in the study area, if these improvements are not in place or scheduled to be installed by SMART in a reasonable time frame to coincide with new development. If necessary, initial development may be required to fund the infrastructure improvements with a reimbursement agreement for contributions from future development in the study area. The City should also pursue possible grant funding for path installation.
- The City may consider allowing diagonal parking along the east side of Redwood Boulevard in the public right-of-way or transferring a portion of the existing right-of-way for redevelopment in exchange for bicycle and pedestrian improvements along the Redwood frontage, SMART right-of-way or for improvements to the Redwood Boulevard median.

NORTH REDWOOD CORRIDOR COMMUNITY CHARRETTE



2. Design Guidelines: Circulation/Infrastructure

- The City should explore and implement, where feasible and as opportunities arise over time, additional pedestrian/bicycle connections to downtown, such as connection of Machin Avenue to Olive Avenue.
- If feasible, consider relocation of high-voltage overhead utility lines along the Redwood Boulevard frontage.

NORTH REDWOOD BOULEVARD STREETScape CHARRETTE



Parameters

Circulation

- The SMART station location is set
- Redevelopment funding is gone – major changes to Redwood Blvd. would have to be funded by new development and occur incrementally or potentially through a bond or sales tax measure
- The SMART bike/ped path will be developed incrementally. In the first phase (2016), only the portion between Alice Street (adj. to U.S. 101) and Grant will be installed.

NORTH REDWOOD BOULEVARD STREETScape CHARRETTE



Constraints

Utilities

- PG&E gas mains



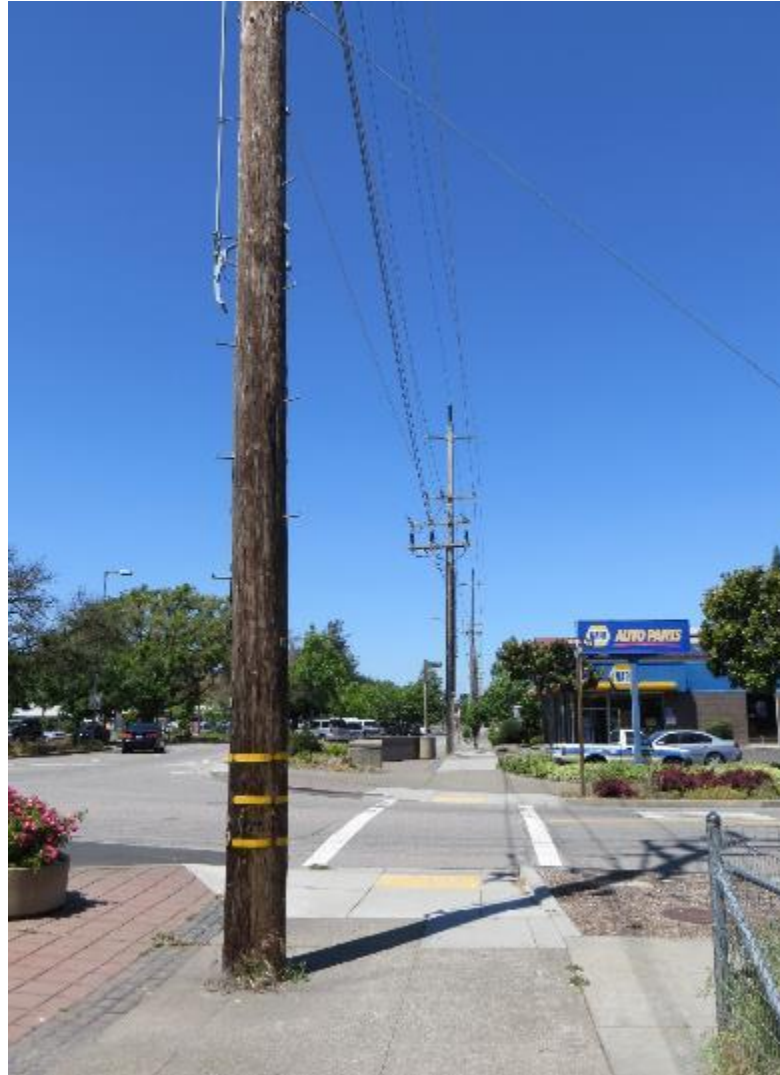
NORTH REDWOOD BOULEVARD STREETScape CHARRETTE



Constraints

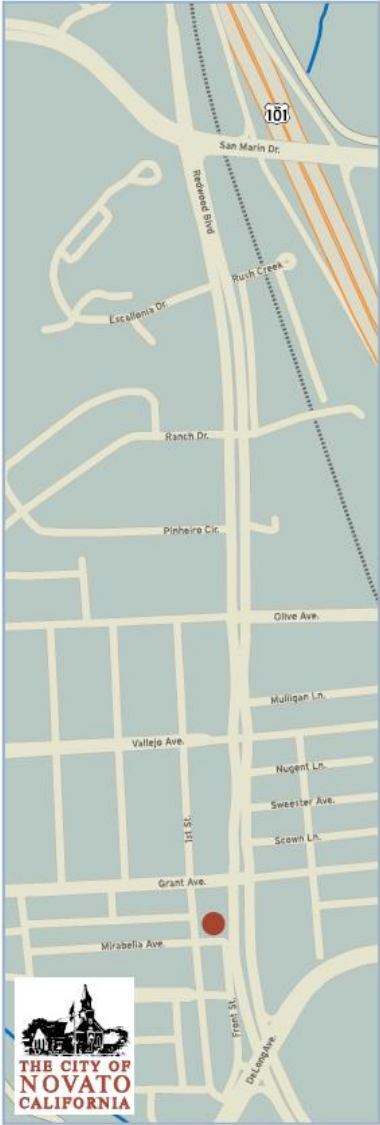
Utilities

- PG&E gas mains
- PG&E electrical transmission lines (Vallejo to San Marin)





A TOUR OF REDWOOD BOULEVARD



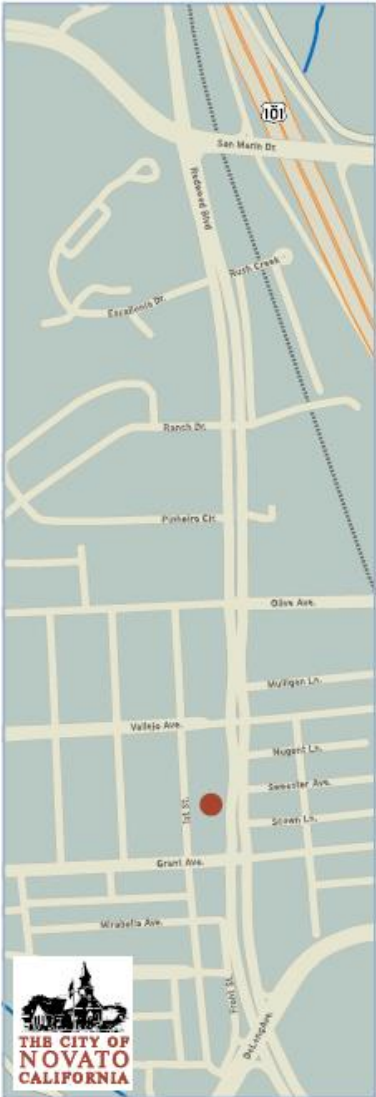
A Redwood Boulevard Section 1



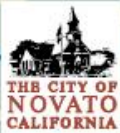
- Sidewalk
- Parking
- Bike Lane
- Vehicle Lane
- Median
- Bus Lane



Redwood Boulevard Section 2



- Sidewalk
- Parking
- Bike Lane
- Vehicle Lane
- Median





Redwood Boulevard Section 3



- Sidewalk
- Parking
- Bike Lane
- Vehicle Lane
- Median



D Redwood Boulevard Section 4



- Sidewalk
- Parking
- Bike Lane
- Vehicle Lane
- Median



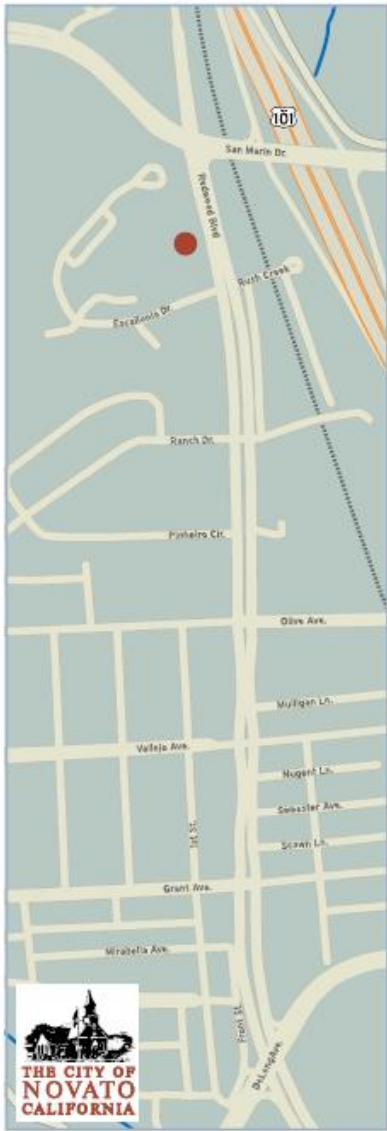
E Redwood Boulevard Section 5



- Sidewalk
- Parking
- Bike Lane
- Vehicle Lane
- Median



Redwood Boulevard Section 6



- Bike Lane
- Vehicle Lane
- Median

NORTH REDWOOD BOULEVARD STREETScape CHARRETTE



Redwood Blvd. Traffic Lanes

- Current and projected traffic volumes warrant 4 through lanes (2 in each direction), plus turning lanes at intersections.
- 2040 projected traffic volumes (up to 24,000 vehicles per day) do not warrant 6 through lanes
- 4 through lanes would provide good level-of-service and emergency provider needs

NORTH REDWOOD BOULEVARD STREETScape CHARRETTE



Utility Undergrounding/Relocation Costs

| | <u>UNIT COST</u> | <u>APPROX. COST</u> |
|------------------------------|--------------------------|---------------------|
| ELECTRIC TRANSMISSION | \$17 - \$20M/MILE | \$10.9M |
| ELECTRIC DISTRIBUTION | \$550/FOOT | \$1.65M |
| GAS MAIN REPLACEMENT | \$1,100/FOOT | \$3.3M |
| | <hr/> | |
| | APPROX. TOTAL | \$15.9M* |

***OLIVE AVE. TO SAN MARIN**



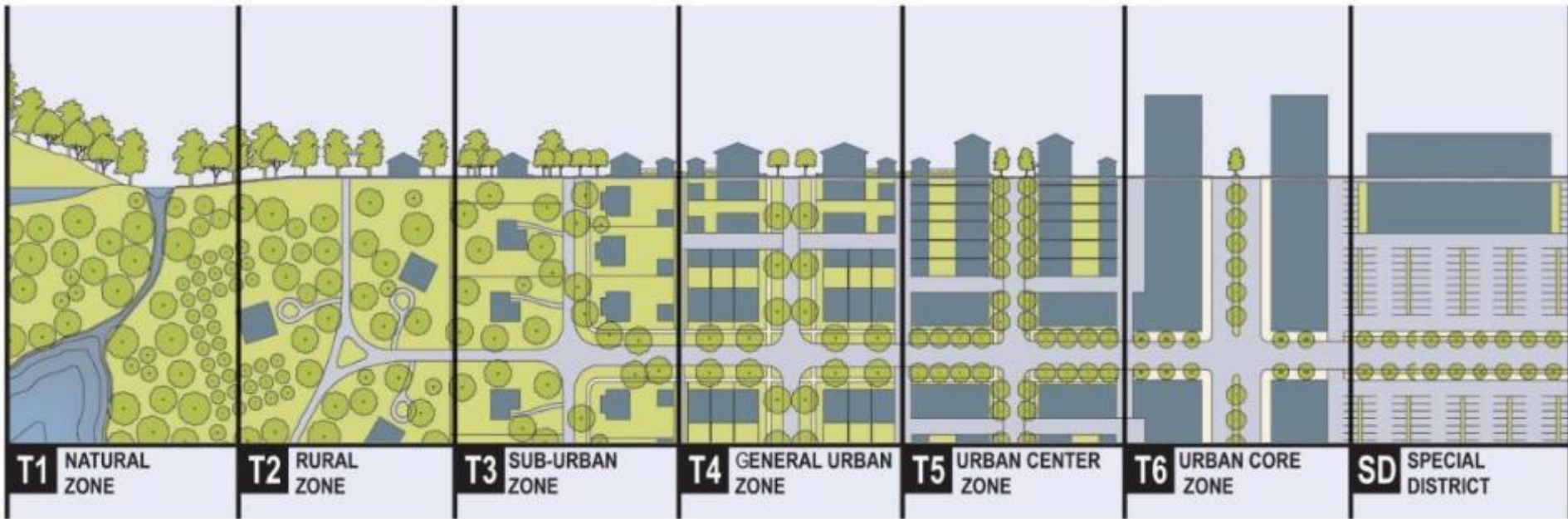
STREETScape DESIGN TOOLKIT

Complete Streets

Complete Streets are safe, comfortable, and convenient for travel for everyone, regardless of age or ability – motorists, pedestrians, bicyclists, and public transportation riders.

How do we do this?





STREET CONTEXT

Urban Complete Streets



Valencia Street, San Francisco

Suburban Complete Streets



Foothill Road, Pleasanton

Rural Complete Streets



El Camino Real, Atherton

Commercial Complete Streets



E 3rd Street and Ellsworth Avenue, San Mateo

Residential Complete Street



Milvia Street, Berkeley



RIGHT-SIZING THE STREET

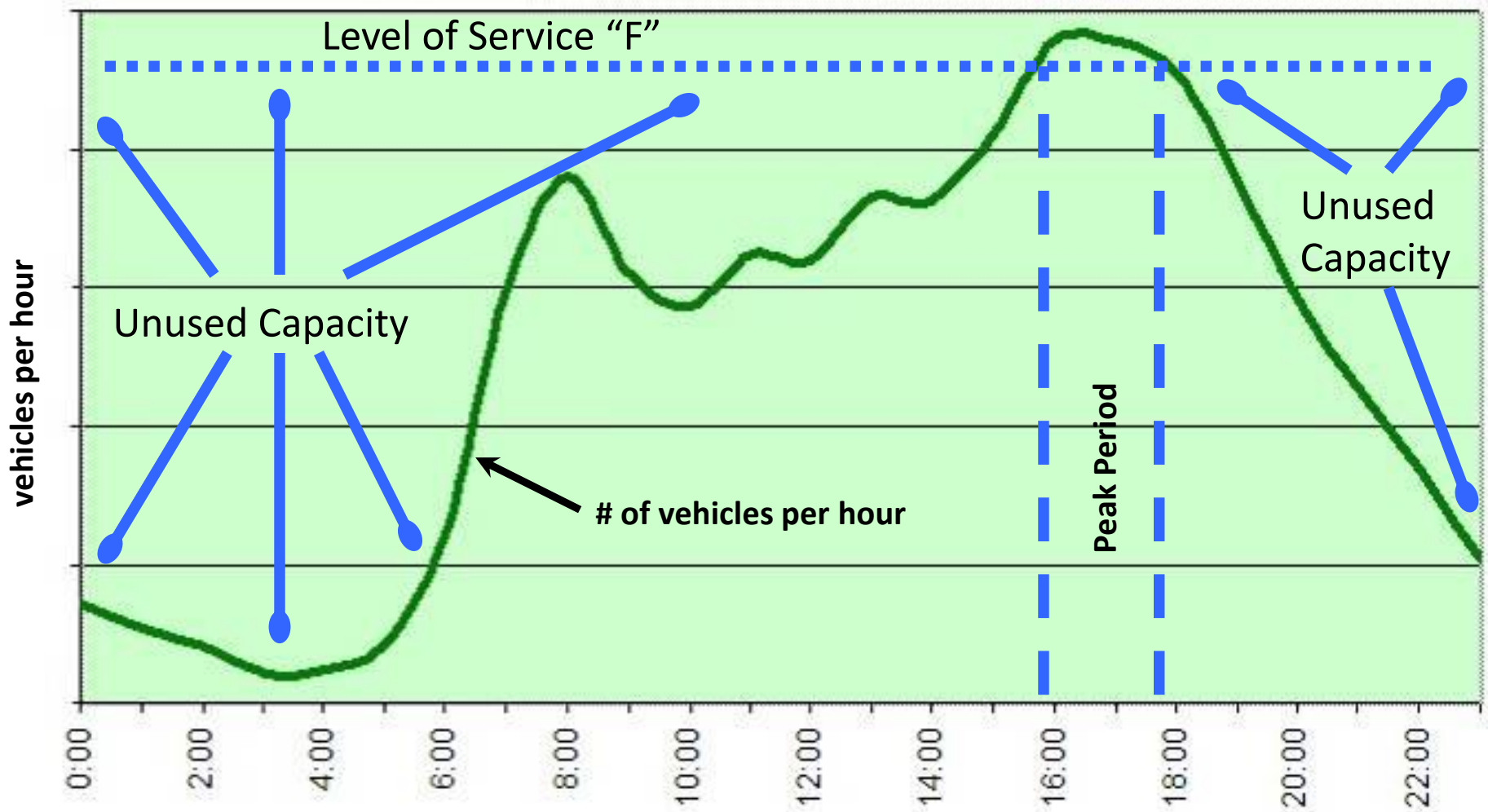


Results of Designing for Peak Hour*

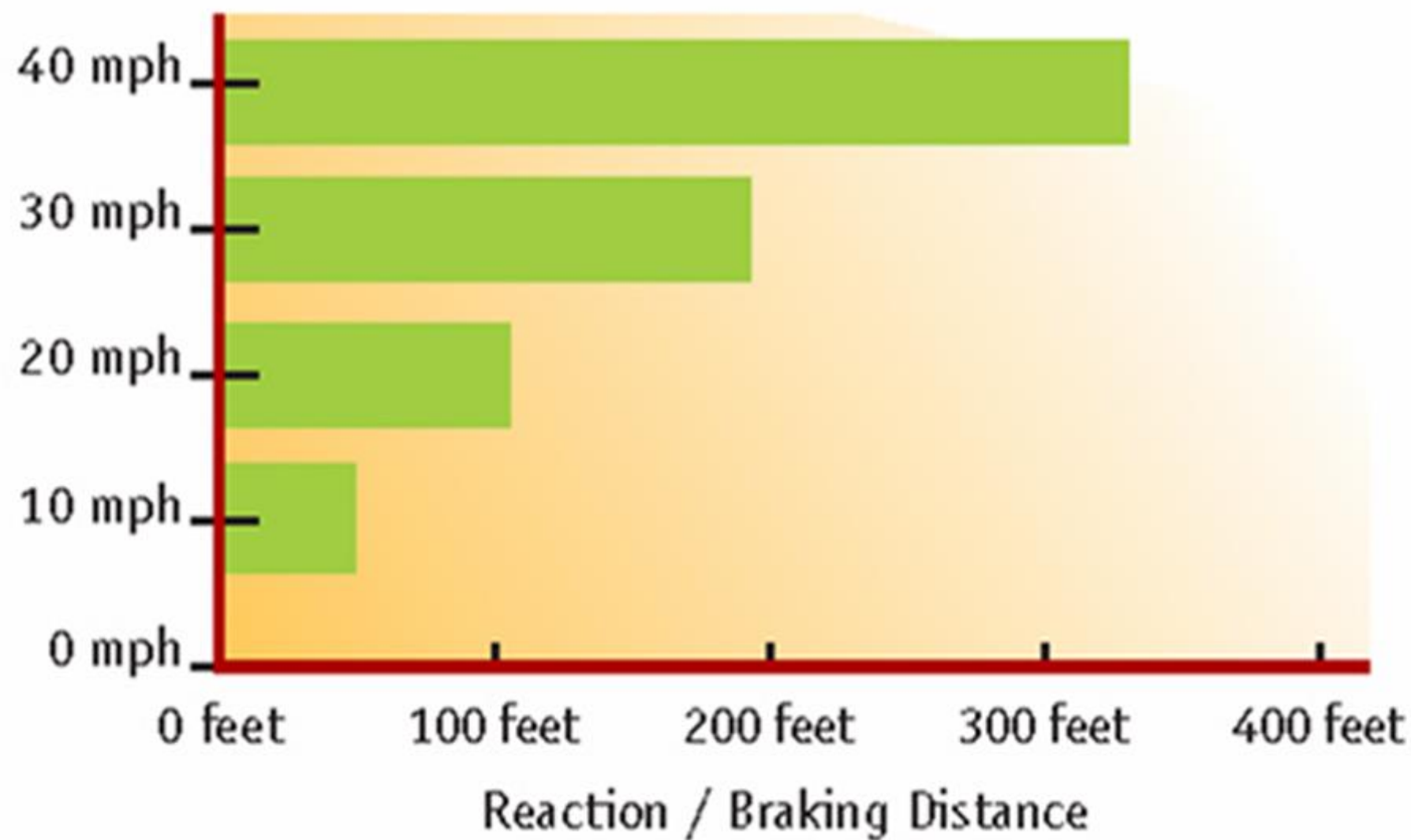


**Peak hour occurs ~2hrs/day, 5 days/week, or 6% of the time*

Designing for Peak Motor Vehicle Flow



Travel Speed vs. Reaction and Braking Distance



PEDESTRIAN INJURIES AT IMPACT SPEEDS

MPH

40



85% death

15% injured

30



45% death

50% injured

5% uninjured

20



5% death

65% injured

30% uninjured

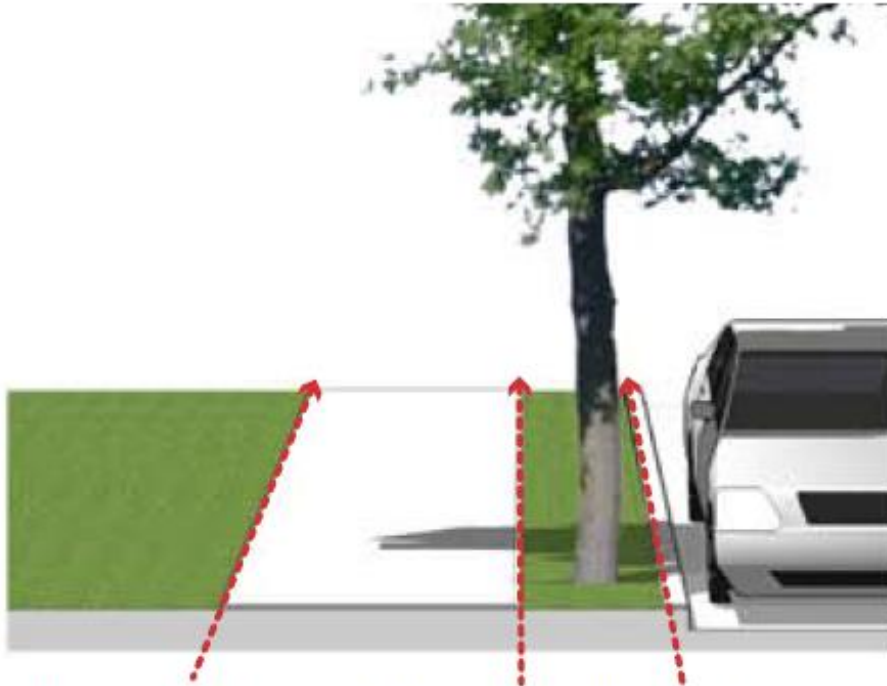


PEDESTRIAN FACILITIES



Crescent Plaza, Pleasant Hill

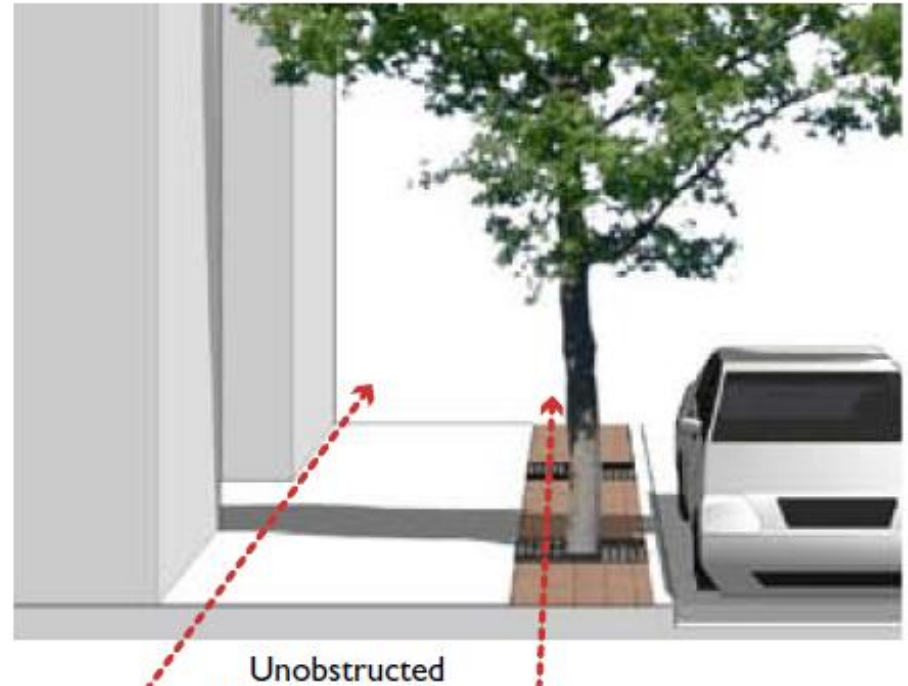
Sidewalk Widths



Unobstructed Pedestrian Pathway -
Eastern Residential
Neighborhoods: 6 feet
Other Streets: 7.5 feet

Landscaping Area -
Eastern Residential
Neighborhoods: 3 feet
Other Streets: 4 feet

Maintain an unobstructed pedestrian pathway and landscaping area.



Unobstructed
Pedestrian Pathway -
Eastern Residential
Neighborhoods: 6 feet
Other Streets: 7.5 feet

If vegetative strips are infeasible, tree grates may be constructed as a last resort to accommodate up to six inches of the pedestrian pathway minimum.

Curb-Tight Sidewalk



Wrentham Drive, Vacaville

Sidewalk with Buffer



Sunnyside Street, Oakland

Sidewalk in Commercial District



Castro Street, Mountain View

Inspiring Sidewalks

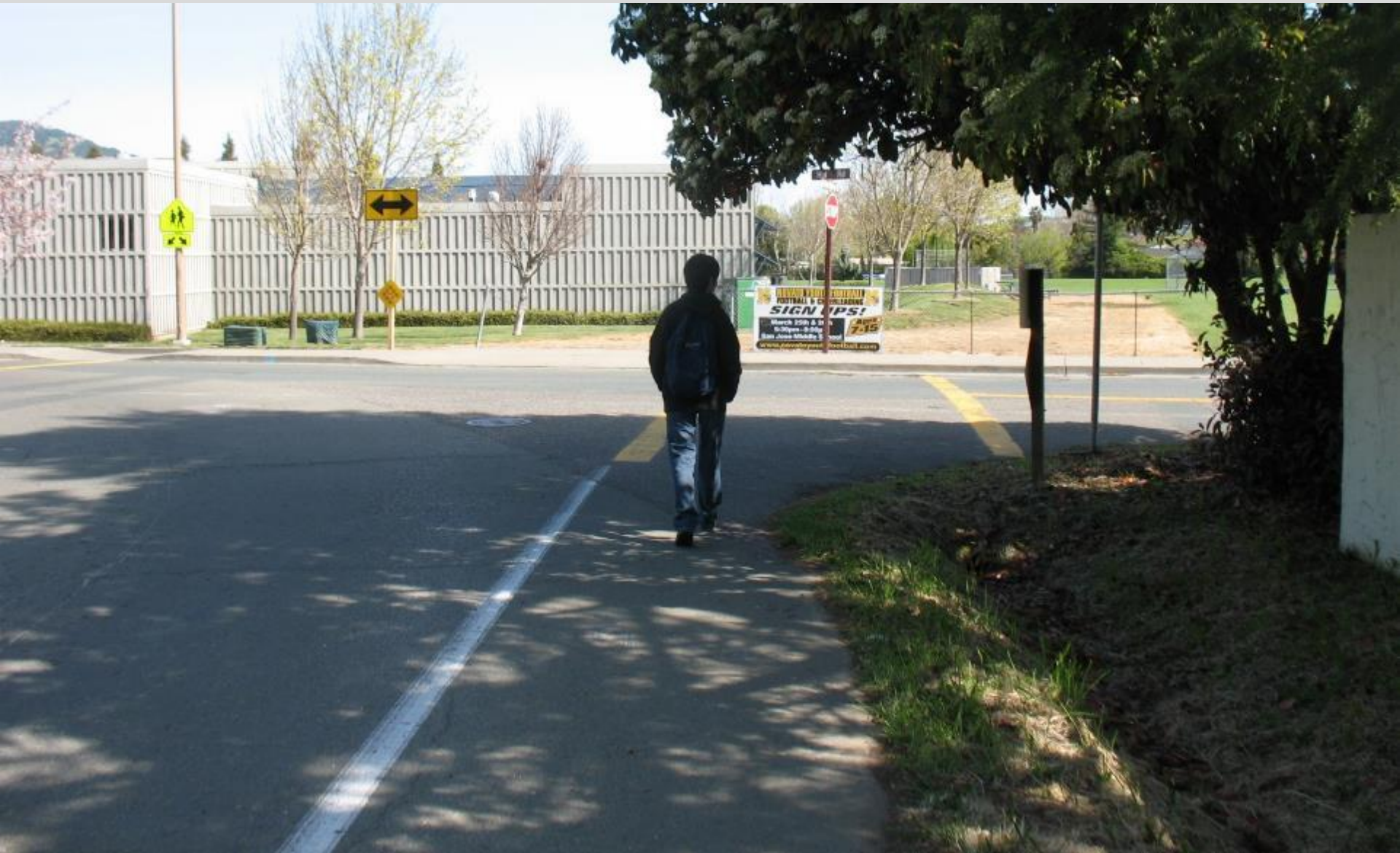


Curb Ramps



Parallel curb ramps with yellow detection & diagonal curb ramp with red detection

Shoulders



Indian Valley Road at Hill Road, Novato

Urban Trails



9th Street Trail, Emeryville



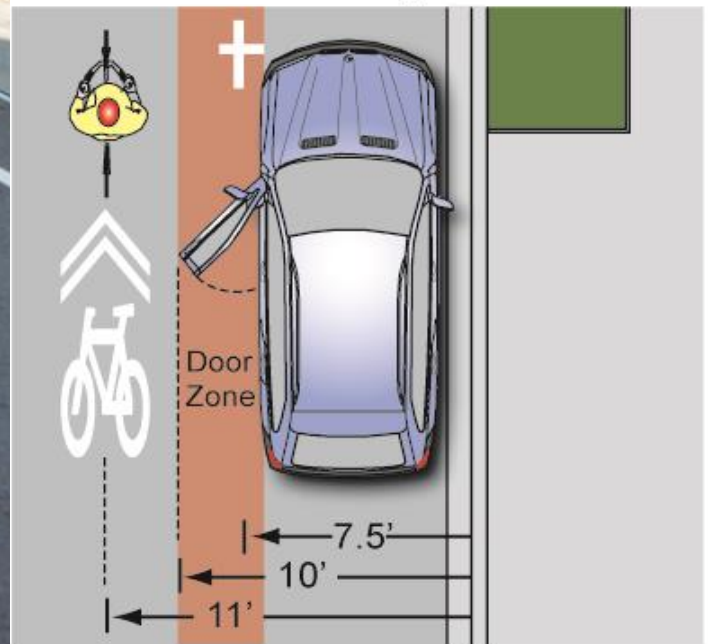
BICYCLE FACILITIES



Class III Bike Routes



Parking



Green-Backed “Sharrows”



Greenfield Avenue, San Anselmo

Bicycle Boulevards



Class II Bike Lanes



Buffered Bike Lanes



Sir Francis Drake Boulevard, Fairfax

Buffered Bike Lanes



Buffered Bike Lanes



Veteran's Boulevard, Redwood City

Source: Silicon Valley Bicycle Coalition

Cycle Tracks (Parking Protected)



Bike Lane Left of Right Turn Lane



Intersection Markings

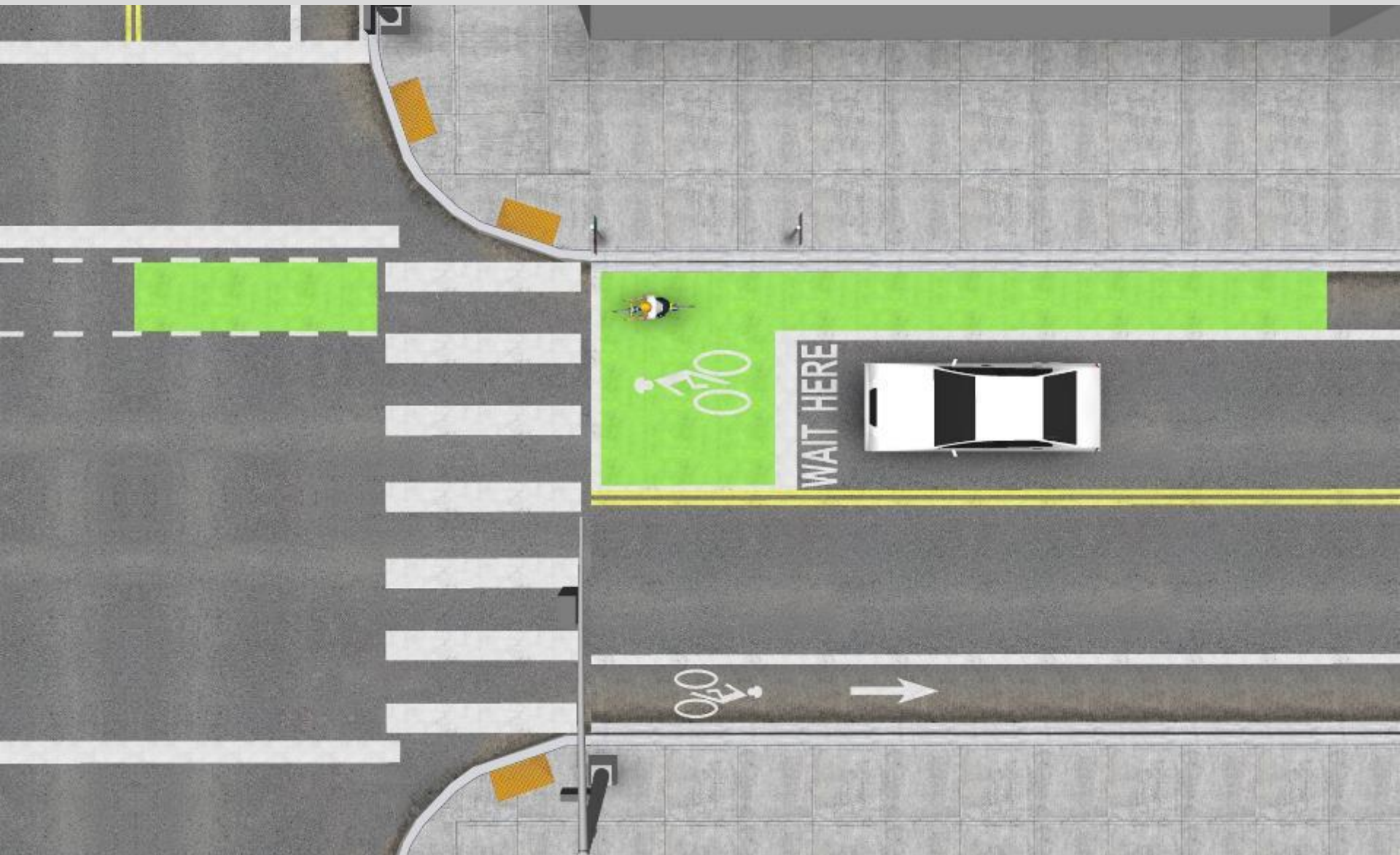


Bike Boxes



14th Street and Folsom Street, San Francisco

Bike Boxes



Bicycle Parking



Bicycle Parking Corrals

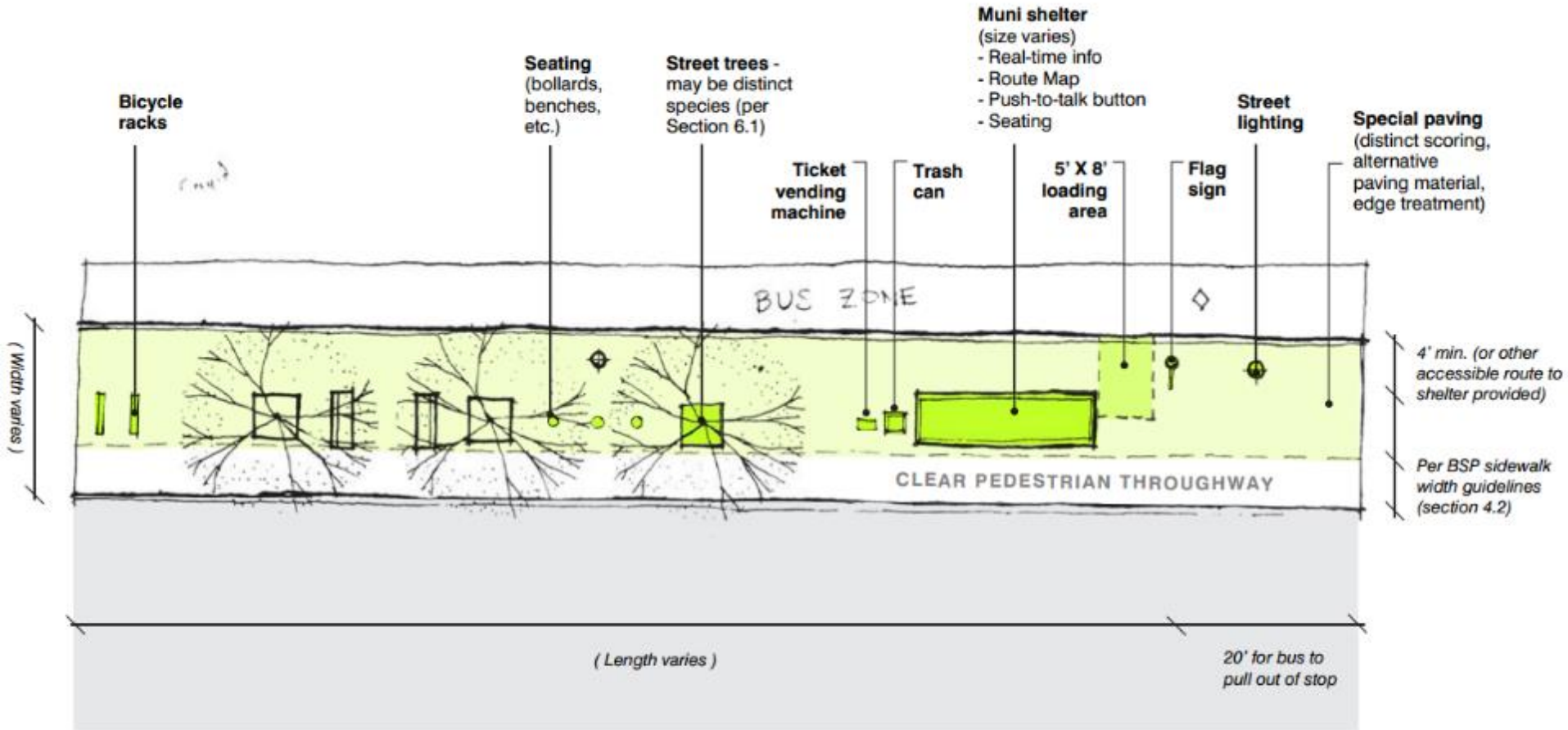


Ramona Street, Palo Alto



TRANSIT TREATMENTS

Generalized Transit Stop Layout



Bus Shelters



MUNI bus shelters and real-time information signs, San Francisco

Bus Bays



Olympic Boulevard, Contra Costa

Bus Bulbs



Bus Bulbs



El Camino Avenue at California Avenue

Source: El Camino Real Grand Boulevard Initiative

Bus Rapid Transit



Transit Signal Priority



Buses and Bicycles



Concept for Masonic Avenue and Fulton Street, San Francisco

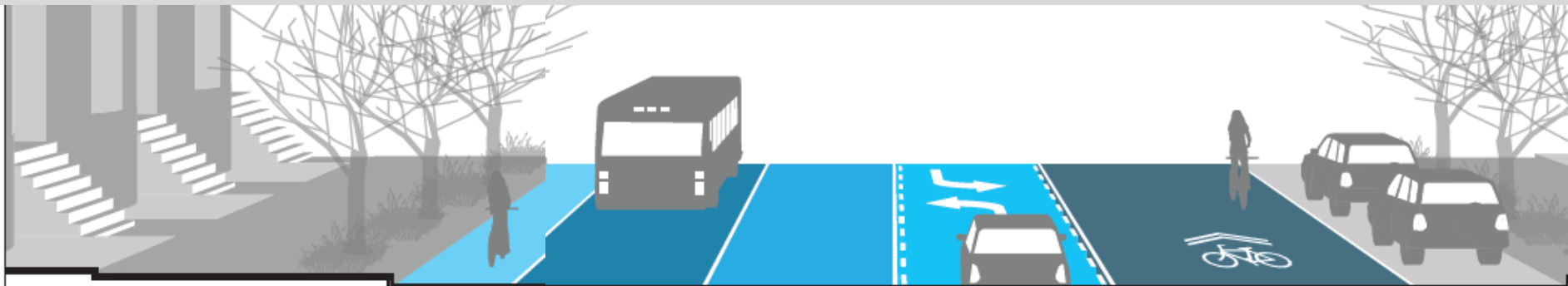
Source: Mike Sallaberry, SFMTA



AUTOMOBILE TREATMENTS



Lane Width



| Street Type | | FHA Classification | | Lane Width by FHA Classification | | | | | |
|--------------------------|-----------|---|--------------|---|----------------|---|--------------|--|--|
| | | Bike lane | Transit lane | Vehicle lane | Left Turn lane | Special lanes | Parking lane | | |
| Downtown Commercial | Arterial | 4' 5' ● <i>if adjacent to parking</i> | 11' | 10' * 12' <i>if adjacent to parking</i> | 10' * | 12' ● 12' <i>bike + bus lane</i> | 7' * | | |
| Downtown Mixed Use | | 5' <i>if adjacent to curb</i> | | 12' <i>if adjacent to curb</i> | | 12' <i>peak hour restricted parking lane</i> | | | |
| Neighborhood Main | | | | | | | | | |
| Neighborhood Connector | Collector | 4' 5' ● <i>if adjacent to parking</i> | N/A | 10' 10' <i>if adjacent to parking</i> | 10' * | N/A | 7' * | | |
| Neighborhood Residential | | 4' <i>if adjacent to curb</i> | | 10' <i>if adjacent to curb</i> | | 12' <i>peak hour restricted parking lane</i> | | | |
| Industrial Street | | | | | | | | | |
| Shared Street | Local | 4' 5' ● <i>if adjacent to parking</i> | N/A | 10' 10' <i>if adjacent to parking</i> | N/A | N/A | 7' * | | |
| Parkway | | 4' <i>if adjacent to curb</i> | | 10' <i>if adjacent to curb</i> | | N/A | | | |
| Boulevard | | | | | | | | | |

Wide Lanes/Sharrows in Freight Zones



Vermont Avenue, Los Angeles

Back-In Angled Parking



Back-in Angle Parking

IT'S AS
EASY AS
1-2-3



1. SIGNAL
2. STOP
3. REVERSE



Back-in Angle Parking



Back-in Angle Parking



Back-in Angle Parking



Loading Zones



Fairmount Ave, El Cerrito



INTERSECTIONS



Marked Crosswalks



40th Street and Harlan Street, Emeryville

High-Visibility Crosswalks



Shellmound Street and Bay Street, Emeryville

School Crossings



E Blithedale Avenue, Mill Valley

In-Street Yield Signs



El Carmelo Road and Bryant Street, Palo Alto

Textured Crosswalks



Shellmound Street, Emeryville

Raised Crosswalk



Raised Crosswalks



Bahia Way, San Rafael

Stamped and Colored Asphalt



Special Paving



Main Street, Tiburon

Midblock Crossings



Doyle Street Greenway, Emeryville

Curb Extensions



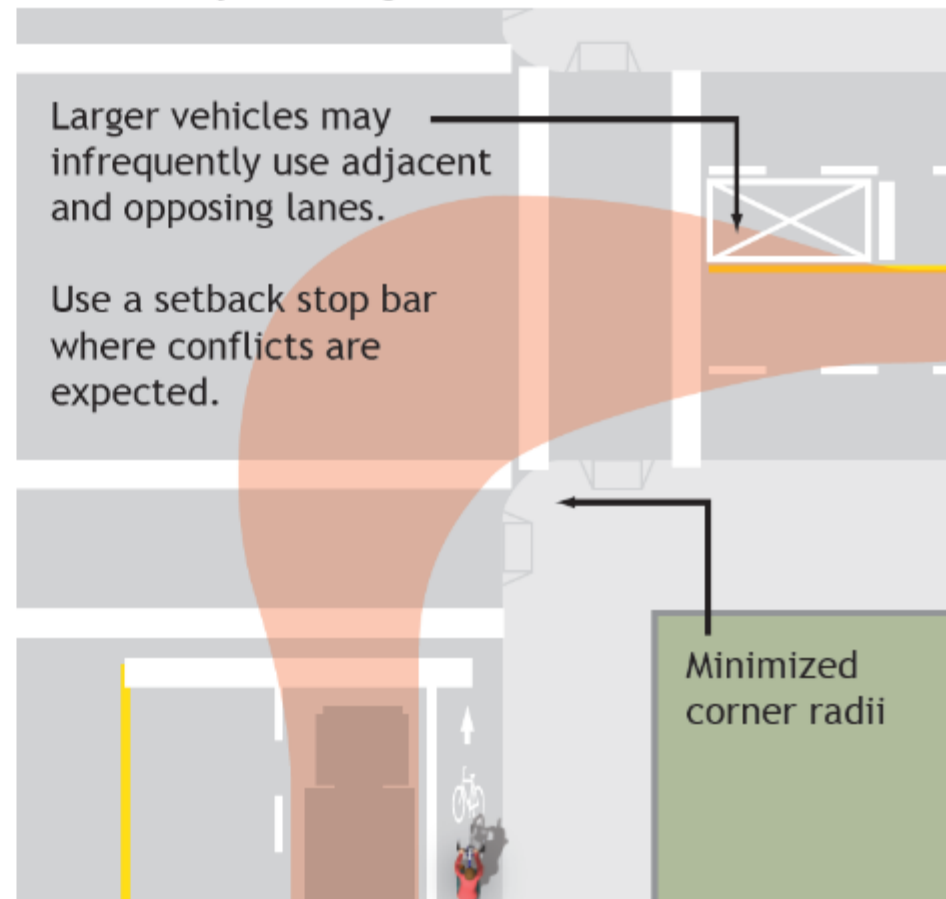
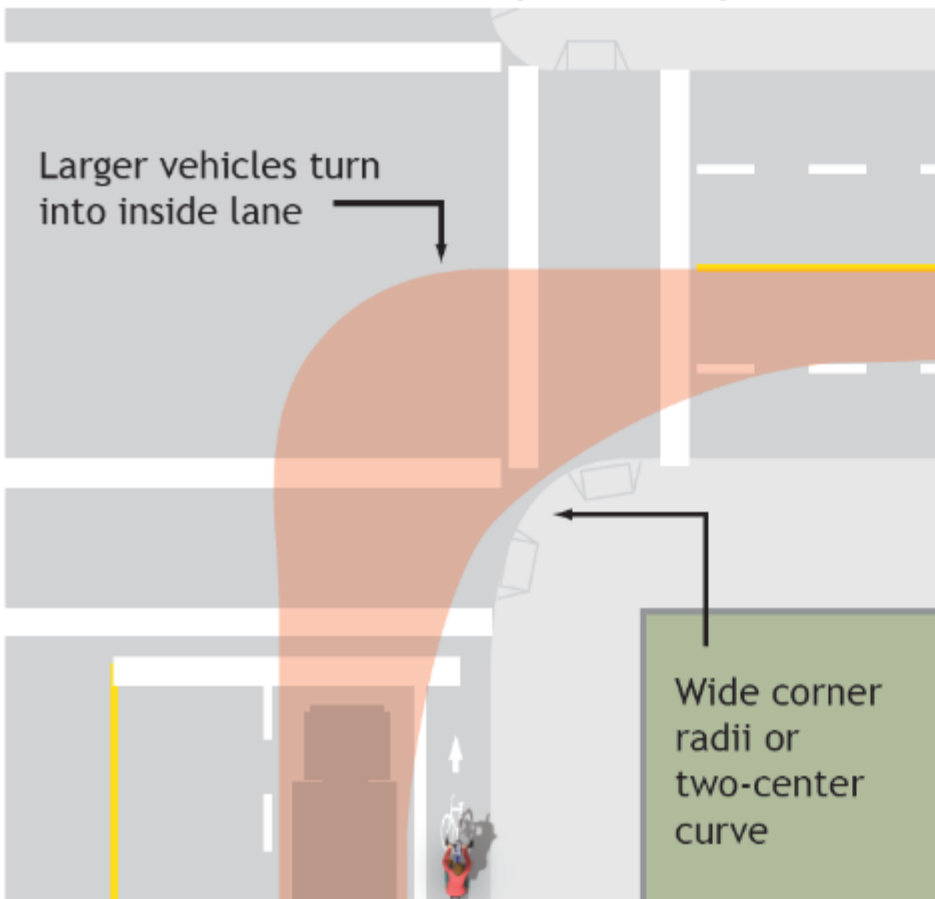
Reducing Turning Speeds



Vernon Street and Lee Street, Oakland

Accommodating Trucks

The pink area represents the path covered by a turning truck.



Beacons and RRFBs



Adeline Street, Berkeley

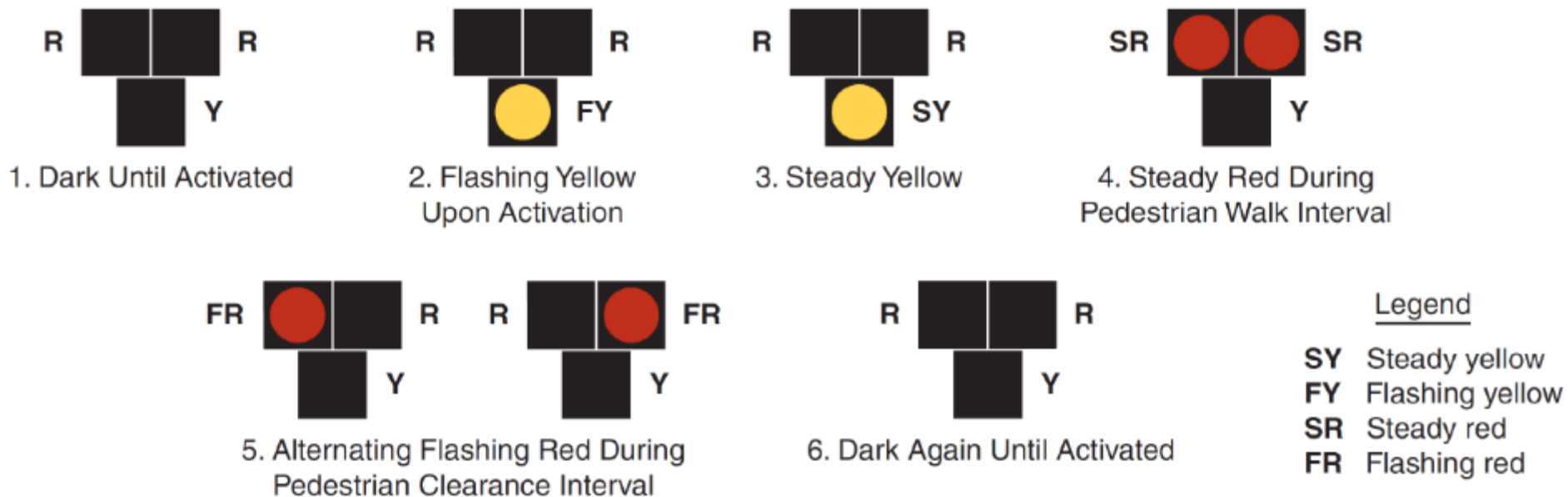
Pedestrian Hybrid Beacon



Sandy Boulevard, Portland OR

Pedestrian Hybrid Beacon

Figure 4F-3. Sequence for a Pedestrian Hybrid Beacon



How to choose a treatment?

| Exhibit 19-17 Crossing Treatment | Unstaged Pedestrians | |
|---|-------------------------|-----------------------|
| | Number of Sites | Mean Yield Rate, % |
| Overhead flashing beacon (push button activation) | 4 | 49 |
| Overhead flashing beacon (passive activation) | 3 | 67 |
| Pedestrian crossing flags | 4 | 74 |
| In-street crossing signs (25–30 mi/h) | 3 | 90 |
| High-visibility signs and markings (35 mi/h) | 2 | 20 |
| High-visibility signs and markings (25 mi/h) | 1 | 91 |
| Rectangular rapid-flash beacon | 17 | 81 |

Source: Fitzpatrick et al. (11) and Shurbutt et al. (12).

Medians



Cesar Chavez Street, San Francisco - Median Design Option

Refuge Islands



Refuge Islands



Countdown Signal



Signal Detection



Leading Pedestrian Interval



E Blithedale Ave & Lomita Dr, Mill Valley

All-Pedestrian Phase



9th Street & Webster Street, Oakland



TRAFFIC CALMING



Bulb-outs



3rd Avenue and San Mateo Drive, San Mateo

Neckdowns



Doyle Street, Emeryville

Traffic Circles



Modern Roundabout



Modern Roundabout



Tiburon Boulevard, Tiburon

Driver Speed Feedback Sign



Driver Speed Feedback Sign



Traffic Calming Treatment Selection



- Work with emergency services providers to determine minimum lane widths & radii
- Monitor adjacent streets for increased use
- Determine appropriate treatment for street type & anticipated users



PLACEMAKING



Plazas



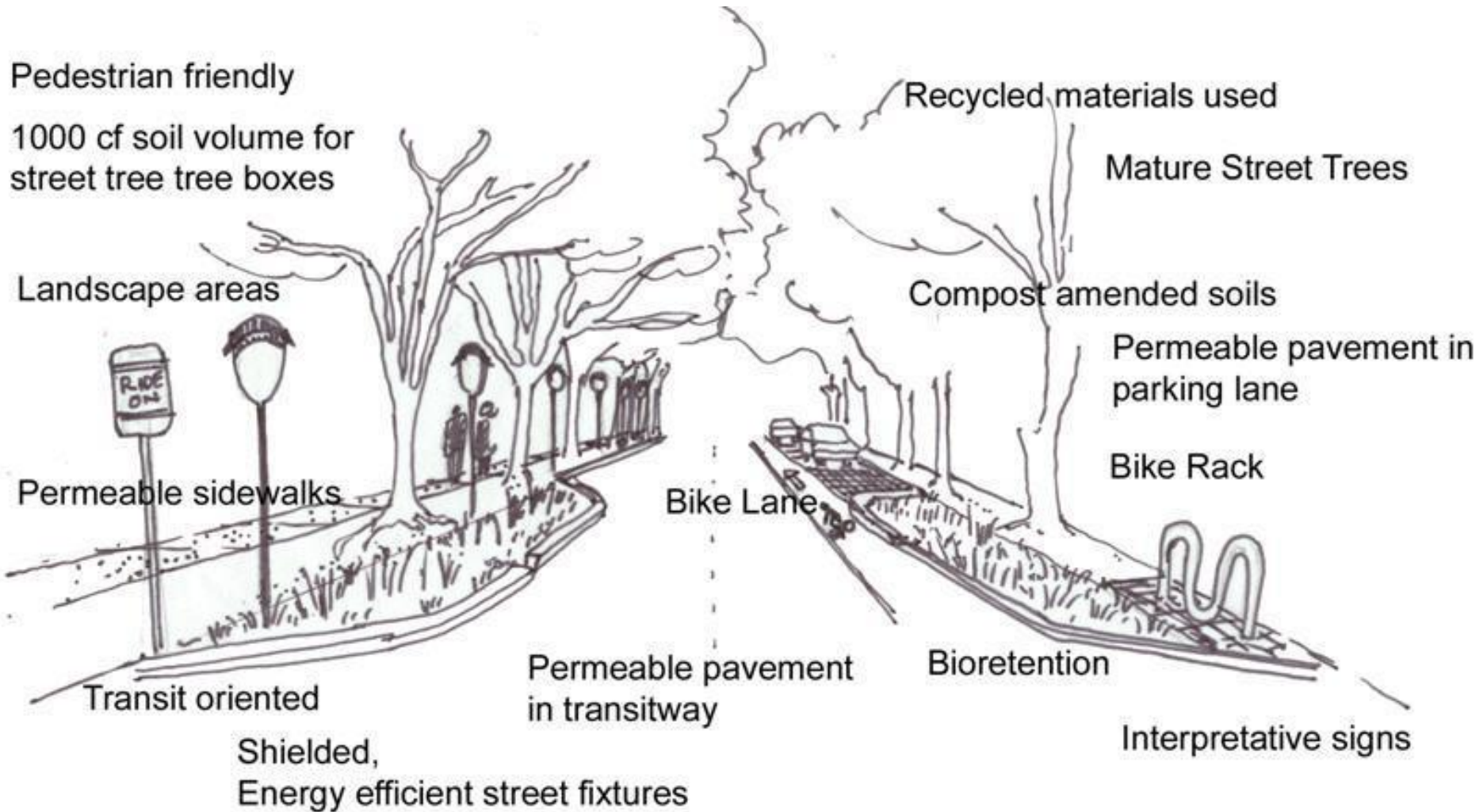
Jane Wagner Plaza, San Francisco

Open Streets



Emerson Street Photosimulation, Palo Alto Bicycle + Pedestrian Transportation Plan

Green Streets



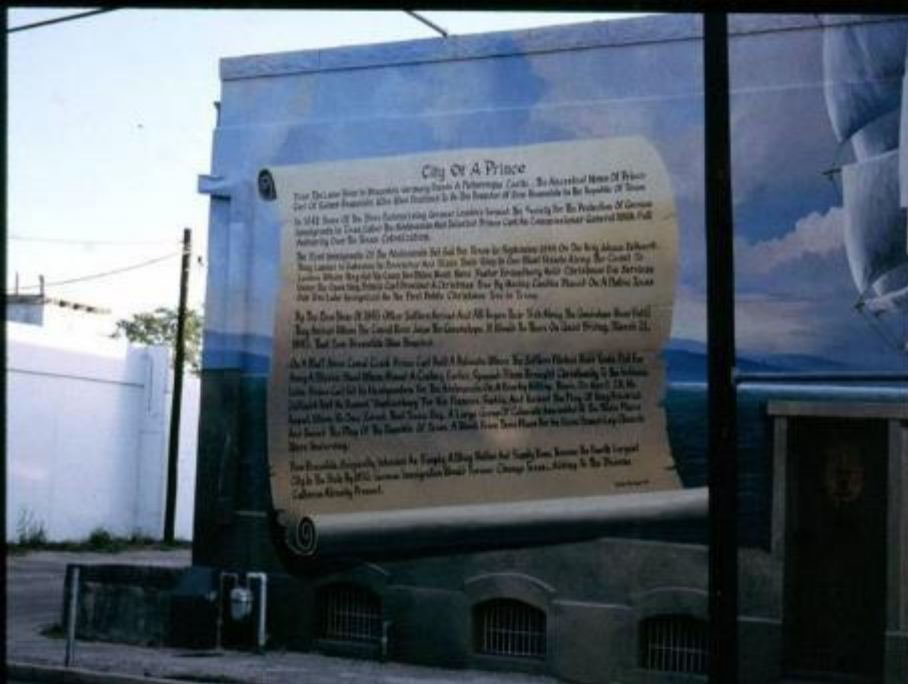
Bioswale Sidewalk Buffer



Public Art



Public Art



Public Art



Medians



Medians



Medians



Octavia Boulevard, San Francisco

Medians



Medians



Miller Avenue, Mill Valley

Medians



Miller Avenue, Mill Valley

Streetscape Amenities



Streetscape Amenities



Fillmore Street, San Francisco

Outdoor Seating



Destination Zone



Design Elements

Seating



Description

Attractive and durable wooden benches are proposed along Miller Avenue.

Two seating types are proposed:

1. Basic wooden benches for seating that are standardly produced.
2. Custom crafted wood seats that are made from local reclaimed wood. The design may be simple and rustic, or sculptural and artistic.

Locations

Benches are proposed at plazas, sidewalks, and corner bulb-out areas. Most bench locations are designated for Main Street where seating is desired.

Custom benches should be placed in special locations such as Main Street plazas, corner areas, and other special locations to be determined.



Tree Grate



Description

Tree grates are proposed along Miller Ave sidewalk trees to protect tree soil compaction over the root ball and to provide a walkable/accessible surface for pedestrians. Patterns should be decorative. Recycled content should be maximized.

Locations

Tree grates are proposed at all street trees along Miller Avenue.

Trash Receptacle



Description

Trash receptacles are proposed along Miller Avenue.

Trash receptacles should be standardly produced. The receptacle should accommodate both recycle and landfill options.

Locations

Trash receptacles should be located at regular spacing of one to two per block in the Main Street with priority given to corners and public seating areas near eating establishments. Other locations along Miller Avenue should be considered according to intensity of use and cost of maintenance operations.



Design Elements

Bike Parking



Description

Bicycle parking is proposed along Miller Avenue to encourage use by commuters and for convenience trips. They are shown at locations such as transit stops, corner hubs-nuts, and near retail destinations. Racks may be placed as a single station or in groups. Covered parking is shown at select transit stops.



Locations

Multi bike parking are proposed to locate at "Main Street". Multi racks and single rack are proposed to locate store fronts, bulb outs and widen sidewalks.

Bollard



Description

Rustic wooden posts convey the character of a natural area and are inspired by regional shoreline parks and the remnants of piers in the Marsh.

Locations

Wooden bollards are proposed to be used sparingly as appropriate at special planted locations along the roadway as a rustic element to function as visual divider between pedestrian and vehicular movements.



Bus Shelter



Transit Shelter and Covered Bike Parking Concept



Description

Custom designed bus shelters are proposed along the Miller Avenue.

Design styles considered appropriate by the community include rustic wood framed shelters that may be inspired by the historic railroad station buildings and those created as art/sculptural using a mixture of materials. Shelters should provide cover from rain and wind, be lighted, include seating, and integrate covered bike parking where possible.

Additional consultation with the local community required before implementing this design concept.

Locations

Bus shelters are located at transit stops. Priority is given to the outbound direction. Shelter placement must be coordinated with transit agency clear zones and to not impede pedestrian circulation.

Signage



Description

Wayfinding signage is proposed to provide a visual guide directing bicyclists, pedestrians and vehicular users efficiently to their destination. Destination include public parking, off-street business parking, downtown, and regional trails. Additional consultation with Miller Avenue merchants & chamber of commerce required before implementing this design concept.

Locations

Signage for parking areas are proposed for Main Street and Gateway areas.



Bicycle and pedestrian signage is appropriate to guide visitors looking for downtown and seeking regional trail connections. Distances should be provided.

Design Elements

Lighting



Description

Lighting improvements are needed to provide minimum vehicular and pedestrian safety illumination for Miller Avenue. Fixtures should contribute to the character of the setting. Selections should generally not create a bold statement and tightly unified appearance. Weather resistant wooden poles fitted with metal light fixtures are proposed. LED technology should be explored. Fixtures should be cut-off to prevent light pollution. The Main Street area may be treated with closer spacing and potentially a less rustic pole.

Locations

Vehicular / Pedestrian scale lighting fixtures are proposed throughout the corridor. Lights should be located according to photometric study to provide minimum illumination taking into account existing and proposed trees.

Stone Wall



Description

Stone walls are proposed at special locations such as creek crossing, plaza, etc.

Locations

Stone walls are appropriate at "Passage", Creek Crossing at Millwood St., at the Civic Gateway, and at Camino Alto.

Historic Railroad Markers and/or Other Historic Landmark Signage



Description

Historic railroad markers are proposed along Miller Ave. as an interpretive element.

Additional consultation with the Mill Valley Historic Society is recommended before proceeding with this design concept.

Locations

Historic railroad markers are proposed to be located at 0.25 mile intervals along Miller Ave.

(Steps, Lanes, Paths) Signage



Description

SLP signage is currently located at the historic Steps, Lanes and Paths and should be expanded to new locations.

Locations

Locations are identified on streetscape drawings.

Design Elements

Bike Buffer



Description

Bike buffers of 2-3 feet are striped zones to give extra separation to vehicles and bicyclists. Zone between lines may also be colored or textured in lieu of striping.

Locations

Bike Buffers are located throughout the corridor. Exceptions occur in the Parkway and Marsh where the available width is insufficient.

Bike Lane



Description

Continuous bike lanes of 6 feet are proposed along Miller Avenue to provide safe routes to school and to encourage non-motorized transportation. 5 foot widths are proposed in the Parkway where right of way widths are insufficient.

Locations

Continuous bike lanes are proposed along Miller Avenue from Almonte to Sunnyside Intersection.

Street Trees



Description

The Plan expands the planting of street trees in sidewalks and medians for shade and street character.

Species (shown in the Ecological and Landscape chapter) are selected to express the room character as well as to be adaptable to street planting locations.

Locations

New and replacement trees are proposed in all room areas. The greatest quantity is proposed in Main Street where significant replacement is needed.

Additional work will be conducted by Park Superintendent to select appropriate species based on the guidance provided in this Plan.

Planting Materials



Description

Understory planting should be selected to be climate appropriate and to reinforce the character of the room.

Locations

Illustrative plans show locations of street understory plantings.

Additional work will be conducted by Park Superintendent to select appropriate species based on the guidance provided in this Plan.



OPTION PREFERENCE SURVEY

WHAT IS IMPORTANT TO YOU?



Traffic

- Maximize flow
- Calm traffic

Not important

Important

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|----|

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|----|

Pedestrians

- Separate from traffic
- Wide sidewalks
- Safe crosswalks

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|----|

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|----|

Bicycles

- Separate from traffic
- Accommodate wide range of cyclist abilities

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|----|

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|----|

WHAT IS IMPORTANT TO YOU?



Parking

- Angled on-street
- Off-street

Not important

Important

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|----|

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|---|---|---|---|---|---|---|---|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|----|

Median

- Improve landscaping
- Active use

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
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|---|---|---|---|---|---|---|---|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|----|

Placemaking

- Landscaping/trees
- Public art
- Outdoor seating

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
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|---|---|---|---|---|---|---|---|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|----|



NORTH REDWOOD BOULEVARD STREETScape CHARRETTE