



APPLICATION FOR LAND USE CONSISTENCY DETERMINATION
San Mateo County Airport Land Use Commission
C/CAG ALUC

APPLICANT INFORMATION

Agency: City of Redwood City

Project Name: Transit District Downtown Precise Plan (DTPP) and General Plan Amendments

Address: Transit District areas - 16.6 acres

APN: Transit District areas - 16.6 acres

City: Redwood City

State: CA

ZIP Code: 94063

Staff Contact: Lindy Chan, Principal Planner

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PROJECT DESCRIPTION

The City of Redwood City proposes amendments to the DTPP and General Plan to create the Transit District which would allow for redevelopment of the existing Transit Center and Sequoia Station properties, provide a new hub of office, residential and retail uses, anticipate development of the envisioned four-track Caltrain station north of the existing station, and incorporate circulation improvements to ensure adequate vehicular, bicycle and pedestrian connections. The DTPP would continue to apply to the Transit District, except where expressly provided otherwise. No change is proposed to maximum building heights.

REQUIRED PROJECT INFORMATION

For General Plan, Specific Plan or Zoning Amendments and Development Projects:

A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following:

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):
 - a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.
 - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.
 - b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.
 - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.
 - c) Airspace Protection:
 - Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

- If applicable, identify how property owners are advised of the need to submit Form 7460-1, *Notice of Proposed /Construction or Alteration* with the FAA.

2. Real Estate Disclosure requirements related to airport proximity
3. Any related environmental documentation (electronic copy preferred)
4. Other documentation as may be required (ex. related staff reports, etc.)

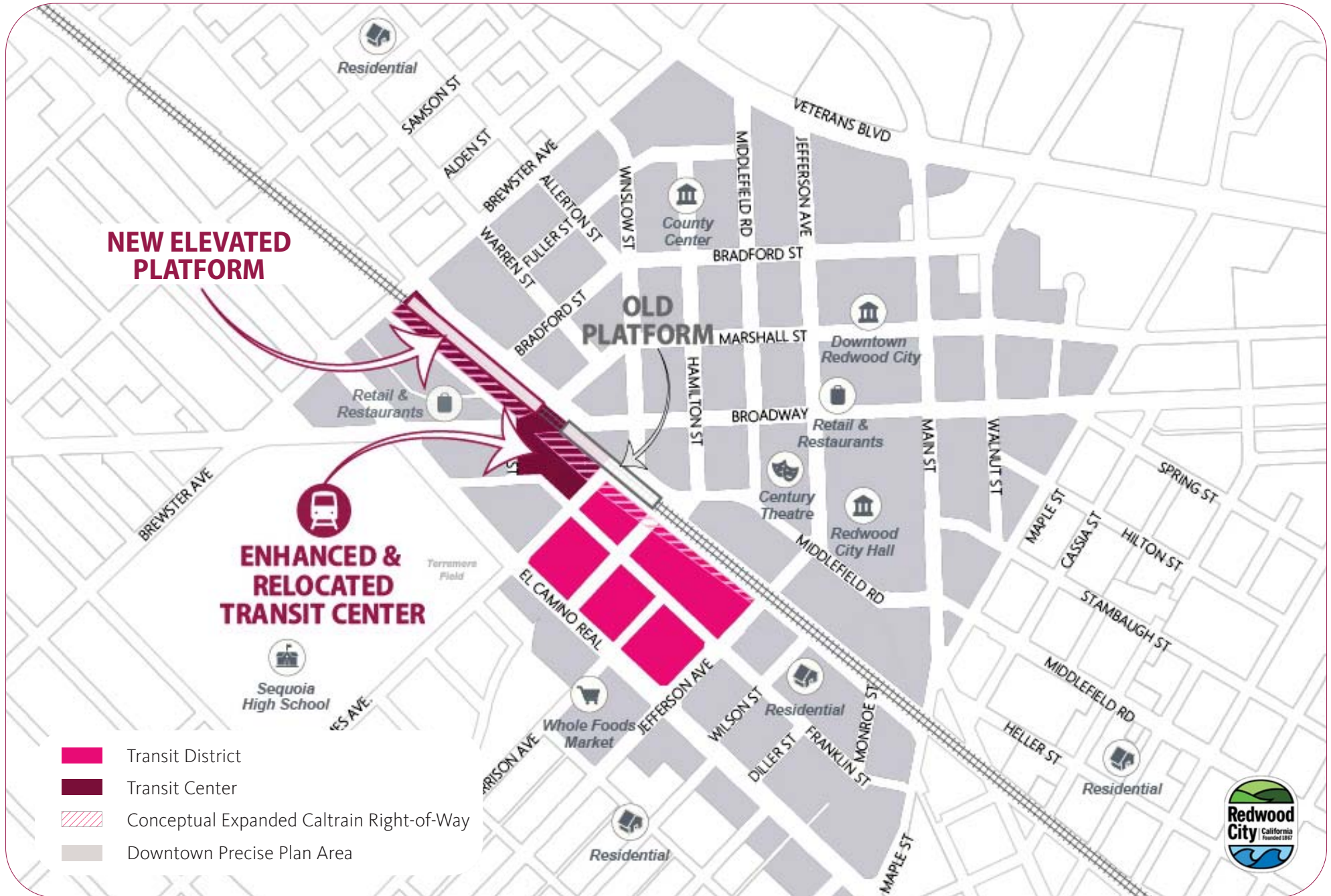
Additional information For Development Projects:

1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site
3. Building heights relative to mean sea level (MSL)

ALUCP Plans can be accessed at <http://ccag.ca.gov/plansreportslibrary/airport-land-use/>

Please contact C/CAG staff at 650 599-1467 with any questions.

<i>For C/CAG Staff Use Only</i>
<i>Date Application Received</i>
<i>Date Application Deemed Complete</i>
<i>Tentative Hearing Dates:</i>
- <i>Airport Land Use Committee</i>
- <i>C/CAG ALUC</i>



Transit District Key Amendments include:

- **Establish the boundaries of the Transit District:** create a new district, the Transit District, within the DTPP area focused on transit-oriented development. The Transit District would be a new sub-area within the DTPP totaling 16.6 acres with over 2,200 linear feet along the Caltrain tracks, and would include the Sequoia Station Shopping Center (approximately 12 acres), the Transit Center (approximately 2.1 acres), and the Perry parcel Caltrain parking lot (approximately 2.5 acres), which would service future station platforms and amenities (see Figure 1).
- **Establish development capacity in the Transit District:** establish and cap development potential for office use (maximum of 1,630,000 sq. ft.) and anticipate residential development capacity of 1,100 residential units in the Transit District, separate from the caps assumed elsewhere in the DTPP. These figures assume an average of approximately 325,000 sq. ft. of office per block for up to 5 blocks and an average of 275 units per block for up to 4 blocks. The retail and lodging caps would continue to govern the entire DTPP area, including the Transit District.
- **Circulation:** revise the DTPP regulations for new streets to facilitate potential track expansions and station relocation in the Transit District.
 - o Change Hamilton (between El Camino Real and Franklin) from a Downtown Core Street (at 104 ft. wide) to a City Street (at 60 ft. wide)
 - o Change Harrison (between El Camino Real and Franklin) from a required to a recommended street
 - o Remove requirements for street segments on Hamilton and Harrison from Franklin Street to the Caltrain tracks and along the tracks
 - o Require protected bike facilities along El Camino Real, James, Brewster, and Arguello streets
 - o Require wider pedestrian facilities (sidewalks) along Franklin and Hamilton streets
- **Parking:** establish parking ratios for bicycles and vehicles in the Transit District:
 - Bicycles**
 - Existing (DTPP area):
 - o 1 space for each 5 vehicle parking spaces
 - Proposed Transit District:
 - o Residential: 1 space per unit
 - o Nonresidential: 1 space per 2,000 sq. ft.
 - Vehicles**
 - Residential – lowered ratio based on feedback from the joint PC/AAC study session.
 - Existing (DTPP area): minimum of .75 - 1.5 and maximum of 1.5 – 3 spaces per bedroom
 - Proposed Transit District: no minimum and maximum of 1.5 spaces per unit
 - Lodging – lowered ratio based on feedback from the joint PC/ AAC study session.

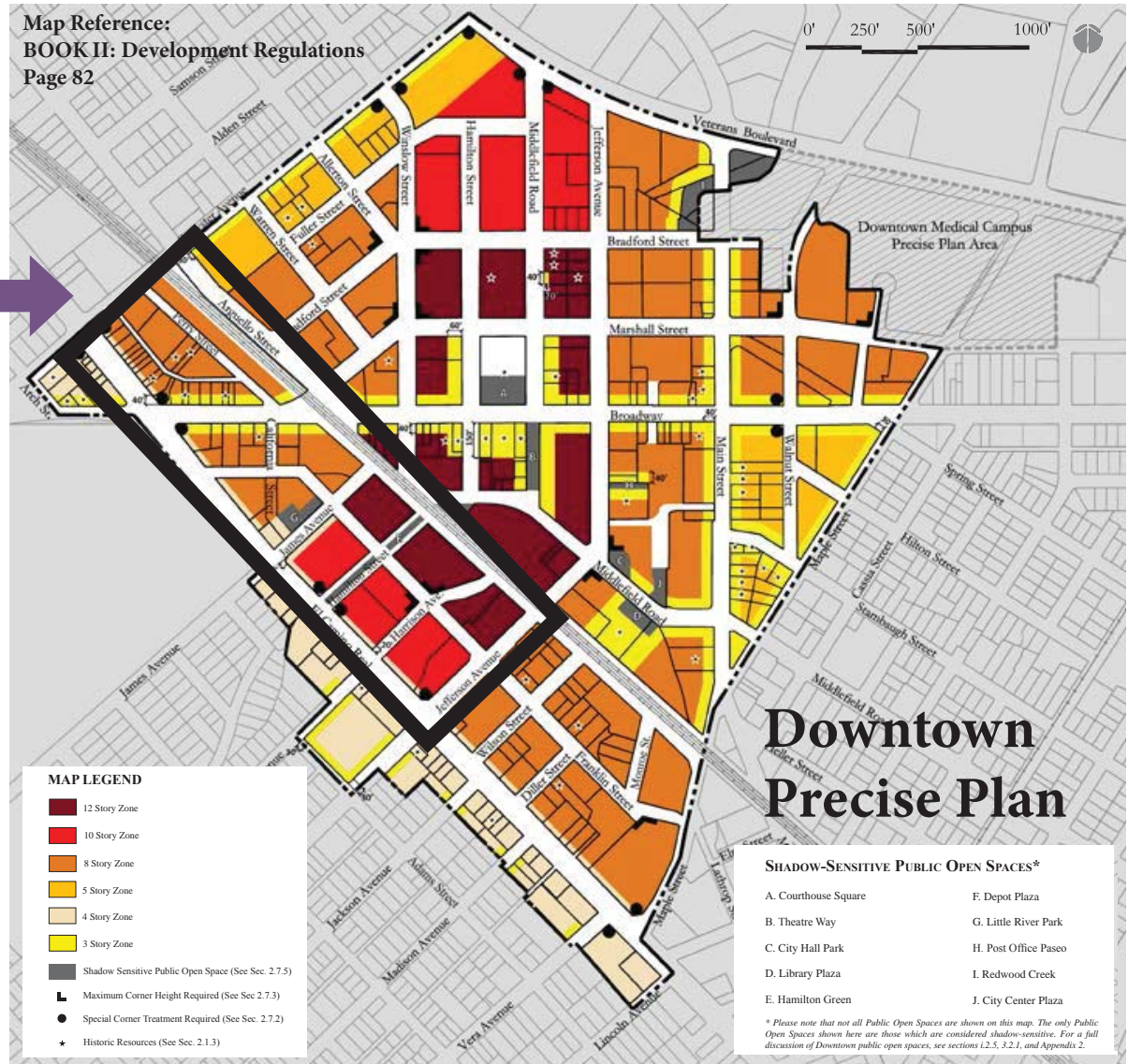
- Existing (DTPP area): minimum of .5 – 1 and maximum of 1 space per lodging unit
 - Proposed Transit District: minimum of .35 - .75 and maximum of 1 space per lodging unit
 - Other uses
 - Existing (DTPP area): minimum of 3 – 6 and maximum of 6 spaces per 1,000 sq. ft.
 - Proposed Transit District: minimum of 1.5 – 3 and maximum of 3 spaces per 1,000 sq. ft.

- **Design:** add Contemporary Design to permitted architectural styles in the proposed Transit District, modify the minimum building heights (step down storefronts) to improve the streetscape and retail uses, and add a guideline for upper-story setbacks on nonresidential development to reduce the massing on taller buildings. No changes are proposed to the maximum allowable building heights.

- **Open space and track expansion:** allow exceptions to building placement requirements (i.e., build-to-corner, building setback, and frontage coverage requirements) and minimum heights for sites providing privately owned publicly accessible open space and for sites that are constrained by potential anticipated Caltrain track improvements and realignment. The exceptions would allow for reduced massing and shadows, an enhanced pedestrian experience, and provide support for ground floor retail. For open space, added a new requirement to activate these areas to promote safety and usability.

- **Process:** require City Council, rather than Planning Commission, to take final action on large projects within the Transit District. Review and recommendation would still be required from the Planning Commission.

Transit District



Map Disclaimer and Details:

Transit District Map (LEFT): The Transit District boundary is depicted on the focused Transit District map featured on the left side of this document only. This map is not the same scale as the Downtown Precise Plan Map, and should be considered for visual reference only. Outline depictions are not survey-grade.

Downtown Precise Plan Map (RIGHT): Image and legend materials refer to the exact maps and legend materials within the Downtown Precise Plan book with date “Adoption date January 24, 2011; Last Amended on June 11, 2018.” The last version where amendments had impacted map updates is the book with “Adoption date January 24, 2011; Last Amended on November 28, 2016.”

The purpose of the black-lined rectangular box on top of the image is to highlight the generalized area where the Transit District Map applies. This black-lined rectangular box does NOT represent the Transit District boundary nor does it represent an area defining new amendments.

Layout Prepared: April 27, 2022

HEIGHT REGULATIONS MAP

BUILDING HEIGHT AND DISPOSITION REGULATIONS CHART						
Height Zones (Sec. 2.7.1)	12 Story Zone	10 Story Zone	8 Story Zone	5 Story Zone	4 Story Zone	3 Story Zone
Maximum Height (Sec. 2.7.2)						
Maximum	12 floors / 136 feet	10 floors / 114 feet	8 floors / 92 feet	5 floors / 59 60 feet	4 floors / 48 50 feet	3 floors / 35 feet
Relation to Single Family Homes	---	---	---	---	Required	Required
Special Corner Treatment	Required at ●	Required at ●	Required at ●	Required at ●	Required at ●	Required at ●
Accessory Buildings	4.5 floors / 14 feet	4.5 floors / 14 feet	4.5 floors / 14 feet	4.5 floors / 14 feet	4.5 floors / 14 feet	4.5 floors / 14 feet
Minimum Height (Sec. 2.7.3)						
Required Minimum Height	3 floors / <u>25 feet</u> - 35 feet	3 floors / <u>25 feet</u> - 35 feet	3 floors / <u>25 feet</u> - 35 feet	3 floors / <u>25 feet</u> - 35 feet	3 floors / <u>25 feet</u> - 35 feet	3 floors / <u>25 feet</u> - 35 feet
Maximum Corner Height	Tallest mass located at	Tallest mass located at	Tallest mass located at	Tallest mass located at	Tallest mass located at	Tallest mass located at
Building Disposition Types (Sec 2.7.4)						
Rearyard	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Courtyard	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Tower	Permitted	Permitted	Permitted	---	---	---
Specialized	Discretionary	Discretionary	Discretionary	Discretionary	---	---

Legend:

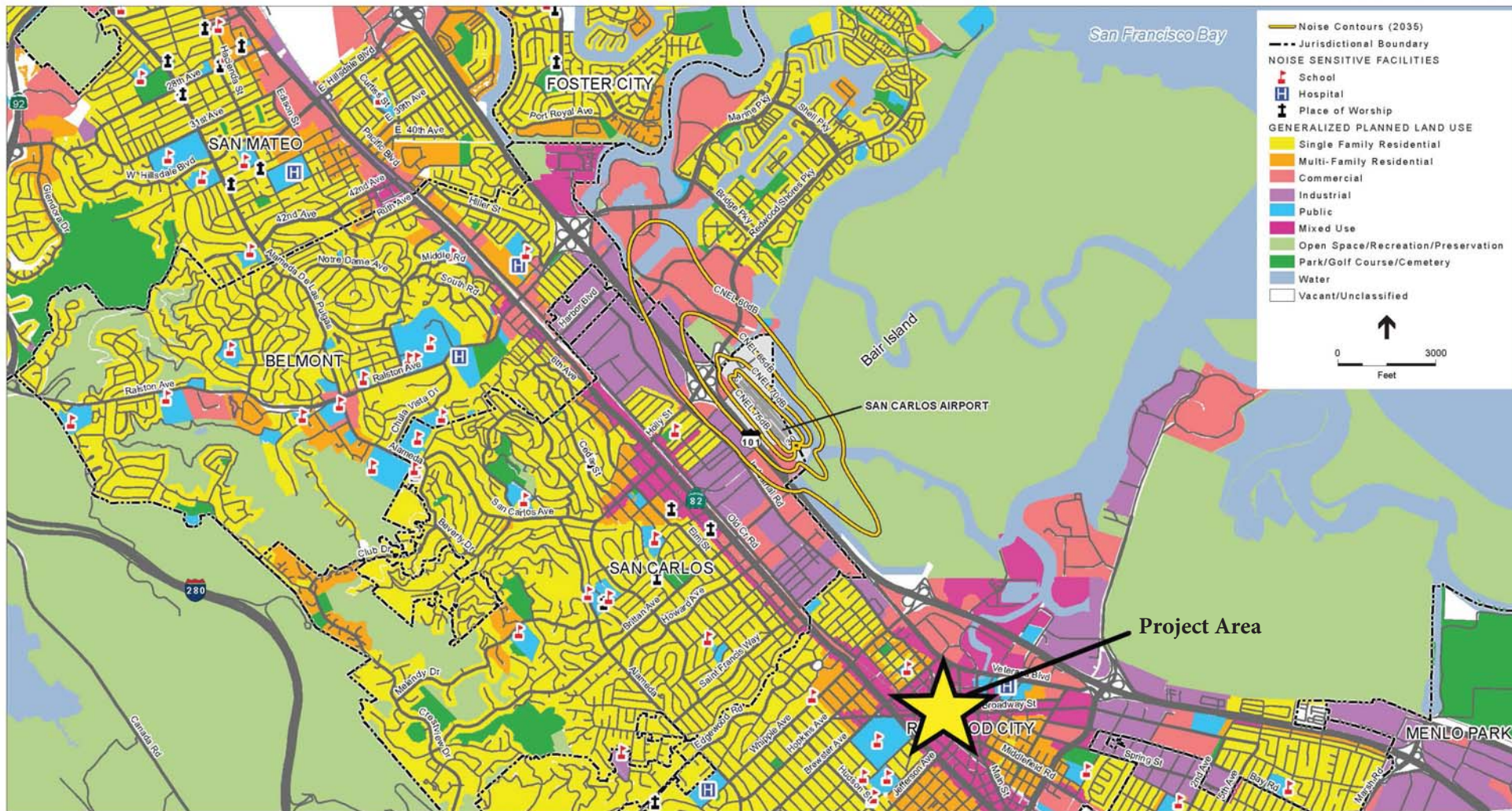
Permitted : These elements are allowed, by right, as indicated.

Required : These elements are required of all new development as indicated.

Discretionary: These elements may or may not be permitted, subject to consideration by the Planning Manager/Designee

--- : These elements are not permitted, as indicated.

12 floors / 136 feet: Maximum or minimum height, measured in habitable floors and in feet, measured from average finish grade.



SOURCE: Belmont, 1982; San Mateo County, 1986; Foster City, 1993; Menlo Park, 1994; San Carlos, 2009; City of San Mateo, 2010; Redwood City, 2010; ESRI, 2014; ESA Airports, 2015

San Carlos Airport ALUCP . 130753

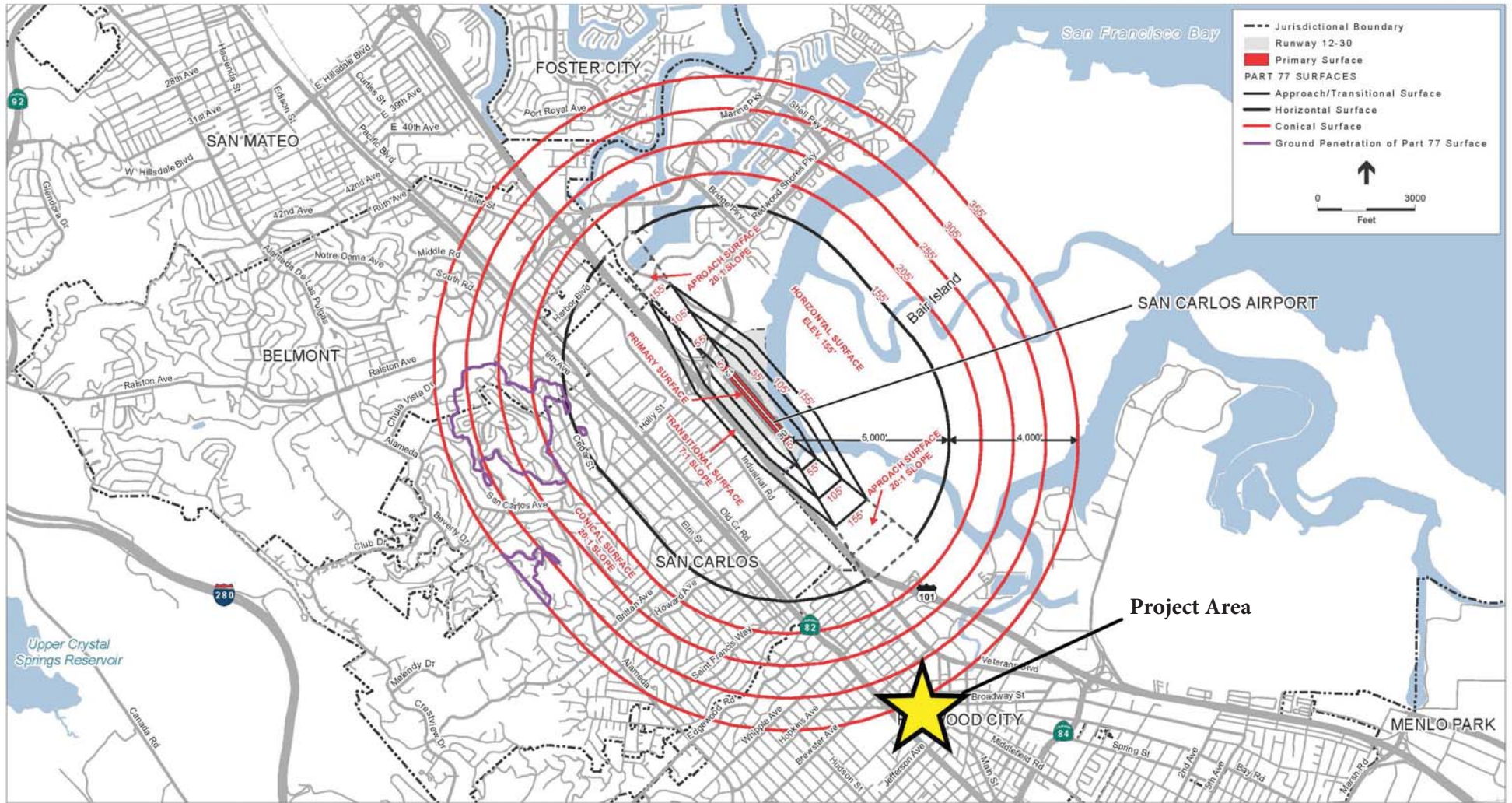
Exhibit 4-2
Future Conditions (2035) Aircraft Noise Contours



SOURCE: ESRI, 2014; ESA Airports, 2014

Project Area

San Carlos Airport ALUCP - 130753
Exhibit 4-3
San Carlos Airport Safety Zones



SOURCE: ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014

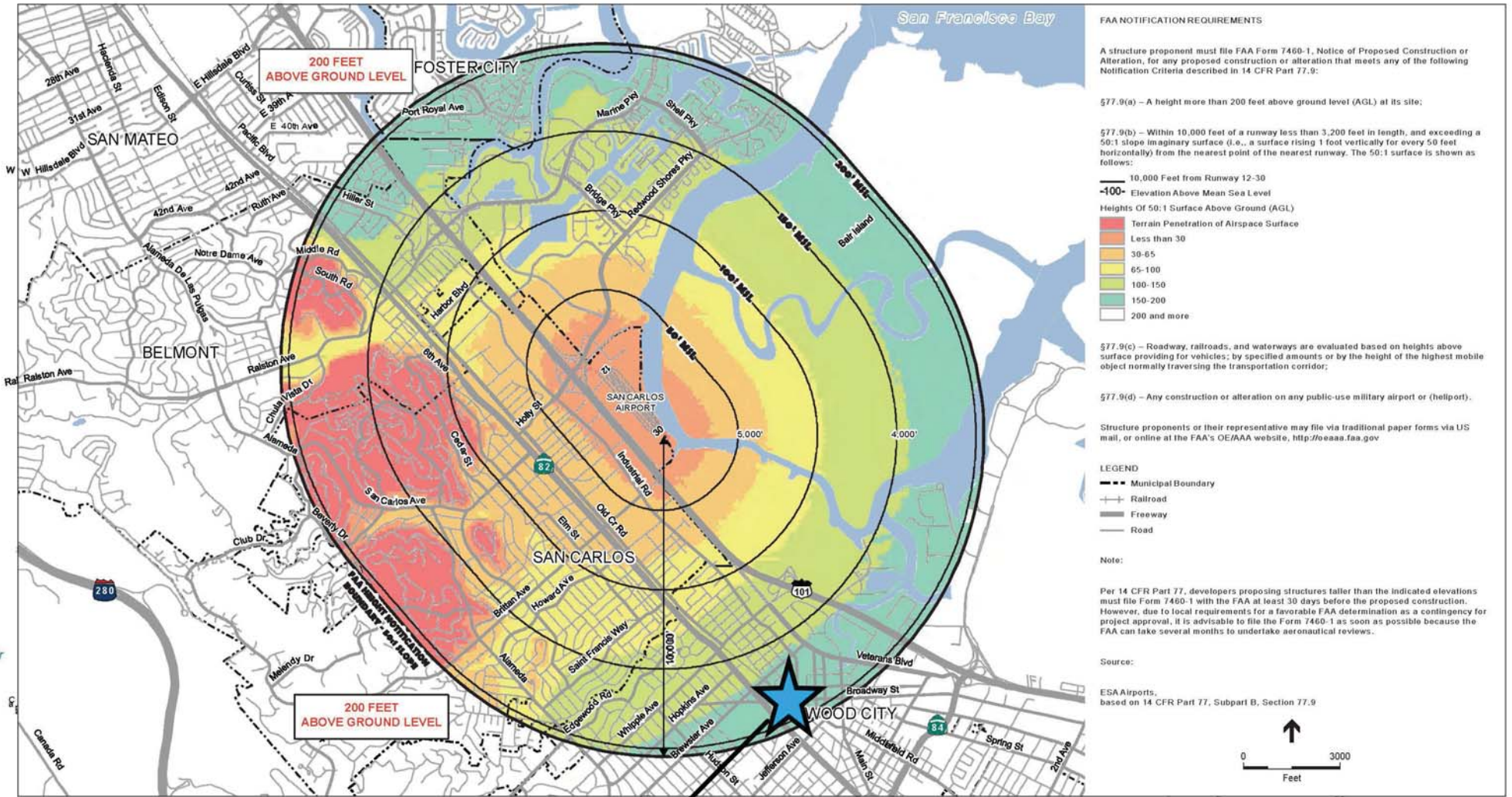
NOTE 1: All elevations on this exhibit are expressed in feet above mean sea level (MSL). The elevation of San Carlos Airport is 5 feet MSL.

NOTE 2: Locations where the ground/terrain penetrates the FAR Part 77 airspace surfaces are approximate and were developed using ground elevation contours provided by the San Mateo County Planning and Building Department, 2014.

San Carlos Airport ALUCP . 130753

Exhibit 4-4

San Carlos Airport Part 77 Airspace Protection Surfaces



FAA NOTIFICATION REQUIREMENTS

A structure proponent must file FAA Form 7460-1, Notice of Proposed Construction or Alteration, for any proposed construction or alteration that meets any of the following Notification Criteria described in 14 CFR Part 77.9:

§77.9(a) – A height more than 200 feet above ground level (AGL) at its site;

§77.9(b) – Within 10,000 feet of a runway less than 3,200 feet in length, and exceeding a 50:1 slope imaginary surface (i.e., a surface rising 1 foot vertically for every 50 feet horizontally) from the nearest point of the nearest runway. The 50:1 surface is shown as follows:

- 10,000 Feet from Runway 12-30
- 100+ Elevation Above Mean Sea Level
- Heights Of 50:1 Surface Above Ground (AGL)
- Terrain Penetration of Airspace Surface
- Less than 30
- 30-65
- 65-100
- 100-150
- 150-200
- 200 and more

§77.9(c) – Roadway, railroads, and waterways are evaluated based on heights above surface providing for vehicles; by specified amounts or by the height of the highest mobile object normally traversing the transportation corridor;

§77.9(d) – Any construction or alteration on any public-use military airport or (heliport).

Structure proponents or their representative may file via traditional paper forms via US mail, or online at the FAA's OE/AAA website, <http://oeaaa.faa.gov>

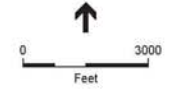
- LEGEND**
- Municipal Boundary
 - Railroad
 - Freeway
 - Road

Note:

Per 14 CFR Part 77, developers proposing structures taller than the indicated elevations must file Form 7460-1 with the FAA at least 30 days before the proposed construction. However, due to local requirements for a favorable FAA determination as a contingency for project approval, it is advisable to file the Form 7460-1 as soon as possible because the FAA can take several months to undertake aeronautical reviews.

Source:

ESA Airports, based on 14 CFR Part 77, Subpart B, Section 77.9



Project Area

SOURCE: USGS, 1989-2013; ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014