



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: Focused General Plan Update (2023-2031 Housing Element Update)

Address: 1017 Middlefield Road

APN:

City: Redwood City

State: California

ZIP Code: 94063

Staff Contact: Apollo Rojas

Phone: 650-780-7365

Email: arojas@redwoodcity.org

PROJECT DESCRIPTION

Focused General Plan Update includes updates to the Housing, Land Use, Public Safety, Building Community and Natural Resources Elements.

The project will also include new Environmental Justice goals, programs, and policies as well as zoning and municipal code amendments.

The GP updates and code amendments are required to meet Redwood City's Regional Housing Needs Allocation (RHNA) of 4,588 new units.

Zoning updates would increase maximum allowable densities and heights in mixed-use zoning districts, primarily located on major corridors

(Woodside Rd, Veterans Blvd, and Broadway).

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>

Redwood City General Plan Goals, Policies, and Programs for Airport Consistency

Built Environment Element

Policy BE-22.3

Ensure that new development within San Carlos Airport airspace protection zones seeks input from the Federal Aviation Administration prior to approval.

Program BE-36

Participate with Local, Regional, State, and Federal Agencies and Other Organizations. Consult with San Mateo County and C/CAG jurisdictions, and with State and federal agencies, regarding regional land use and transportation planning, including issues related to the San Carlos Airport.

Public Safety Element

(updated for 2023 adoption with Housing Element)

GOAL PS-10

Minimize risks of potential hazards in the vicinity of San Carlos Airport.

Policy PS-10.1

Work to achieve consistency between General Plan land use and related policies and the San Carlos Airport Comprehensive Land Use Plan, as is appropriate for Redwood City. Measures may include restrictions on permitted land uses and development criteria, including height restrictions.

GOAL PS-14

Minimize the impacts of transportation-related noise.

Policy PS-14.1

Consult with responsible federal and State agencies to minimize the impact of transportation-related noise, including noise associated with freeways, major arterials, rail lines, and airports.

Policy PS-14.2

Require that proposed land use policy actions (such as a General Plan amendment, Zoning amendment, or a Precise Plan) within the identified aircraft noise contours for San Carlos Airport are:

- Reviewed by the Airport Land Use Commission (C/CAG Board)
- Mitigated for potential noise impacts, as appropriate to applicable City noise standards, by the developer
- Consistent with the Aircraft Noise/Land Use Compatibility Standards in the San Mateo County Airport Land Use Plan.

Policy PS-14.3

Continue to consult with San Mateo County Department of Public Works Airport Division, the Federal Aviation Administration (FAA), and Pilots Association to promote “fly neighborly” programs that minimize noise impacts from aircraft take-offs and other low-altitude aircraft operations associated with

Program PS-37

County Airport Land Use Plan. Refer all General Plan and Zoning Map amendments/updates, Precise Plans, and other amendments affecting property within Area B of the Airport Influence Area (AIA) Boundary for San Carlos Airport to the C/CAG Airport Land Use Commission for a determination of consistency with the County Airport Land Use Plan for the environs of San Carlos Airport.

Timeframe: Ongoing

Responsible Party: Community Development

Funding Sources: Development fees

Program PS-64

Noise Element and Amendment Comprehensive Airport Land Use Plan Consistency. Refer all amendments to the Noise Element to the Airport Land Use Commission (C/CAG) for a determination of consistency with the relevant airport/land use compatibility criteria and guidelines contained in the San Mateo County Comprehensive Airport Land Use Plan for the environs of San Carlos Airport.

Timeframe: Ongoing

Responsible Party: Community Development

Funding Sources: Development application fees

Program PS-65

New Project and Comprehensive Airport Land Use Plan Consistency. Voluntarily refer development projects within the planning boundary of San Carlos Airport to the Airport Land Use Commission (C/CAG) for a determination of consistency with the relevant airport/land use compatibility criteria and guidelines contained in the San Mateo County Comprehensive Airport Land Use Plan for the environs of San Carlos Airport.

Timeframe: Ongoing

Responsible Party: Community Development

Funding Sources: Development application fees

Program PS-74

Noise Consultation. Consult with other governmental agencies to minimize transportation-related noise including noise from freeways, major arterials, rail lines, and airports.

Timeframe: Ongoing

Responsible Party: City Manager Office/Economic Development

Funding Sources: General Fund

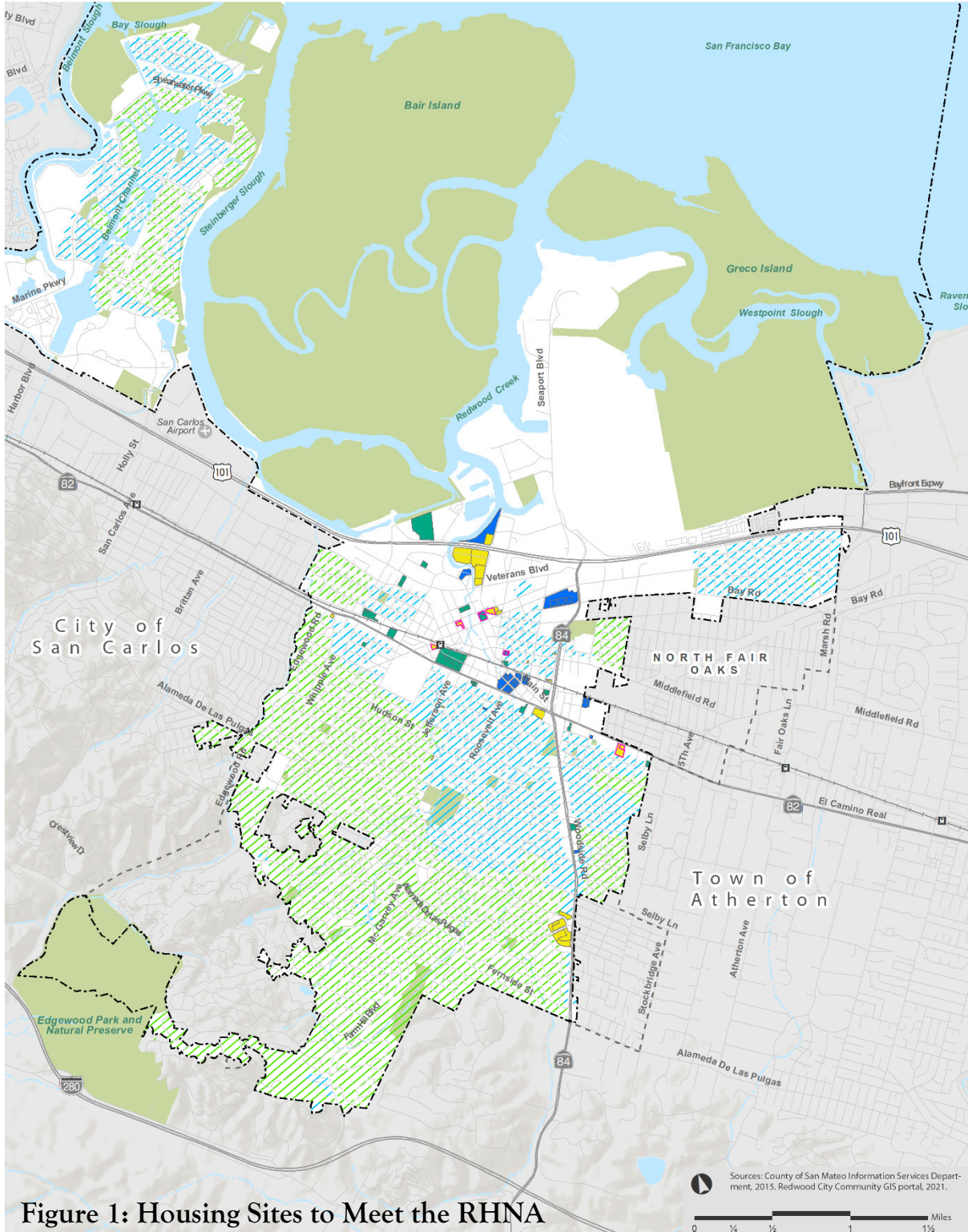


Figure 1: Housing Sites to Meet the RHNA






<p>RHNA Credits</p> <ul style="list-style-type: none"> Approved Projects Opportunity Sites Proposed Projects <p>Projected ADU and SB 9 Units</p> <ul style="list-style-type: none"> Projected ADU and SB 9 Units Projected Missing Middle and ADU Units 	<p>Sites Inventory</p> <ul style="list-style-type: none"> Site Subject to AB 1397 Opportunity Sites Proposed Projects 	<p>Base Map Features</p> <ul style="list-style-type: none"> Redwood City Boundary Sphere of Influence Boundary Railway and Stations San Mateo County Streets US Highway 101 Channel, Rivers, and Sloughs Bay, Harbor, and Sloughs Open Space and Parks 	<p>Sources: County of San Mateo Information Services Department, 2015. Redwood City Community GIS portal, 2021.</p> <p>0 ¼ ½ 1 1½ Miles</p>
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**City of Redwood City Housing Element 6th Cycle (2023 to 2031)
San Carlos ALUCP Consistency Exhibit**

**Proposed Projects and Housing Opportunity Sites,
San Carlos Airport AIA-B Area & Noise Contours 2035**

Attachment 2b

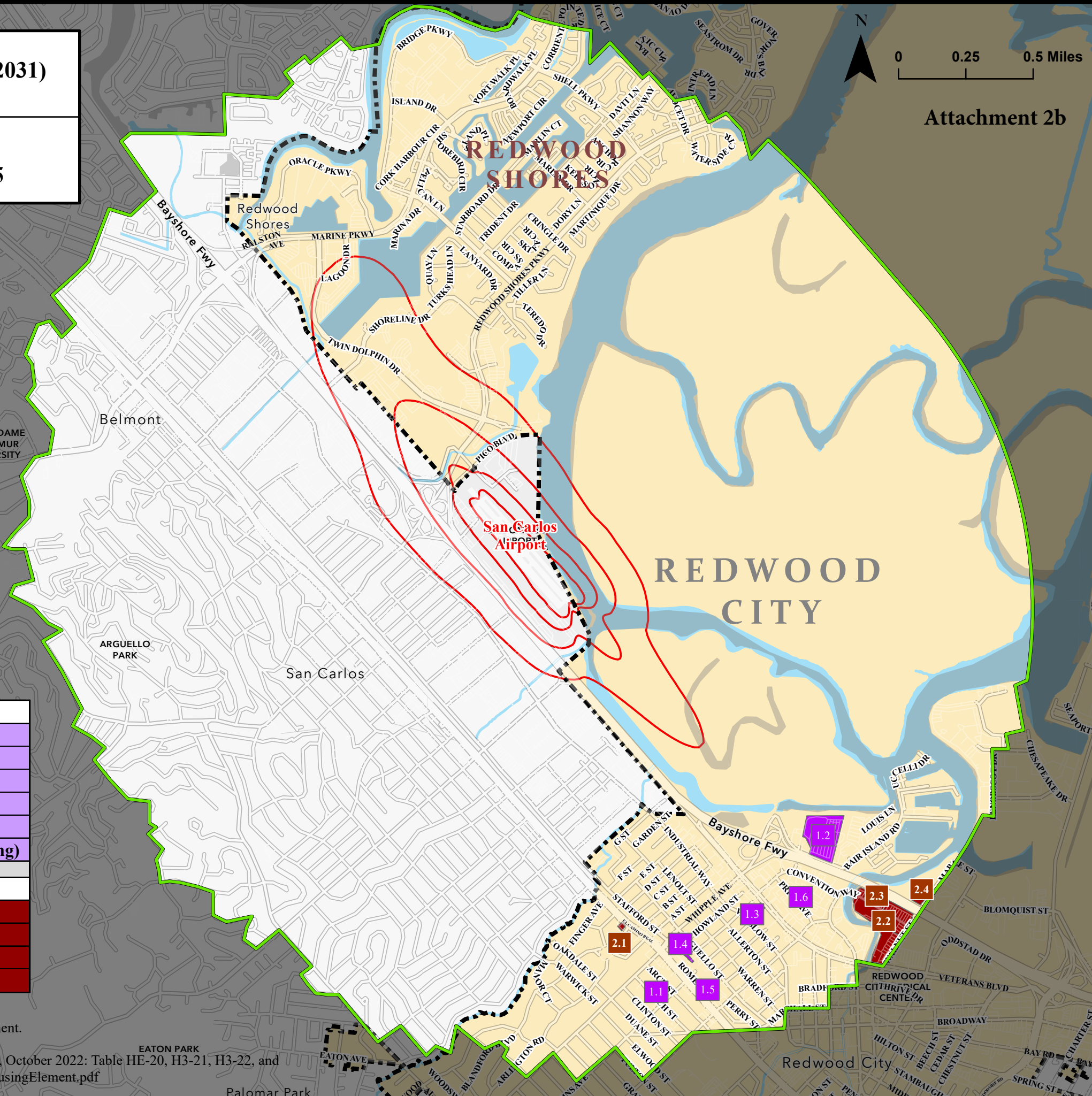
Legend

-  City Limits, City of Redwood City
-  Airport Influence Area B (San Carlos Airport Plan, AIA-B)
-  2035 Noise Contours (San Carlos Airport Plan)
-  Proposed Projects
-  Housing Opportunity Sites

Proposed Projects within AIA-B	
1.1	77 Birch Street Townhomes
1.2	557 E Bayshore Road (Syufy Site)
1.3	590 Veterans Boulevard & 91 Winslow Street
1.4	1125 Arguello Street (Arguello Street Mixed-Use)
1.5	651 El Camino Real (Gatekeeper: American Legion)
1.6	609 Price Avenue (Gatekeeper: 2300 Broadway, offsite Affordable Housing)

Housing Opportunity Sites within AIA-B	
2.1	234 El Camino Real (Avondale)
2.2	250 Walnut Street (Kohl's Site)
2.3	202-300 Walnut Street (Peninsula Boardwalk)
2.4	1580 Maple Street

Map Created: January 4, 2023. City of Redwood City Community Development & Transportation Department.
 Source Data: San Mateo County GIS Open Data Portal, City of Redwood City GIS, C/CAG, ESRI.
 Housing Element Sites Data: 2023-2031 Housing Element, City of Redwood City, HCD Review Draft - v2, October 2022: Table HE-20, H3-21, H3-22, and H3-23. https://redwoodcitypro.wpengine.com/wp-content/uploads/2022/10/00_RWC_HCD_Submittal_HousingElement.pdf



77 Birch St Townhomes

- Site 1.1 on map
- Housing Element pages H3-7 & H3-8
- The townhome project at 77 Birch (0.38 acres) would provide nine for-sale, market-rate units within the R-5-O zoning district. This project would replace an existing medical office building.

557 E. Bayshore Rd “Syufy Site”

- Site 1.2 on map
- Housing Element page H3-8
- The Syufy project proposes to redevelop a former movie theater site, which has been vacant for many years (14.6 acres), with a 480-unit multi-family development and 97,101 square foot sport club. While the zoning for the site is General Commercial (CG zoning district), half of the parcel has a General Plan designation of Mixed-Use Waterfront and would be permitted to develop with residential uses within that portion of the site. The project as proposed is requesting a zoning change on the CG-zoned parcel to Mixed-Use Waterfront to be consistent with the General Plan and produce a more cohesive site plan.

590 Veterans Boulevard & 91 Winslow Street

- Site 1.3 on map
- Housing Element page H3-8
- Comprised of two parcels, one zoned Mixed Use – Veterans Boulevard (MU-VB) and one zoned Mixed Use – Transitional (MU-T), together totaling 1.2 acres, the Veterans + Winslow project proposes 95 rental units at a density of 79 units per acre. Currently, 590 Veterans Boulevard contains a retail building, and 91 Winslow contains a vacant one-story building.

1125 Arguello Street (Arguello Street Mixed-Use)

- Site 1.4 on map
- Housing Element pages H3-9 & H3-10
- The Arguello Street Mixed Use project is a proposal to demolish existing commercial buildings on-site (office, automobile repair, parking, and storage) and to construct a new four-story (60-foot tall) office building, a four-story (46-foot tall) affordable housing development of 33 condominiums, and a child care facility for up to 30 children in the Mixed Use – Transitional (MU-T) zoning district. The project contains three designated historic homes within the Mezesville Historic District. One of the structures is proposed to be demolished to allow for the construction of the child care center and the remaining two structures would be utilized as part of the child care center.

651 El Camino Real “American Legion” Mixed Use Project

- Site 1.5 on map
- Housing Element page H3-12
- This proposed project, located at 651 El Camino Real (1.68 acres), would replace the existing American Legion building with an eight-story mixed-use development including 99 rental units and a 12,000 square foot space for the American Legion. Currently zoned MUC-ECR, the project application includes a rezone to incorporate this Downtown Precise Plan-adjacent parcel into the Downtown Precise Plan, allowing for increased density and height.

609 Price Ave

- Site 1.6 on map
- Housing Element page H3-13
- The application for a DTPP gatekeeper project at 2300 Broadway includes 98 off-site affordable units at 609 Price Street. The offsite affordable housing site (609 Price) is currently zoned Commercial Office (CO), which will be rezoned concurrently with the Housing Element to Mixed Use – Corridor, Veterans Boulevard (MUC-VB).

234 El Camino Real “Avondale”

- Site 2.1 on map
- Housing Element page H3-22
- The site consists of one 0.30-acre parcel in the MUN zoning district. The current use is a service station and is significantly underutilized given the limited improvements located on the site. The City has had several inquiries for redevelopment of service stations across all areas of the City. The site is one block away from two recent separate townhome developments at 120 and 150 El Camino Real, respectively, that were developed on similar sized parcels. El Camino Real is a high-quality transit area and a major commercial corridor.

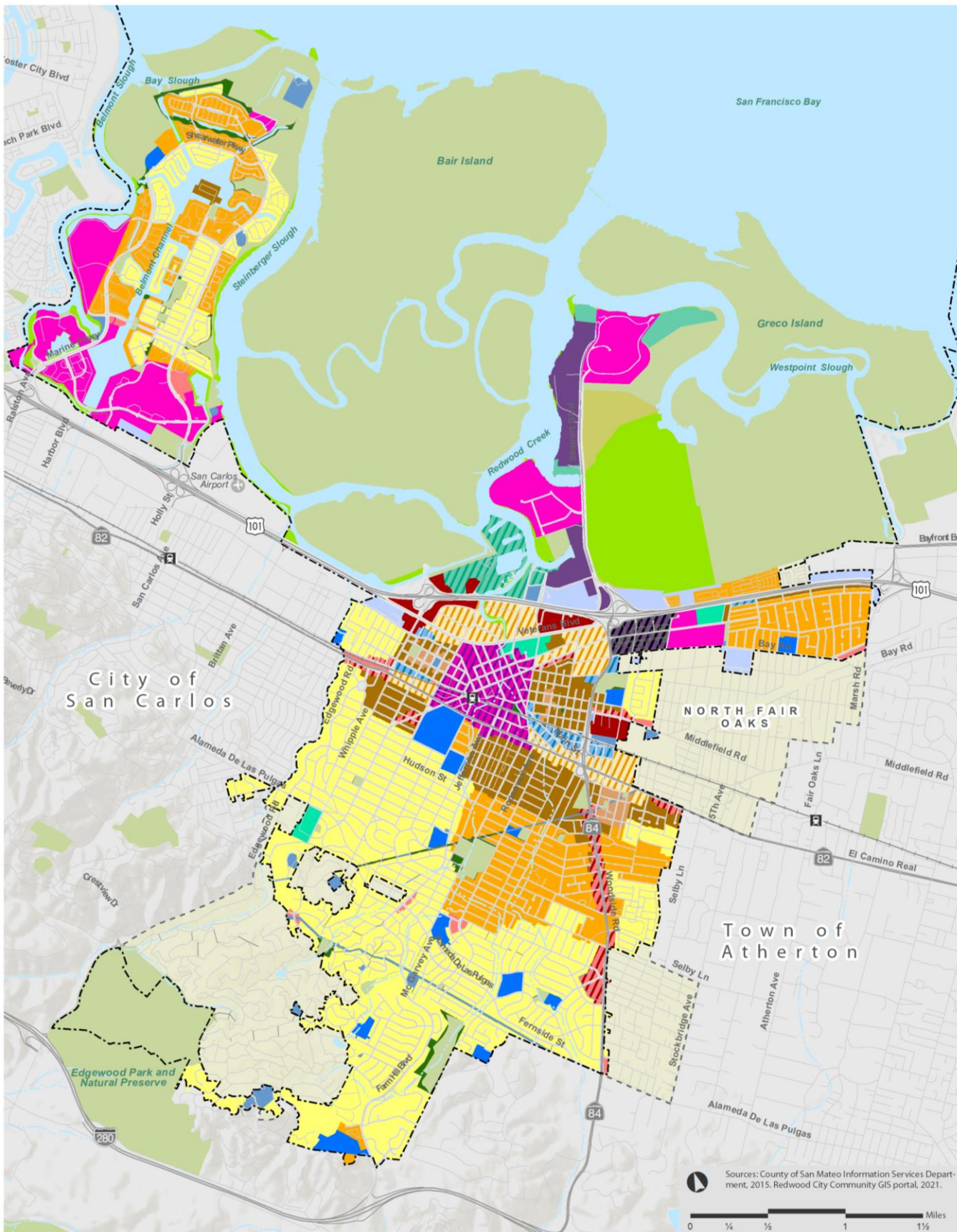
250 Walnut “Kohl’s” and 202-300 Walnut “Peninsula Boardwalk”

- Sites 2.2 and 2.3 on map
- Housing Element pages H3-22 & H3-23
- These two sites are adjacent to one another in the MUC-RC district. The “Kohl’s” site is comprised of one large 6.57 acres in size and the Peninsula Boardwalk site is comprised of three large parcels totaling 11.54 acres. These sites are located on Redwood Creek, providing excellent potential for development due to the creek front amenity. In addition, this site is located directly across the creek from the North Main Precise Plan and Township Apartments catalyst project. There is developer interest in redevelopment of the properties on this site, likely as a phased development. The property that fronts on Veterans Boulevard is occupied by a collection of smaller retail uses that have experienced a number of vacancies over time. Existing uses

include small restaurants, discount retailers, and a large surface parking lot along the perimeter of the shopping center. This property has extensive creek frontage that would likely redevelop first. The southwestern portion of the parcel is occupied by an aging commercial center built in the 1960s. Current tenants include Dollar Tree, Joann Fabric and Crafts, Footlocker, Kohl's, and Sports Basement. The Kohl's site has the capacity for 351 units and Peninsula Boardwalk for 616 units. The site is walking distance to Downtown and portions of the site are a little over a half mile from the Caltrain station.

1580 Maple St

- Site. 2.4 on map
- Housing Element page H3-21
- This site consists of one 2.02 acre parcel in the MU-WF zoning district. It is adjacent to a recently approved townhome residential development that borders the creek. In 2021, Redwood City negotiated a land swap of a 2.5-acre parcel at 1469 Maple Street for 2.02 acres of County-owned land at 1580 Maple Street, currently the site of a 145-bed homeless shelter and a decommissioned jail. The County is constructing a new shelter on the 1469 Maple Street site, with 240 individual sleeping units. As part of the property exchange, the County has a 5-year option period to ground lease from the City the portion of the 1580 Maple Street Parcel not needed for the Blomquist roadway extension. This allows the City to construct the Blomquist Extension, and leaves 1.5 acres that could be used for other uses including potential additional affordable housing or permanent supportive affordable housing. The County issued a request for proposals in July 2022 and selected MidPen Housing to develop the site in August 2022. MidPen's proposed development for the site includes 108 extremely low-income units plus two manager's units for a total of 110 units. All 108 units are proposed as permanent supportive housing units for people experiencing homelessness.



General Plan Land Use

- | | |
|---|--|
| Residential | Mixed Use - Live/Work (60 DU/AC Max.) |
| Residential - Low (7 DU/AC Max.) | Marina (20 DU/AC Max.) |
| Residential - Medium (20 DU/AC Max.) | Industrial |
| Residential - Medium High (30 DU/AC Max.) | Industrial - Light (0.75 FAR Max.) |
| Residential - High (40 DU/AC Max.) | Industrial - Port Related (0.50 FAR Max.) |
| Commercial | Light Industrial Incubator Overlay (1.00 FAR Max.) |
| Commercial - Neighborhood (0.60 FAR Max.) | Public/Quasi-Public |
| Commercial - Regional (1.00 FAR Max.) | Hospital (2.00 FAR Max.) |
| Commercial - Office Professional/Technology (1.00 FAR Max.) | Schools |
| Mixed Use | Public Facility |
| Mixed Use - Downtown | Park |
| Mixed Use - Corridor (80 DU/AC Max.) | Open Space |
| Mixed Use - Neighborhood (60 DU/AC Max.) | Urban Reserve |
| Mixed Use - Waterfront Neighborhood (40 DU/AC Max.) | Preservation |

Base Map Features

- Redwood City Boundary
- Sphere of Influence Boundary
- Railway and Stations
- San Mateo County Streets
- US Highway 101
- Channel, Rivers, and Streams
- Bay, Harbor, and Sloughs

Figure BE6: General Plan Land Use Map

The General Plan creates the opportunity for development, redevelopment, and revitalization in designated areas and at appropriate densities and intensities of development. The Urban Form and Land Use Chapter specifies maximum densities (du/acre) for residential areas and maximum intensities (FAR) for permitted non-residential uses. More detailed development standards are set forth in the Zoning Ordinance and other regulatory documents. It is not anticipated that each General Plan designation will have a directly related zoning designation that will permit the maximum development potential identified in the General Plan. Rather, multiple zoning designations may implement a single General Plan designation. Further, it is anticipated that the Zoning Ordinance will use the General Plan designation as a guide and maximum limit, but will create zoning designations that consider existing character, access, and City priorities in determining appropriate densities and intensities as well as the opportunity for change.

Land Use Classifications

Urban Reserve

Land to be preserved for future use to expand the limits of the urbanized area of the city. Exact land use designations are to be withheld pending review of development plans and their environmental consequences.

The 1990 General Plan identified a portion of the Cargill property (located in the bayfront area) as Urban Reserve, and this designation is carried forward in this General Plan. Refer to Appendix A of this General Plan for further discussion of the General Plan policies and designations applicable to the Cargill property and the Urban Reserve land use category.

Residential Land Uses

Four residential land use categories are established to recognize long-established residential neighborhoods in Redwood City, and to preserve and enhance the character of these areas while providing housing opportunities for all household income ranges. While residential uses are the primary permitted uses, other complementary and compatible uses can be established as zoning regulations permit (such as parks, special residential uses addressed by State law, child care facilities, schools, and places of religious assembly).



Residential – Low

Residential – Low

The Residential - Low category accommodates primarily detached, low-density, residential units on individual lots with private yards and private parking. [Urban residential and a](#)Accessory dwelling units are also permitted in this category.

Development Standards

- Density: 0 to 7 du/acre, [or as mandated by State Law \(SB 9\)](#)
- Maximum height: 2 stories



Residential – Medium

Residential – Medium

The Residential - Medium category accommodates detached and attached residential units, including small-lot subdivisions, duplexes and triplexes, townhouses with private open space, [mobile homes](#), and multi-unit structures that comprise a cohesive development incorporating common open space areas. Parking facilities may either directly serve the associated residence or be centrally located.

Development Standards

- Density: 7.1 to 20 du/acre
- ~~Maximum height: 3 stories~~



Residential – Medium High

Residential – Medium High

The Residential - Medium High category accommodates single structures or a collection of cohesive structures that house multiple units, with common open space areas and amenities. Residential development types may include row houses, townhouses, stacked flats, apartments, and similar housing types. Parking facilities may either directly serve the associated residence or be centrally located.

Development Standards

- Density: 20.1 to 30 du/acre
- ~~Maximum height: 3 stories~~

Residential – High

The Residential - High category provides for higher-density, multi-story residential development, with a focus on providing an urban intensity and function at locations within easy walking distance to transit, recreation and community facilities, employment centers, and commercial services. Development is characterized by multi-story structures, with creative common areas and centrally located parking.

Development Standards

- Density: 30.1 to 40 du/acre
- Maximum height: 4 stories



Residential – High

Commercial Land Uses

Four commercial categories establish opportunities for varied commercial enterprises. Our commercial areas provide places where residents and visitors to Redwood City can shop for goods and services, and where businesses can locate to meet the needs of local, regional, and international markets. In addition, our commercial spaces provide space for companies of all sizes to locate in office developments.

Commercial – Neighborhood

The Commercial - Neighborhood category provides areas where lower-intensity retail, office, and service-oriented businesses can locate to meet the needs of surrounding residential neighborhoods. Businesses should have limited impact on adjacent residential areas, particularly in terms of lighting, signage, traffic, odor, noise, and hours of operation. Neighborhood commercial development should be designed and intended to accommodate and encourage pedestrian access, and must be compatible with surrounding development in terms of scale, building design, materials, and color.

Development Standards

- Maximum intensity: 0.6 FAR
- Maximum height: 2 stories



Commercial – Neighborhood

Commercial – Regional



Commercial – Regional

The Commercial - Regional category provides opportunities for general retail, commercial services, restaurants, lodging, vehicle sales and service, commercial recreation, professional offices, medical and financial institutions, and other similar business activities. Representative development forms include large retail centers anchored by one or more major tenants, large stand-alone retail stores, hospitality uses, and automobile dealerships. Uses specifically prohibited include commercial warehousing, mini-storage, trucking and transportation-related uses, and heavy manufacturing.

Development Standards

- Maximum intensity: 1.0 FAR
- Maximum height: ~~5 stories within U.S. 101 corridor; 3 stories in all other locations~~

Commercial – Office Professional/Technology



Commercial – Office
Professional/Technology

The Commercial - Office Professional/Technology category provides opportunities for small- and large-scale professional offices, office complexes and campuses, and related uses that support office uses. This category also facilitates districts where emerging and evolving technologies and businesses can operate in flexible building spaces. Such businesses may involve combinations of traditional office activities and small-scale manufacturing or research and development uses.

Development approaches can include low-scale buildings with limited or no outdoor use, or multi-story office buildings and structured parking. Any use involving heavy trucking activity or warehousing is specifically prohibited.

Development Standards

- Maximum intensity: 1.0 FAR
- Maximum height: 5 stories; up to 8 stories as part of a coordinated master plan

Mixed Use Land Uses

In recognition of Redwood City's continuing evolution as an urban place and the community's desire to achieve sustainable development forms, several Mixed Use land use categories are established. Mixed-use development approaches offer opportunities for people to live close to work or near transit stops, to walk to neighborhood stores and parks, to enjoy indoor and outdoor entertainment close to home, and to experience vibrant pedestrian districts.

Mixed Use - Neighborhood

The Mixed Use - Neighborhood category accommodates moderate-scale mixed-use developments that combine residential uses with neighborhood-serving commercial storefronts. Commercial retail and services should serve the immediate neighborhoods and facilitate pedestrian-friendly environments. Single-use structure heights are limited to two or three stories, as outlined below, and combined use structure heights can extend up to four stories with proper consideration given to the scale and intensity of adjacent residential neighborhoods.



Mixed Use - Neighborhood

Development Standards

- Combined Use (Commercial and Residential)
 - Maximum residential density: 640 du/acre
 - Maximum commercial intensity: 1.0 FAR
 - ~~Maximum height: 4 stories~~
- Single Use (Commercial)
 - Maximum commercial intensity: 0.6 FAR
 - ~~Maximum height: 2 stories~~
- Single Use (Residential)
 - Maximum residential density: 640 du/acre
 - ~~Maximum height: 3 stories~~

Mixed Use – Live/Work



Mixed Use – Live/Work

The Mixed Use - Live/Work category facilitates a creative mix of residences and low-intensity workplaces. Live/work environments combine residential occupancy with commercial activity in the same building space, generally with the resident using the combined or adjacent commercial space for his or her business. Typical uses include artist lofts, studio spaces, small offices, and similar low-intensity uses. Creative industrial workspace areas are also permitted, provided that activities limit or confine noise, dust, and vibration impacts. Stand-alone residential development is not permitted.

Development Standards

- Combined Use
 - Maximum residential density: ~~620~~ du/acre
 - Maximum commercial intensity: 2.0 FAR
 - ~~Maximum height: 3 stories~~
- Single Use (Nonresidential)
 - Maximum intensity: 2.0 FAR
 - ~~Maximum height: 3 stories~~

Mixed Use – Corridor



Mixed Use – Corridor

The Mixed Use - Corridor category allows for the reinvention of key corridors to support major transit and complementary commercial and residential uses, encouraging transit use, bicycle use, and pedestrian activity. In some places, schools may be necessary and appropriate. Development approaches allow for both horizontal and vertical mixed use. Ground-floor retail/service storefronts may be required at designated nodes. Design considerations should include sensitivity to lower-intensity residential neighborhoods behind sections of the corridor, public and private amenities, and transit accessibility features. The height of single use commercial and residential structures is limited to four stories. Combined use commercial-residential structures can extend in height up to six stories, provided privacy concerns of established neighborhoods are adequately addressed through setbacks of upper stories or other design approaches. Structured parking is allowed, provided no parking levels front directly on El Camino Real, Broadway, Veterans Boulevard, or Woodside Road.

Structures that exceed the applicable height restrictions may be permitted on Broadway or Veterans Boulevards to accentuate city gateways, provided that any such project respects surrounding development and includes signature design quality.

Development Standards

- Combined Use (Commercial and Residential)
 - Maximum residential density: ~~60-80~~ du/acre
 - Maximum commercial intensity: FAR: 1.00
 - ~~Maximum height: 6 stories~~
- Single Use (Commercial)
 - Maximum commercial intensity: FAR: 0.5
 - ~~Maximum height: 4 stories~~
- Single Use (Residential)
 - Maximum residential density: ~~860~~ du/acre
 - ~~Maximum height: 4 stories~~

Mixed Use – Downtown

The Mixed Use - Downtown category applies to Redwood City’s historic Downtown core and is established to create a vibrant city center with offices, theaters, retail businesses, and restaurants serving the residences, day-time businesses, and night-time entertainment populations. In Downtown, open spaces are primarily public and urban in nature, with extra emphasis on high-quality public spaces and traditional urbanism. Parking is primarily in the form of shared public facilities. Uses specifically prohibited in Downtown, due to their incompatibility with a pedestrian-oriented mixed-use district, include vehicle sales and repair, industrial and manufacturing businesses, and wholesaling activities. Maximum heights Downtown will range from three stories at the edges, to 12 stories in the very center, with most areas having an 8 story height limit.



Mixed Use – Downtown

Development Standards¹

- Maximum density: No limit on density, with a maximum residential capacity of 2,500 additional units per environmental review document
- ~~Height: 3-12 stories~~
- Maximum Intensity: No limit on FAR, with a maximum nonresidential capacity of 586,000 square feet of additional nonresidential space per environmental review document

¹ It should be noted that the figures shown here representing maximum density and maximum intensity may be revised based on future Downtown plans. In this event, an amendment to this document will be required, subject to applicable environmental review under CEQA and an associated public review process.

Mixed Use – Waterfront Neighborhood



Mixed Use – Waterfront
Neighborhood

The Mixed Use - Waterfront Neighborhood category allows for the creation of unique neighborhoods that take advantage of Redwood City's Bay frontage. The mix of allowed uses includes housing and supporting commercial businesses, hospitality and restaurant uses that attract visitors, and businesses that support marina functions. Housing options can also include floating homes, houseboats, and live-aboard boats, in addition to residential buildings. Public access and open space amenities are required along the waterfront, and internal pedestrian circulation of the neighborhoods should link to waterfront amenities. The emphasis is on residential development, with commercial uses providing a clear supporting use.

Development Standards

- Combined Use (Commercial and Residential)
 - Maximum residential density: 40 du/acre
 - Maximum commercial intensity: 0.4 FAR
- Single Use (Commercial)
 - Maximum commercial intensity: 0.4 FAR
- Single Use (Residential)
 - Maximum residential density: 40 du/acre
- All Uses: Height
 - No maximum height is established in the General Plan. However, heights for each project will be evaluated through site plan review and must:
 - Relate to property size and terrain
 - Relate to surrounding uses and character
 - Orient toward the water, tiering heights farther away from the water's edge
- All Uses: Public Space
 - Provide public access to the water line
 - Provide public space along and/or adjacent to the waterline

