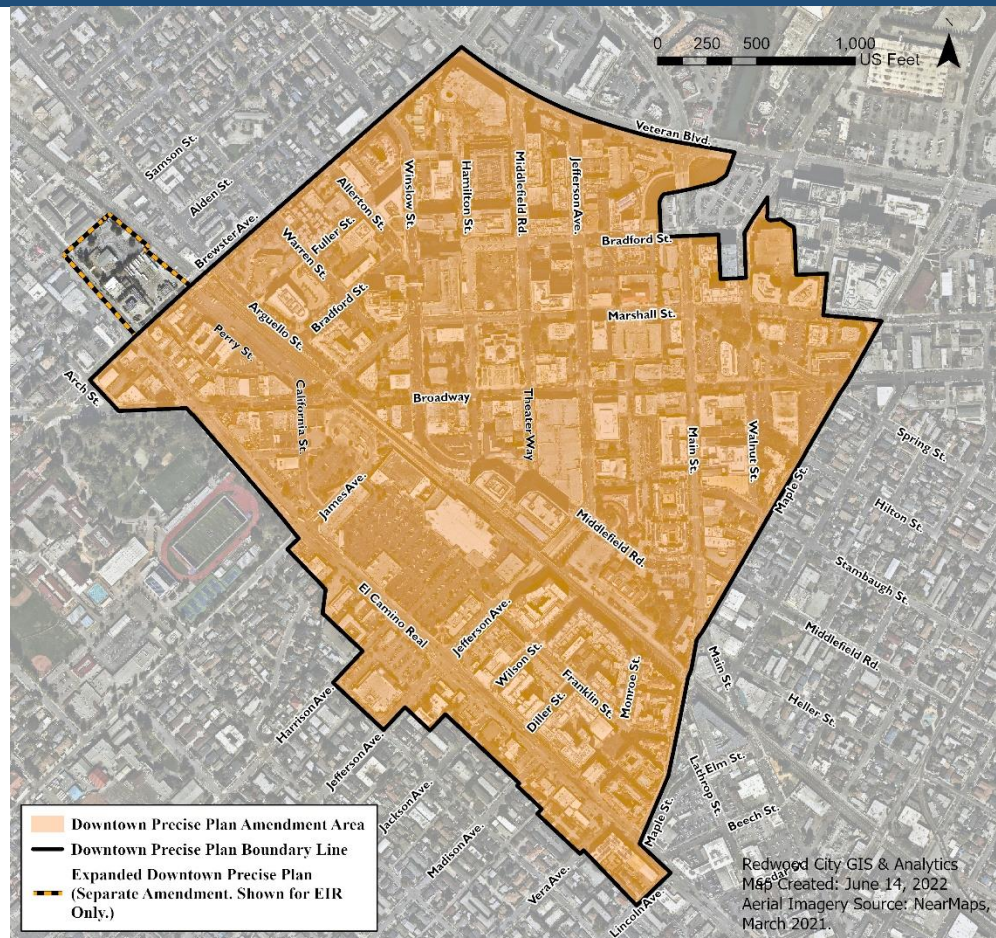




DTPP Plan Wide Draft Amendments



City of Redwood City

DTPP Plan Wide Amendments
EXHIBIT A
DOWNTOWN PRECISE PLAN AMENDMENTS

***Reader's Guide:** The Reader's Guide, shown in Exhibit C Figures, Maps and Charts, summarizes the multiple planning efforts that relate to the geographic area of the DTPP (including Transit District amendments, the Housing Element, the Downtown Precise Plan Amendments, DTPP Boundary Expansion, etc.) and their applicable project descriptions and timelines. Given the timing of these efforts, the proposed DTPP Plan Wide amendments, including text amendments, figures, maps and charts, are presented with the assumption that the Transit District and Housing Element amendments will be adopted in advance of the DTPP Plan Wide Amendments. If the Transit District and/or Housing Element amendments are not adopted, the DTPP Plan Wide amendments will be revised and proposed accordingly.

Sec. I.1.2. DOWNTOWN PRECISE PLAN AREA

The Downtown Precise Plan Area consists of approximately one hundred eighty-three acres within the City's historic center, and is generally bounded on the north by Veteran's Boulevard, on the east by Maple Street and the western edge of the Kaiser Permanente Hospital campus, to the southwest by properties located southwesterly of El Camino Real, and to the northwest by Brewster Avenue.

Sec. I.2.2. – LAND USE AND DEVELOPMENT POLICY

(PAGE 4)

EXISTING PRE-DTPP 2011 CONDITIONS – ZONING

Sec. I.2.3 – DEVELOPMENT PATTERNS

(PAGE 5)

EXISTING PRE-DTPP 2011 CONDITIONS – LAND USE

(PAGE 6)

EXISTING PRE-DTPP 2011 CONDITIONS – BUILDING FABRIC

(PAGE 7)

EXISTING PRE-DTPP 2011 CONDITIONS – BUILDING HEIGHTS

EXISTING PRE-DTPP 2011 CONDITIONS – MAXIMUM PERMITTED HEIGHTS UNDER PRE-DTPP ZONING

(PAGE 8)

EXISTING PRE-DTPP 2011 CONDITIONS – ACTIVITY GENERATING FRONTAGES

(PAGE 10)

EXISTING PRE-DTPP 2011 CONDITIONS – PUBLIC OPEN SPACES

Sec. I.2.3 – DEVELOPMENT PATTERNS

(PAGE 11)

EXISTING PRE-DTPP 2011 CONDITIONS – COMPLETE STREETS

Sec. 2.0.1 – APPLICABILITY

g. Development regulations established in this Plan are of two types, Standards and Guidelines.

- I. Standards address those aspects of development that are essential to achieve the goals of the DTPP. They include specifications for site development and building design, such as permitted land uses, building height, and setbacks. Conformance with Standards is mandatory. Such provisions are indicated by use of the heading “Standards.”
 - a. **Open Space Exception to Standards.** Sites identified on the Potential Public Open Space Map (Section 3.2.1) which offer and provide a minimum of 25,000 sq. ft. of Privately Owned Publicly Accessible Open Spaces (POPOS) as part of a development project may seek an exception from one (1) Standard from the list in subsection (d).
 - b. **Creek or Stormwater Exceptions to Standards.** Developable area of sites may be constrained by creek or stormwater features. Those sites are identified on the Potential Public Open Space Map (Section 3.2.1) and such sites may seek an exception from one (1) Standard from the list in subsection (d).
 - c. **Caltrain Track Expansion Exceptions to Standards.** Developable area of sites may be constrained by the anticipated Caltrain track improvements and realignment. Those sites are identified on the Potential Transit Projects Map (Section 3.2.3) and such sites may seek an exception from one (1) Standard from the list in subsection (d).
 - d. **Standards Exception List.** Projects qualifying for an exception to standards listed in subsections (a) and/or (b) and/or (c) above may seek the number of exceptions to Standards allowed by each of those subsections from the following list:
 - i. Building Placement (Sec. 2.5.2)
 - ii. Required Minimum Height (Sec. 2.7.3)
 - iii. Step Down Zone (Sec.2.7.1) (not applicable within the Transit District)
- II. Guidelines provide guidance for new development in terms of aesthetics and other considerations such as district character or design details. They are intended to direct building and site design in a way that results in the continuity of the valued character of the City of Redwood City. Whereas conformance with the Standards is mandatory, conformance with the Guidelines is preferred and/or recommended. Such provisions are indicated by use of the heading “Guidelines.” In various cases, the Guidelines provide a choice of treatments that will achieve the desired effect, and any one may be selected. Although direct conformance with the Guidelines is the surest route to swift approval, developers are permitted to propose alternative

design details if they are able to show that such details implement the overall Plan objectives with respect to the desired character of the Downtown Redwood City.

- i. The Transit District is an overlay (sub-area) within the DTPP focused on transit-oriented development. Unless otherwise expressly provided in the DTPP ~~noted~~, all DTPP policies contained within Section 2, including development regulations as defined in Section 2.0.1(g) above, shall apply to ~~the entire~~ all property within the DTPP (including Transit District).

Sec. 2.0.3 – HOW TO OBTAIN PROJECT APPROVAL

2. Large Projects

Large Projects are projects in which no historic resource is located on the project parcel and in which one of the following descriptions applies: 1) The application is for the remodeling of an existing building in which more than 10% new floor area is added, and in which the site is more than 30,000 square feet in size; 2) The application is for new development in which the site is more than 30,000 square feet in size; 3) The application involves an exposed parking structure (see Section 2.6); or 4) The application involves new building construction or building additions exceeding 35 ft. or three stories in height, unless the addition is minor, as determined by the Community Development Director or his/her Designee.

a. Project Approval Authority.

- I. The City Council (with recommendation by the Planning Commission) shall be the Approval Authority for Large Projects that (a) are located within the Transit District, and/or (b) any project within the DTPP which will require General Plan Amendments. ~~shall be the City Council with recommendation by the Planning Commission.~~ The decision of the City Council shall be final.

E) Development Agreement – ~~Transit District Projects~~ DTPP Plan Wide While projects within the DTPP (including Transit District) must comply with Section 29.6(B)(2) of the City's Inclusionary Housing Ordinance, applicants for any such projects seeking alternative phasing for residential and nonresidential project components shall enter into a Development Agreement with the City to negotiate such alternative phasing and/or address community benefits offered by the Project.

While projects must comply with the General Plan, applicants for any such projects seeking a General Plan amendment shall enter into a Development Agreement with the City to negotiate such General Plan amendment and/or address community benefits offered by the Project.

(RENUMBER SUBSEQUENT SECTION)

Sec. 2.0.4 – MAXIMUM ALLOWABLE DEVELOPMENT (M.A.D.)

While dwelling units per acre (du/ac) and floor area ratio (FAR) are not restricted on a site-by-site basis, the City Council has established and adopted Maximum Allowable Development permitted under the provisions of this Precise Plan for the DTPP Area as a whole.

The City will monitor and publish the amount of development that occurs after adoption of the Plan in a form to be determined by the Planning Manager/ Designee. Updates to this summary

of development will occur each time new development takes place. When the MAD is reached in any category, expressed either in housing units or square footage, no further development in that category may be permitted without an amendment to the MAD provisions of the Precise Plan by the City Council.

Not later than 30 days after the granting of entitlement to 80% or more of the Allowable Units or any of the Allowable Square Footage totals in any category, the Planning Manager/Designee shall report to the City Council the crossing of the 80% threshold and the City Council may, but is not required to, initiate consideration of an amendment to the Precise Plan to modify the M.A.D. specified in the Plan.

Upon issuance of a Building Permit, a project shall be deemed to be entitled to the number of dwelling units or square footage specified in the Building Permit, but such entitlement shall expire unless construction commences for such units or square footage within one year of the date of issuance of the Building Permit and is pursued reasonably to completion as determined by the Chief Building Official. No Building Permit may be issued to allow a net increase in development in excess of the MAD in any category as specified in the Precise Plan. A Building Permit erroneously issued in excess of the MAD shall confer no legal rights.

No MAD limits are established on the number of residential units, consistent with the state's Housing Accountability Act (HAA; Government Code Sec. 65589.5) and Housing Crisis Act (HCA; Government Code Sec. 66300 et seq.); however environmental review has been performed at a programmatic level for a total of ~~3,600~~ 4,430 net new dwelling units as follows:

- a. ~~2,500~~ 3,330 net new dwelling units (within the DTPP but outside of the Transit District) with affordability levels in accordance with the Affordable Housing Ordinance (Article 29 of the Zoning Code which includes the following:
 - i. 2,500 units (original DTPP residential capacity)
 - ii. 830 units (studied in the DTPP Plan-Wide Amendments SEIR)
- b. 1,100 net new dwelling units (within the Transit District only) with affordability levels in accordance with the Affordable Housing Ordinance (Article 29 of the Zoning Code).

MAD limits for net new nonresidential space are as follows:

1. Standards.

- a. Office development within the DTPP but outside of the Transit District shall not exceed 654,667 ~~574,667~~ net new square feet of gross floor area (~~74,667 of which to be located at 851 Main Street~~).
 - i. Under this limitation for office development, 80,000 square feet shall be reserved for projects containing no more than 20,000 net new square feet of office uses.
- b. Office development within the Transit District only shall not exceed 1,630,000 square feet of gross floor area.
- c. Retail development within the DTPP (including the Transit District) shall not exceed 100,000 net new square feet of gross floor area.
- d. Lodging development within the DTPP (including the Transit District) shall not exceed 200 net new guest rooms.

2. Guidelines

<This section remains unchanged>

Sec. 2.1 – HISTORIC RESOURCE PRESERVATION REGULATIONS

(Page 30)

Replace Map with **Figure 2.1-Historic Map**

(Page 31)

Replace Chart with **Figure 2.1-Historic Chart**

Sec. 2.1.3 – ADDITIONS OR MODIFICATIONS TO HISTORIC RESOURCES (AMHR) REGULATIONS:

- O) ~~28 Diller~~ **<RESERVED – THIS STRUCTURE HAS BEEN REMOVED OR RELOCATED>**
The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 053-176-150.

~~1. Standards~~

~~There are no historic resource preservation standards for 28 Diller.~~

~~2. Guidelines~~

- ~~1. The entire exterior of building should be retained and should not be modified in any significant way.~~
- ~~1. If this structure is to be removed, an attempt should be made to relocate it. The property should be offered for sale for \$1 for a period of at least 90 days.~~

- T) **<RESERVED – THIS STRUCTURE HAS BEEN REMOVED OR RELOCATED>** 303 Fuller

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-331-130.

~~1. Standards~~

~~There are no historic resource preservation standards for 303 Fuller.~~

~~2. Guidelines~~

- ~~1. The entire exterior of building should be retained and should not be modified in any significant way.~~
- ~~1. If this structure is to be removed, an attempt should be made to relocate it. The property should be offered for sale for \$1 for a period of at least 90 days.~~

- U) **<RESERVED – THIS STRUCTURE HAS BEEN REMOVED OR RELOCATED>** 321 Fuller

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-331-080.

~~1. Standards~~

~~There are no historic resource preservation standards for 321 Fuller.~~

~~2. Guidelines~~

- ~~1. The entire exterior of building should be retained and should not be modified in any significant way.~~
- ~~1. If this structure is to be removed, an attempt should be made to relocate it. The property should be offered for sale for \$1 for a period of at least 90 days.~~

TT) RESERVED – THIS STRUCTURE HAS BEEN REMOVED OR RELOCATED 103 Wilson Street

~~The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 053 171 080.~~

~~1. Standards~~

~~There are no historic resource preservation standards for 103 Wilson.~~

~~2. Guidelines~~

- ~~1. The entire exterior of building should be retained and should not be modified in any significant way.~~
- ~~1. If this structure is to be removed, an attempt should be made to relocate it. The property should be offered for sale for \$1 for a period of at least 90 days.~~

Sec. 2.2 – USE REGULATIONS

(PAGE 44)

Replace Map with **Figure 2.2-Use Map**

(PAGE 45)

Replace Chart with **Figure 2.2-Use Chart**

Sec. 2.3 – NEW STREETS

(PAGE 50)

Replace Map with **Figure 2.3-New Streets Map**

Sec. 2.4 – PUBLIC FRONTAGE REGULATIONS

(PAGE 54)

Replace Map with **Figure 2.4-Public Frontage Map**

2.4.3 CORRIDOR TYPE PUBLIC FRONTAGE REGULATIONS

B) Downtown Core Street

Downtown Core Streets provide comfortable, convenient, and safe connectivity within the retail and entertainment heart of Downtown Redwood City.

1. Standards

- a. Public Frontage elements shall be arranged as shown in the illustration below, with the exception of Pedestrian-Focused Streets, in which case frontages shall be activated and promote pedestrian safety by implementing features such as bollards, changes to sidewalk width and curb cuts, street furniture, lighting or other improvements.
- b. Sidewalks shall be a minimum of 12 feet wide.
 - Street trees shall be provided in the Public Frontage as follows, ~~with the exception of the new Downtown Core Street with Linear Green required in Section 2.3, in which case all trees are provided within the Thoroughfare area:~~
 - Street tree species shall be as shown on the Public Frontage Regulations Chart.
 - Trees shall not be spaced more than 40 feet apart, and may not be spaced less than 20 feet apart. When possible, trees should be located away from Storefront entrances, and aligned with side property lines or Building Base Length Articulation elements.

C) City Street

City Streets are attractive and comfortable, yet versatile connections within the general urban fabric.

1. Standards

- a. Public Frontage elements shall be arranged as shown in the illustration below.
- b. Within the DTPP (including the Transit District), protected bike lanes shall be installed on the following streets (see illustration below):
 - James Avenue
 - El Camino Real (Caltrans approval required)
 - Brewster Avenue
 - Arguello Street
 - Main Street
 - Winslow Street
- c. Sidewalks shall be a minimum of 12 feet wide.
 - Within the Transit District, wider sidewalks (average of 14 feet) shall be required on Franklin and Hamilton streets to support increased pedestrian activity.
- d. Pedestrian Improvements
 - Within the DTPP (including the Transit District), protected pedestrian crossings (such as HAWK signals), protected intersections, and bus loading improvements shall be installed on El Camino Real in accordance with the El Camino Real Corridor Plan (Caltrans approval required).
 - Main Street intersections at Broadway and Veterans Boulevard in accordance with the Walk Bike Thrive Plan.
 - Broadway intersections at Walnut Street and Maple Street in accordance with the Walk Bike Thrive Plan.

- Brewster Avenue intersections at Arguello Street, Winslow Street, and Veterans Boulevards in accordance with the Walk Bike Thrive Plan.
- Under Caltrain tracks at James: a pedestrian and bicycle undercrossing to connect to Winslow Street.

(RENUMBER SUBSEQUENT SECTIONS)

G) Public Open Space

Public Open Space frontage treatment applies when development is built directly adjacent to a public open space, without a street in-between, and is intended to provide appropriate access and aesthetic relationships between the open spaces and adjacent buildings.

1. Standards

- Public Frontage elements shall be arranged as shown in the illustration below. Within the DTPP (including Transit District), the public frontage shall include art, wayfinding signage, seating, or paving treatments in order to activate the frontages and promote pedestrian safety.
- ~~Within the Transit District,~~ Within the DTPP (including Transit District), privately owned but publicly-accessible open space shall be located adjacent to ground floor active uses or programming, shall include clear sight lines to public amenities (which may include furnishings, lighting, art, and landscaping), and shall be visually and physically accessible to the public.

2.5. BUILDING PLACEMENT AND LANDSCAPING REGULATIONS

(PAGE 64)

Replace Map with **Figure 2.5-Building Placement Map**

2.6. PARKING REGULATIONS

(PAGE 82)

Replace Map with **Figure 2.6-Parking Map**

(PAGE 83)

Replace Chart with **Figure 2.6-Parking Chart**

2.6.2 PARKING PROVISION

D) Bicycle Parking

1. Standards

- ~~One (1) bicycle parking space shall be provided for each 5 automobile parking spaces provided.~~ Within the DTPP (including Transit District), the following bicycle parking space requirements shall apply:
 - Residential: 1 space per dwelling unit
 - Nonresidential: 1 space per 2,000 sq. ft. of gross floor area
 - Bike parking and associate amenities, such as showers for employees, shall be required as a TDM measure.
 - 20% of required spaces shall be for short-term bicycle parking.
 - 80% of required spaces shall be for long-term bicycle parking.

- b. With the exception of Office, General Residential, and Specialized Residential use groups, existing permanent public bike parking located within 100' of the project site may be counted toward the fulfillment of the bicycle parking requirement, subject to the approval of the Planning Manager/Designee.

2. Guidelines

- a. ~~For all other use groups, the following guidelines will apply:~~
- a. Projects should refer to Association of Pedestrian and Bicycle Professionals (APBP) Guidelines (2010) or City adopted guidelines for more detailed guidance on short- and long-term bicycle parking for residential and non-residential development.
- b. Bicycle parking may be provided in sheltered, secured facilities located on the project site, or in bike racks on the public sidewalk.
- c. Long-term bicycle parking within nonresidential development should have direct access to the public right-of-way or sidewalk/walkway.
- d. Long-term bicycle parking within nonresidential development should be located on the ground floor to provide convenient access for users.
- e. Bike racks on the public sidewalk should be an inverted "U" type, powder-coated black, and should be located within 100 feet of the project site in the public sidewalk furniture zone. Exact locations and designs shall be subject to the approval of the Planning Manager/Designee.

2.7. BUILDING HEIGHT AND DISPOSITION REGULATIONS

(PAGE 82)

Replace Map with **Figure 2.7-Building Height Disposition Map**

(PAGE 83)

Replace Chart with **Figure 2.7-Building Height Disposition Chart**

2.7.2 MAXIMUM HEIGHT REGULATIONS

A) Maximum Permitted Height

- 1. Standards
 - a. Maximum permitted heights are as indicated in the Height Regulation Chart. Height for inhabited structures and uninhabited structures (e.g. parking garages) is regulated by ~~both the number of floors permitted, and by total height in feet permitted. The maximum height for uninhabited structures (e.g. parking garages) is regulated exclusively by maximum height in feet permitted.~~
 - b. Inhabited spaces (including attics), ~~or any other inhabited spaces~~ located above the roof's eave line or mansard roof's peak, are not permitted.
 - c. Inhabited structures and amenities that serve rooftop recreational uses (including but not limited to rooftop bars/restaurants, open spaces, gardens, swimming pools, landscaping, publicly accessible amenities, etc. but not intended as permanent dwellings) located above the roof's eave line or mansard roof's peak are permitted, but subject to the height restrictions located in subsection (d).
 - d. Portions of the building that extend above the primary building mass, such as dormers, roof-top cupolas, elevator and mechanical equipment enclosures, roof deck trellises, gazebos, inhabited spaces, and other similar features, shall not exceed the maximum height requirement by more than 10 feet.

- e. For historic properties as indicated on the Height Regulations Map, in instances where there is a conflict between Section 2.1.3 and Section 2.7.2, the regulations in Section 2.1.3 shall prevail.
- f. Rooftop recreational uses are not limited in size, however any structures that support the rooftop use shall not exceed: 1) fifty percent (50%) of the total area of the story immediately below the rooftop use; or 2) ten percent (10%) of the total floor area of the development, whichever is less.
- g. No admittance or use fees shall be charged for the use of the rooftop facilities.

2.8 FAÇADE COMPOSITION REGULATIONS

(PAGE 90)

*Replace Map with **Figure 2.8-Façade Composition Map***

(PAGE 91)

*Replace Chart with **Figure 2.8- Façade Composition Chart***

2.9. ARCHITECTURAL CHARACTER REGULATIONS

(PAGE 108)

*Replace Map with **Figure 2.9-Architectural Character Map***

2.10 SIGNAGE REGULATIONS

(PAGE 120)

*Replace Map with **Figure 2.10-Signage Map***

(PAGE 121)

*Replace Chart with **Figure 2.10-Signage Regulations Chart***

3.2.1 PUBLIC OPEN SPACES

(PAGE 143)

*Replace Map with **Figure 3.2.1-Potential Public Open Space Projects Map***

3.1.3. COMPLETE STREETS

A “Complete Streets” approach to street design ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind, including bicyclists, public transportation riders, and pedestrians of all ages and abilities, as well as motorists. This results in streets that are safer, more livable, and welcoming for everyone. Since streets make up 31% of Downtown’s land area, they have a dramatic impact on its overall environment.

Several improvements have been made recently which improve the functioning of downtown’s streets in all of these areas. Redwood City Moves, the citywide transportation plan, was adopted in 2018. The plan was shaped by the six goals listed below. The future transportation projects and programs are aimed at achieving these goals.

1. Eliminate traffic fatalities and severe injuries for all modes by 2030.

2. Create a walking and bicycling-friendly community that provides a safe, balanced, and convenient transportation system.
3. Provide seamless connections and improved street access to all areas within the City, but especially along mixed-use corridors designated in the General Plan and Citywide Transportation Plan.
4. Embrace innovation in all forms of emerging technologies, especially in ways to creatively manage congestion and the transportation systems.
5. Reach over 50% of all trips being by non-driving modes by 2040; remaining automobile trips should be shared by rides and zero emission trips.
6. Invest in projects that support a resilient, equitable, and sustainable transportation system.

A) Pedestrian Connectivity, Safety, and Convenience

Broadway, 2600 Block

<This paragraph remains unchanged>

Broadway, 2100 and 2200 Blocks

As part of the improvements associated with Courthouse Square and the Cinema Block, in 2006 the City installed streetscape improvements along Broadway from Jefferson Avenue to Hamilton Street. On the Broadway side of the Cinema Block new sidewalks, street trees and streetlights have been installed, ~~along with a palm tree-lined drop-off in front of the cinema.~~

The City also installed streetscape improvements on Broadway between Courthouse Square and Fox Theatre. The improvements have created an integral public space between the Courthouse and Fox Theatre that compliments the plaza at Courthouse Square. The sidewalk in front of the Fox Theatre has been widened to provide sufficient space for pedestrian circulation, queuing, and gathering for the theatre. A row of mature Canary Island Date palms, a reference to similar palm trees that originally were planted in front of the historic Courthouse, line the block in front of the Fox Theatre. This line of palms combines with the palm tree display accenting the Cinema Block, Theatre Way, and Courthouse Square, to provide a dramatic focus for the center of the Downtown Core. An extra-wide mid-block crosswalk has been added to accommodate the natural pedestrian flow between the main entrance of the Fox Theatre and Courthouse Square. The Middlefield Road streetscape project completed in 2021 with bicycle and pedestrian improvements between Cassia and Woodside Road.

Theatre Way

Through a public/private partnership, in 2006 the City installed streetscape improvements on Jefferson Avenue, Middlefield Road, and Broadway around the Cinema Block. A portion of Middlefield Road between the Fox Theatre and the Cinema Block was converted into Theatre Way, a signature pedestrian street featuring a single lane of one-way traffic, palm trees, and attractive pavers. A wide sidewalk with custom-designed lighting columns and step curbs was installed on the Cinema Block side. The extra-wide sidewalk space features a dining terrace serving the restaurants and cafes in the ground-floor of the Cinema Block. Theatre Way provides daytime and nighttime outdoor dining opportunities and serves people coming to the theaters and other

Downtown attractions. Theatre Way became a car-free street between Broadway Street and Middlefield Road in 2021.

Theatre Way was part of a group of Downtown projects which were awarded a Charter Award for Outstanding Urban Design by the Congress for the New Urbanism in 2007.

El Camino Real, 700 Block

The El Camino Real Corridor Plan was adopted in 2017. The Bike and Pedestrian Safety Improvement Study is a supplement to the adopted El Camino Real Plan with conceptual design for safety improvements on El Camino Real between Maple and Charter Street. In addition to development that provides improvements to the Corridor, the City collaborates with Caltrans and other agencies to finance and implement the plan.

B) Traffic Calming and Bicycle Facilities

Jefferson Avenue

In 2006 In 2006 the City implemented a reconfiguration of the Jefferson Avenue thoroughfare between Franklin Street and Marshall Street. Jefferson Avenue between Marshall Street and Middlefield Road was converted from its former four-lane configuration to a three-lane configuration with one driving lane for each direction and one continuous left-turn lane in the middle. The existing parallel parking on the east side of Jefferson Avenue between Marshall Street and Middlefield Road was converted to an angled-parking lane (resulting in an increase in parking spaces), high visibility crosswalks were added, and the mid-block crossing near the Post Office was upgraded with pedestrian activated lighting embedded in the roadway which alerts motorists to stop.

Winslow Street

3.1.6 PUBLIC FACILITIES

The City of Redwood City and its Redevelopment Agency have has been working diligently in recent years to provide attractive, well managed public facilities in Downtown. These facilities have been designed and located to serve the citizens of Redwood City and visitors to Downtown, in a comfortable, convenient manner.

B) Jefferson Garage

In Conjunction with the construction of the Cinema Block, a new underground public parking garage was completed in 2006 on Jefferson Avenue between Broadway and Middlefield. This facility consists of two subterranean levels of parking, for a total of 585 spaces. It features high ceilings, excellent lighting, and on-site attendants. The garage is punctuated by an attractive entrance with a tower feature and large neon signage. The garage was designed to help enliven Downtown, so no connections were placed between it and the retail or cinema spaces above, placing pedestrians on the sidewalk in the heart of Downtown upon their exit. In 2016, a secondary entrance to the garage was added through the private garage of 815 Hamilton and is open evenings and weekends.

3.2.2. COMPLETE STREETS

(PAGE 145)

Replace Map with **Figure 3.2.2-Potential Complete Streets Map**

B) Streetcars

(Page 147)

Replace Existing Potential Transit Projects Map with **Map 3.2.3 B-Potential Transit Projects Map**

3.2.4 OTHER POTENTIAL PUBLIC IMPROVEMENTS

B) Main Street Parking Lot Reconfiguration

The Main Street Parking Lot (in the interior of the block bounded by Broadway, Main, Middlefield, and Jefferson) is located in a key part of Downtown. Redwood City was founded near this block, which has been at the core of the city for more than 150 years. Redwood Creek flows through the center of the block, although it was placed underground in a box culvert in the 1930s. This block, which is owned by the City, has rich potential to be reconfigured to function as a more active and dynamic part of the district. It is recommended that the City explore options for a beneficial transformation and intensification of this area. Possibilities include, but are not limited to, the following:

- Assembly with adjacent parcels and redevelopment as retail, housing, and/or office uses
- A public parking garage (see 3.2.4 (d))
- A downtown park
- A “daylighted” creek
- A canal lined by restaurants

It should be noted that all of the possible uses mentioned above are compatible with the land use regulations for this site as described in Book II of the DTPP.

D) Additional Public Parking

Although increased emphasis is being given to pedestrians, bicyclists, and transit riders, many Downtown residents, workers, and visitors will continue to use automobiles. The district currently has an adequate supply of parking, but as Downtown grows, its parking supply will need to be actively managed and adjusted with changing demands ~~grow with~~ it. Regulations for new development contained in Section 2.6 of this plan are designed to ensure that future projects provide parking spaces in an amount that is able to meet the demands of their users. While many projects will have no difficulty accomplishing this, many others may find it challenging or impossible due to factors such as small site size, Redwood Creek, irregular site shape, or a high water table.

The “in-lieu” parking fee described in Section 2.6.2(B) was designed to allow for flexibility in such situations by allowing developers to satisfy all or part of their parking requirement by paying a fee. The City will ~~at a later date~~ use this fee to improve the efficiency of the parking program and make available additional ~~create~~ public parking spaces. It is uncertain how much development will take place in Downtown, how quickly it will arrive, and what percentage of it will pay the in-lieu parking fee. ~~It is possible, however, that within a short period there will be a need to use the in-lieu funds to construct a parking garage.~~ It is recommended that the City develop a strategy for expenditure of the in-lieu parking fees ~~dealing with such a circumstance, including identification of an appropriate site or sites.~~

The City has also adopted a Transportation Demand Management program for developments to reduce single occupant vehicle trips to their sites. The program requires investment in alternative modes of transportation and implementation of measures to encourage employees and residents to use these alternative modes. The program allows project to achieve reduced parking ratios without having significant impacts on the City's parking system.

EXHIBIT B GENERAL PLAN AMENDMENTS

PAGE BE-47 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 35 ft. tall buildings at the edges, to 136 ft. tall buildings in the very center, with most areas having a 92 ft. height limit.

Development Standards¹

- Maximum density: No limit on residential density
- Height: 35 ft. – 136 ft (generally 3-12 stories)
- Maximum Intensity: No limit on FAR except as follows:
 - DTPP area: maximum net new development capacity of ~~754,667~~ 674,667 square feet of additional nonresidential space (~~574,667~~ 654,667 for office {~~80,000 of which to be reserved for projects containing no more than 20,000 net new square feet of office uses~~ 74,667 of which to be located at 851 Main Street} and 100,000 for retail).
 - Transit District: in addition to the above, maximum net new development capacity of 1,630,000 sq. ft. of additional nonresidential space.

Planned Caltrain Improvements (pg. BE-111)

The adopted Caltrain Business Plan for moderate and high-growth scenarios envisions Redwood City as an important transit hub with high-frequency train service. To accommodate this increase in service, Redwood City's Caltrain station will need to be expanded to four sets of elevated tracks with longer elevated platforms. Future projects should plan for the land use needs of these anticipated expanded tracks and design projects to accommodate anticipated expansion needs. This improvement is expected to coordinate with SamTrans increased bus services. Redwood City's goal is to work in tandem with Caltrain to accommodate infrastructure and equipment through electrification (see below), improve station access for all travel modes including pedestrians and bicycles, operate more frequent feeder shuttles, and provide the option to link to a future Dumbarton Rail service.

* * *

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.

EXHIBIT C
FIGURES, MAPS AND CHARTS

A. Proposed Downtown Precise Plan Amendments

2.1. HISTORIC RESOURCE PRESERVATION REGULATIONS

As one of the oldest communities in the region, Downtown Redwood City is fortunate to be endowed with many historic resources. These resources make Downtown an attractive and unique place, and preserving them is an important goal of this document.

An extensive reconnaissance survey of all known and potential historic resources in the DTPP area and the immediately adjacent parcels (called the “Area of Influence”) was conducted to ensure the growth of Downtown was done in a way that was compatible with the area’s historic built environment. In addition to identification, the reconnaissance survey rates the significance and integrity of the resources, which is useful in determining appropriate preservation methods. The full results of the reconnaissance survey, as well as a detailed analysis how the reconnaissance survey findings shaped the regulation of the DTPP, can be found in Appendix 1: Historic Resources Preservation Strategy.

Many of the property development standards and design guidelines contained within the DTPP have been structured with the intention of mandating or incentivizing the preservation of historic resources and the compatibility of neighboring structures to the extent feasible, consistent with the purposes and intent of the Downtown Precise Plan. Some of regulations aid in the adaptive reuse of historic resources, while others provide guidance as to what kinds of additions or modifications—if any—are acceptable on historic sites. In areas with strong clusters of historic resources (whether part of a formal historic district or not) non-historic sites are also regulated to minimize visual impacts on historic buildings as much as possible and to preserve the historic urban feel of the area within a framework of new development.

Most of the regulations for the preservation of historic resources exist in other sections of the plan and are summarized here for convenience, while two groups of regulations—the Additions and Modifications to Historic Resources Regulations and the Additional Impact Mitigation Measures for Historic Resources—are contained within this section.

MAP LEGEND

- Historic Resources to be Preserved

Historic Resources which may be Altered, Relocated, or Removed

Mitigation Group 1

Mitigation Group 2

Mitigation Group 3
- Mitigation Group 4

Mitigation Group 5

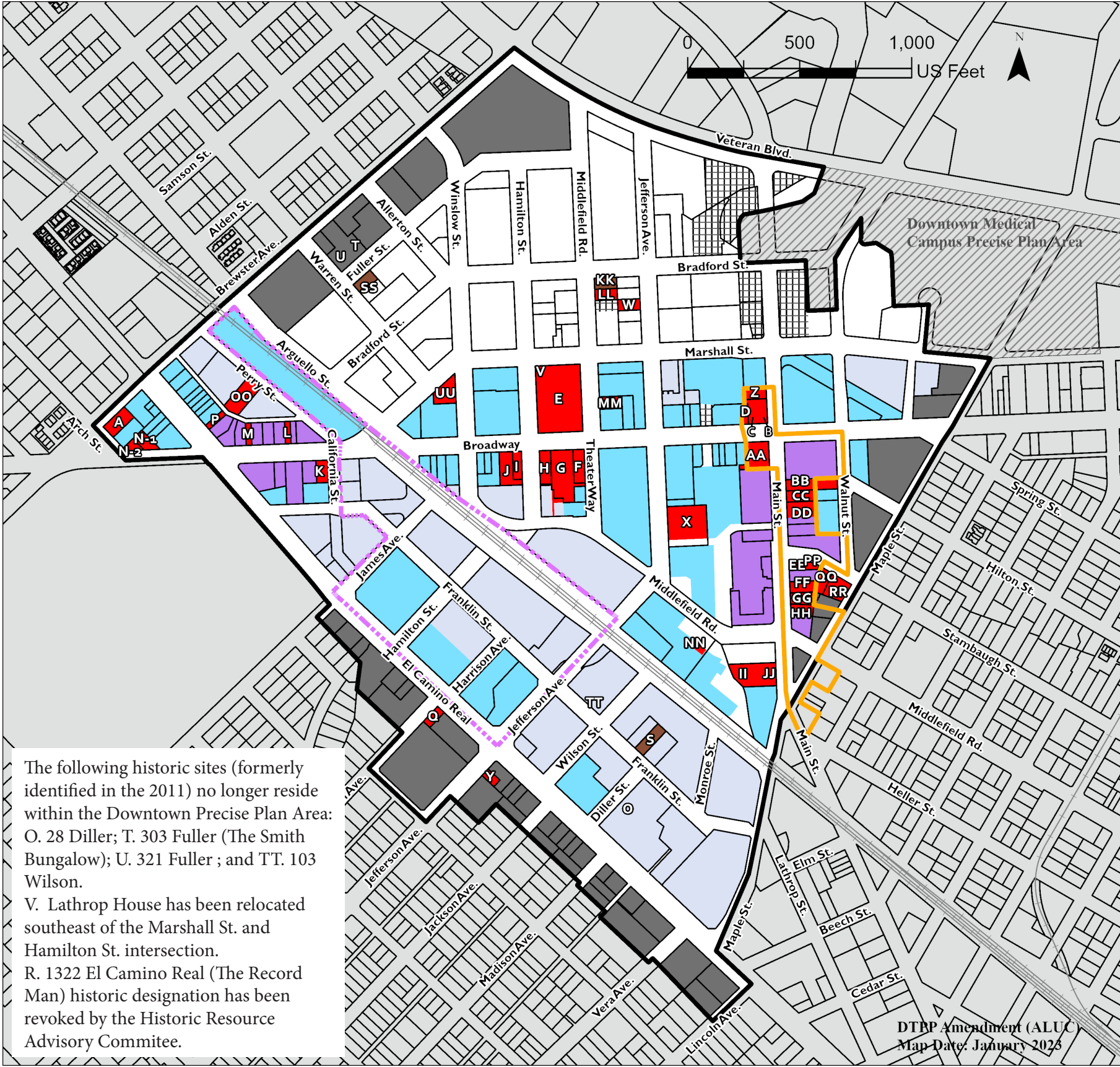
Mitigation Group 6

Main Street Historic District

The following historic sites (formerly identified in the 2011) no longer reside within the Downtown Precise Plan Area: O. 28 Diller; T. 303 Fuller (The Smith Bungalow); U. 321 Fuller ; and TT. 103 Wilson.

V. Lathrop House has been relocated southeast of the Marshall St. and Hamilton St. intersection.

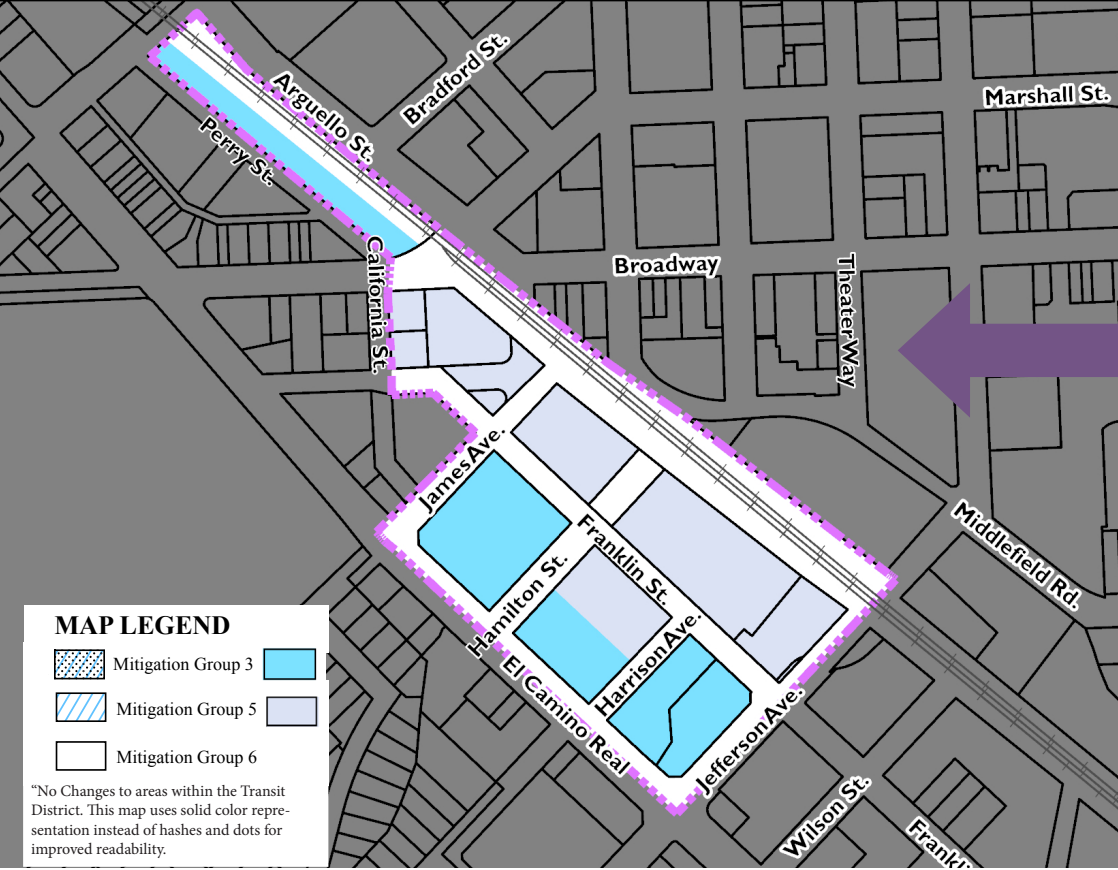
R. 1322 El Camino Real (The Record Man) historic designation has been revoked by the Historic Resource Advisory Committee.



Proposed Downtown Precise Plan Amendments | Historic Resource Preservation Regulations Map

Transit District

(Adopted on November 28, 2022)



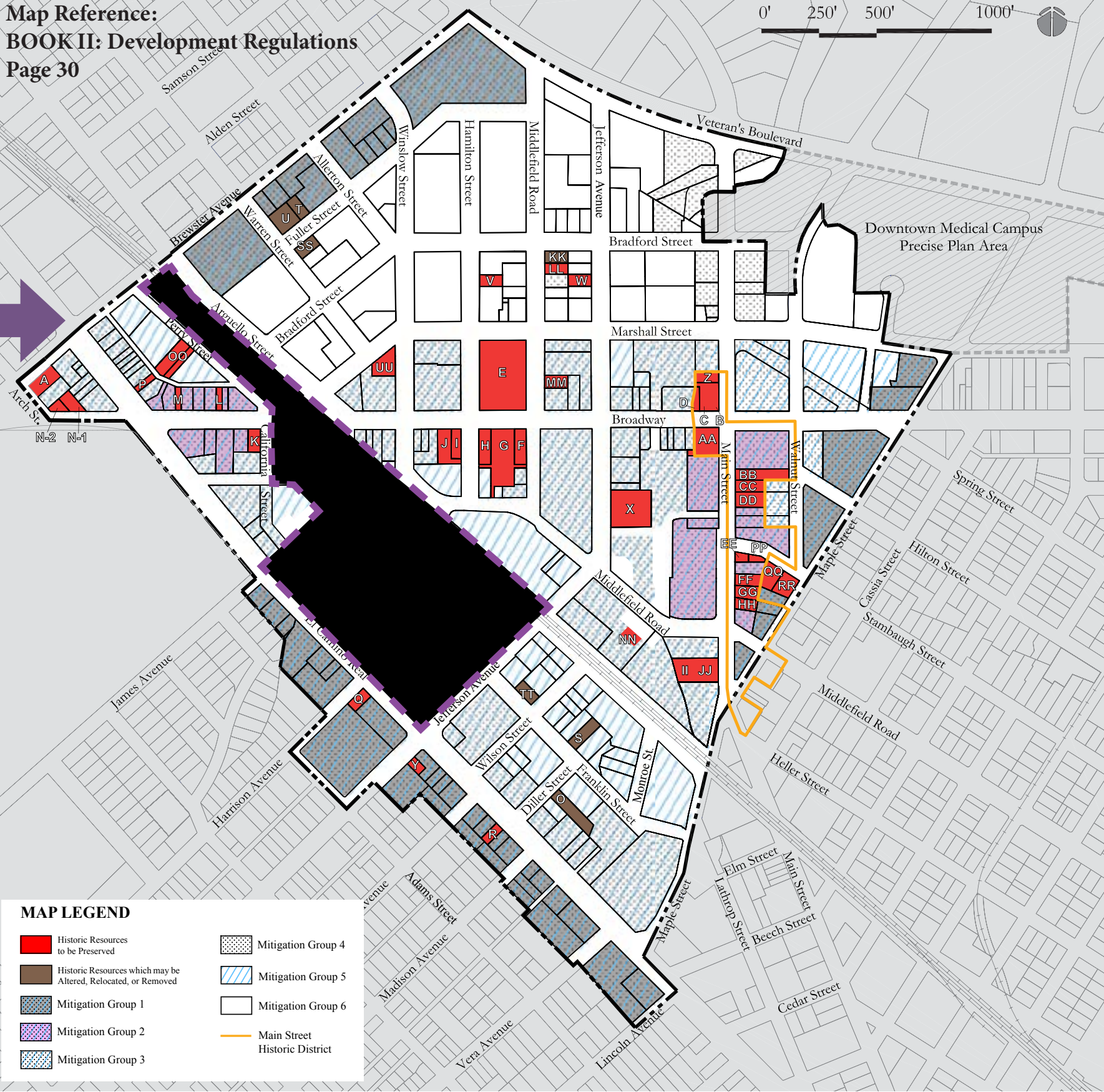
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Original Downtown Precise Plan Map



Historic Resource Preservation Regulations Map

Historic Resources Preservation Chart								
Historic Mitigation Groups (Sec. 2.1.1)								
	Historic Resources <i>to be Preserved</i>	Historic Resources <i>which may be Altered, Relocated, or Removed</i>	Non-Historic Mitigation Group 1 <i>Graceful Neighborhood Transitions</i>	Non-Historic Mitigation Group 2 <i>Historic Storefront Increments, Height, and Character</i>	Non-Historic Mitigation Group 3 <i>Historic Height and Character</i>	Non-Historic Mitigation Group 4 <i>Historic Corridor and Transition Heights</i>	Non-Historic Mitigation Group 5 <i>Historic Character</i>	Non-Historic Mitigation Group 6 <i>No Historic Mitigations Necessary</i>
Additions and Modifications to Historic Resources (AMHR) Regulations (Sec. 2.1.3)								
Additions and Modifications to Historic Resources (AMHR) Regulations (Sec. 2.1.3)	Required	Required	---	---	---	---	---	---
Additional Impact Mitigation Measures for Historic Resources (Sec. 2.1.4)								
Mitigation of Impacts of Development on Properties that Contain Historic Resources to be Preserved	Required	---	---	---	---	---	---	---
Mitigation of Impacts of Development on Properties that Contain Historic Resources which may be Altered, Relocated, or Removed	---	Required	---	---	---	---	---	---
Mitigation of Impacts on Historic Districts	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4
Mitigation of Impacts of Development on Properties Adjacent to Historic Resources	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4
Summary of Historic Resource Preservation Regulations Located Elsewhere in the DTPP (Sec. 2.1.2)								
Parking Reductions - <i>To encourage the preservation of historic resources, this plan does not require them to fully comply with parking provision requirements. (For background information see Appendix 1, Section A1.2.1(A)).</i>	Applicable See Section 2.6.2(A)(1)(c)	Applicable See Section 2.6.2(A)(1)(c)	---	---	---	---	---	---
Mandatory Front Setbacks - <i>To achieve a smooth transition to historic single-family neighborhoods, new development along “Neighborhood Street” Corridor Types must have a minimum front setback of ten feet. (For background information see Appendix 1, Section A1.2.2(A)).</i>	---	---	Applicable See Section 2.5.1(D)	---	---	---	---	---
Height Reductions - <i>To preserve the character of historic streets and promote appropriate height transitions to historic neighborhoods, new development along "Neighborhood Street" Corridor Types must have a minimum front setback of ten feet. (For background information, See Appendix 1, Section 1.2.2 (A)).</i>	---	May Apply See Section 2.7.1 (D), (E), or (F)	Applicable See Section 2.7.1 (D), (E), or (F)	Applicable See Section 2.7.1 (D), (E), or (F)	Applicable See Section 2.7.1 (D), (E), or (F)	Applicable See Section 2.7.1 (D), (E), or (F)	---	---
Historic Parcelization - <i>To highlight Downtown's historic small-scale character, new buildings must be articulated based on parcelization pattern of the early 20th Century with windows, pilasters, and other elements along a portion of Main Street and Broadway. (For background information, see Appendix 1, Section A1.2.2(C)).</i>	---	---	---	Applicable See Section 2.8.3 (C)(1)(c)	---	---	---	---
Historic Architectural Character - <i>To ensure architectural compatibility in areas with high concentrations of historic resources, new development must use architectural treatments that are complimentary to the historic resources in the vicinity. (For background information, see Appendix 1, Section A1.2.2(D)).</i>	---	May Apply See Section 2.9.1 (A), (B), (C), (D), or (E)	May Apply See Section 2.9.1 (A), (B), (C), (D), or (E)	May Apply See Section 2.9.1 (A), (B), (C), (D), or (E)	May Apply See Section 2.9.1 (A), (B), (C), (D), or (E)	---	May Apply See Section 2.9.1 (A), (B), (C), (D), or (E)	

Legend:

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

Applicable : These regulations shall apply as described in the specified section.

May Apply : These elements may or may not apply, depending on the location of the project. See the specified section for applicability.

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

* Note to reader: No proposed changes on this chart, but colors were updated consistent with Figure 2.1 Historic Map

A. Proposed Downtown Precise Plan Amendments

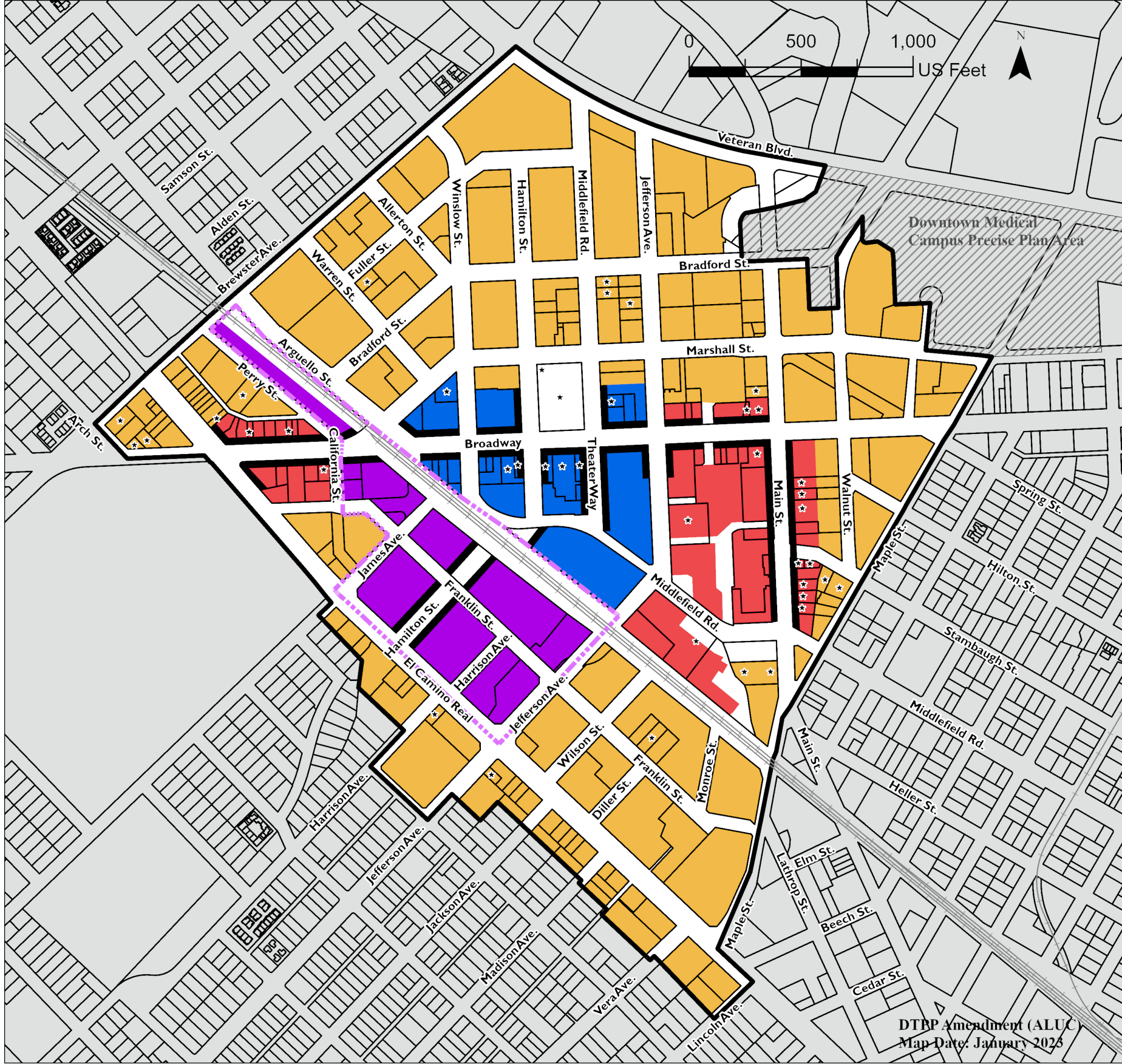
2.2. USE REGULATIONS

This section of the Downtown Precise Plan shall regulate land use in order to minimize conflicts between uses while maximizing economic and social vitality in the area.

While the entire Downtown is intended to be a lively, mixed-use area, permitted uses do vary slightly within the DTPP Area, by location. To regulate these variations, the Downtown Precise Plan Area has been broken into “Use Zones” as shown on the Use Regulations Map. Uses have been organized into “Use Groups,” and use groups are permitted or not permitted by Use Zone as shown on the Use Regulations Chart.

MAP LEGEND

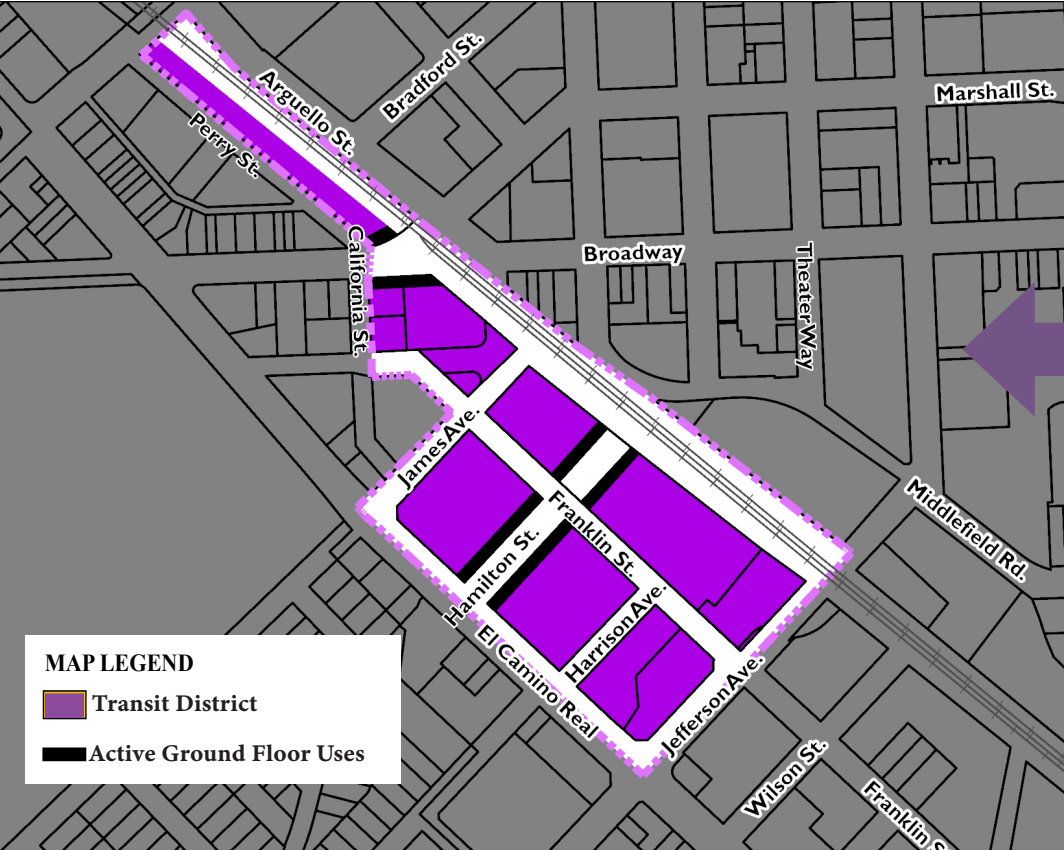
- Entertainment District
- Downtown Core
- Downtown General
- Transit District
- Active Ground Floor Uses Required (See Chart 2.2.1)
- ★ Historic Resources



Proposed Downtown Precise Plan Amendments | Use Regulations Map

Transit District

(Adopted on November 28, 2022)



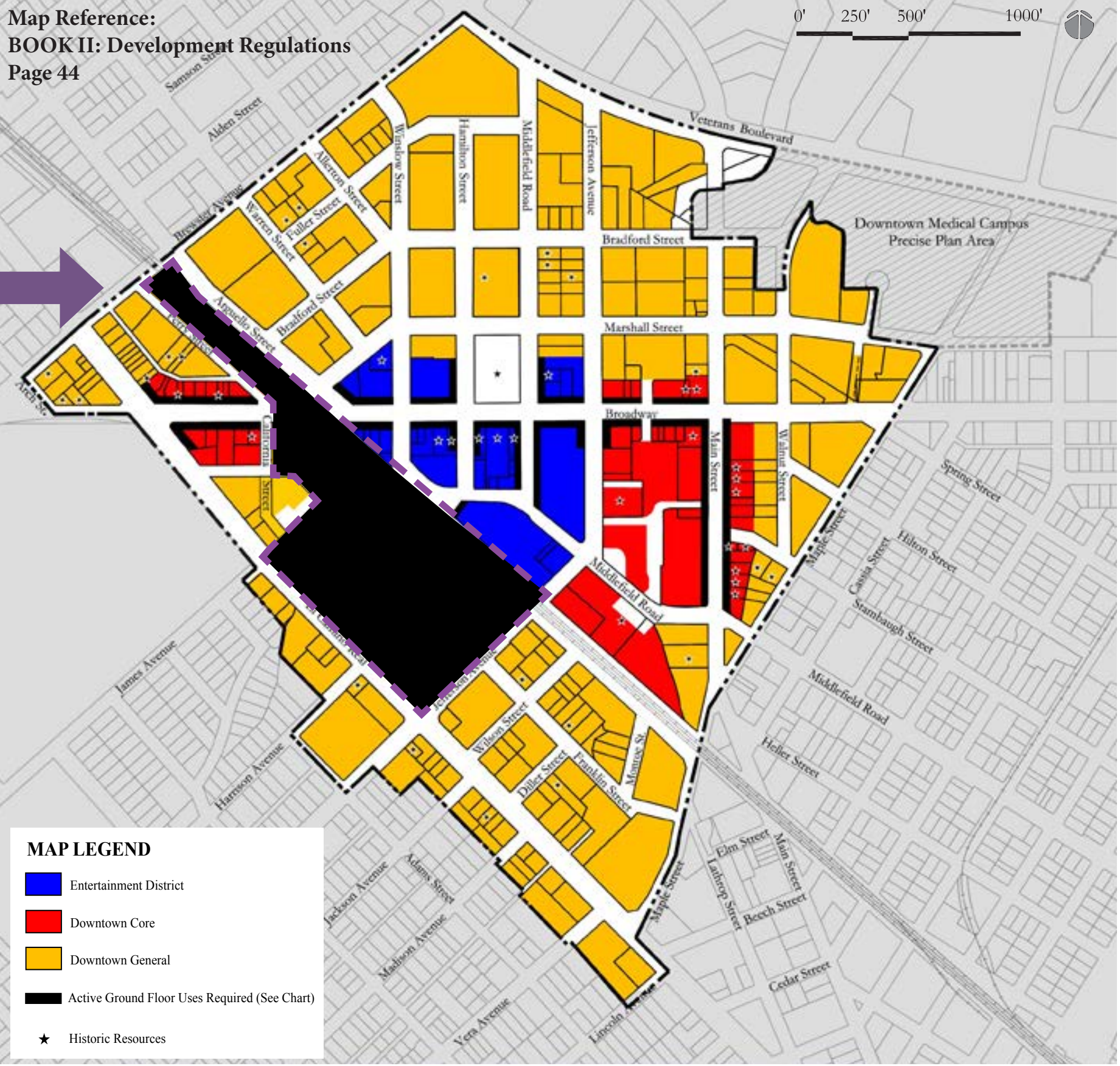
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Original Downtown Precise Plan Map



Use Regulations Map

USE REGULATIONS CHART													
Use Groups*		Use Zones (Sec. 2.2.1)				Entertainment District		Downtown Core		Transit District		Downtown General	Restrictions
						Typical	Along —	Typical	Along —	Typical	Along —		
ACTIVE USES	General Retail	Art studios, galleries, or display places with retail Department stores Florists General merchandise sales Storefront Cannabis Retail		Quality goods & services Restaurants Specialty food retail Specialty goods retail		P	P - G	P	P - G	P	P – G	C	Music, dancing, or the serving of alcohol shall be clearly ancillary to primary use Storefront cannabis shall comply with Article 59
	Neighborhood Retail	Beverage vendors serving non-alcoholic beverages Cafes (food establishments without table service) Convenience stores Dry cleaning pick-up shops		Grocery stores Laundromats Pharmacies		P	P - G	P	P - G	P	P – G	P	Uses shall be located in multi-tenant building, not in stand-alone structures
	Personal & Business Services	Barber shops Classes (music, art, cooking) Financial (banking/credit unions) Computer supply shops Copy shops	Day spas Hair, nail, & waxing salons Health & exercise Massage Office supply shops	Photography studios Print shops Shoe repair Tanning Travel agencies		P	P - G	P	P - G	P	P – G	P	Massage businesses shall comply with Chapter 18A of Muni Code . No sales or storage of heavy equipment. Financial services shall be > 200 ft. from each other (accessory uses excluded).
	Entertainment	Arcades Bars Billiard rooms Bowling alleys	Dance halls Movie theaters Music venues Nightclubs	Performing arts theaters Roller/ice-skating rinks Sports venues		C	C	C	C	C	C	C	---
Office		Business & professional offices Educational & instructional facilities Exhibition, convention or other commercial assembly facilities Financial institutions (office) Indoor veterinary clinics Insurance agencies		Medical clinics Medical/dental offices Real estate agencies Research & development offices Title companies		P	P - U	P	P – U	P	P – U	P	Financial institutions shall be > 200 ft. from each other.
Workshop		Activities for the making of arts & crafts, including: Ceramics Graphic production Hand weaving Needlework		Sculpture Tapestry making		---	---	---	---	---	---	P	Permitted work activities shall be classified as a business and subject to City, County & State regulations.
General Residential		Attached single family residential Group homes, as defined and regulated by all applicable state and local laws Multi-family residential				P	P – U	P	P – U	P	P – U	P	---
Specialized Residential		Assisted living facilities (not including skilled nursing facilities) Boarding houses and dormitories Senior housing				---	---	---	---	---	---	P	---
Lodging		Bed & breakfast inns Hostels Hotels				P	P – U	P	P – U	P	P – U	P	---
Live-Work		Residential living with an integrated work space principally used by one or more residents, including: Offices Making of arts and crafts (see list under Workshop) Other activities compatible with residential use				P	---	P	P – U	P	P – U	P	Work activities are classified as businesses and subject to City, County & State regulations. Conversion to a solely commercial use is prohibited. Solely residential use is permitted.
Civic		Childcare facilities Churches and other places of worship Community, senior, & teen centers Fire stations Governmental administrative offices		Libraries Police stations Schools & educational facilities Transit stations, terminals, & other facilities Arts and Cultural Centers		C	---	P	P – U	P	P	P	---
Public Open Spaces		Parks & Parklets Plazas Paseos Playgrounds				C	C	C	C	C	C	C	Designs shall be approved by the Planning Manager &: - landscaped per 2.5.4 - buildings directly adj. shall treat it as frontage per 2.8 - edges not directly adj. to public street shall provide public frontage per 2.4.3(G)
Restricted Uses		Bail bonds offices Liquor stores Second-hand retail, pawn shops & used clothing shops		Sexually-oriented businesses Social service facilities Temporary uses		---	---	C	---	---	---	C	Sexually oriented businesses shall comply with Article 27 and Chapter 18B
		Research and Development laboratory				---	---	---	---	C**	---	C**	Research & development shall comply with Sec. 2.2.4
Prohibited Uses		Check cashing stores Drive-through businesses Hospitals Industrial & manufacturing		Service yards or outdoor storage of vehicles, equipment, or materials Vehicle sales & repair (retail stores are allowed) Wholesaling activities		THESE USES ARE PROHIBITED IN ALL DISTRICTS							

* The Planning Manager/Designee may consider other similar & compatible uses that meet the purpose & intent of the Plan. All other uses not expressly listed as permitted & deemed by the Planning Manager as incompatible with the Plan are prohibited.

**Up to 30% of the office capacity was studied by DTPP Plan-Wide SEIR for R&D, lab use. Any proposed R&D, lab use in the Transit District subject to additional CEQA analysis.

ACTIVE USES

Active uses are generally open to the public, generate a high volume of customer traffic, provide ground floor display windows to promote views into the business, and sell goods that are typically carried away by customers or services of a personal or business nature. Inactive uses are typically not open to the general public, generate a lower volume of customer traffic, and tend to have screened windows to maintain privacy (such as offices and residential uses).

LEGEND

P:

(Permitted) These use groups are permitted on all floors, by right.

P – G:

(Permitted – Ground Floor) These use groups are required on the ground floor and allowed on upper floors.

P – U:

(Permitted – Upper Floors) These use groups are allowed on upper floors, by right. These use groups may be permitted on the ground floor, pursuant to Section 2.2.1.D “Inactive Ground Floor Use Requirement,” through review and approval of a Use Permit, subject to conditions.

C:

(Conditional) These use groups may be permitted through review and approval of a Use Permit, subject to conditions.

A. Proposed Downtown Precise Plan Amendments

2.3. NEW STREETS

This section contains regulations designed to ensure that new streets are created where they are needed. The locations of the new streets have been selected based on the need to maintain and enhance Downtown Redwood City’s interconnected, fine-grained street grid. This will improve pedestrian and bike access, as well as distribute automobile trips in an efficient manner. The types of new streets required in this Section are based on the context of each particular street and its uses, intensities, and access.

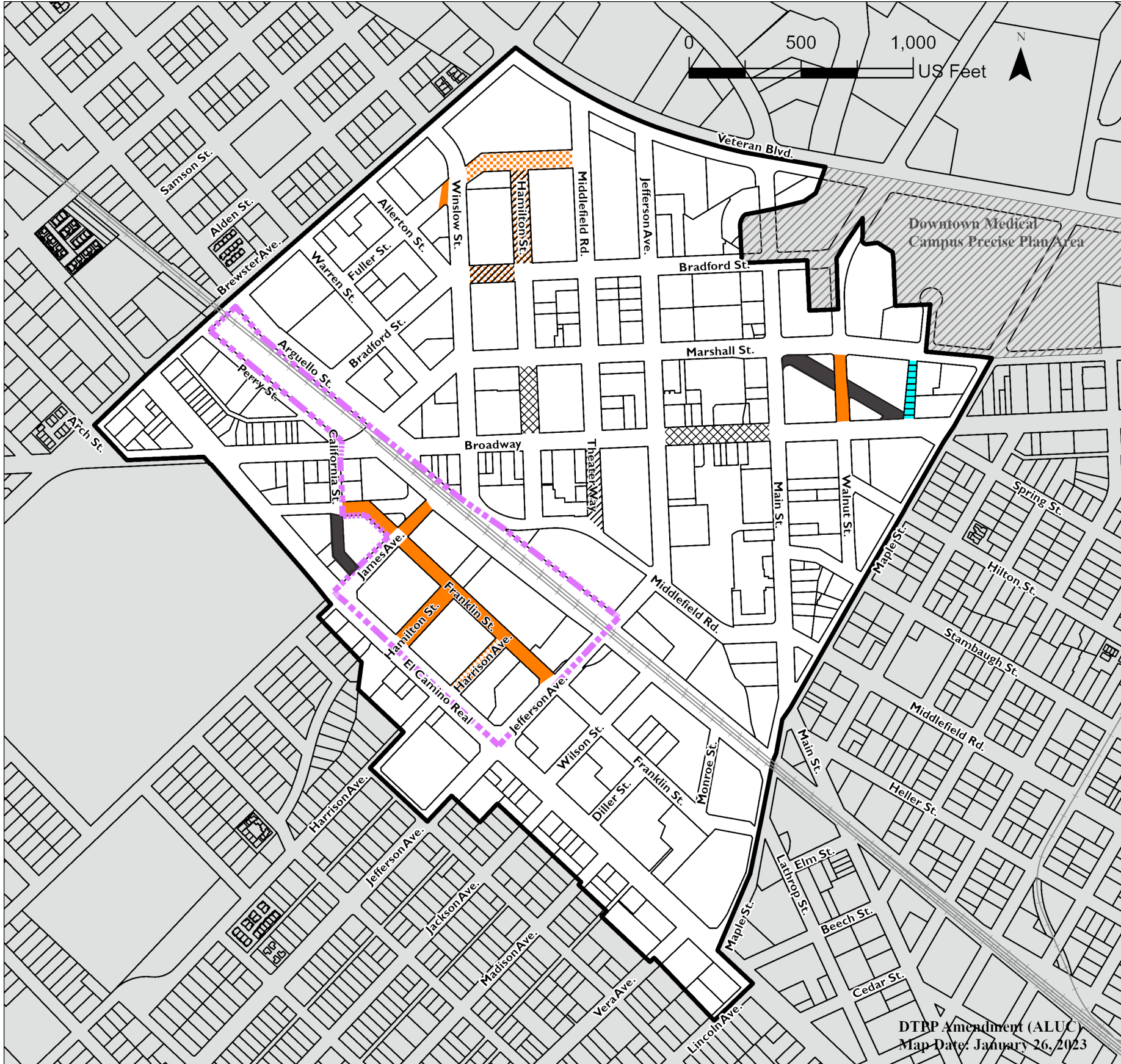
New streets are required as shown in the Required New Streets Map. In addition to requirements for the provisions of new streets, regulatory policies for the location, size, configuration and design of streets are provided in this section, as well.

The Street is defined as the area that extends from back of sidewalk to back of sidewalk. It includes the moving lanes, parking lanes and medians as well as the sidewalk and any sidewalk landscape areas.

MAP LEGEND

- New City Street Required
- Recommended New City Street
- New Lane Required
- Existing Non-Vehicular Hardscape
- Required New Lane, already amended for DTPP in 2011. (See Section 2.3 New Streets.)
- Potential Non-Vehicular Access (See 3.2.1 Potential Public Open Spaces Map)
- Potential Street Abandonment
 - California Street between Franklin Street and James Street.
 - Spring Street between Main Street and Walnut Street.
 - Spring Street between Walnut Street and Broadway.

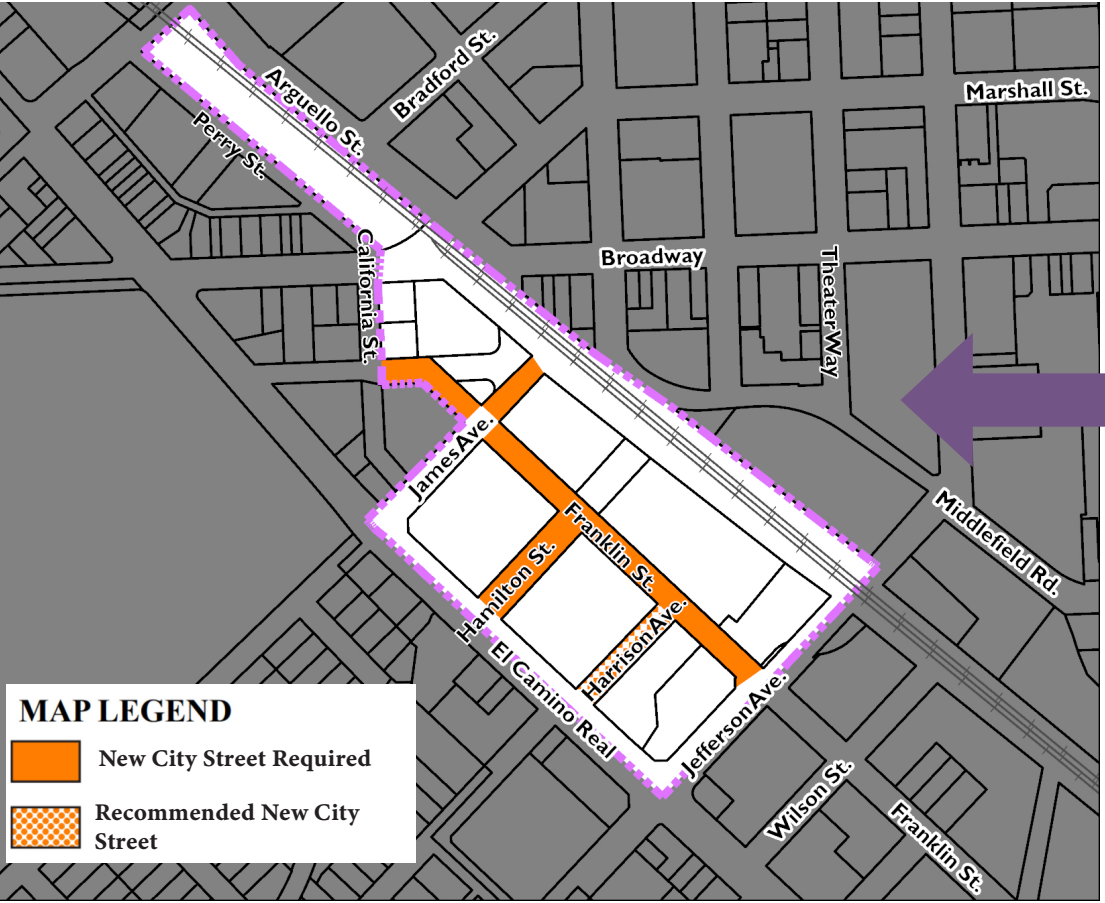
These sections of street abandonment were amended on the maps in 2011, and remained on the last amended DTPP Plan in 2018. Formerly, the maps in the Original DTPP only showed information related to new streets only.



Proposed Downtown Precise Plan Amendments | New Streets Map

Transit District

(Adopted on November 28, 2022)



Proposed Downtown Precise Plan (DTPP) Amendment Updates (LEFT MAP)

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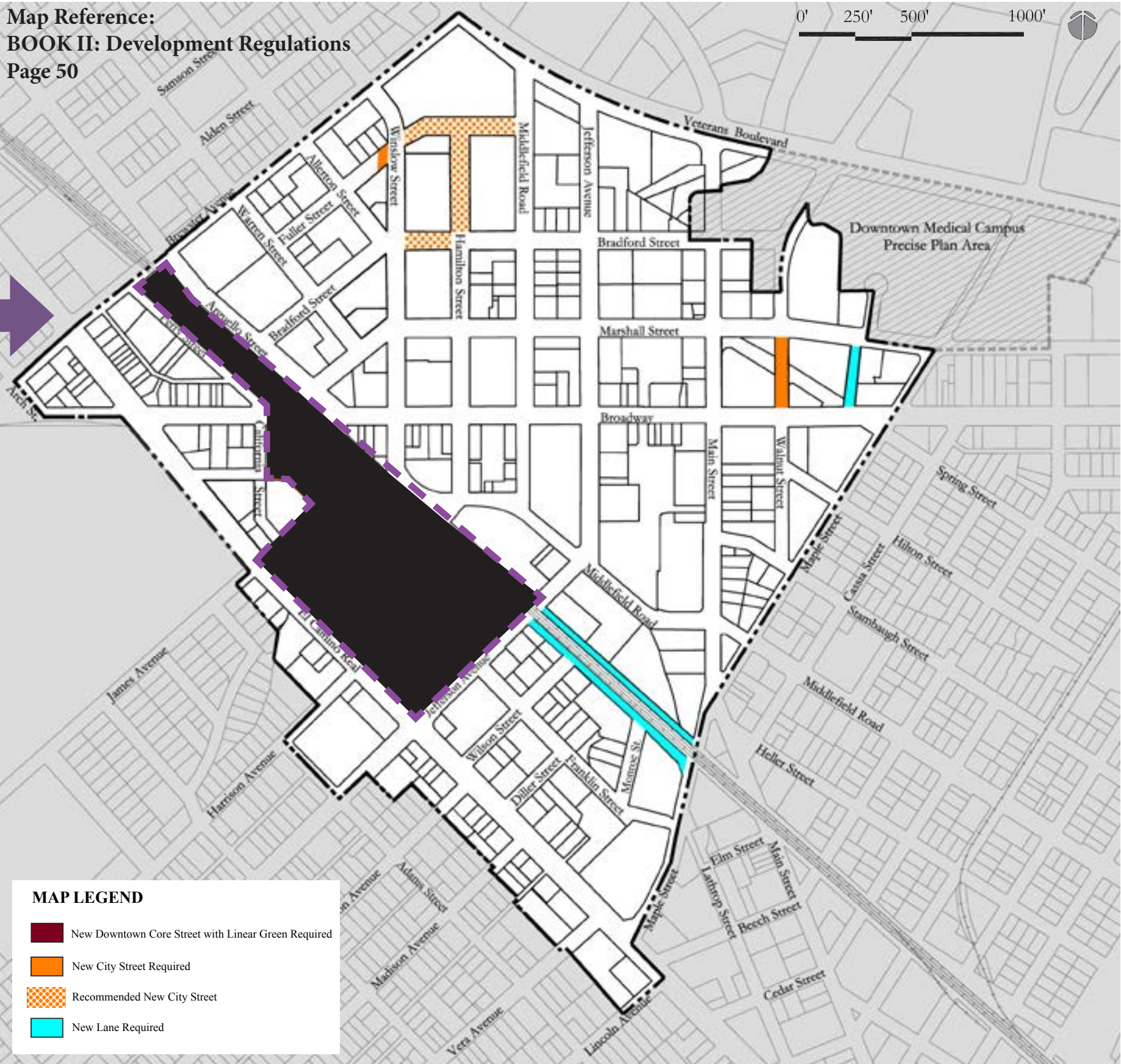
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Original Downtown Precise Plan Map



New Streets Map

A. Proposed Downtown Precise Plan Amendments

2.4. PUBLIC FRONTAGE REGULATIONS

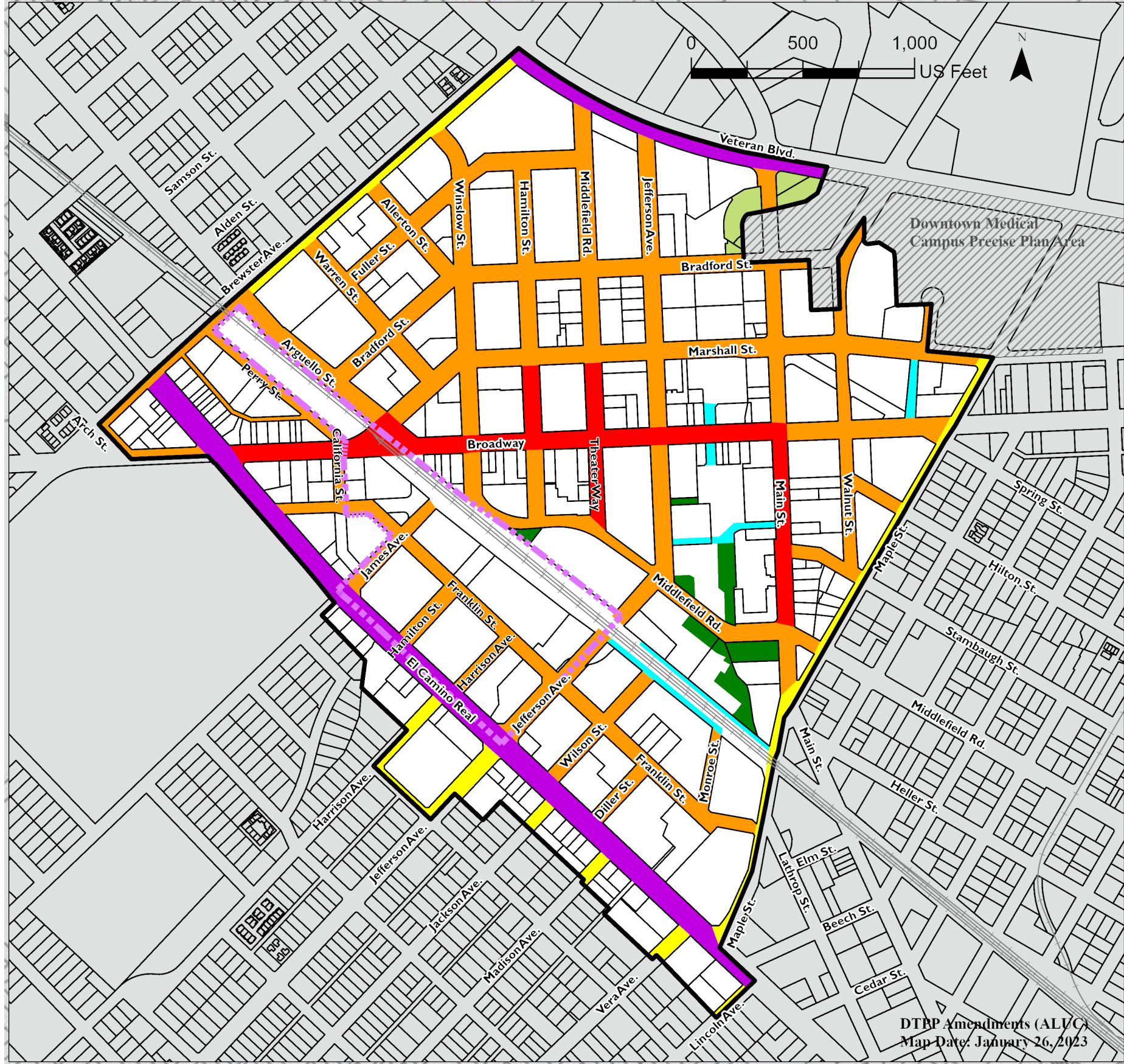
The Public Frontage is the area between the face of the curb and the back of the sidewalk. It includes the sidewalk, street trees, street lighting, and any landscaped planting strips that there may be. The Public Frontage is the crucial area where pedestrians circulate, and access property and buildings. It serves as the Downtown's primary source of public open spaces, where people often mingle, converse, play, and eat. The public frontage is both an important part of the transportation system and of the social fabric of Downtown.

Public Frontage is regulated by Corridor Type. A *Corridor* is made up of the public right-of-way of the street, which includes the *thoroughfare* and the pedestrian realm *Public Frontage*, as well as each property's *Private Frontage*, which is the portion of a parcel between a building's front façade and the public right-of-way.

MAP LEGEND

- Boulevard
- Downtown Core Street
- City Street
- Neighborhood Street
- Lane
- Redwood Creek
- Public Open Space*

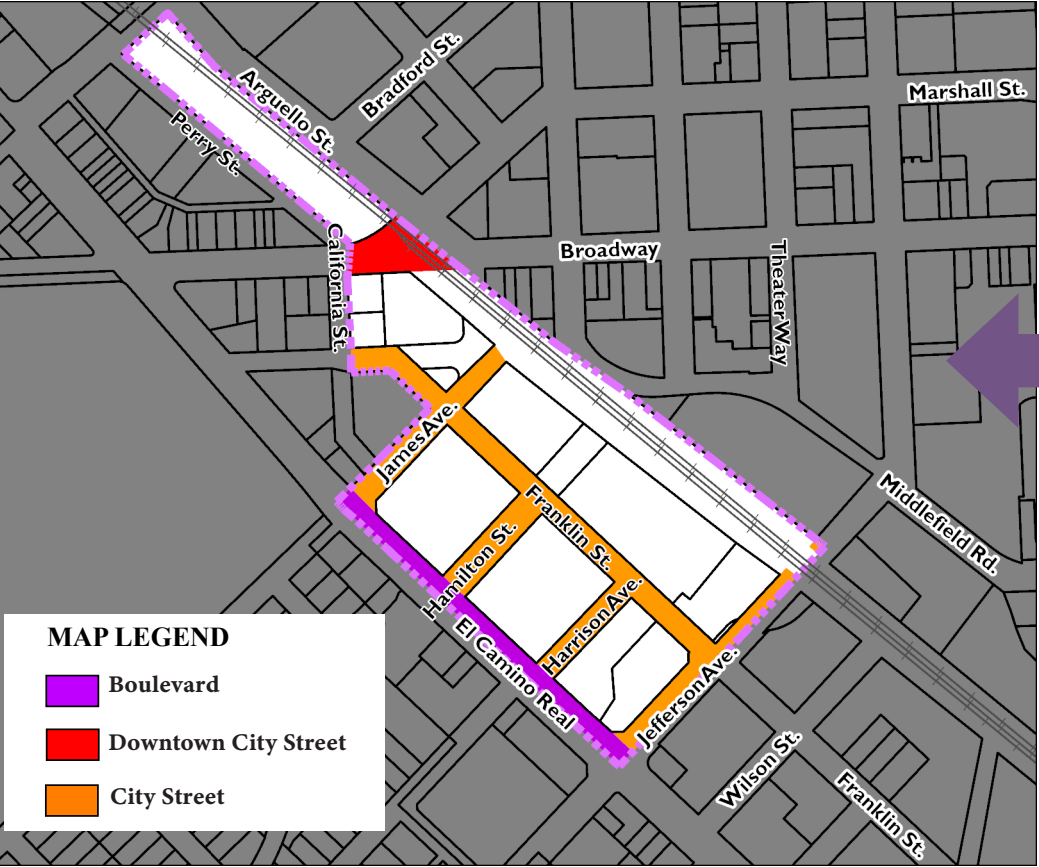
* Please note that not all Public Open Spaces are shown on this map. The only Public Open Spaces shown here are those which are to be treated as "frontage" by adjacent development. For a full discussion of Downtown Public Open Spaces, see sections 1.2.5, 3.2.1, and Appendix 2.



Proposed Downtown Precise Plan Amendments | Public Frontage Map

Transit District

(Adopted on November 28, 2022)



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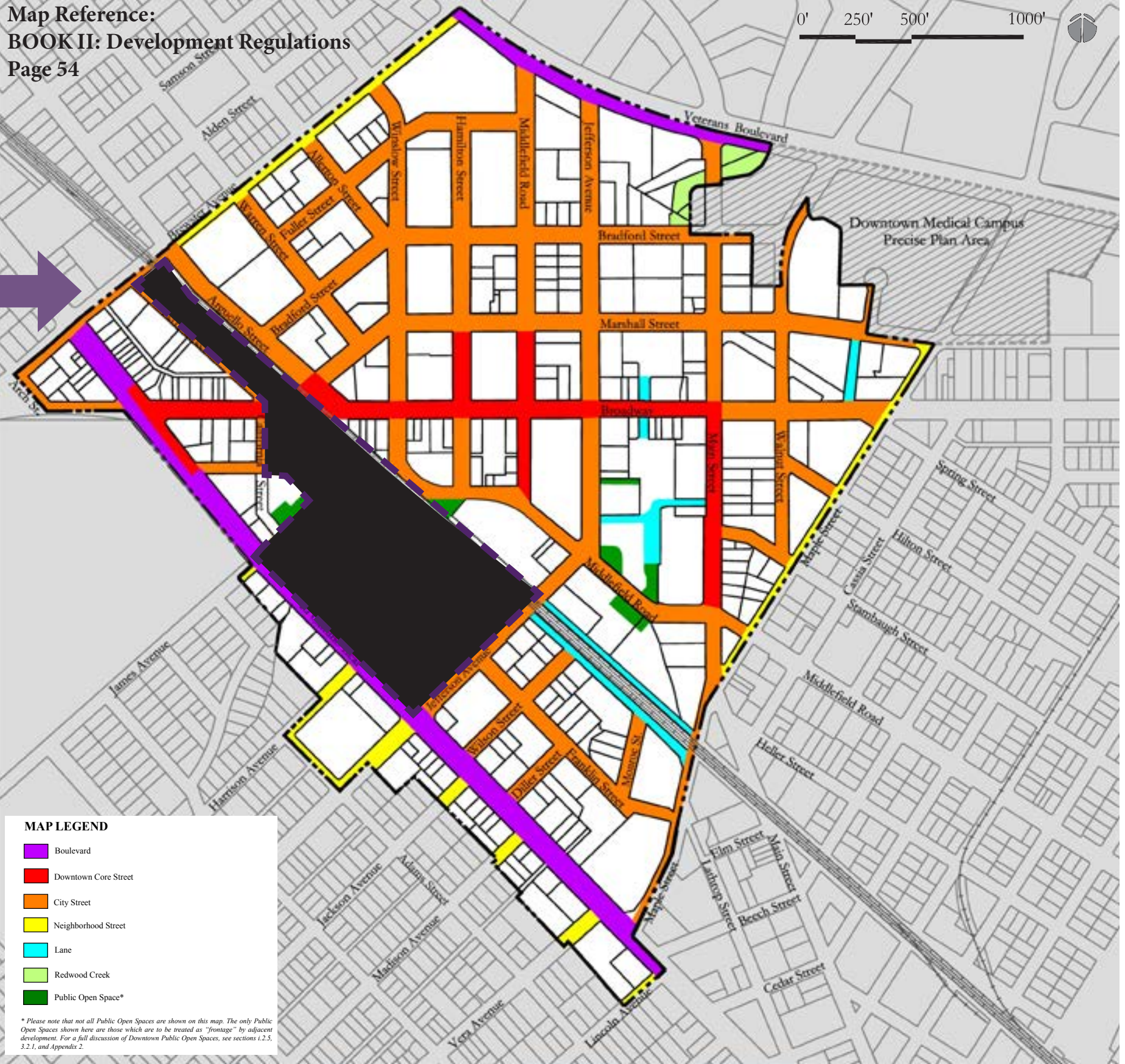
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Original Downtown Precise Plan Map



Public Frontage Regulations Map

A. Proposed Downtown Precise Plan Amendments

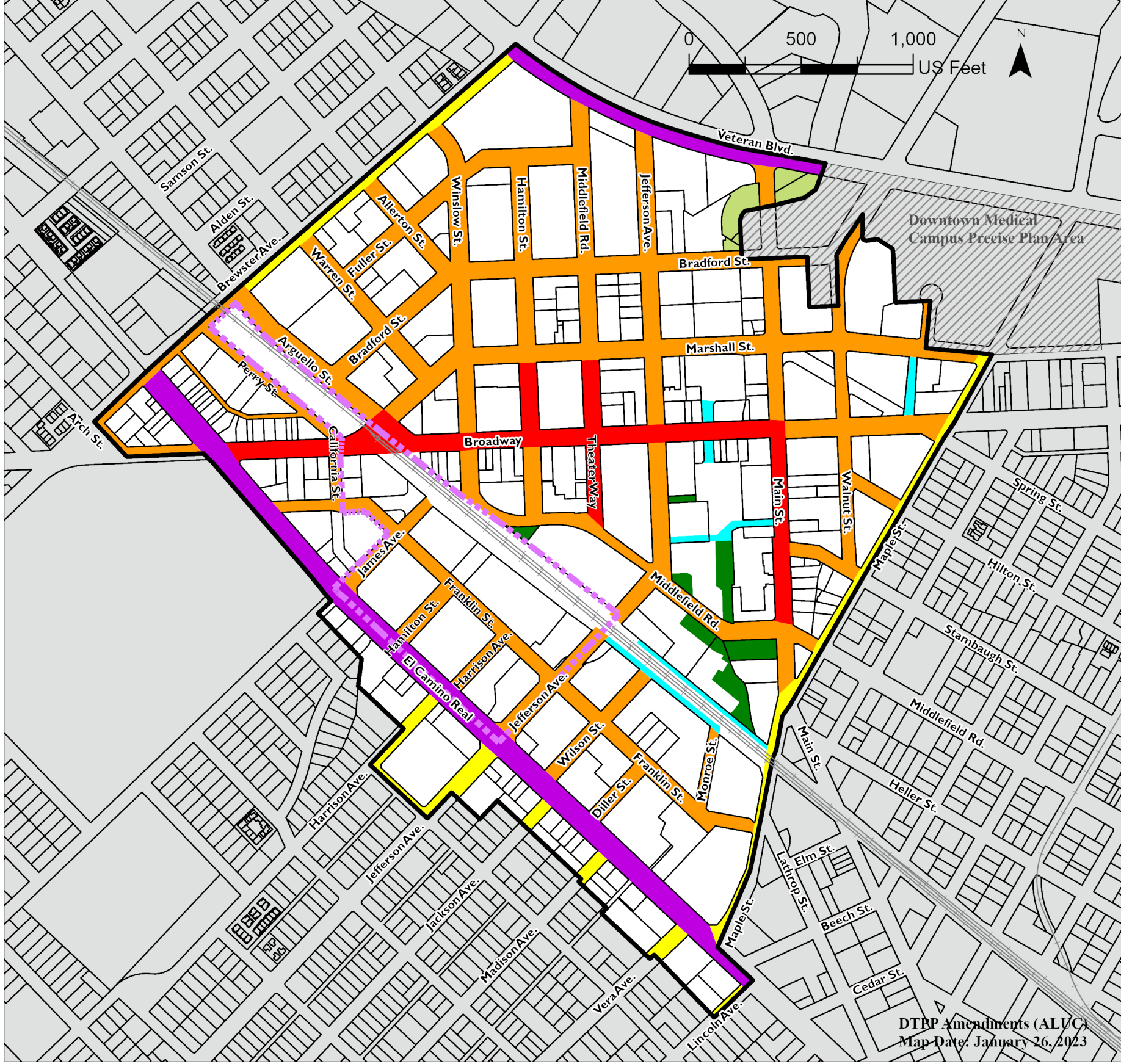
2.5. BUILDING PLACEMENT AND LANDSCAPING REGULATIONS

This Section contains standards and guidelines designed to ensure that buildings are situated on their lots in a manner that is appropriate for their location. In areas where setbacks are allowed or required, this Section also contains regulations to ensure that those areas are landscaped, paved, and lit in a manner that is attractive, appropriate to the Downtown urban environment, and which provides Downtown with proper pedestrian accessibility.

MAP LEGEND

- Boulevard
- Downtown Core Street
- City Street
- Neighborhood Street
- Lane
- Redwood Creek
- Public Open Space*

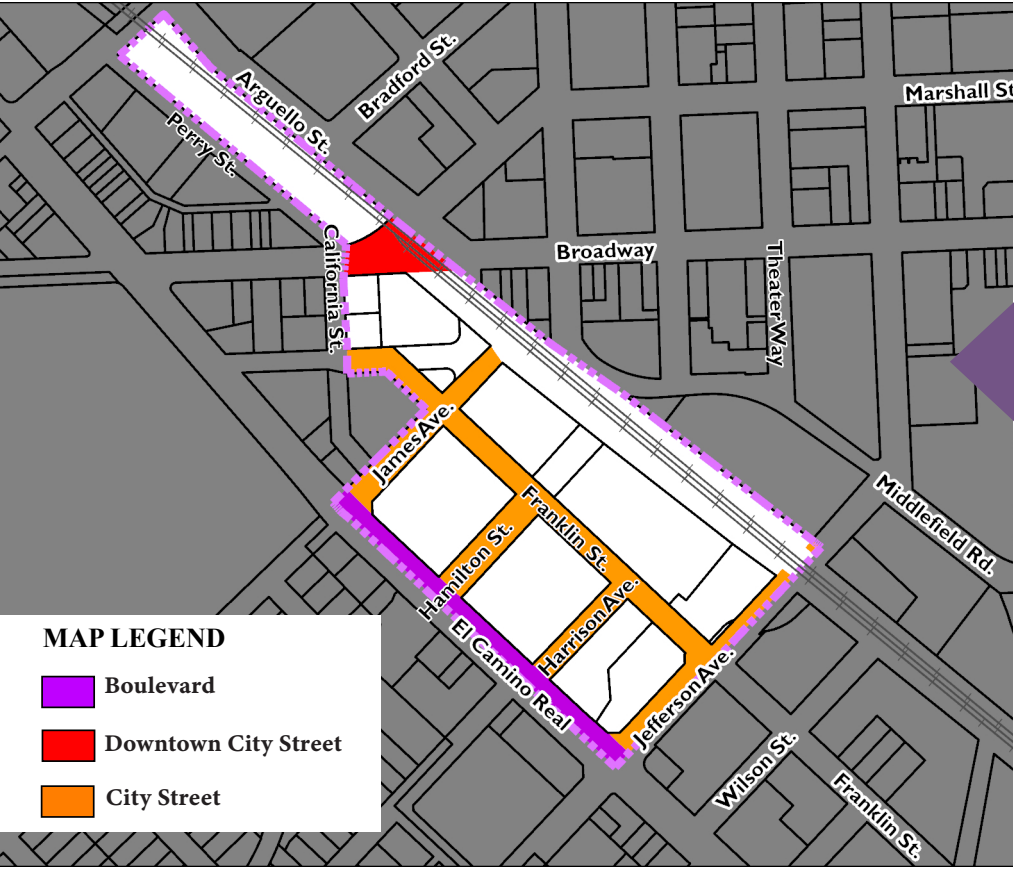
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Proposed Downtown Precise Plan Amendments | Building Placement and Landscaping Regulations Map

Transit District

(Adopted on November 28, 2022)



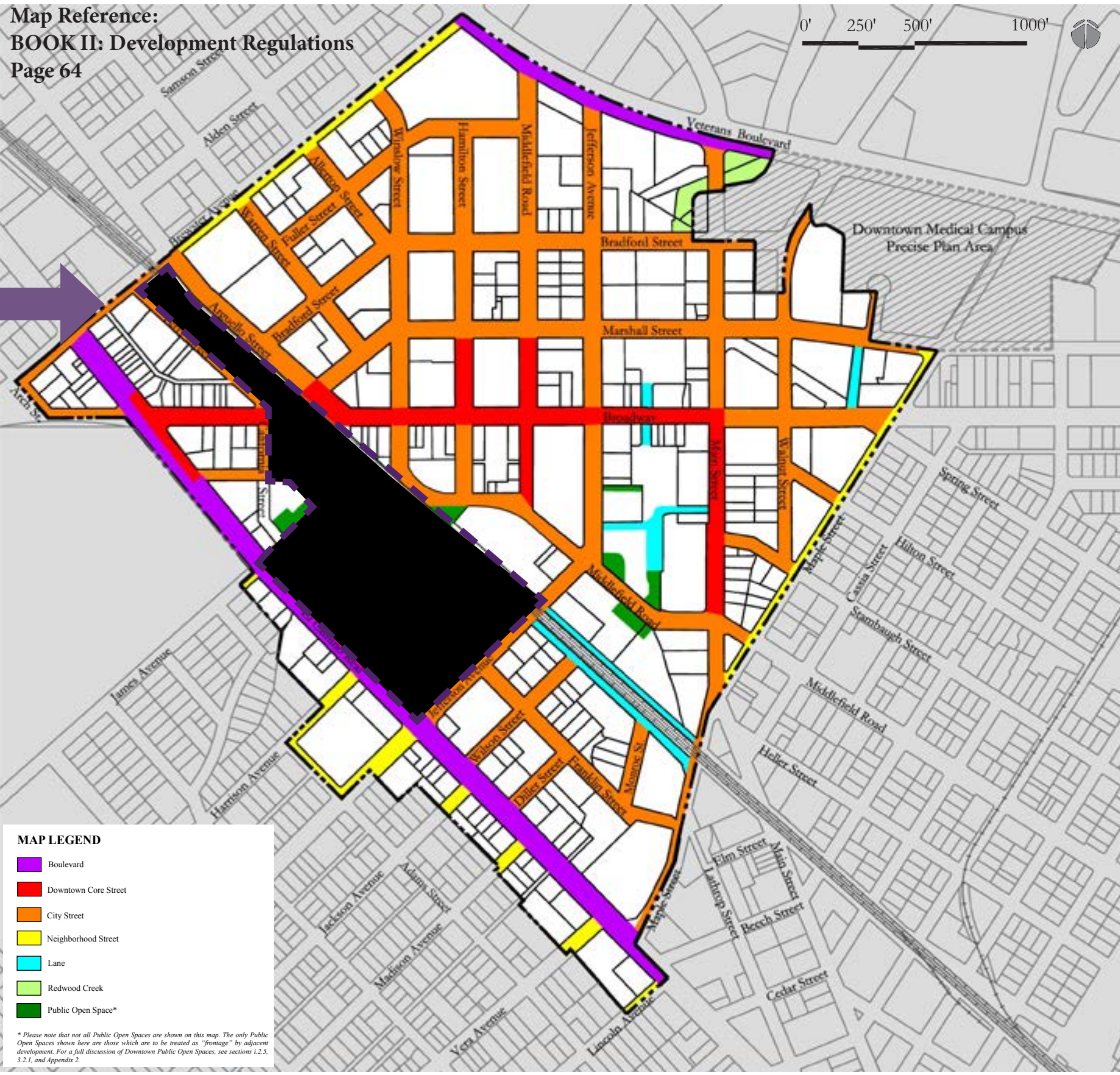
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Original Downtown Precise Plan Map



Building Placement and Landscaping Regulations Map

A. Proposed Downtown Precise Plan Amendments

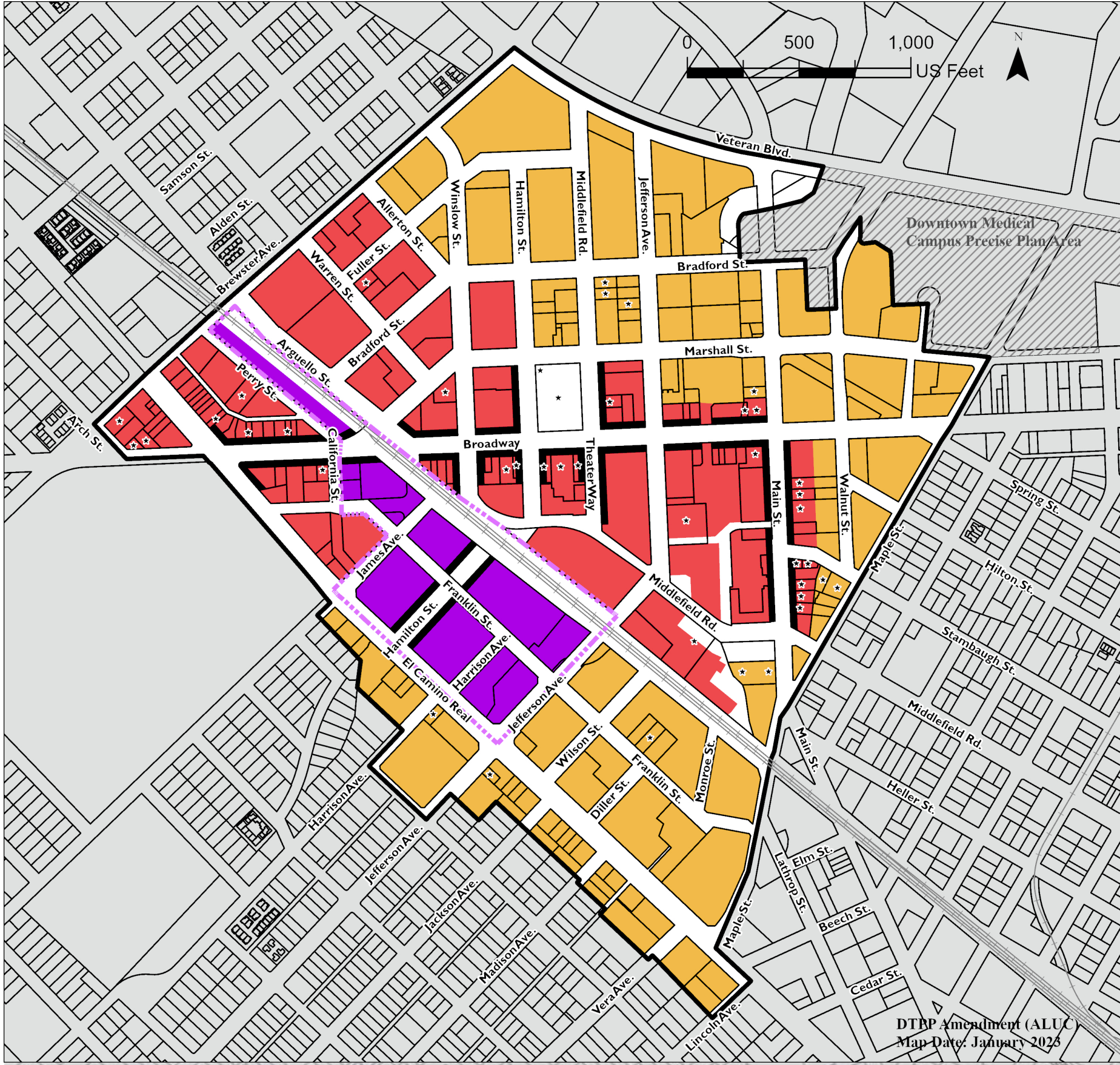
2.6. PARKING REGULATIONS

This section contains development standards and design guidelines regulating the creation of new parking facilities. Regulations for the provision of an adequate, but not excessive amount of new parking are included, as are substantial regulations for the form and location of new facilities. Parking facilities tend to detrimentally distort the form of buildings and public spaces, and many of the regulations in this section have been created to ensure that the urban character of Downtown Redwood City isn't plagued by these problems as new parking areas are created.

As Downtown continues to develop, these regulations will ensure that parking is convenient and accessible, accommodates all needs, and does not harm Downtown's pedestrian-oriented character.

MAP LEGEND

- Parking Zone 1
- Parking Zone 2
- Transit District
- Special Parking Requirement (See Chart)
- ★ Historic Resources



Proposed Downtown Precise Plan Amendments | Parking Regulations Map

Transit District

(Adopted on November 28, 2022)



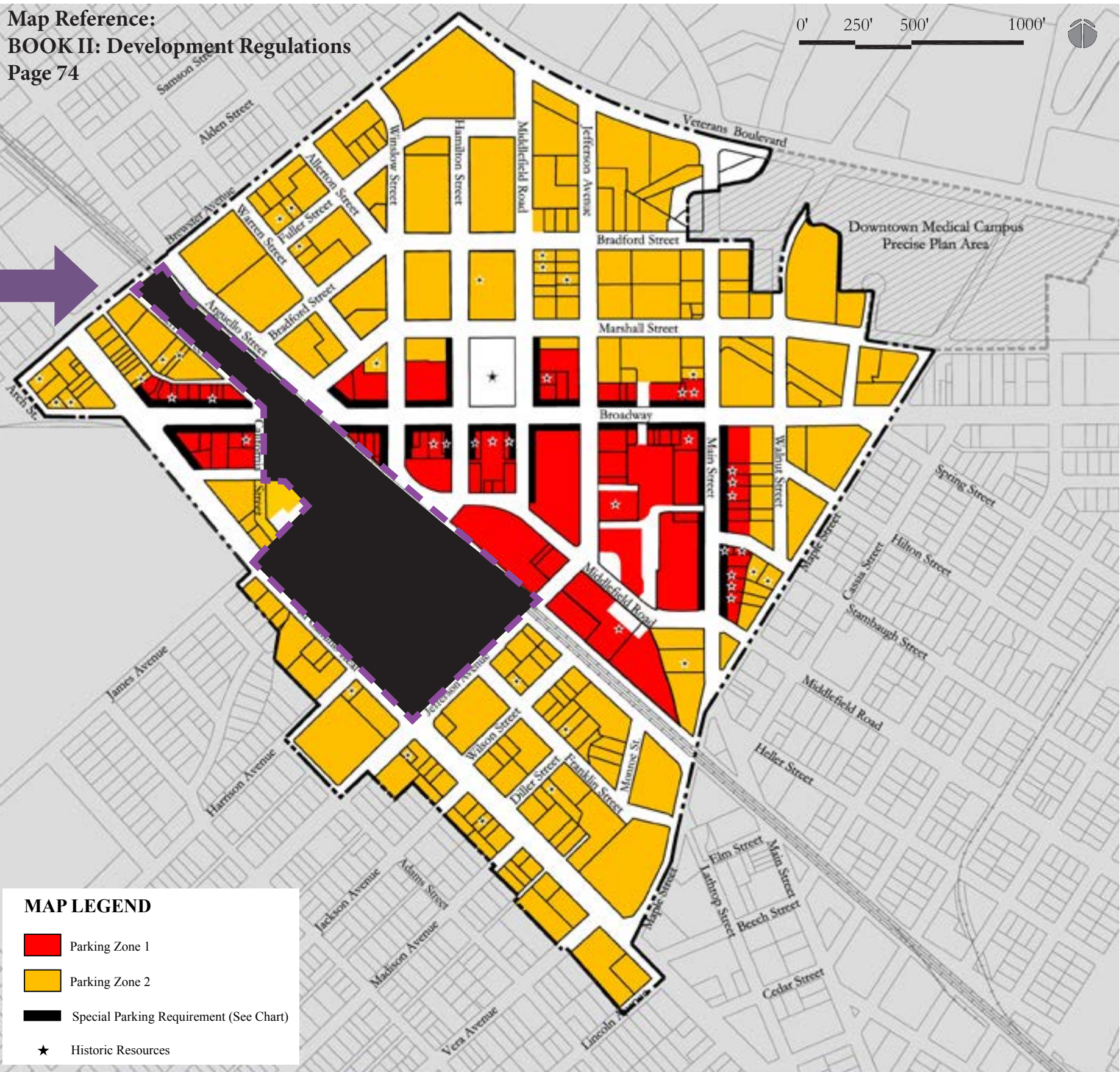
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Original Downtown Precise Plan Map



Parking Regulations Map





PARKING REGULATIONS CHART						
Parking Zone (Sec. 2.6.1)	Transit District		Parking Zone 1		Parking Zone 2	
Parking Provision (Sec. 2.6.2) * **						
Residential	No Minimum / 1 DU Private		0.5 No Minimum / 1.5 DU Private (Residential)		4-0.5 No minimum / 1.5 DU Private	
Lodging	No minimum / 1 per LU		10.75 / 1 per LU private (Lodging) 0.5 0.35 No minimum / 1 per LU shared		10.75 / 1 per LU private 0.5 0.35 No minimum / 1 per LU shared	
All Other Uses	No minimum/2.5 per 1,000		6 / 6 3 / 3 per 1,000 private 3 / 6 1.5 No minimum / 2.5 3 per 1,000 shared		6 / 6 3 / 3.5 per 1,000 private 3 / 6 2 No minimum / 3.5 per 1,000 shared	
Permitted Parking Types (Sec. 2.6.4)						
	Typical	Along 	Typical	Along 	Typical	Along 
Exposed Surface Parking	---	---	---	---	Discretionary	---
Wrapped Surface Parking	---	---	---	---	Permitted	Permitted
Exposed Parking Structure	Discretionary	---	Discretionary	---	Discretionary	---
Wrapped Base Parking Structure	Permitted	---	Permitted	---	Permitted	---
Wrapped Parking Structure	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Partially Submerged Parking Podium	Permitted	---	Permitted	---	Permitted	Permitted
Underground Parking Structure	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted

Chart Legend:

Permitted: Theses elements are allowed, by right, as indicated.
Discretionary: These elements may or may not be permitted, subject to conditions, as indicated.
---: These elements are not permitted, as indicated. N/A: These regulations are not applicable, as indicated

DU: Dwelling Unit
LU: Living Unit or sleeping unit
SF: Square Feet

0.5 / 1: Minimum and maximum parking spaces allowed, respectively
* Additional spaces shall be required for accessory uses such as restaurants, shops, etc., as specified by this chart.
: Special Parking Requirements Location (see Parking Regulations Map)

** All developments exceeding the maximum permitted parking supply to provide those additional spaces in a publicly accessible shared parking facility.

Short term zones for Transportation Network Company (TNC)/rideshare companies or drop-off/pick-up are permitted.

For reference, **Shared Parking** is defined as follows:

Parking in a private facility which may be used and are easily accessible by the general public free of penalty during at least a nine (9) hour period for a minimum of five (5) days a week.

During the hours of general public use, operators of shared parking facilities may charge an hourly fee, however such fee shall not exceed 125% of the peak hourly rate of the Jefferson Avenue Garage, nor be less than the higher hourly rate charged at either the Jefferson Avenue or Marshall Garage. Other public or transit agencies are not subject to this fee structure.

A. Proposed Downtown Precise Plan Amendments

2.7. BUILDING HEIGHT AND DISPOSITION REGULATIONS

This section contains several regulations of the heights of buildings. The DTPP regulates height to ensure that adequate density and intensity can be achieved in order to support the urban vitality desired for Downtown, while also ensuring compatibility with historic resources and adjacent low-rise residential neighborhoods and minimizing shadow impacts. This Section will also ensure that buildings allow for adequate courtyards and other spaces to enhance livability by providing access to natural light and air.

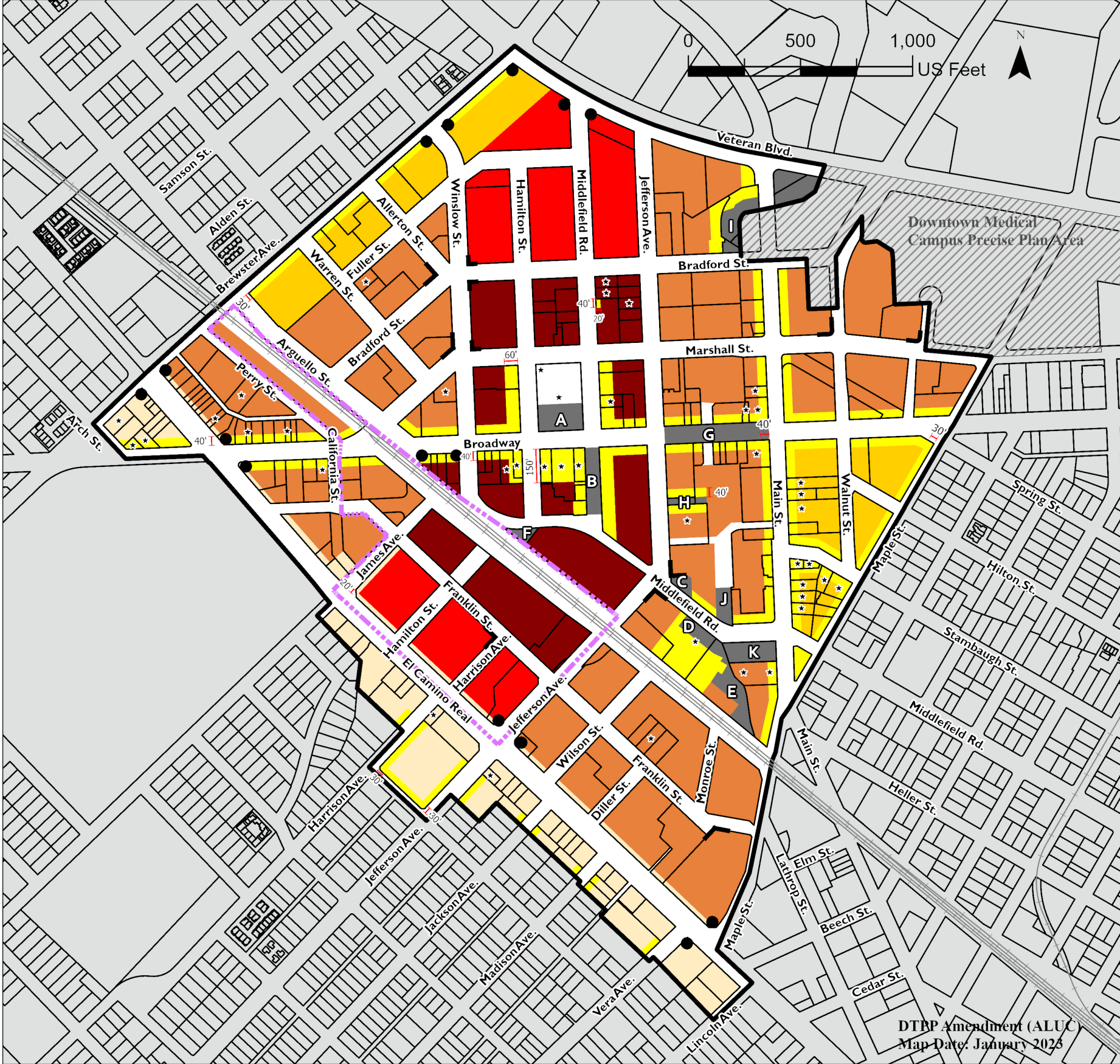
MAP LEGEND

- 12 Story Zone
- 10 Story Zone
- 8 Story Zone
- 5 Story Zone
- 4 Story Zone
- 3 Story Zone
- Shadow Sensitive Public Open Space (See Sec. 2.7.5)
- Maximum Corner Height Required (See Sec 2.7.3)
- Special Corner Treatment Required (See Sec. 2.7.2)
- Historic Resources (See Sec. 2.1.3)

SHADOW-SENSITIVE PUBLIC OPEN SPACES*

- | | |
|----------------------|----------------------|
| A. Courthouse Square | G. Broadway Plaza |
| B. Theatre Way | H. Post Office Paseo |
| C. City Hall Park | I. Redwood Creek |
| D. Library Plaza | J. City Center Plaza |
| E. Roselli Mini Park | K. Library Lot A |
| F. Depot Plaza | |

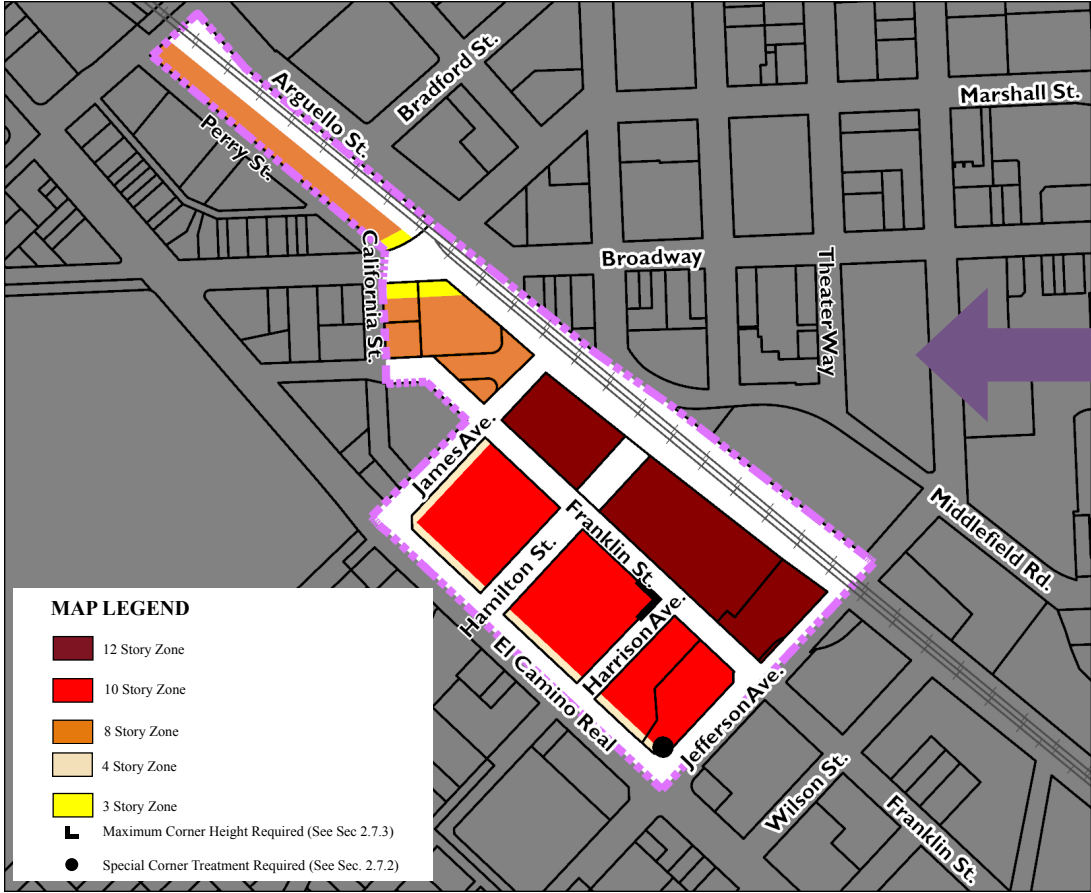
* Please note that not all Public Open Spaces are shown on this map. The only Public Open Spaces shown here are those which are considered shadow-sensitive. For a full discussion of Downtown public open spaces, see sections i.2.5, 3.2.1, and Appendix 2.



Proposed Downtown Precise Plan Amendments | Height Regulations Map

Transit District

(Adopted on November 28, 2022)



Proposed Downtown Precise Plan (DTPP) Amendment Updates (LEFT MAP)

The proposed updates for the Downtown Precise Plan are depicted on the left with the adopted Transit District.

Transit District Map (MIDDLE MAP)

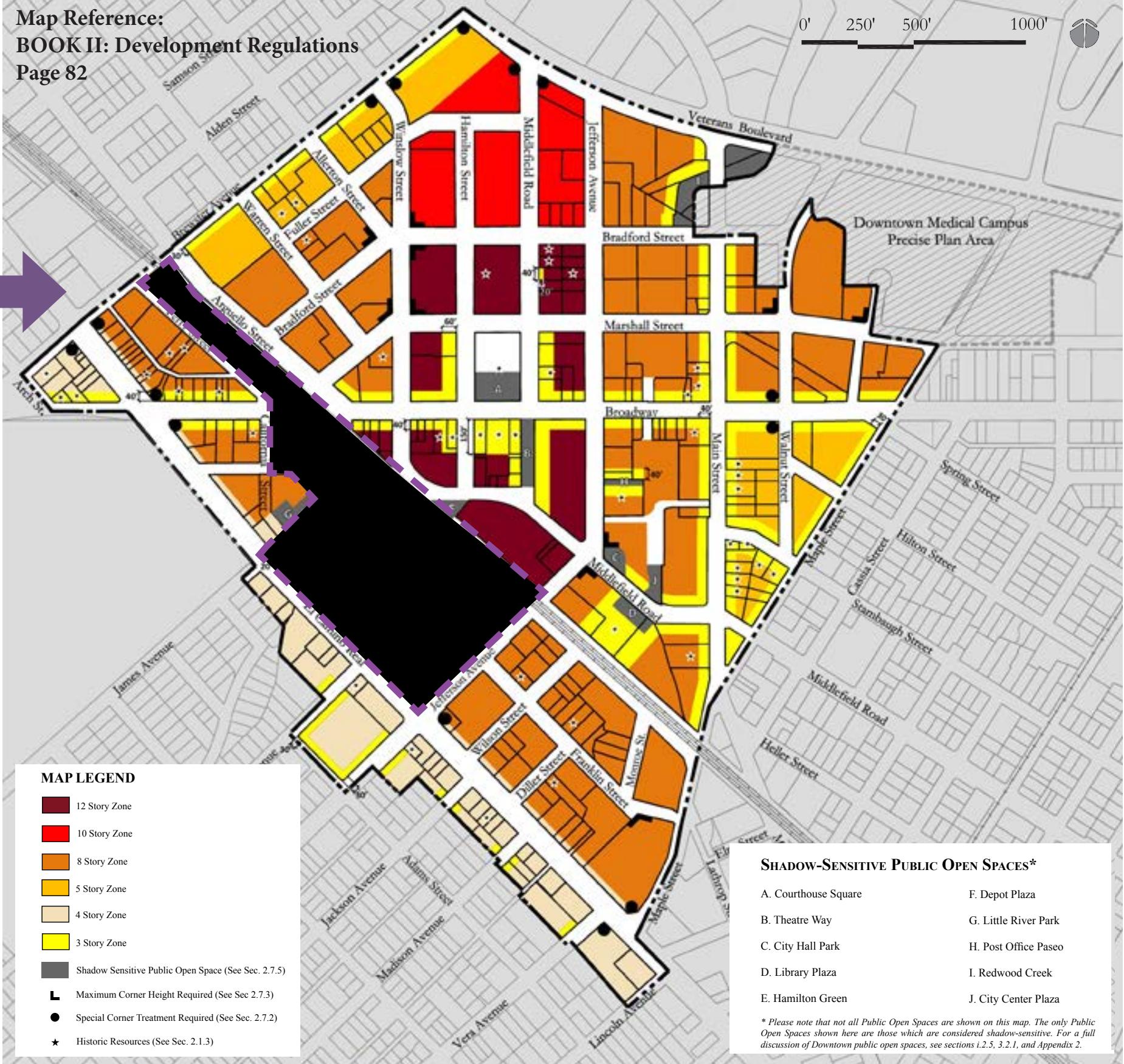
The Transit District boundary is depicted on the focused Transit District map feature on the left side of this document only. The Transit District map is adopted on November 28, 2022. The map is not the same scale as the Downtown Precise Plan Map, and should be considered for visual reference only. Outline depctions are not survey-grade.

Downtown Precise Plan Map (RIGHT MAP)

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Original Downtown Precise Plan Map



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	136 feet	114 feet	92 feet	60 feet	50 feet	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	14 feet	14 feet	14 feet	14 feet	14 feet	14 feet
Minimum Height (Sec. 2.7.3)						
Required Minimum Height	25 feet - 35 feet	25 feet - 35 feet	25 feet - 35 feet	25 feet - 35 feet	25 feet - 35 feet	25 feet - 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.

* Note to reader: No proposed changes on this chart, but colors were updated consisted with Figure 2.7 Building Height Disposition Map

A. Proposed Downtown Precise Plan Amendments

Transit District

Original Downtown Precise Plan Map

(Adopted on November 28, 2022)

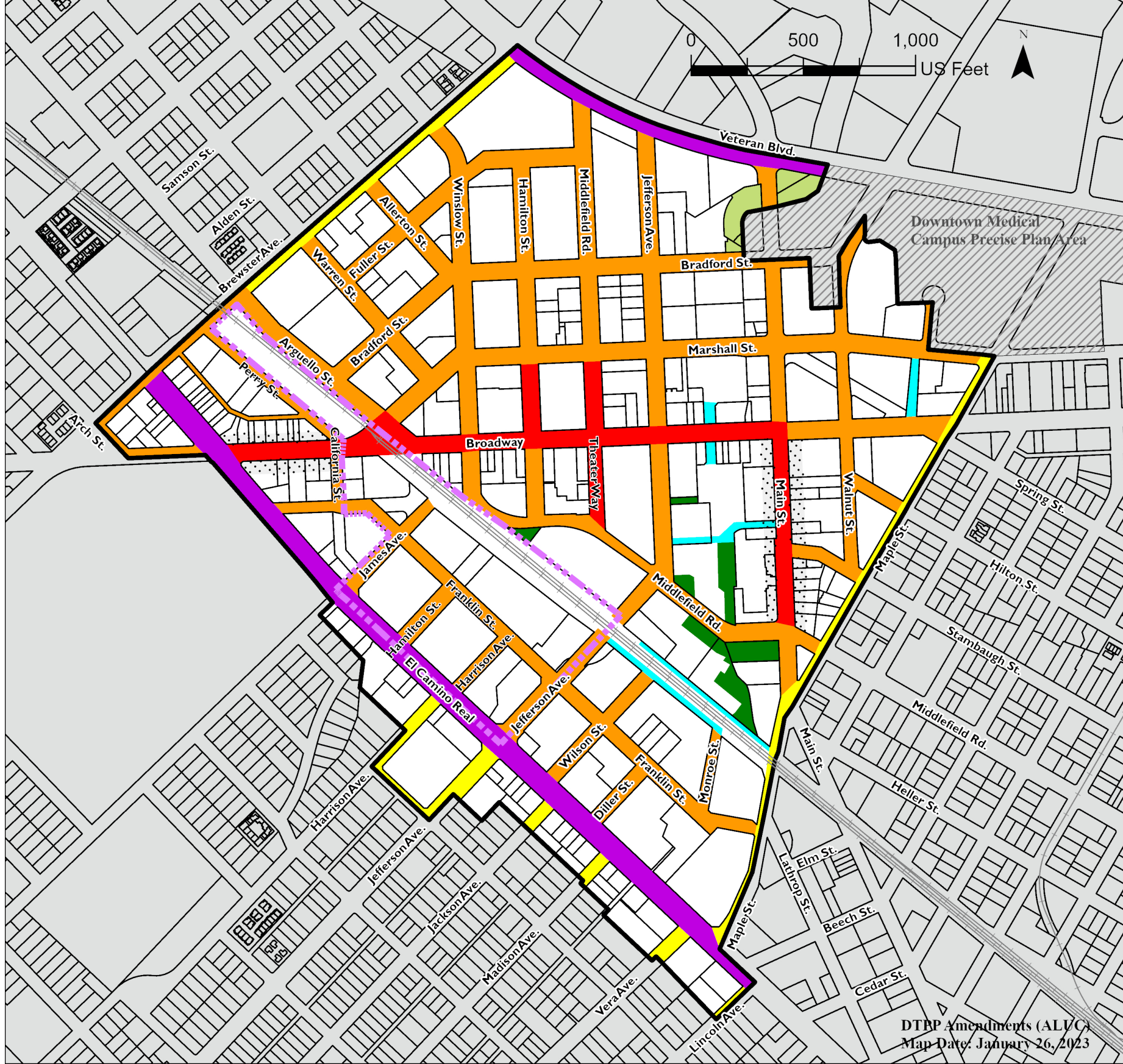
2.8. FAÇADE COMPOSITION REGULATIONS

The creation of satisfying and successful urban places transcends the issue of specific architectural styles. Great places may be of any style, or many styles. However, the arrangement of architectural elements such as doors, windows, caps, and pilasters on the walls of buildings which face public streets and plazas is an important part of good urbanism. *Façade Composition* drives the safety, convenience, and comfort of our sidewalks by establishing where people enter and leave buildings, how people in the buildings can see out onto public spaces, and how pedestrians “read” the buildings. This Section sets forth regulations which ensure that whatever architectural style is used, all buildings create pleasant streetscapes, contribute to a vibrant 24/7 streetlife, and present comprehensible, dignified Façades to public streets.

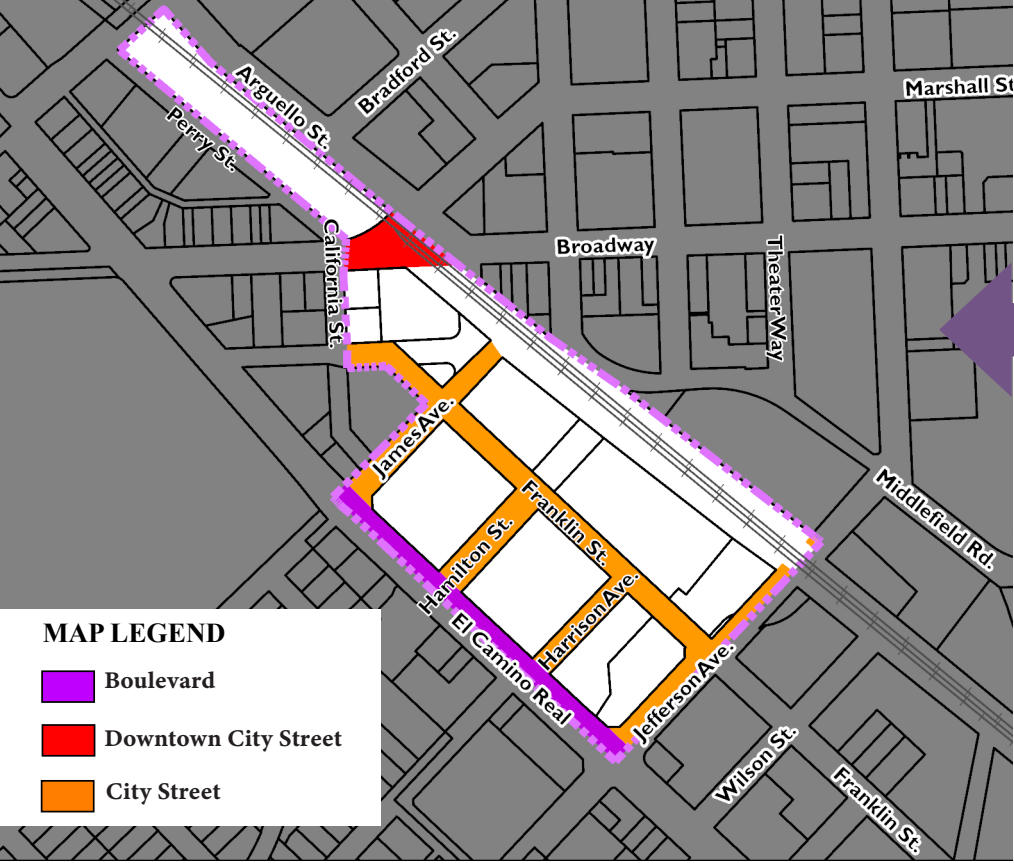
MAP LEGEND

- Boulevard
- Downtown Core Street
- City Street
- Neighborhood Street
- Lane
- Redwood Creek
- Public Open Space*
- Historic Parcelization (See Section 2.8.3(c))

* Please note that not all Public Open Spaces are shown on this map. The only Public Open Spaces shown here are those which are to be treated as “frontage” by adjacent development. For a full discussion of Downtown Public Open Spaces, see sections 1.2.5, 3.2.1, and Appendix 2.



Proposed Downtown Precise Plan Amendments | Façade Composition Map



Proposed Downtown Precise Plan (DTPP) Amendment Updates (LEFT MAP)

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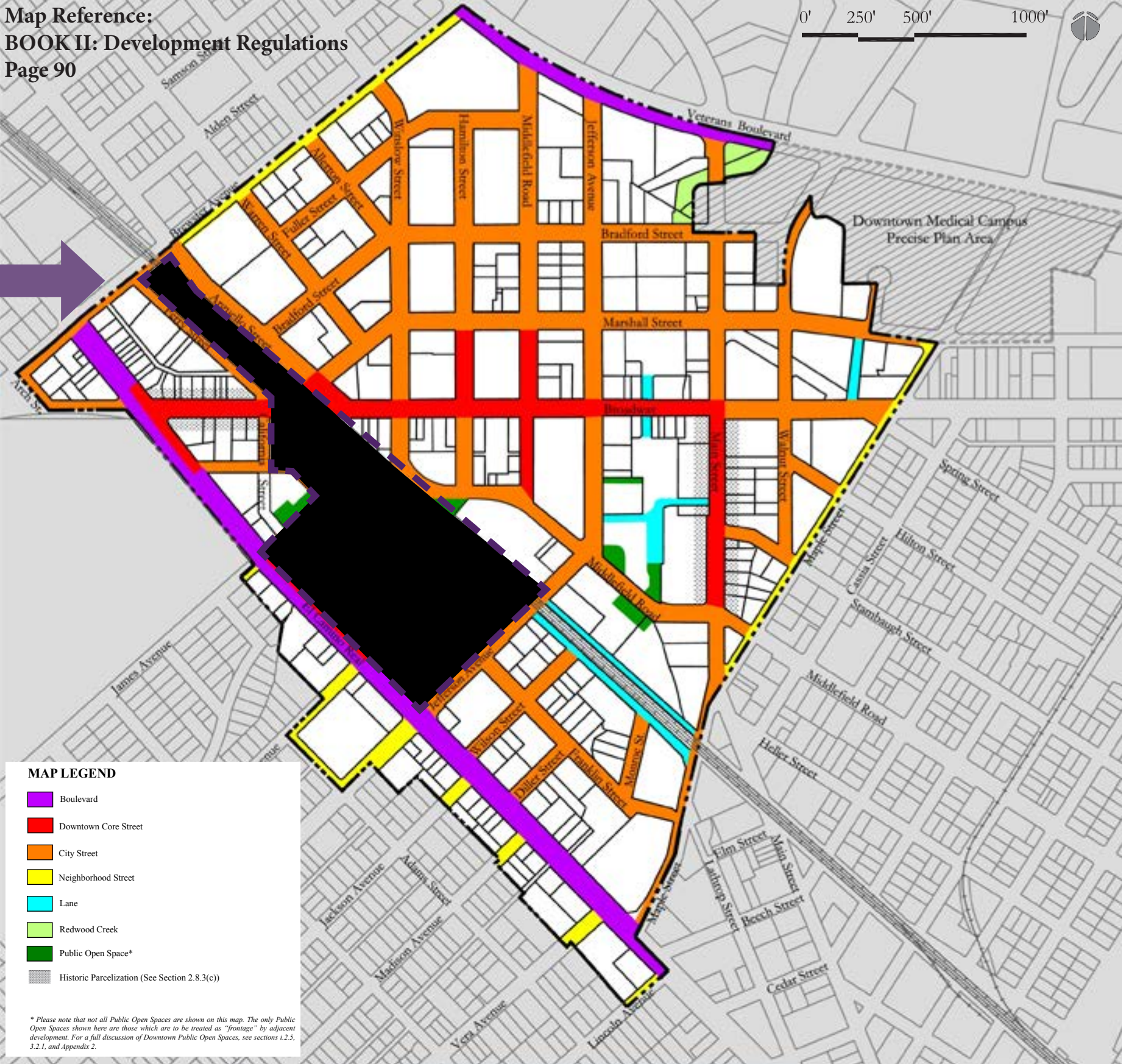
Transit District Map (MIDDLE MAP)

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Façade Composition Regulations Map

FAÇADE COMPOSITION REGULATIONS CHART							
Corridor Types (Sec. 2.8.1)	Boulevard	Downtown Core Street	City Street	Neighborhood Street	Lane	Redwood Creek	Public Open Space
Length Articulation Increment							
Building Base (Sec. 2.8.3)	50 ft max	25 ft max	25 ft max	50 ft max	25 ft max	N/A	25 ft max
Building Middle (Sec. 2.8.5)	100 ft max	75 ft max	100 ft max	50 ft max	50 ft max	100 ft max	75 ft max
Building Top (Sec. 2.8.6)	100 ft max	75 ft max	100 ft max	50 ft max	50 ft max	100 ft max	75 ft max
Building Base - Private Frontage Types (Sec. 2.8.4)							
Storefront	Permitted	Permitted	Permitted	---	Permitted	---	Permitted
Storefront with Dining Alcove	Permitted	Permitted	Permitted	---	Permitted	---	Permitted
Grand Marquee	---	Permitted	---	---	---	---	---
Grand Portico	Permitted	Permitted	Permitted	Permitted	Permitted	---	Permitted
Common Entry	Permitted	Permitted	Permitted	Permitted	Permitted	---	Permitted
Stoop	Permitted	---	Permitted	Permitted	Permitted	Permitted	Permitted
Recessed Stoop	Permitted	---	Permitted	Permitted	Permitted	Permitted	Permitted
Porch	Permitted	---	Permitted	Permitted	Permitted	Permitted	Permitted
Secondary Entrance*	Permitted	---	Permitted	Permitted	Permitted	---	Permitted
Service Entrance*	---	---	Permitted	Permitted	Permitted	---	Permitted
Garage Entrance*	---	---	Permitted	Permitted	Permitted	---	Permitted
No Entrance*	Permitted	---	Permitted	Permitted	Permitted	Permitted	Permitted

Legend:

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

--- : These elements are not permitted, as indicated. N/A: These regulations are not applicable, as indicated.

* Secondary Entrance, Service Entrance, Garage Entrance, and No Entrance private frontage types are considered “Inactive Frontages.” No more than 25% or 25', whichever is greater, of any façade's Building Base (measured in linear feet) may be occupied by Inactive Frontages. On corner parcels, Inactive Frontages must be located on the lowest order corridor per Section 2.8.1.

** Note to reader: No proposed changes on this chart, but colors were updated consisted with Figure 2.8 Façade Composition Regulations

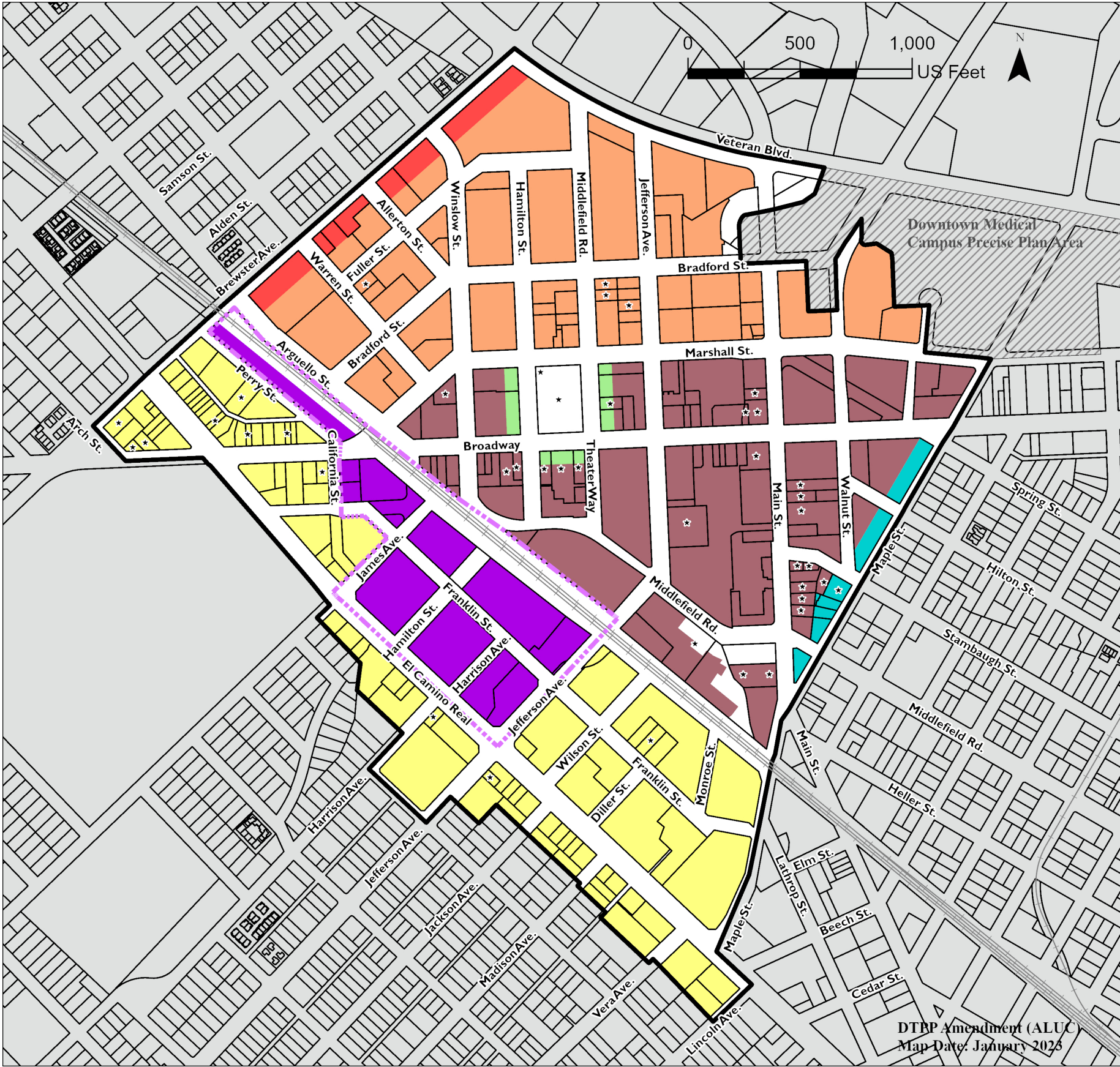
A. Proposed Downtown Precise Plan Amendments

2.9. ARCHITECTURAL CHARACTER REGULATIONS

This section contains regulations which aim to create architectural character in new projects that is compatible with the established patterns in the various parts of Downtown, as well as with the expressed aesthetic preferences of the community. Considering a study of historic resources and the desires of the residents of Redwood City as expressed in a large Community Character Workshop as described in detail in Appendix 1: Historic Resources Preservation Strategy, Downtown has been broken down into six architectural “Character Zones.” Within these zones, six different “Character Types” are allowed in varying combinations depending on the nature of the zone and the preferences of the community.

MAP LEGEND

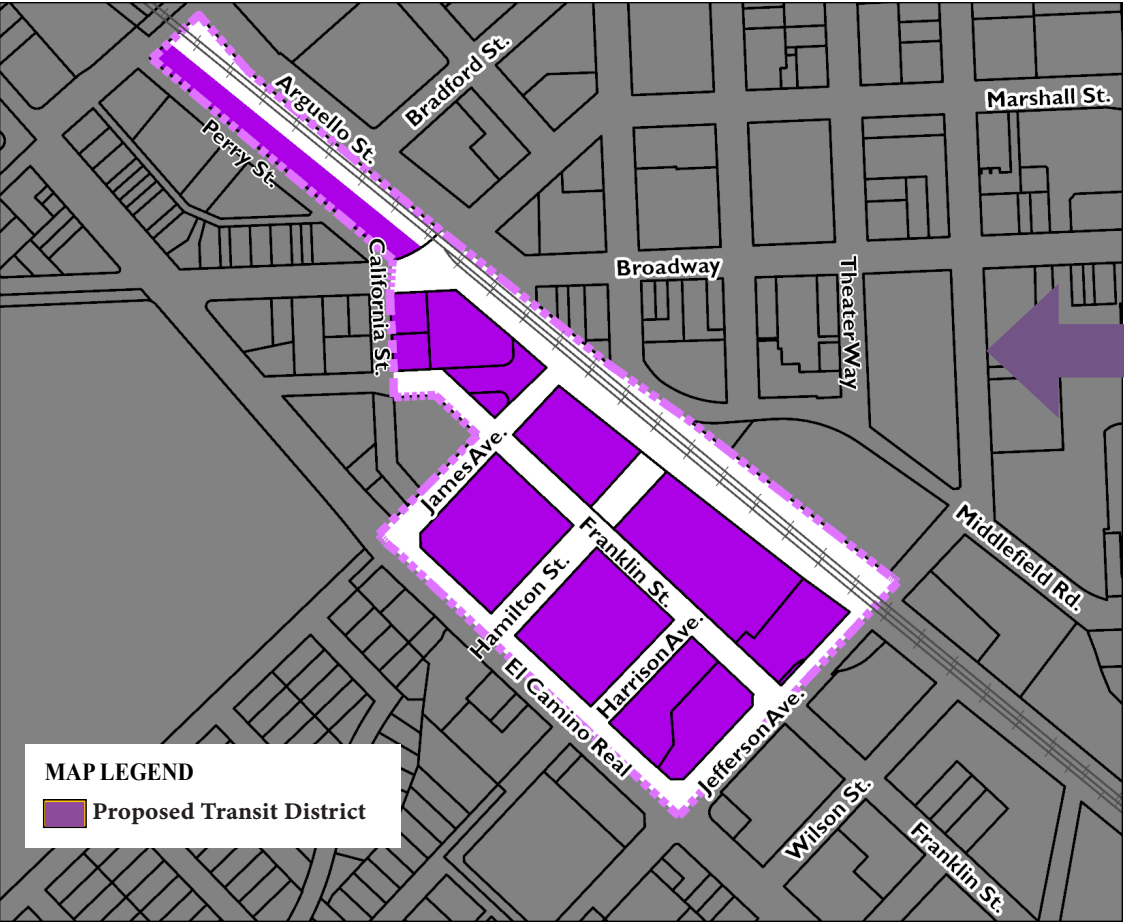
- Historic Downtown
- Stambaugh-Heller Transiti
- Courthouse Square
- El Camino Corridor
- Mezesville Transition
- North of Marshall District
- Transit District



Proposed Downtown Precise Plan Amendments | Architectural Character Map

Transit District

(Adopted on November 28, 2022)



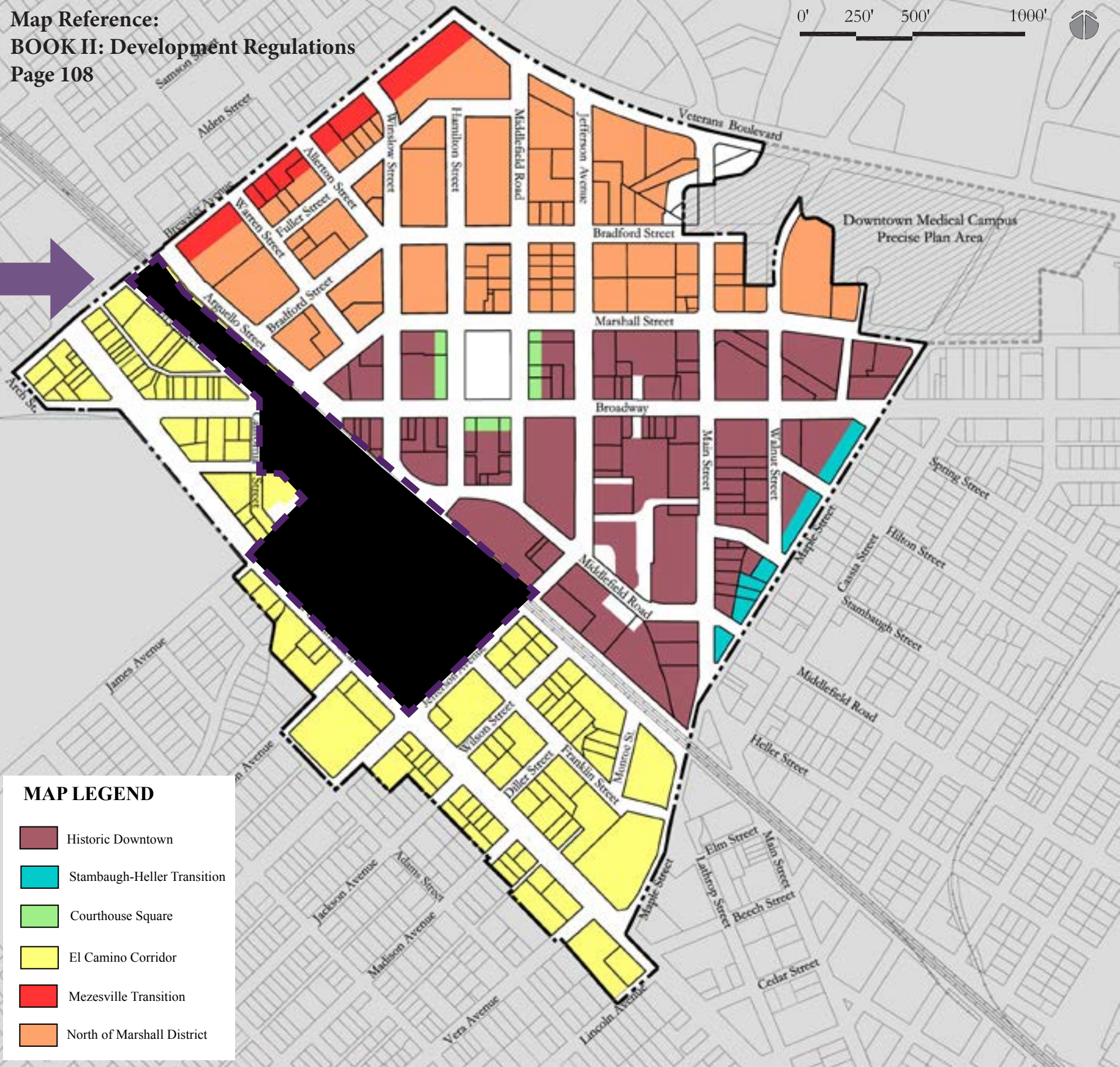
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Original Downtown Precise Plan Map



MAP LEGEND

- Historic Downtown
- Stambaugh-Heller Transition
- Courthouse Square
- El Camino Corridor
- Mezesville Transition
- North of Marshall District

Architectural Character Regulations Map

A. Proposed Downtown Precise Plan Amendments

2.10. SIGNAGE REGULATIONS

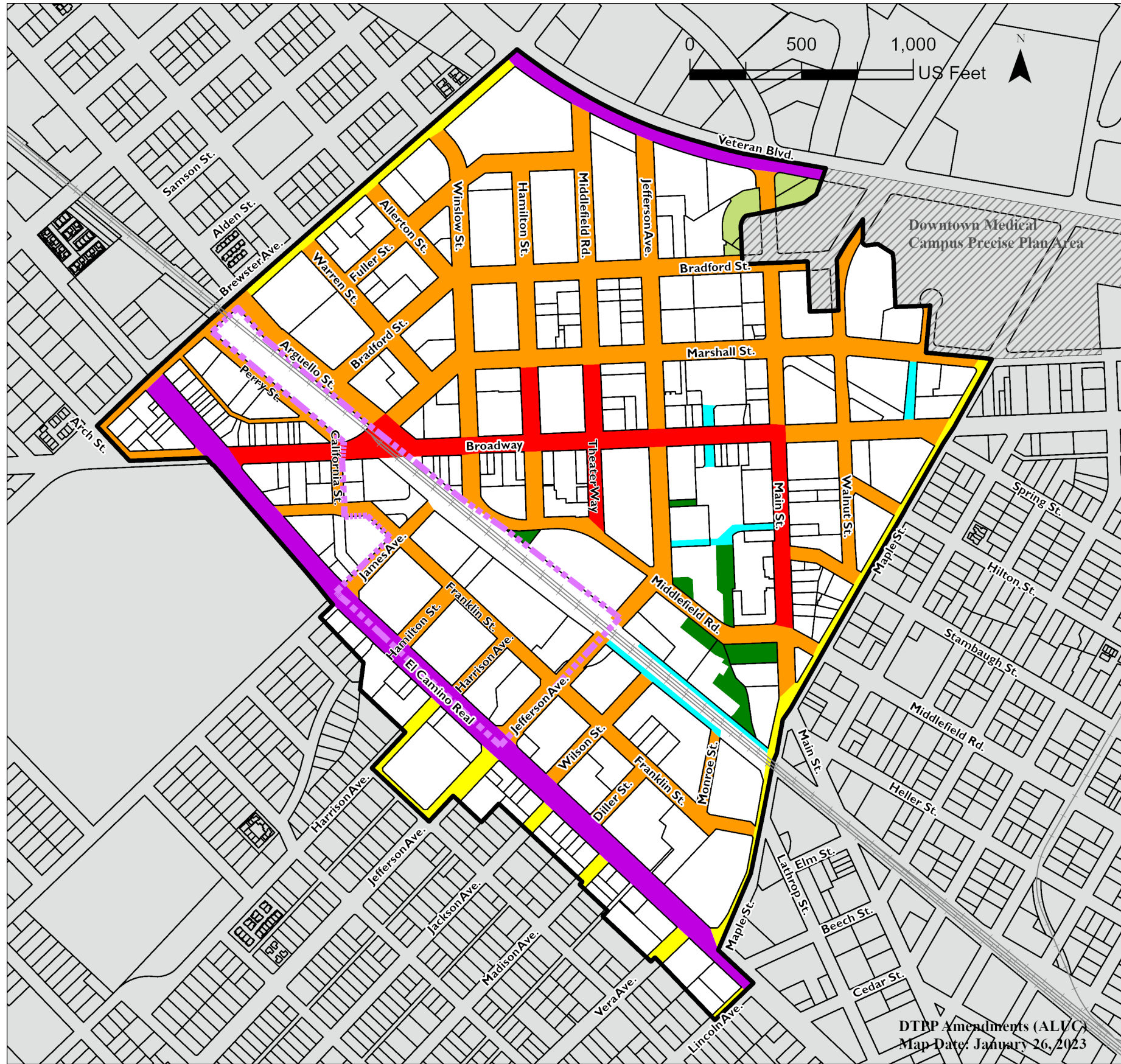
This section contains standards and guidelines for signage to ensure that signs installed in the Precise Plan Area are consistent with the overall quality and character of new development anticipated for Redwood City's Downtown. Regulations include permitted sign types as well as sign size, location, materials, illumination, color, and design.

Please refer to the Redwood City Sign Ordinance, Chapter 3, Article II of the Redwood City Municipal Code, as amended, for all sign related information or regulations not specifically addressed in this sign section of the Downtown Precise Plan.

MAP LEGEND

- Boulevard
- Downtown Core Street
- City Street
- Neighborhood Street
- Lane
- Redwood Creek
- Public Open Space*

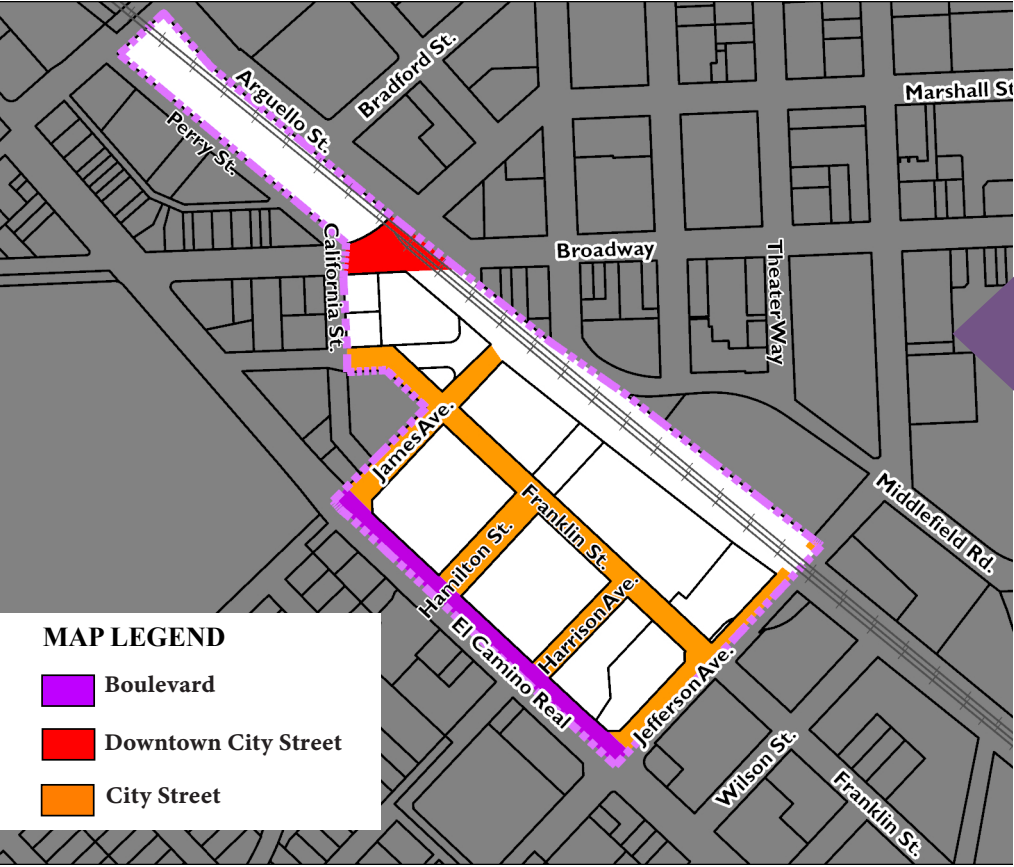
* Please note that not all Public Open Spaces are shown on this map. The only Public Open Spaces shown here are those which are to be treated as "frontage" by adjacent development. For a full discussion of Downtown Public Open Spaces, see sections i.2.5, 3.2.1, and Appendix 2.



Proposed Downtown Precise Plan Amendments | Signage Regulations Map

Transit District

(Adopted on November 28, 2022)



Proposed Downtown Precise Plan (DTPP) Amendment Updates (LEFT MAP)

The proposed updates for the Downtown Precise Plan are depicted on the left with the adopted Transit District.

Transit District Map (MIDDLE MAP)

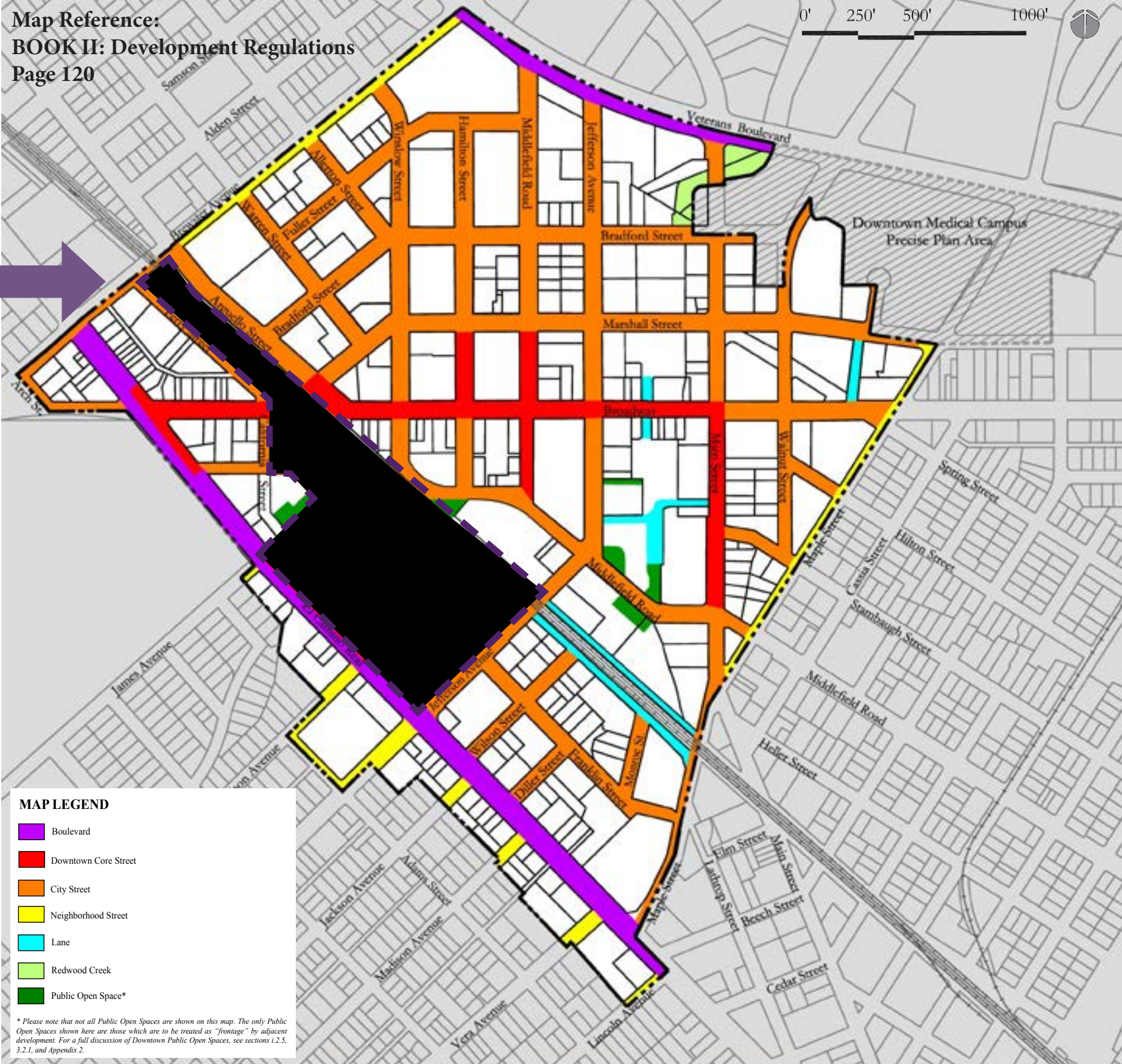
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Original Downtown Precise Plan Map



Signage Regulations Map

SIGNAGE REGULATIONS CHART							
Corridor Types (Sec. 2.10.1)	Boulevard	Downtown Core Street	City Street	Neighborhood Street	Lane	Redwood Creek	Public Open Space
Sign Type Regulations (Sec. 2.10.3)							
Grand Projecting Signs	---	Permitted - L/AR	---	---	---	---	---
Marquee Signs	---	Permitted - E 500	---	---	---	---	---
Grand Wall Sign	---	Permitted - SW 2000	---	---	---	---	---
Wall Signs	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	---	<u>Permitted</u> —Non-Res
Blade Signs	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	---	<u>Permitted</u> —Non-Res
Projecting Signs	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	---	<u>Permitted</u> —Non-Res
Awning Face Signs	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	---	<u>Permitted</u> —Non-Res
Awning Valance Signs	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	---	<u>Permitted</u> —Non-Res
Awning Side Signs	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	---	<u>Permitted</u> —Non-Res
Above Awning Signs	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	---	<u>Permitted</u> —Non-Res
Under Awning Signs	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	---	<u>Permitted</u> —Non-Res
Canopy Fascia Signs	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	---	<u>Permitted</u> —Non-Res
Above Canopy Signs	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	---	<u>Permitted</u> —Non-Res
Under Canopy Signs	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	---	<u>Permitted</u> —Non-Res
Recessed Entry Signs	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	---	<u>Permitted</u> —Non-Res
Window Signs	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	---	<u>Permitted</u> —Non-Res
Building Identification Wall Signs	Permitted - Bldg 50	Permitted - Bldg 50	Permitted - Bldg 50	Permitted - Bldg 50	Permitted - Bldg 50	---	Permitted - Bldg 50
Bldg. Ident. Canopy Fascia Signs	Permitted - Bldg 50	Permitted - Bldg 50	Permitted - Bldg 50	Permitted - Bldg 50	Permitted - Bldg 50	---	Permitted - Bldg 50
Bldg. Ident. Window Signs	Permitted - Bldg 50	Permitted - Bldg 50	Permitted - Bldg 50	Permitted - Bldg 50	Permitted - Bldg 50	---	Permitted - Bldg 50
Temporary Window Signs	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	---	<u>Permitted</u> —Non-Res
Temporary Wall Signs	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	<u>Permitted</u> —Non-Res	---	<u>Permitted</u> —Non-Res

Legend:
 Permitted - L/AR: This sign type is permitted for Lodging and Anchor Retail use groups, as indicated.
 Permitted - E 500: This sign type is permitted for movie theaters and live performance theaters with a capacity of 500 persons or greater, as indicated.
 Permitted - SW 2000: This sign type is permitted for non-residential uses with an unfenestrated Sidewall with an area of 2,000 square feet or greater, as indicated. Permitted - Non Res: This sign type is permitted for non-residential uses with a dedicated ground floor entrance, as indicated.
 Permitted - Bld 50: This sign type is permitted for any building with a Façade 50 feet wide or greater, as indicated.
 --- : These elements are not permitted, as indicated.

A. Proposed Downtown Precise Plan Amendments

3.2.1 Potential Public Open Spaces

In Section 1.1.1(C), it is stated as one of the primary goals of the Downtown Precise Plan to create a network of great public open spaces. Greater designation is introduced in differentiating between Public Open Space vs Potential Open Space Offered on Private Property* (POPOS). POPOS are publicly accessible spaces in forms of plazas, terraces, atriums, small parks, and even snippets which are provided and maintained by private developers.

The map provides a high-level overview of public open spaces within the Downtown Precise Plan, as well as those outside.

MAP LEGEND

- Physically Constrained by Creeks & Storm Drain
(Little River Park; 901 El Camino Real section near James Ave. and Franklin St.; and section between Bradford St. and Marshall St.)
- Potential Open Space Offered on Private Property
- Existing Softscape Public Open Space
- Existing Hardscape Public Open Space
- Potential New Public Open Space
- Public Open Space to be Improved
- Public Open Space to be Removed
- Potential New Hardscape Open Space

Walking Distance to Public Open Spaces*

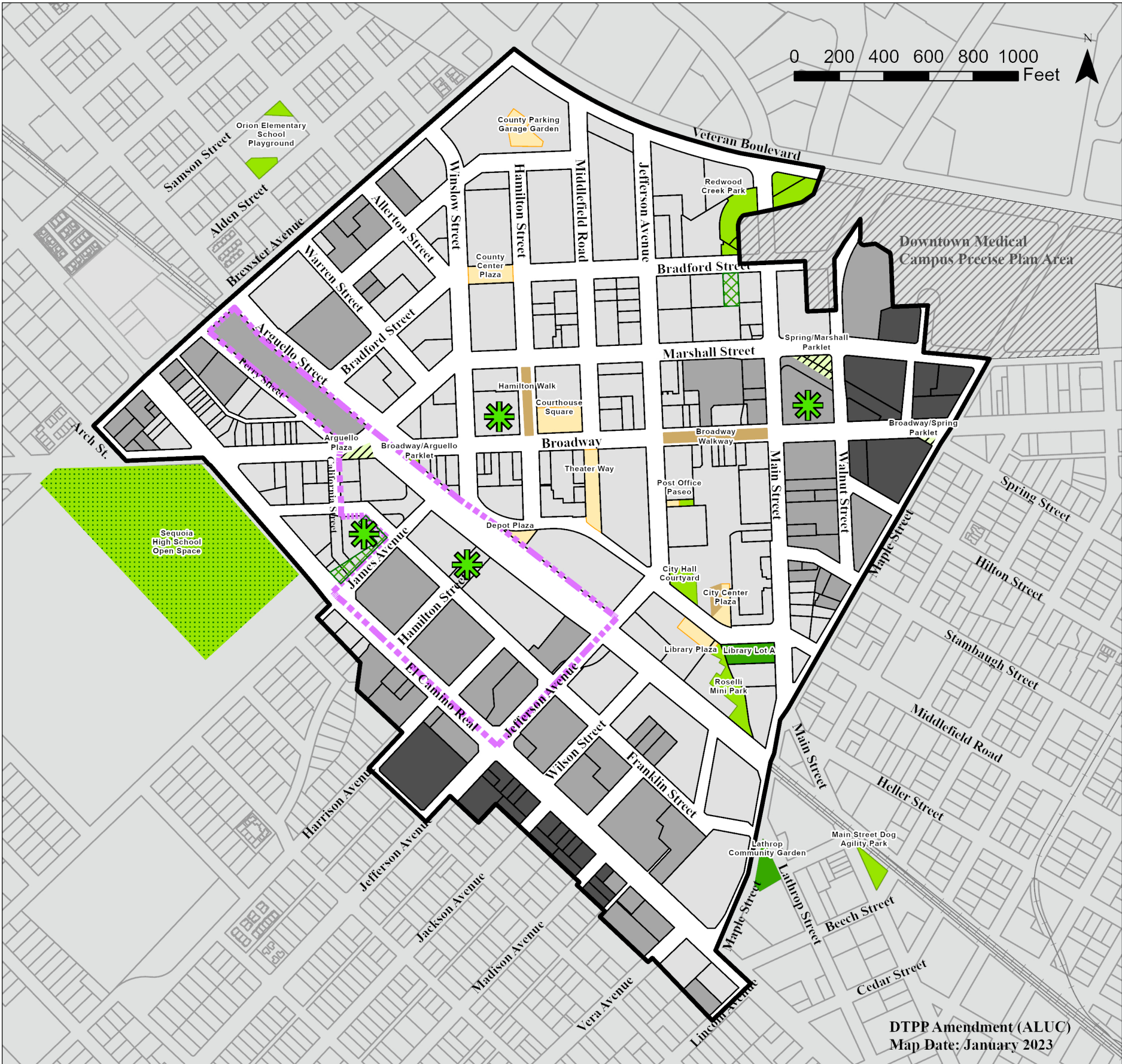
- One Minute or Less
- Three Minute or Less
- Five Minute or Less

*Walking distance to public open spaces has only been calculated for areas with the following designations:

- Existing Softscape Public Open Space
- Existing Hardscape Public Open Space
- Public Open Space to be Improved
- Potential New Public Open Space

The follow designations have been excluded:

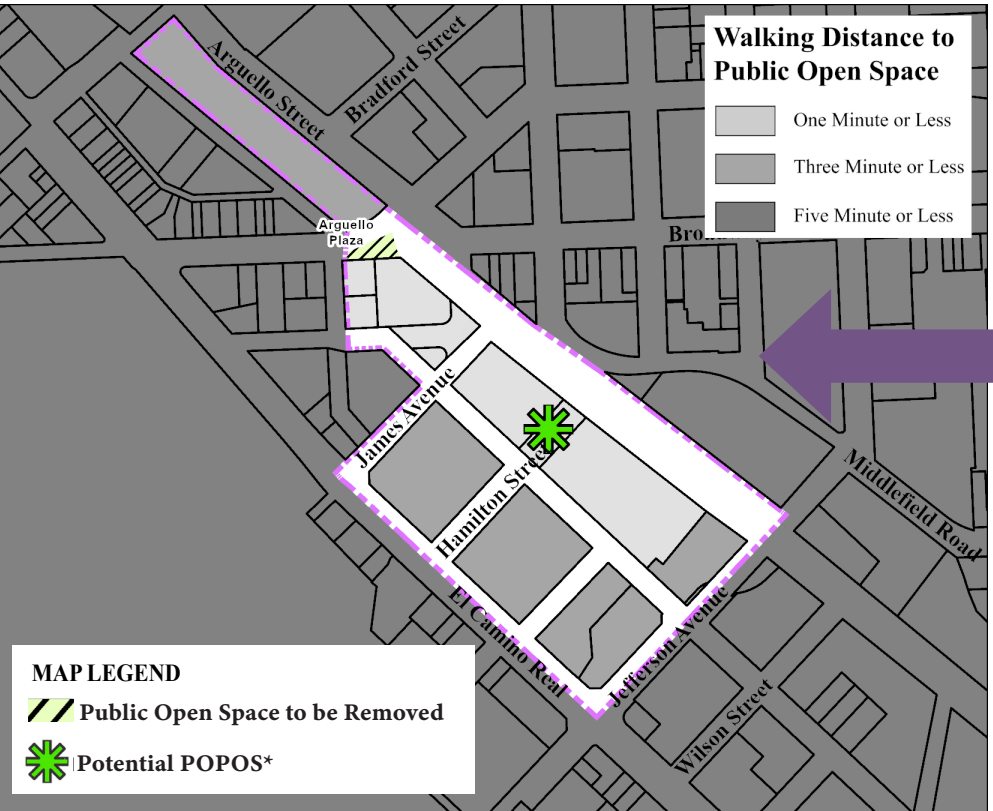
- Potential New Hardscape Open Space
- Potential Open Space Offered on Private Property
- Physically Constrained by Creeks & Storm Drain.



Proposed Downtown Precise Plan Amendments | Potential Public Open Space Projects

Transit District

(Adopted on November 28, 2022)



*POPOS are publicly accessible spaces in forms of plazas, terraces, atriums, small parks, and even snippets which are provided and maintained by private developers.

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Downtown Precise Plan Map (RIGHT MAP)

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Original Downtown Precise Plan Map

Map Reference:

BOOK III: CITY ACTIONS

Page 143



Potential Public Open Space Projects

A. Proposed Downtown Precise Plan Amendments

3.2.2. COMPLETE STREETS

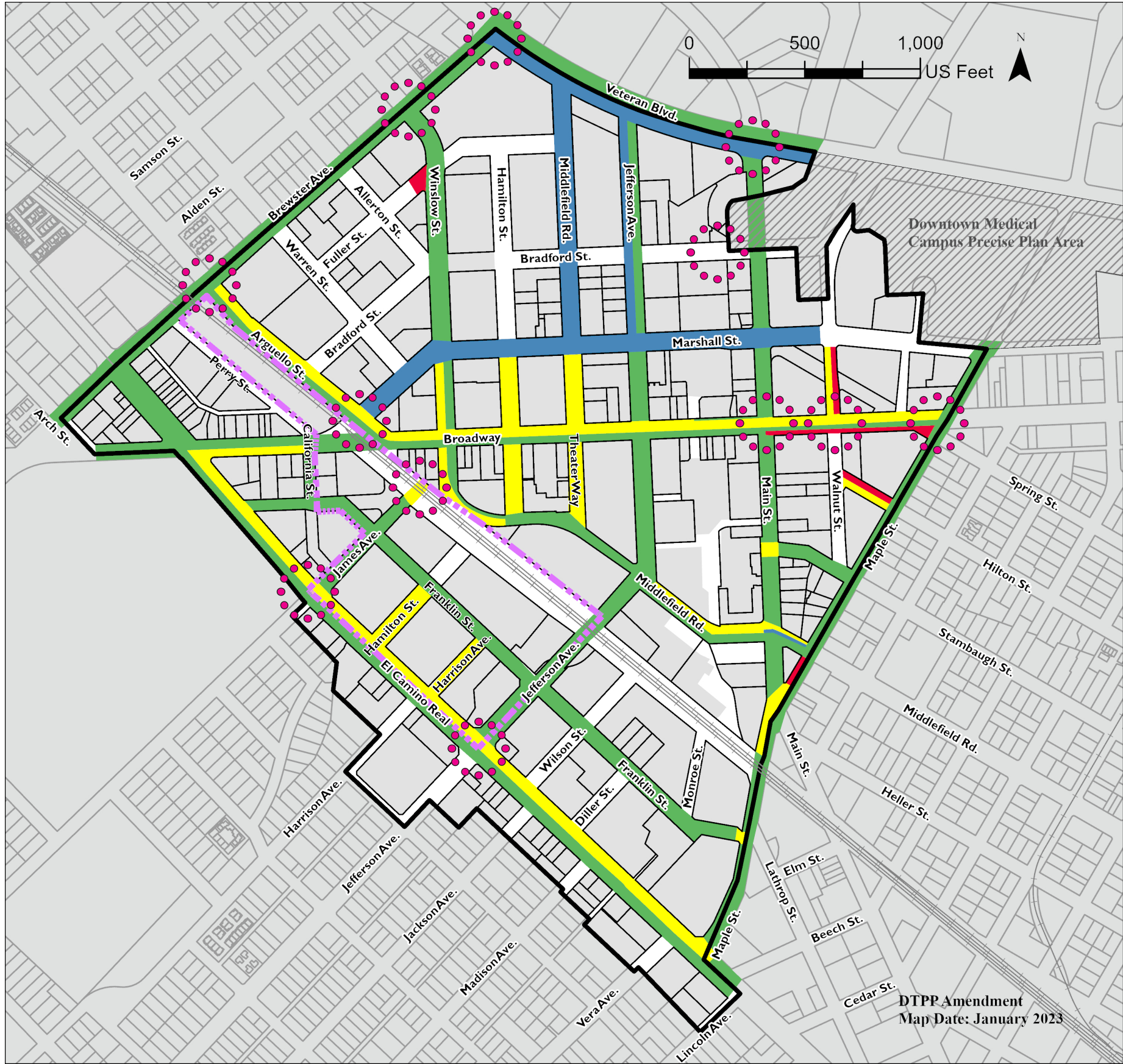
A “Complete Streets” approach to street design ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind, including bicyclists, public transportation riders, and pedestrians of all ages and abilities, as well as motorists. This results in streets that are safer, more livable, and welcoming to everyone. Since streets make up about 31% of Downtown’s land area, they have a dramatic impact on its overall environment.

The City of Redwood City has released its citywide transportation plan titled "RWCmoves" prepared by Fehr and Peers. The City of Redwood City will also have a bike and pedestrian plan, known as "RWC Walk, Bike, Thrive." The plan has gathered community feedback, and the study and report is also produced by Fehr and Peers. For a complete scoping of complete street projects, it would be necessary to refer to these new plans that have been adopted, such as "RWCmoves," "RWC Walk, Bike, Thrive," and other projects announced on the City of Redwood City website.

This map is a high-level overview to mirror the cartographic representation of complete street projects when the Downtown Precise Plan was first being created. As the City of Redwood City has undergone many changes and efforts since then, please refer to the transportation and street city-wide plans and individual projects on the City of Redwood City website.

MAP LEGEND

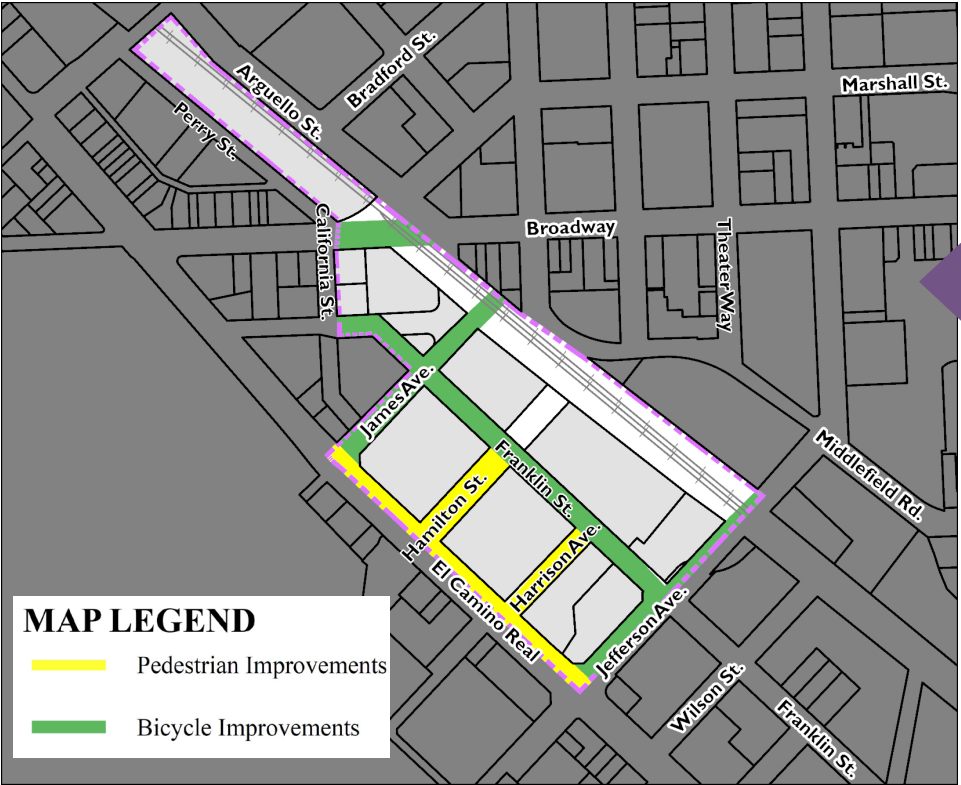
- Pedestrian Improvements
- Bicycle Improvements
- Traffic Calming
- Auto Connections
- ⬢ Street Crossing Improvements



Proposed Downtown Precise Plan Amendments| Potential Complete Streets Projects

Transit District

(Adopted on November 28, 2022)



Proposed Downtown Precise Plan (DTPP) Amendment Updates (LEFT MAP)

The proposed updates for the Downtown Precise Plan are depicted on the left with the adopted Transit District.

Transit District Map (MIDDLE MAP)

The Transit District boundary is depicted on the focused Transit District map feature on the left side of this document only. The Transit District map is adopted on November 28, 2022. The map is not the same scale as the Downtown Precise Plan Map, and should be considered for visual reference only. Outline depctons are not survey-grade.

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Original Downtown Precise Plan Map

Map Reference:
BOOK III: CITY ACTIONS
Page 145



Potential Complete Streets Projects

A. Proposed Downtown Precise Plan Amendments

3.2.2.C. Potential Transit Projects

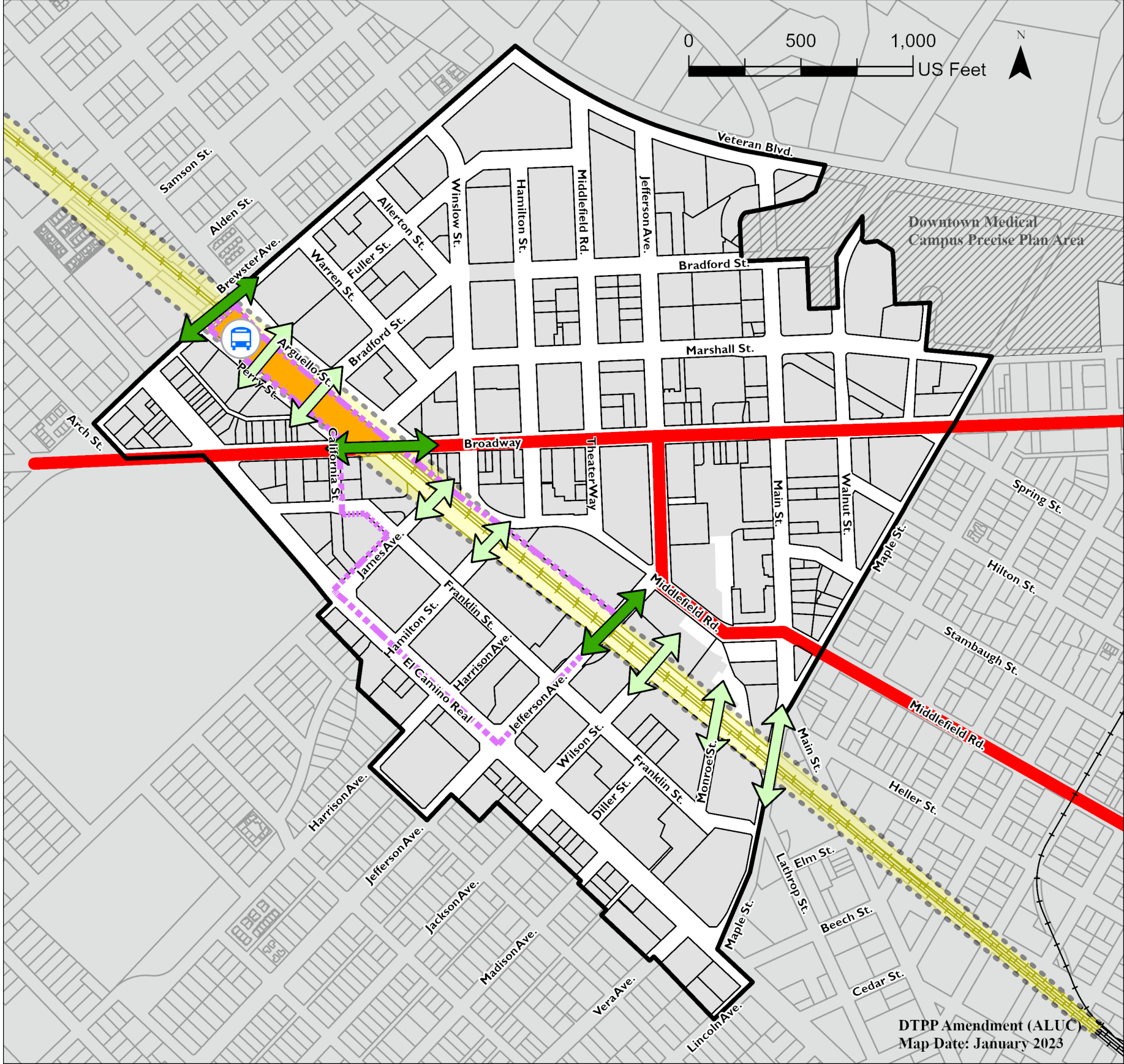
This map is a high-level overview to mirror the cartographic representation of potential transit projects when the Downtown Precise Plan was first being created. As the City of Redwood City has undergone many changes and planning efforts since then, please refer to the Transit District plans, station project plans, transportation and street city-wide plans and other individual projects on the City of Redwood City website.

The network shown on the map is in reference to the map within the City of Redwood City General Plan on page BE-116. The City of Redwood City has completed a feasibility study for the "Redwood City Broadway Streetcar and Urban Circulation Study" by CDM Smith, and released the findings. This information is available the "Broadway Streetcar" project on the city website.

The City of Redwood City has released its citywide transportation plan titled "RWCmoves" prepared by Fehr and Peers. The City of Redwood City will also have a bike and pedestrian plan, known as "RWC Walk, Bike, Thrive." The plan has gathered community feedback, and the study and report is also produced by Fehr and Peers. For a complete scoping of complete street projects, it would be necessary to refer to these new plans that have been adopted, such as "RWCmoves," "RWC Walk, Bike, Thrive," and other related projects and studies announced on the City of Redwood City website.

MAP LEGEND

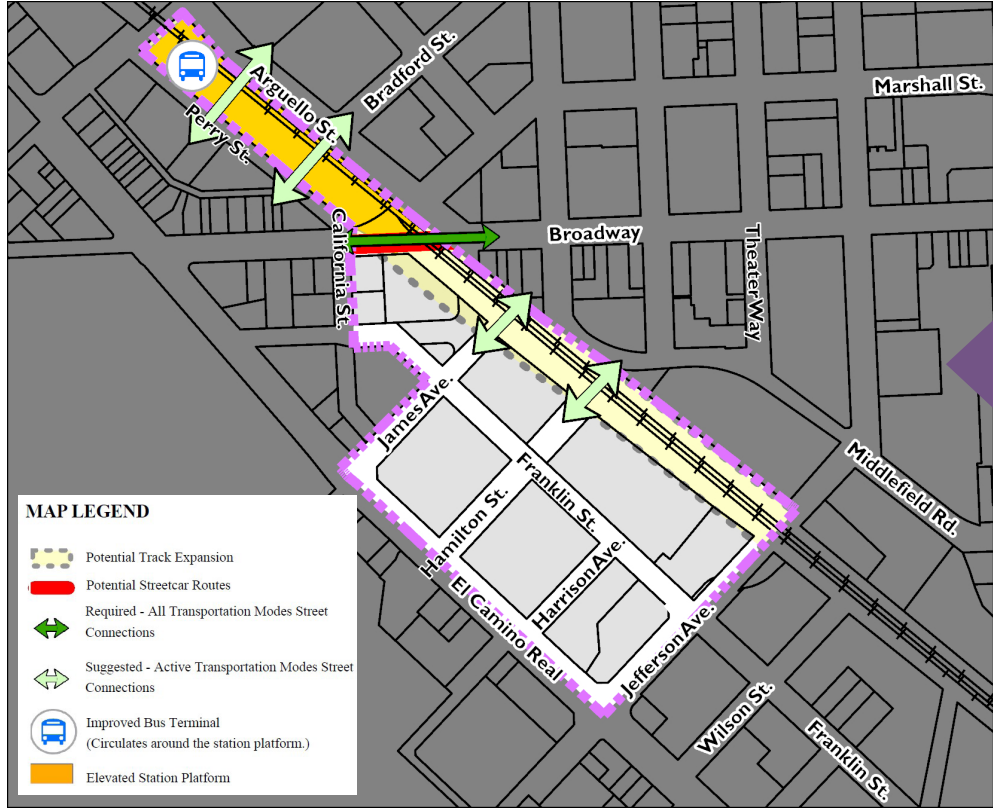
- Potential Track Expansion
- Potential Streetcar Routes
- Required - All Transportation Modes Street Connections
- Suggested - Active Transportation Modes Street Connections
- Improved Bus Terminal (Circulates around the station platform.)
- Elevated Station Platform



Proposed Downtown Precise Plan Amendments | Potential Transit Projects

Transit District

(Adopted on November 28, 2022)



*Depiction of the "Potential Track Expansion" and "Elevated Station Platform" is conceptual only, and not survey-grade. Map is for visual representation only.

Proposed Downtown Precise Plan (DTPP) Amendment Updates (LEFT MAP)

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Transit District Map (MIDDLE MAP)

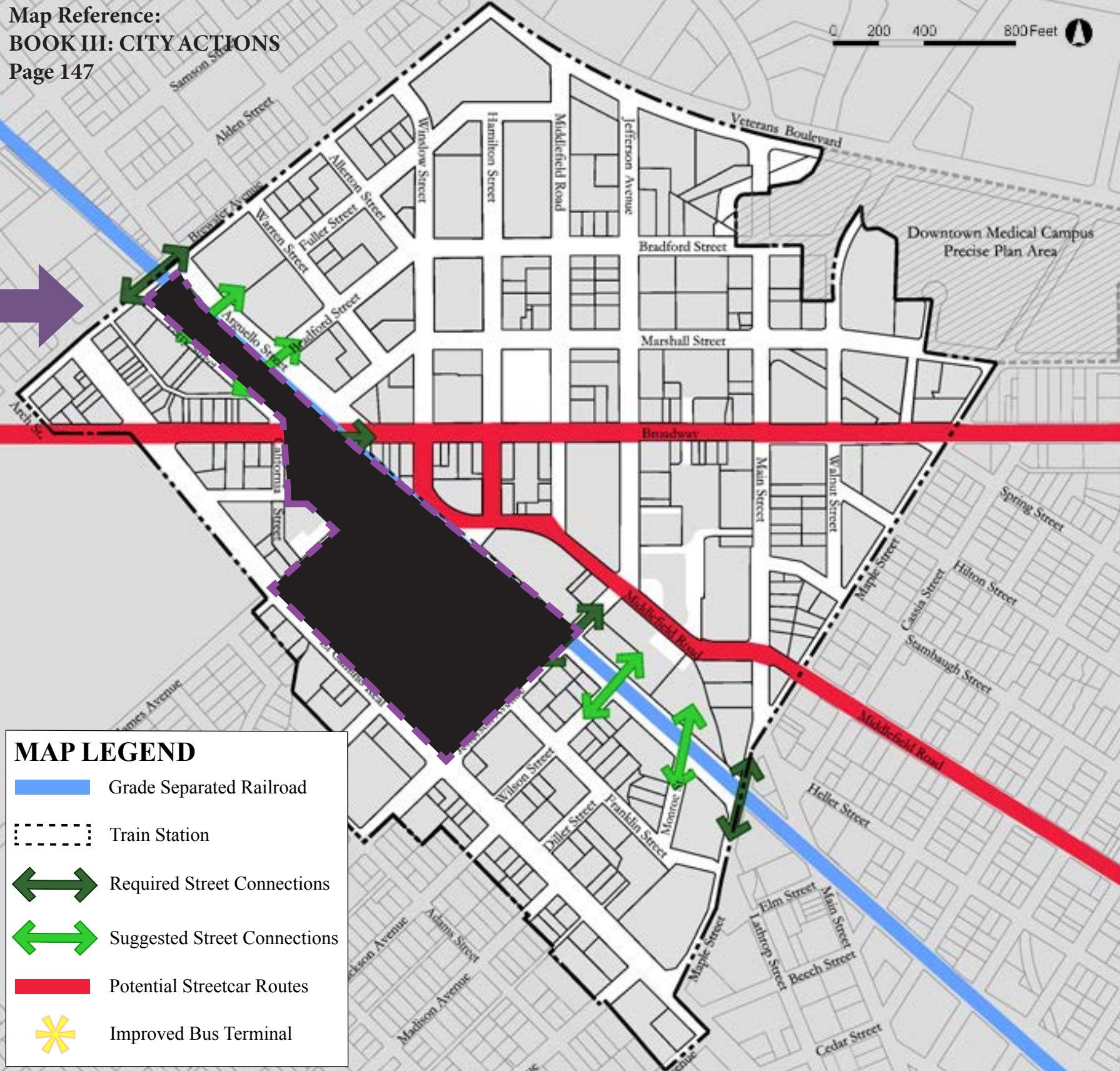
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Downtown Precise Plan Map (RIGHT MAP)

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Original Downtown Precise Plan Map



Potential Transit Projects

Proposed Downtown Precise Plan Amendments

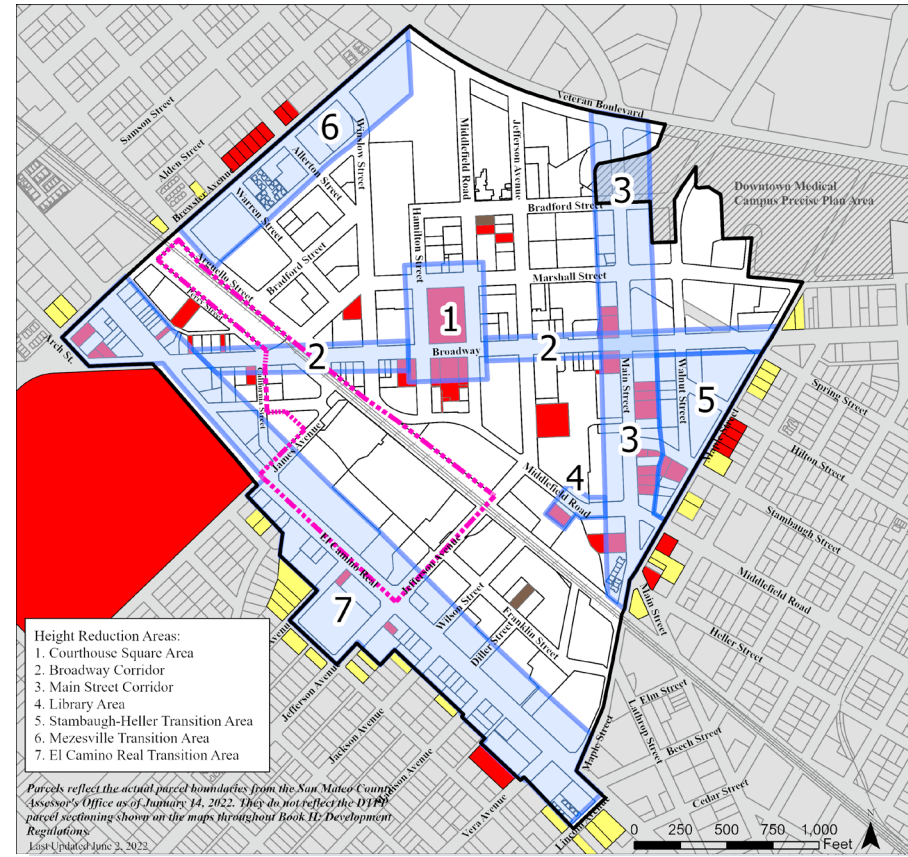
A1.1. RECONNAISSANCE SURVEY

In order to best preserve historic resources and ensure compatibility of future development, a full reconnaissance survey of historic resources was undertaken. For the full information on the methodology and inventory, please refer to the "Redwood City, California Downtown Precise Plan, January 24, 2011; Last Amended on June 11, 2018" Appendix A1.1 and A1.2.2.

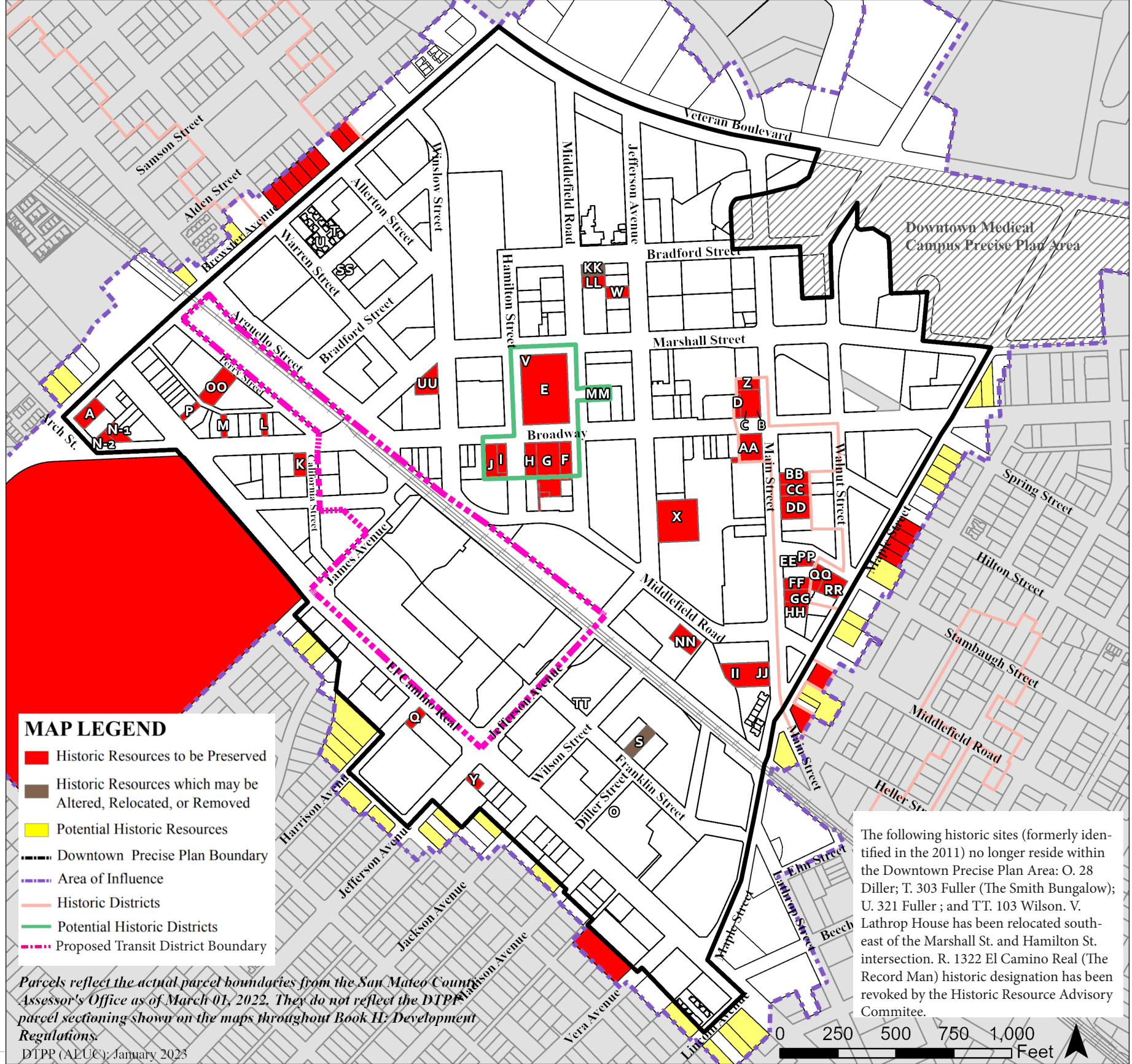
A1.2.2. Non Resource Regulations

B. Height Reductions Area Map

In some areas, height limits have been reduced below the typical 8 to 12 story maximum of this plan in order to preserve the “feel” of the experience along historic streets, to minimize aesthetic impacts of new development on historic resources (especially where resources are clustered), and to promote appropriate height transitions to low-rise historic neighborhoods adjacent to the Precise Plan area. Areas where heights were reduced in order to accomplish these goals are as follows:



Height Reduction Areas: 1-Courthouse Square Area, 2-Broadway Corridor, 3-Main Street Corridor, 4-Library Area, 5-Stambaugh-Heller Transition Area, 6-Mezesville Transition Area, 7-El Camino Real Transition Area.



Proposed Downtown Precise Plan Amendments | Historic Resources Reconnaissance Survey Map

Original Downtown Precise Plan (Last Amended June 11, 2018)

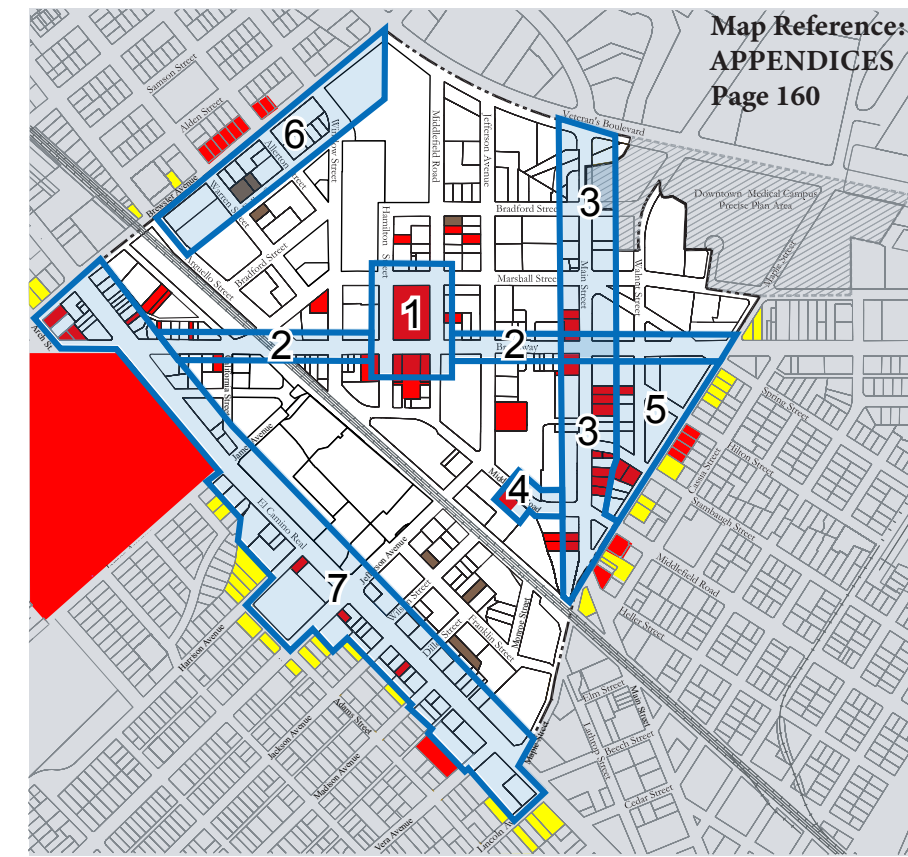
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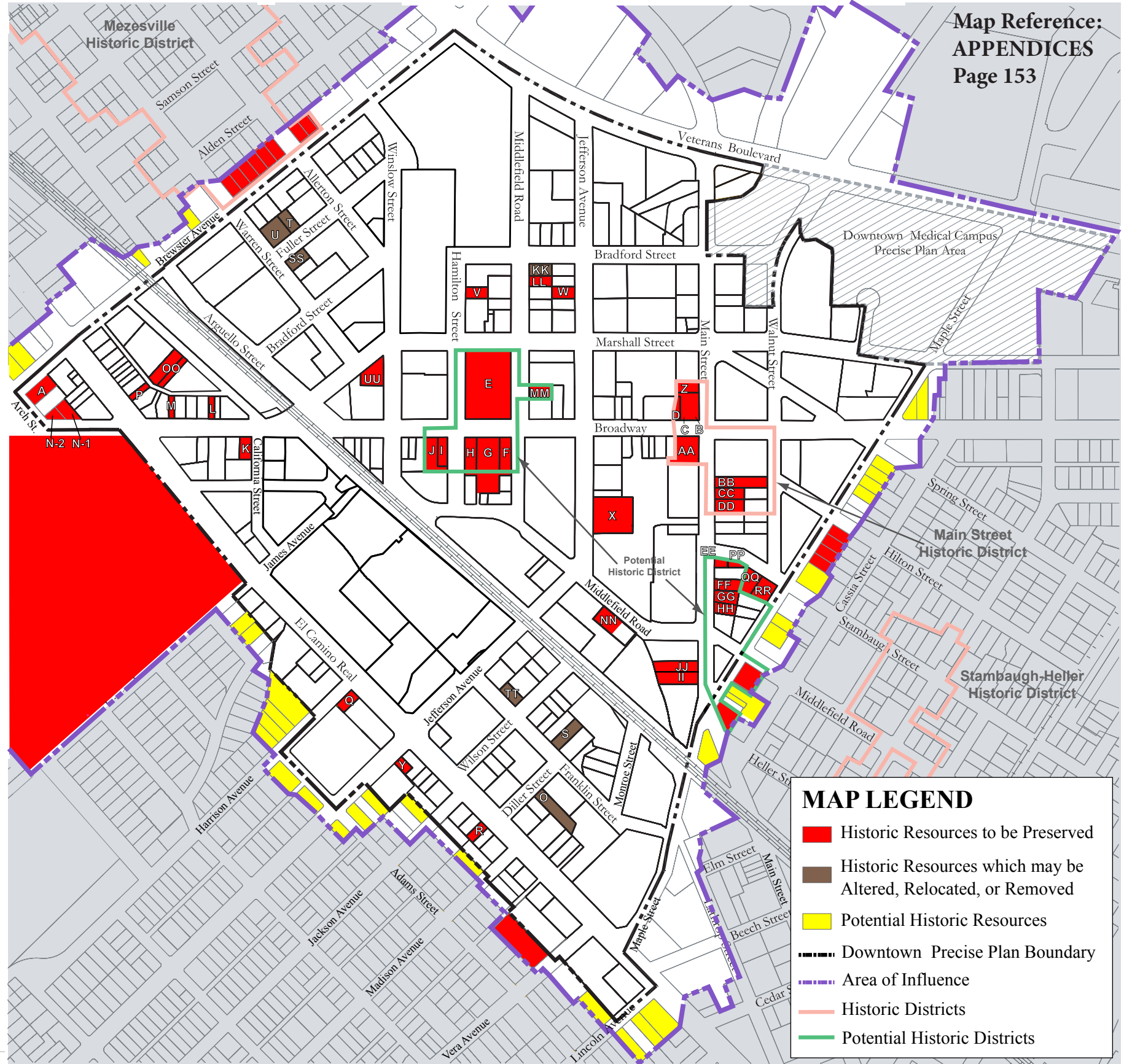
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Historic Resources Reconnaissance Survey Map