

RESOLUTION NO. 16104

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDWOOD CITY ADOPTING AMENDMENTS TO THE GENERAL PLAN MIXED USE – DOWNTOWN DESIGNATION TO EFFECTUATE ESTABLISHMENT OF A TRANSIT SUB-DISTRICT WITHIN THE DOWNTOWN PRECISE PLAN

WHEREAS, on November 4, 2019, the City Council of the City of Redwood City (“City Council”) directed staff to schedule future City Council consideration of a Transit Sub-district of the Downtown Precise Plan (“DTPP”); and

WHEREAS, on January 13, 2020, the City Council adopted an updated Strategic Plan that prioritized, among other things, goals related to housing, transportation, and children and youth; and

WHEREAS, on January 13 and 27, 2020, the City Council also provided direction to City staff to move forward with a community visioning process for creation of the Transit District; and

WHEREAS, on February 24, 2020, the City Council initiated General Plan and DTPP amendments for the proposed Transit District, which area and regulations would include the Sequoia Station Development Project (approximately 12 acres), the Transit Center (approximately 2.1 acres) and the Perry Parcel used for Caltrain parking (approximately 2.5 acres); and

WHEREAS, on January 25, 2021, and February 8, 2021, the City Council held study sessions on the creation of the Transit District and associated General Plan and DTPP Amendments (the “Project”) and took public comments; and

WHEREAS, the Project includes, but is not limited to, the following:

- Amendments to the General Plan, including revisions to the Mixed Use-Downtown maximum allowable development cap to create an office cap for the Transit District that is distinct from, and not subject to, the office cap applicable to the remainder of the DTPP, and the addition of residential development potential cleared under the California Environmental Quality Act (“CEQA”); collectively the “Transit District General Plan Amendments”);
- Amendments to the DTPP comprised of: establishing the Transit District as a new sub- area within the DTPP with supplemental controls; creating a maximum allowable development office cap specific to the Transit District that is distinct from,

and not subject to, the office cap applicable to the remainder of the DTPP; adding residential development potential cleared under CEQA that is distinct from, and not subject to, the development potential cleared under CEQA for the remainder of the DTPP; adjusting minimum heights and massing regulations; revising the DTPP New Streets (Circulation) Regulations and associated maps; establishing Parking Regulations for the Transit District with lower vehicle parking and higher bicycle parking requirements to reflect anticipated future parking demand; revising the DTPP maps to accommodate potential future relocation of the Caltrain station; revising the DTPP Public Frontages and Use Regulations; allowing for exceptions to certain mandatory Standards for sites identified as potentially providing privately owned publicly accessible open space; adding Contemporary design to the permitted list of architectural styles; and amending various maps, figures, and charts to implement the foregoing (collectively the “Transit District DTPP Amendments”); and

WHEREAS, on September 7, 2021, the Planning Commission held an EIR scoping session for the Project to provide information about the Project, the potential environmental impacts and the CEQA review process, and the schedule for Project implementation, and to allow members of the public and other interested parties to comment on environmental issues early in the process.; and

WHEREAS, on April 5, 2022, the Planning Commission and Architectural Advisory Committee held a joint study session on the Project’s proposed amendments to the DTPP and General Plan which create a new Transit District within the DTPP area focused on transit-oriented development, establish office and residential development capacity specifically for the Transit District, and modify circulation and other development standards to support a transit-rich district; and

WHEREAS, the Draft Subsequent Environmental Impact Report prepared for the Project (the “DSEIR”) was released for a 45-day public comment period on May 6, 2022, and on June 21, 2022, the Planning Commission held a public hearing to receive additional public comments on the DSEIR; and

WHEREAS, on September 20, 2022, the Planning Commission held a study session on the Project and heard public comments and indicated support for the Reduced Office Alternative, as is described in more detail below; and

WHEREAS, the City published the Final Supplemental Environmental Impact Report prepared for the Project (“FSEIR”) on October 14, 2022, which responded to all comments on the DSEIR and made clarifications and edits to the text of the DSEIR where

necessary, including an Errata correcting a minor typographical error in the FSEIR; and

WHEREAS, the FSEIR identified a Reduced Office Alternative which would retain all of the Transit District General Plan Amendments and Transit District DTPP Amendments proposed by the Project, but which would alter the Project as follows:

- Establish an office development cap for the Transit District area of 1.23 million square feet, which is about 75 percent of the office development cap proposed under the Project (i.e., 1.63 million square feet); and

WHEREAS, the Reduced Office Alternative meets the objectives of the Project and produces similar or slightly reduced environmental impacts, including impacts related to the intensity of development. Impacts related to traffic (including traffic that might potentially interfere with emergency evacuation plans); criteria air pollutant, toxic air contaminant, and greenhouse gas emissions; noise and vibration; population or employment; and demand for public services and utilities, would generally be reduced compared to those of the Project; and

WHEREAS, on October 25, 2022, the Planning Commission held a duly noticed public hearing as required by state law, Redwood City Zoning Code section 52.5, and Redwood City Municipal Code section 18.62; and

WHEREAS, after the public hearing, the Planning Commission considered the whole of the record for the Project, including the FSEIR and all relevant evidence and testimony, and determined that the Reduced Office Alternative identified in the FSEIR meets the objectives of the Project and produces similar or slightly reduced environmental impacts; and

WHEREAS, the Planning Commission determined that the proposed Reduced Office Alternative is consistent with, would further the purpose of, and would appropriately implement the General Plan and DTPP goals and development standards (as amended) and applicable provisions of the Redwood City Municipal Code and Zoning Ordinance; and

WHEREAS, the Planning Commission unanimously voted to forward a recommendation to the City Council to approve the Project as modified by the Reduced Office Alternative (hereinafter collectively “the Reduced Office Alternative”) and certify the FSEIR; and

WHEREAS, the City Council is empowered by Redwood City Municipal Code Chapter 18, Article XI, section 18.60 to amend the General Plan upon recommendation by an affirmative vote of four members of the Planning Commission; and

WHEREAS, on November 28, 2022, the City Council held a duly noticed public hearing as required by state law, Redwood City Zoning Ordinance section 52.5, and Redwood City Municipal Code section 18.67, to review and consider the Project and the associated environmental review; and

WHEREAS, after the public hearing, the City Council has considered the whole of the record for the Project, including the FSEIR and all relevant evidence and testimony, and determined that the Reduced Office Alternative identified in the FSEIR meets the objectives of the Project and produces similar or slightly reduced environmental impacts; and

WHEREAS, the City Council has further determined that it desires to approve the Reduced Office Alternative, and specifically the Transit District General Plan Amendments; and

WHEREAS, the City Council has determined that the proposed Reduced Office Alternative is consistent with and would further the purpose of and appropriately implement the General Plan and DTPP goals and development standards (as amended) and applicable provisions of the Redwood City Municipal Code and Zoning Ordinance; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDWOOD CITY AS FOLLOWS:

Section 1. The recitals set forth above are true and correct and are hereby incorporated herein by this reference as if fully set forth in their entirety.

Section 2. Based on the facts in the staff report, written and oral testimony, and all information presented in the entire record, the City Council, in the exercise of its independent judgment, finds:

- a. The Reduced Office Alternative is consistent with the goals and policies of the General Plan (as amended), including but not limited to the General Plan goals and policies listed in the Staff Report prepared for the Project: Goal BE-18.5, Goal BE 18.8, Goal BE-25, Goal BE-26, Goal BE-27, Goal BE-28, Goal BE-29, and Goal BE-31. The Reduced Office Alternative appropriately implements the General

Plan's vision for the land use designations in the Transit District area.

b. The Reduced Office Alternative will not create conditions that would be detrimental to the public health, safety, or general welfare and would instead enhance the DTPP area by promoting planned, transit-oriented development, including office and residential development, consistent with General Plan goals and policies. The Reduced Office Alternative will also regulate development surrounding the anticipated relocated Transit Center through improvements to circulation and alterations to land use controls and development standards that support transit-oriented development and that would be in the public interest. And as detailed in the FSEIR, the Reduced Office Alternative would result in reduced impacts to the environment compared to the original Project.

c. Through the certification of the FSEIR and its associated Mitigation Monitoring and Reporting Program, nearly all identified impacts associated with the Reduced Office Alternative would be mitigated to less than significant levels except for those certain significant and unavoidable impacts for which a Statement of Overriding Considerations has been adopted.

Section 3. The City Council of the City of Redwood City hereby approves the Reduced Office Alternative described in the FSEIR and adopts the Transit District General Plan Amendments as provided in Exhibit A, which is attached hereto and are incorporated herein by reference, and which add text shown in underline (example) and delete text shown in ~~strikeout (example)~~. Wording in brackets ([example]) is informational only and is not to be included in the published General Plan or DTPP.

Section 4. This resolution shall go into effect 30 days after adoption.

* * *

Passed and adopted by the Council of the City of Redwood City at a
Joint City Council/Successor Agency Board/Public Financing Authority Meeting
thereof held on the 28th day of November 2022 by the following votes:

- AYES: Aguirre, Espinoza-Garnica, Howard, Martinez Saballos, Reddy and Mayor Hale
- NOES: None
- ABSENT: None
- ABSTAINED: None
- RECUSED: Gee



Giselle Hale
Mayor of the City of Redwood City

Attest:



Pamela Aguilar, CMC
City Clerk of Redwood City

I hereby approve the foregoing resolution this
30th day of November 2022.



Giselle Hale
Mayor of the City of Redwood City

EXHIBIT A 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 in Downtown will range from ~~three stories~~ 35 ft. tall buildings at the edges, to ~~42 stories~~ 136 ft. tall buildings in the very center, with most areas having ~~an 8-story~~ a 92 ft. height limit.

Development Standards¹

- Maximum density: No limit on residential density, ~~with a maximum capacity of 2,500 additional units.~~ however environmental review has been performed at a programmatic level for a total of 3,600 net new dwelling units, including 2,500 residential units in the DTPP area (but outside the Transit District) and for 1,100 residential units within the Transit District area.
- Height: 35 ft. – 136 ft (generally 3-12 stories)
- Maximum Intensity: No limit on FAR except as follows:
 - DTPP area: with a maximum net new development capacity of 674,667 square feet of additional nonresidential space (574,667 for office {74,667 of which to be located at 851 Main Street} and 100,000 for retail). Lodging development within the DTPP (including the Transit District) shall not exceed 200 net new guest rooms.
 - Transit District: in addition to the above, maximum net new development capacity of 1,230,000 sq. ft. of nonresidential space.

Planned Caltrain Improvements (pg. BE-111)

Every year, Caltrain updates its Short-Range Transit Plan (SRTP). The SRTP includes the goal to achieve a 58 percent increase in ridership between 2008 and 2017. 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. 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, ~~and~~ operate more frequent feeder shuttles, and provide the option to link to a future Dumbarton Rail service.

Electrification

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.

Caltrain ~~plans to replace~~ is replacing diesel locomotives with electric-powered vehicles. Since electric trains can accelerate and decelerate faster than diesel trains, travel times are expected to be shorter along the Caltrain corridor, resulting in a potential increase in ridership. In addition, electric trains are quieter and emit less pollution than diesel trains, which will have positive impacts for those living, working, and visiting Downtown.

Dumbarton Rail Service

San Mateo County Transportation Authority is planning to establish rail service along the Dumbarton Bridge corridor, linking the Peninsula Caltrain system with the East Bay including connections with Altamont Commuter Express (ACE) and Capitol Corridor Trains. The new rail line is planned to connect with the existing Caltrain tracks at the Redwood City station. Full funding for the project was not yet committed at the time of this writing, although support for the project from various segments remains strong.

High-Speed Rail

~~High-speed rail is a statewide initiative to supplement air travel by providing rail connections between northern, central, and southern California. High-speed rail trains travel at top speeds of 220 miles per hour in less populated areas and at slower speeds through more urban centers. The High-Speed Rail Authority is currently envisioning high-speed rail in the San Francisco Peninsula to be accommodated in the existing Caltrain right of way, with San Francisco as the ultimate northern destination. For safety and efficiency, high-speed rail requires complete grade separation of rail and surface streets.~~

~~The type of grade separations used will have dramatic impacts on Redwood City, particularly the Downtown area, which is bisected by the tracks. While the exact manner of grade separation will have to be determined at a later date, it is clear that certain methods would be harmful to Redwood City's urban environment. As of this writing, it is the City's preference that the grade separation takes the form of a covered trench. In any case, the grade-separated railway can and must be carefully designed to become one of Downtown's greatest assets and must also enact the principles of connectivity and compatibility to ensure that it respects all of the neighborhoods and planning areas along the corridor.~~

~~Redwood City is a potential location for the Mid-Peninsula high-speed rail station. Such stations are likely to require more extensive parking facilities than are provided for Caltrain service, plus circulation accommodations for feeder transit service (such as buses, light rail, or streetcars). Redwood City will need to make an effort to ensure that if a high-speed rail station is located in our city, it is done in a manner that does not impede pedestrian travel or create an inactive zone, in terms of the location of tracks and station parking and amenities. Redwood City will need to make an effort to ensure that the high-speed rail, with or without a station, unites rather than divides the community.~~

* * *