

RESOLUTION NO. 16105

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDWOOD CITY ADOPTING AMENDMENTS TO THE DOWNTOWN PRECISE PLAN 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 Zoning Code Article 52, section 52.5 to amend the DTPP upon recommendation by 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 Transit District DTPP Amendments to implement the Reduced Office Alternative; 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

WHEREAS, by Resolution No. ____ the City Council certified the FSEIR for the Project, adopted Findings of Fact, a Mitigation Monitoring and Reporting Program, and a Statement of Overriding Considerations; and

WHEREAS, by Resolution No. ____ the City Council approved the Reduced Office Alternative and adopted the Transit District General Plan Amendments.

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:

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

TRANSIT DISTRICT
EXHIBIT A
DOWNTOWN PRECISE PLAN AMENDMENTS

I.2.5. PUBLIC OPEN SPACES

Public open spaces are very important to the life of a community. They provide places for people to gather, relax, retreat from the excitement of the city, and to enjoy recreational activities. There are many forms of public open spaces. In traditional urban districts, such as Downtown Redwood City, public open spaces take the form of off-street facilities, such as parks and plazas, as well as the streets themselves. While streets are a critically important form of public open space—and their improvement through the calming of traffic and provision of adequate pedestrian amenities is of utmost priority—this document will use the term public open space to refer to off-street facilities only. It is also important to note that the term public open space is used in the DTPP to refer to both facilities privately and publicly owned and operated facilities (by the City, or another public agency, and that are accessible open to the general public at all hours or during most hours. ~~It does not refer to privately owned and operated spaces.~~

Sec. 1.1 – THE VISION

The Downtown Precise Plan (DTPP) is an important tool for the community's use in reaching its goals and achieving sustainable development by planning for the impact of economic growth on environmental resources and service infrastructure for Downtown. In re-tuning development policies, the Plan will take best advantage of demographic and market trends that bypassed Downtown in the past; this time, the Plan will bring them into "center stage" in the present and future, by:

- Bringing in Downtown housing which is affordable to a variety of income groups to provide previously unavailable residential lifestyle choices, to enhance security by adding "eyes on the street," and to also ensure an active clientele for shops, restaurants, and services.
- Concentrating retail uses on Broadway and around "anchors" of civic activity, so that customers, transit access, parking facilities, and destination identity are shared.
- Shaping new buildings to define a distinctive, unique and livable form for a medium-sized city downtown on the Peninsula, well-scaled to surrounding neighborhoods.
- Accommodating an enhanced and relocated Transit Center that is well integrated into the downtown and provides robust regional transit service with good wayfinding, iconic architecture, and placemaking.
- Maintaining access, human scale, walkability, and the right "feel" for Redwood City - strongly rooted in its history but alive to the dynamic possibilities of Bay Area industry and culture.

Sec. 1.2.1 – GOALS AND GUIDING PRINCIPLES

H) Integrate transit and bicycle use

The ~~Precise Plan~~ DTPP encourages the creation of a model of transit integration, featuring a convenient transit station on display in the center (rather than at the edge) of Downtown, seamlessly connected to Broadway, Courthouse Square, El Camino Real and adjacent neighborhoods. It is intended that the transit station be so well integrated into the activity patterns,

viewsheds, and pathways of the district that ~~the train~~ transit becomes the primary mode of transportation chosen by the daytime and evening commuting populations within walking distance of the station transit center. Also, the Transit Center itself and major destinations within DTPP area are encouraged to provide high-quality bicycle facilities for people who bike to downtown or within downtown. Amenities such as high-quality and secure bike parking, connected bicycle facilities, and wayfinding signage are examples of such facilities.

In addition, transportation choices, such as shuttles and shared bikes or scooters, modern streetcars are envisioned as a means of convenient circulation within Downtown, as well as a way to connect Downtown and the ~~Caltrain station~~ Transit Center to adjacent districts and transit hubs.

Sec. 1.2.2 REVITALIZATION STRATEGIES

B) Focused Strategies

10. *Collaborate with Caltrain, the High Speed Rail Authority, SamTrans and other stakeholders to encourage more frequent transit service in the Downtown and create aesthetically appealing, efficient, and easy-to-use pedestrian, bicycle, shuttles, rideshare, and bike and scooter-share connections better integrate the railroad into Downtown. Special attention should be paid to removing the barrier effect between the northeast side and southwest side of Downtown created by the tracks.*

After Sec. 1.2.2 – add Transit Center Concept



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 Precise Plan. 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 area 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 (c).
 - b. **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 (c).
 - c. **Standards Exception List.** Projects qualifying for an exception to standards listed in subsections (a) and/or (b) 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)
- 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 noted, all DTPP policies contained within this section, including development regulations as defined in Section 2.0.1(g) above, shall apply to the Transit District.

Sec. 2.0.3 – HOW TO OBTAIN PROJECT APPROVAL

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Replace Project Review Process Flow Chart with **Figure 2.0-Large Project Review Process Flowchart**

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 & Transportation Director or his/her Designee.

a. **Project Approval Authority.**

I. The Approval Authority for Large Projects within the Transit District shall be the City Council with recommendation by the Planning Commission. The decision of the City Council shall be final.

II. The Approval Authority for all other Large Projects shall be the Planning Commission. The decision of the Planning Commission shall be final unless appealed or called up to the City Council (Article 41.4.C of the Zoning Code).

III. **Project Approval.** ~~The Approval Authority shall evaluate Large Projects be granted by the Planning Commission based on the level of compliance with the applicable DTPP Standards and Guidelines. The Planning Commission Approval Authority shall hold at least one Public Hearing on the application. Legal notice of the Public Hearing shall be given as provided in Article 49 of the Zoning Ordinance. The Planning Commission's decision is final unless appealed to the City Council by an aggrieved person or party, or "Called Up" by the City Council.~~

1. **Standards and Guidelines Compliance.** The Planning Manager/Designee shall review the project application for conformance to the DTPP Precise Plan and the applicable Standards and Guidelines and shall make a recommendation on the Project to the and shall recommend that the Planning Commission Approval Authority grant approval to projects which he/she deems to comply fully with all applicable standards and guidelines. The Planning Commission Approval Authority shall will evaluate the staff recommendation as well as any other information presented at the Public Hearing in making a decision on the project.

2. **Standards Compliance Only.** For projects which the Planning Manager/Designee deems to conform to the Standards, but not the guidelines, he/she shall seek a recommendation from the Architectural Advisory Committee (AAC) or successor committee on the acceptability of the aspects of the project which do not conform to the Guidelines. Considering the AAC's input, and considering whether the aspects of the application which do not conform to the guidelines nonetheless adequately promote the overall intent of the DTPP, the Planning Manager/Designee shall make a staff recommendation on the Project to the Planning Commission Approval Authority. The Planning Commission Approval Authority shall will evaluate the AAC ARC and staff recommendations as well as any other information presented at the Public Hearing in making a decision on the Project.

3. **Lack of Standards Compliance.** Projects deemed by the Planning Manager/Designee to not comply with the standards shall be rejected.

b. **Type of Approval.** Applications approved by the Planning Commission Approval Authority shall be granted a Planned Community (PC) Permit. The

PC permit shall be in the form of a letter Notice of Official Action (NOA) that ~~will contain~~ the approvals and the conditions of approval.

- c. **Appeal.** Any aggrieved person or party may appeal the final decision of the Planning Commission made pursuant to section 2.0.3(2)(a)(II) in accordance with the provisions set forth in Article 48 of the Zoning Ordinance. An appeal under this section is required before initiating any judicial action. Failure to file an appeal under this section constitutes failure to exhaust administrative remedies. The decision of the City Council shall be final.

C) Environmental Review

City staff shall assess the level of environmental review needed for development proposals. It is anticipated that projects deemed in conformity with the DTPP may not need further environmental review, and if so the NOA shall so state. In some cases, additional environmental analysis—such as a negative declaration, mitigated negative declaration, or an environmental impact report—may be necessary due to unique impacts which may arise from certain individual projects. Projects requiring such additional environmental review shall be subject to review by the ~~Planning Commission~~ Approval Authority.

D) Development Agreement – Transit District Projects

While projects within the 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 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.

Unless there is a Development Agreement which specifies otherwise, 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 net new dwelling units as follows:

- a. 2,500 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)
- 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. ~~Residential development under this Plan shall not exceed 2,500 net new dwelling units. Of these 2,500 units, 15 percent (375 units) shall be deed-restricted units and affordable to households earning a gross income of 80 percent or less of the area median income for the San Francisco Metropolitan Statistical Area as determined annually by the U.S. Department of Housing and Urban Development, as adjusted for household size. The units shall meet the requirements of Section 18.272 of the Municipal Code (Standards for the Development of Affordable Housing).~~
- a. Office development under this Plan within the DTPP but outside of the Transit District shall not exceed 574,667 net new square feet of gross floor area (74,667 of which to be located at 851 Main Street).
- b. Office development within the Transit District only shall not exceed 1,230,000 square feet of gross floor area.
- c. ~~Retail development under this Plan within the DTPP (including the Transit District) shall not exceed 100,000 net new square feet of gross floor area.~~
- d. Lodging development under this Plan 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**

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. 2.2.1 - USE ZONES

The following Use Zones are established to regulate permitted uses (see Use Regulations Map). Districts include parcels and portions of parcels as designated on the Use Zones Map.

C) Downtown General

This area is intended to be a vibrant mixed-use residential neighborhood and office district, and uses in this zone are intended to support that goal.

D) Transit District

This area is intended to be a hub of office, residential and retail uses to support a transit-rich district, and uses in this zone are intended to support that goal.

(RENUMBER SUBSEQUENT SECTIONS)

Sec. 2.2.5 – RIGHT TO DOWNTOWN OPERATIONS

B) Downtown Operations Notification Requirements

1. As a condition of approval of any PC permit, tentative subdivision map, use permit, or similar planning approval relating to property located within the Downtown Precise Plan Area, every property owner shall record the Downtown Operations deed notification provided in Section 2.2.5(B)(3) of the DTPP on the property for which the PC permit, tentative subdivision map, use permit, or similar planning approval is issued. In addition, as a condition of approval for all new residential projects within the San Carlos Airport Influence Area (AIA) Area B shown in Section 1.1.5 of the DTPP, the property owner(s) shall record the Overflight Deed Notification provided in Section 2.2.5(B)(3) on the property for which the PC permit, parcel or tentative or final subdivision map, use permit, or similar planning approval is issued. The notice(s), as required pursuant to this section 2.2.5 of right to Downtown operations shall be included in all subsequent deeds and leases for this property until such time as the property is no longer located within the Downtown Precise Plan Area and/or AIA Area B.
2. Every transferor of property, as transferor is defined herein, subject to the requirements of 2.2.5(B)(1) shall, upon transfer, also provide to any transferee the notice(s) of right to Downtown operations recited in 2.2.5(B)(3). The notice(s) of right to Downtown operations may be contained in any form of agreement or contract; however, the notice need be given only once in any transaction. The transferor and transferee shall provide each other with written acknowledgement of delivery and receipt of the notice.
3. The notices provided in this subsection is are intended to advise property owners, tenants and users of property within the Downtown Precise Plan Area of the inherent impacts and inconveniences associated with purchase, tenancy or use of property in the Downtown Precise Plan Area and/or of the annoyances or inconveniences associated with proximity to an airport and aircraft operations (for example: noise, vibration, overflights or odors). These notices shall be provided as required by 2.2.5(B)(1) and 2.2.5(B)(2).

NOTICE OF AIRPORT IN VICINITY:

This Property is located in the vicinity of an airport and within the airport influence area. The property may be subject to some of the annoyances or inconveniences associated with proximity to an airport and aircraft operations (for example: noise, vibration, overflights or odors). Individual sensitivities to those annoyances can vary from

person to person. You should consider what airport annoyances, if any, affect the Property before you complete your purchase and whether they are acceptable to you.

Sec. 2.3 – NEW STREETS

(PAGE 50)

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

Sec. 2.3.1 – PROVISION OF NEW STREETS

In order to provide for the orderly expansion of the Downtown street network in areas with overly large blocks, which impedes pedestrian circulation and the disbursement of automobile trips, new development in designated areas must provide new streets as described below.

A) Provision of New Streets

1. Standards

- a. Required New Streets shall be built by developers as development occurs in the areas where required new streets are shown on the Required New Streets Map when an affected parcel is completely redeveloped, or when an addition increases the gross floor area by 100% or more. Only the portions of the new streets which run through the project parcel shall be required to be constructed.
- b. The New Street Type for each required new street shall be as indicated on the Required New Streets Map.
- c. New Streets (private or public) shall be designed as illustrated and as dictated in the New Street Type Design Regulations in this Section. Design details, such as intersection design and number of travel lanes, shall be determined by the Planning Manager/Designee. An applicant may propose modifications to the accompanying Street Designs provided that it can be shown that the modified street design satisfies or enhances the streetscape environment, subject to review by the Planning Manager/Designee. Also, the Planning Manager shall be authorized to consider alternative configurations for new streets adjacent to the railroad as plans for high speed rail service, additional tracks, station expansions, and grade separations are established by state and regional transit agencies. Factors which should be considered shall include, but not be limited to one-way automobile traffic, closures to facilitate pedestrian and bicycle safety, adequate emergency vehicle access, and the viability of development on adjacent properties.
- d. Recommended New Streets shall be provided unless determined to be infeasible. Should the Recommended New Street not be provided, in its location the Project shall otherwise provide spacing between the blocks and developments to allow visual and physical relief, to break-up the upper floor massing, and to allow pedestrian access between buildings.

Sec. 2.3.2. - NEW STREET TYPE DESIGN REGULATIONS

A) ~~Downtown Core Street with Linear Green~~

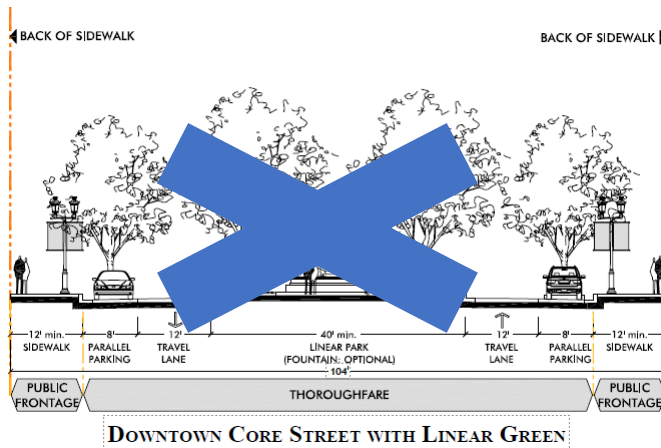
~~The Downtown Core Street with Linear Green will provide a centrally located urban public open space for visitors and community members to gather surrounded by a streetscape environment to add urban amenity for their shopping experience and daily life~~

~~1. Standards~~

- a. ~~The right-of-way provided for the new Downtown Core Street with Linear Green shall be no less than 104 feet in width.~~
- b. ~~The area between the face of the curb and the right-of-way boundary shall be designed as put forth in Section 2.4 Public Frontage.~~
- c. ~~A landscaped median or "Linear Green" shall be provided with two rows of large, open-habit deciduous trees planted at a maximum spacing of 30 feet on-center.~~
- d. ~~A single species of medium, open-habit deciduous trees or flowering trees shall be planted in parking lanes in planting wells with trees planted at a maximum spacing of 54 feet on-center.~~
- e. ~~Pedestrian-scale decorative street lighting within the sidewalk and the linear green maximum spacing of 60 feet on-center. Light source should be located 12-14 feet above finished grade.~~

~~2. Guidelines~~

- a. ~~The Linear Green open space should be comprised primarily of grassy open space and should include elements that provide amenity for pedestrians such as kiosks, gazebos, trellises, fountains, benches, and small pavilion~~



~~B) Downtown Core Street~~

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

~~1. Standards~~

- a. ~~The right-of-way provided for new Downtown Core Streets shall be no less than 80 feet in width.~~
- b. ~~The area between the face of the curb and the right-of-way boundary shall be designed as put forth in Section 2.4 Public Frontage.~~
- c. ~~Each block shall have a single species of medium, open-habit deciduous tree or flowering tree planted in parking lanes in planting wells with trees planted at a maximum spacing of 54 feet on-center.~~
- d. ~~Pedestrian-scale decorative street lighting shall be placed within the sidewalk and the linear green with a maximum spacing of 60 feet on-center. Light source should be located 12-14 feet above finished grade.~~
- e. ~~A Linear Green open space, comprised primarily of grassy open space, shall include elements that provide amenities for pedestrians such as small pavilions for food concession, kiosks, gazebos, trellises, fountains, and benches.~~

~~2. Guidelines~~

- a. ~~There are no Downtown Core Street guidelines.~~

(RENUMBER SUBSEQUENT SECTIONS)

Sec. 2.4 – PUBLIC FRONTAGE REGULATIONS

(PAGE 54)

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

Sec. 2.4.2 – GENERAL PUBLIC FRONTAGE REGULATIONS

A) Public Frontage Regulations

1. Standards:

- a. For new streets, the space for the provision of Private Frontage shall be provided by the creation of new right-of-way as described in Section 2.3 New Streets.
- b. With the exception of tenant changes, all projects shall be required to bring adjacent sidewalk conditions and bicycle facilities into conformance with the Public Frontage Regulations in Section 2.4.3 for the appropriate corridor type as designated on the Public Frontage Map. The method by which this requirement is to be met shall be determined by the Planning Manager/Designee. The available methods shall be as follows:
 - Width Exempted: The developer shall not be required to move the curb or set their building back in order to satisfy the Public Frontage Provision requirement, however all other requirements in this Section, such as trees and lighting, shall be met.
 - In Lieu: A payment of \$200 per linear foot of frontage shall be made to the City of Redwood City prior to the issuance of a building permit. At a later date the City shall construct all necessary Public Frontage improvements.
 - Reconstruction: The developer shall demolish and reconstruct the Public Frontage for the entirety of the block or blocks which the project occupies to the extent necessary to meet the standards of this Section as determined by the Planning Manager/Designee, including widening the sidewalk by extending the curb line outward into the right-of-way if necessary. If the sidewalk width is deficient by 2 feet or less, curb shall ~~will~~ not be required to be moved.
 - Set Back: In addition to installing all elements necessary to satisfy the standards in this Section, the developer shall set the building back as far as necessary to achieve the sidewalk widths and bicycle facilities required for the applicable Corridor Type, with the exception that such setbacks shall ~~will~~ not be permitted or required to exceed the maximum setbacks set forth in Section 2.6. In this case, part of the Private Frontage area may also satisfy the Public Frontage requirements of this section. The Set Back method shall not be required if it necessitates the demolition of existing structures which are within the necessary setback area, and which are not intended to be removed as part of the proposed project.
- c. All projects shall comply with the applicable requirements under adopted Plans or Studies, including Redwood City Moves, the Walk, Bike, Thrive Plan, and the El Camino Real Corridor Plan. These may include bus, bicycle, and pedestrian improvements.

C) City Street

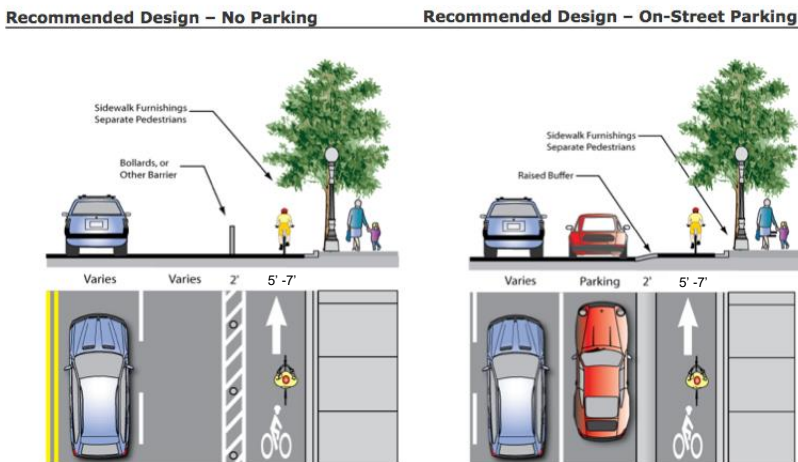
City Streets are attractive and comfortable, yet versatile connections within the general urban fabric.

1. Standards

- a. Public Frontage elements shall be arranged as shown in the illustration below.
- b. Within the 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
- 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 Transit District, protected pedestrian crossings (such as Pedestrian Hybrid Beacon 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).

(RENUMBER SUBSEQUENT SECTIONS)

(ADD THE FOLLOWING ILLUSTRATION FOR PROTECTED BIKE LANES)



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

- a. Public Frontage elements shall be arranged as shown in the illustration below. Within the Transit District, the public frontage shall include art, wayfinding signage, seating, or paving treatments in order to activate the frontages and promote pedestrian safety.
- b. Within the 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**

(Page 65)

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

2.6. PARKING REGULATIONS

(PAGE 82)

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

(PAGE 83)

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

2.6.1. PARKING ZONES

C) Parking Zone Transit District

- Includes parcels and portions of parcels as designated on the Parking Zones Map.

2.6.2 PARKING PROVISION

D) Bicycle Parking

1. Standards

- a. One (1) bicycle parking space shall be provided for each 5 automobile parking spaces provided.
- b. Within the 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 associated amenities, such as showers for employees, shall be required as TDM measures.
 - 20% of required spaces shall be for short-term bicycle parking.
 - 80% of required spaces shall be for long-term bicycle parking.
- c. 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 Office, General Residential, and Specialized Residential use group, the following guidelines will apply:~~
 - ~~Bicycle parking should may be provided in sheltered, secured facilities (bike room) or bike racks located on the project site or in bike racks on the public sidewalk and not on the public right-of-way.~~
 - ~~Sheltered bike parking should have direct access to the public right-of-way or sidewalk/walkway.~~

- ~~Sheltered bike parking should be located on the ground floor to provide convenient access for users.~~
- ~~b. For all other use groups, the following guidelines will apply:~~
- ~~a. Bicycle parking may be provided in sheltered, secured facilities located on the project site, or in bike racks on the public sidewalk.~~
 - ~~b. Long-term bicycle parking within nonresidential development should have direct access to the public right-of-way or sidewalk/walkway.~~
 - ~~c. Long-term bicycle parking within nonresidential development should be located on the ground floor to provide convenient access for users.~~
 - ~~d. 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**

2.7.1. HEIGHT ZONES

2.7.2 MAXIMUM HEIGHT REGULATIONS

A) Maximum Permitted Height

- Standards
 - a. Maximum permitted heights are as indicated in the Height Regulation Chart. Height for inhabited and uninhabited structures 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.

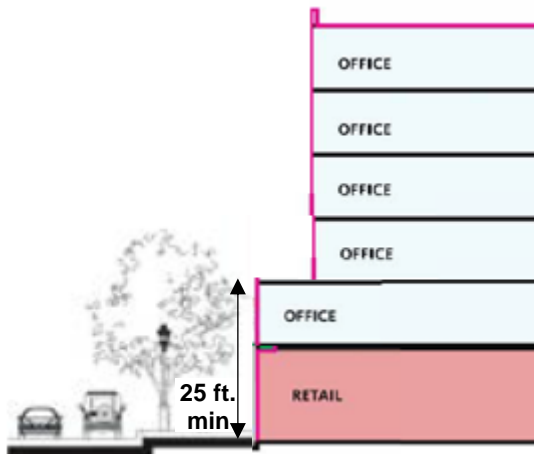
2.7.3 MINIMUM HEIGHT REGULATIONS

A) Required Minimum Height

1. Standards
 - a. Required minimum heights are indicated in the Height Regulation Chart.
 - b. New structures shall meet ~~the both the minimum number of floors and the minimum height in feet~~. No more than the front 50’ of lot depth, measured from all streets on which the project has frontage, shall be subject to Required Minimum Height regulations.
2. Guidelines

~~There are no Minimum Height guidelines.~~

 - a. Upper-story setbacks should be provided for nonresidential development to further define the retail base, allow light to the streetscape, promote active usage of the setbacks, and break-up the building massing.



REQUIRED MINIMUM HEIGHT

2.8 FAÇADE COMPOSITION REGULATIONS

(PAGE 90)

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

2.9. ARCHITECTURAL CHARACTER REGULATIONS

(PAGE 108)

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

(PAGE 109)

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

2.9.1 ARCHITECTURAL CHARACTER ZONES

G) Transit District

• This zone is intended to encourage design flexibility with more diverse architecture and styles, including contemporary styles, to support the more urban nature of the transit-oriented district, and to visually distinguish the district from the others.

• Includes parcels as designated on the Architectural Character Zones Map.

2.10 SIGNAGE REGULATIONS

(PAGE 120)

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

3.2.1 PUBLIC OPEN SPACES

(PAGE 143)

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

A) Proposed New Public Open Spaces

Hamilton Green

If the redevelopment of Sequoia Station is pursued by its owners, Hamilton Street ~~shall~~ will be continued from Franklin out to El Camino Real, and a potential privately owned publicly accessible open space is desired between Franklin and the train tracks linking it to the Depot Plaza east of the tracks. this vital regional connection with Caltrain, Depot Circle, and Courthouse Square. The ~~two new blocks of Hamilton Green~~ would feature public amenities such as a linear green, at least 40 feet in width, with a fountain, seating, walkways, landscaping, public art, and other features. The Hamilton Green if provided, would be aligned with ground floor retail spaces which spill out into the publicly accessible open space and create a sense of energy and activity.

C) Existing Public Open Spaces to be Removed

Arguello Plaza For more than 100 years, Broadway followed a straight alignment across the Southern Pacific/Caltrain railroad tracks. In the 1970s, as part of a traffic realignment plan, Broadway was deflected at Arguello Street as to route through traffic onto a high-capacity bypass loop on Marshall Street. Since then, visitors entering Downtown from El Camino have found this approach into Downtown to be quite confusing. State Public Utilities Commission regulations prevent this unfortunate condition from being reversed, however, due to prohibitions on the creation of new at-grade crossings at skewed angles to the railroad tracks. Arguello Plaza was created in leftover space in the Broadway right-of-way which became unused when traffic was rerouted away from the Downtown core, but it has never been a successful public open space due to design and location challenges. Upon the grade separation of the Caltrain railroad tracks, Arguello Plaza will be removed and Broadway ~~could potentially~~ will return to its original, historic alignment. This removal does not place any properties outside of a 3 minute walk to a public open space. It should also be noted that while the grade separation of Caltrain will require the removal of Arguello Plaza, it will also create the opportunity for new public open spaces, resulting in a net gain.

3.2.2. COMPLETE STREETS

(PAGE 145)

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

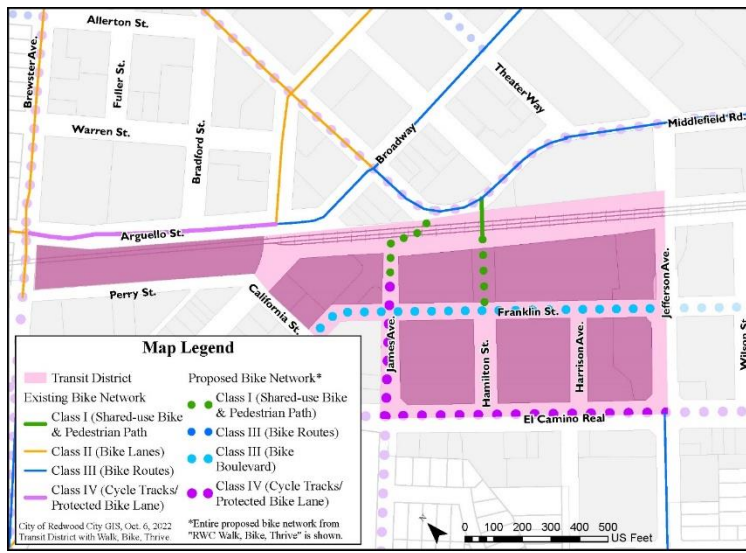
B) Bicycle Facilities (see RWCmoves and the Walk, Bike, Thrive plan for a complete list of Bicycle Facilities)

Bicycles represent a very important form of transportation. Improving conditions for bicyclists is beneficial to the environment, because bicycles emit no pollution. It is also beneficial economically, because it brings customers to Downtown businesses without the tremendous expense of providing automobile parking. The following list of suggested bicycle improvements was derived from studies undertaken as part of the creation of the New General Plan Circulation Chapter of the Built Environment Element, which was based on studies by transportation engineers, input from the Redwood City Community Working Group on Bicycle and Pedestrian Issues, and citizen input during community workshops.

- Various locations in Downtown Core: Expand on-street bicycle parking in retail areas and near important public facilities.

- Brewster, from Arch Street to Arguello Street: Add Class II separated bike lanes.
- Broadway, from Arch Street to Maple: Sign as a Class III shared facility, and add “sharrows” to automobile travel lanes.
- El Camino Real, within Redwood City boundaries from ~~Broadway to Lincoln~~: Sign as a Class III shared facility, and add “sharrows” to outermost automobile travel lanes Add Class IV separated bike lanes.
- Jefferson Avenue, from El Camino Real to Veterans Boulevard: Sign as a Class III shared facility, and add “sharrows” to automobile travel lanes.
- Middlefield, from Winslow to Maple: Sign as a Class III shared facility and add “sharrows” to automobile travel lanes, or add Class II bike lanes where space permits.
- Maple, from El Camino Real to Marshall: Sign as a Class III shared facility, and add “sharrows” to automobile travel lanes.
- Veterans Boulevard, from Brewster to Main Street: Add Class II bike lanes.
- Winslow, from Broadway to Middlefield: Sign as a Class III shared facility, and add “sharrows” to automobile travel lanes.

(ADD map of Bike Facilities within the Transit District)



Street Operations – Transit District

The following list of improvements was derived from the Local Transportation Assessment (LTA) study undertaken in 2022 as part of the creation of the Transit District. Each development project within the Transit District shall prepare a project level LTA and implement identified improvements. The following improvements, or its equivalent based on the project level LTA, shall be required as conditions of approval with associated project(s).

1. To address the deficiency at Veterans Boulevard and Whipple Avenue, implement signal modifications
2. To address the deficiency at Woodside Road and Bay Road, contribute fair share toward the construction of identified improvements at US 101/SR 84 interchange
3. To address the deficiency at Middlefield Road and Main Street, implement signal timing and geometry changes

4. To address the deficiency at Jefferson Avenue and El Camino Real, implement pedestrian and bicycle intersection improvements and contribute to the neighborhood traffic calming program
5. To address the deficiency at Woodside Road and Hudson Street, add a marked crosswalk and ADA-compliant curb ramps
6. To address the deficiency at Alameda de las Pulgas and Edgewood Road, modify eastbound and westbound approaches
7. To address the deficiency at Alameda de las Pulgas and Woodside Road, fund intersection improvement plan
8. To address the deficiency at Broadway, Perry and California Street, install a new traffic signal
9. To address the deficiency at El Camino Real and Harrison Street, complete signal feasibility study and implement associated improvements
10. To address the deficiency at Jefferson Avenue and Franklin Street, implement split phasing and incorporate pedestrian improvement

The City Engineer will determine if a development project will be required to pay their proportional share to the full cost of the identified improvements, or if they will be required to implement the improvement in its entirety and will be reimbursed by other development projects. "Proportional share" refers to the share of the full cost of the improvement relative to the size of a specific development to the Project. "Fair share" refers to the specific development's size relative to the Project as applied to the share of the improvement's cost relative to cumulative growth in Redwood City.

(Page 144)

Replace Image of Bike Lane with Image Below



All improvements shown are conceptual and subject to further study and refinement.

PROTECTED BIKE LANES ON EL CAMINO REAL

3.2.3 TRANSIT

(PAGE 146)

Replace Image of Covered Trench with Image Below



(PAGE 147)

Replace Map with **Figure 3.2.3-Potential Transit Projects Map**

A) Caltrain and High-Speed Rail

The railroad on which Caltrain service is currently provided has connected Redwood City to the greater Bay Area for nearly 150 years. Several important changes which will have dramatic impacts on Downtown Redwood City are coming to this corridor. First, the Peninsula Corridor Joint Powers Authority Board which operates Caltrain plans on is electrifying the system. Second, a rail link with the East Bay may be created which enters the Peninsula via the Dumbarton Bridge, and which makes its first San Mateo County stop in Downtown Redwood City. Finally, and most significantly, the California High Speed Rail Authority plans to run the Bay Area leg of the statewide bullet train system through Redwood City on the Caltrain alignment.

Railroad Grade Separation

The addition of High Speed Rail (HSR) to the Caltrain corridor will. The adopted Caltrain Business Plan for moderate and high-growth scenarios requires the addition of two tracks, for a total of four through the entire length of the corridor at the Transit Center Downtown Caltrain Station. The wider station footprint will require that the Transit Center be shifted to the north, at the Perry Street parking lot, and that the tracks be separated from the crossing roadways where there are four sets of tracks. Also, due to safety and operational needs, it is forbidden for the HSR system to have any at-grade crossings with streets. Streets must either travel under or over the railroad, or else dead-end at it. Caltrain and the City are evaluating a grade separation plan for the six streets that intersect with the train tracks. The rail portion will be elevated and the crossing street will go under the tracks. The City and Caltrain are working with the community to establish a plan that prioritizes connectivity and compatibility. It is of critical importance that the method of grade separation be handled as skillfully as possible. Specifically, connectivity and compatibility are paramount. The wrong form of grade separation can be not only unsightly and noisy, but can harm community connectivity by severely restricting access across the corridor. Due to the

enormity of the investment that HSR grade separations represent, impacts from an incompatible grade separation would negatively affect Redwood City for decades, possibly centuries it is important for the City to determine a solution that maintains permeability across the tracks, while looking for ways to add open space, public art, and placemaking opportunities.

~~As of this writing, it is the City's preference that the grade separation take the form of a covered trench. This type of grade separation would consist of a 40 to 50 foot deep channel through the city, with a "cap" constructed over it. Noise and aesthetics would not be issues of concern, and all streets would be able to cross the trench, creating very good community connectivity, as well as compatibility with the compact, walkable, and transit-oriented Downtown envisioned by the City. The space above the tracks could be used for beneficial purposes, such as a grand avenue, retail shops, parks and plazas, or bike paths. The grade-separated railway can and must be carefully designed to become one of Downtown's major assets.~~

High Speed Rail Station

~~The High Speed Rail (HSR) Authority has stated that the Peninsula will have stations at the Salesforce Transit Center (San Francisco), 4th & King (San Francisco), Millbrae, and San Jose. At this time HSR no longer has plans for a stop in Redwood City. area may receive up to two stops on the HSR route between San Jose and San Francisco. One of these stations will most likely be located at Millbrae/San Francisco International Airport, while the second (if there is a second) will be placed in one of the following three cities: Mountain View, Palo Alto, or Redwood City.~~

~~Because the full extent of the virtues and challenges associated with an HSR station are unclear, the City of Redwood City has yet to take a position on this matter. Based on the limited information currently available, some of the factors which affect Redwood City's position may include the following:~~

~~*Benefits:* People disembarking the trains will experience Downtown Redwood City, and may patronize its businesses at that time or in the future. Also, being located on the system will make Downtown Redwood City easily accessible to most residents of California, possibly making it a desirable location for small conventions and tourism. This could lead to hotel construction, as well as added business for local restaurants, shops, and theaters. Also, easy access to the rest of California may make Downtown more desirable for residential and office development, furthering the revitalization of the area. While these economic development benefits are feasible, it is not yet clear if they are likely. Finally, convenient travel to the state's major destinations would be a significant benefit to the citizens of Redwood City and the Mid-Peninsula who travel for business or recreational reasons, whether they live Downtown or elsewhere.~~

~~*Challenges:* In some ways, an HSR station may act like a small airport. It could pull many riders from far beyond Downtown, many of whom do not have a good transit link to the area. It is unclear how many HSR passengers can be expected to take non-automobile modes, such as Caltrain, SamTrans busses, and taxis. It is also unclear how many may be dropped off by friends or relatives, or how many will rideshare. This will certainly be a source of automobile traffic, and it is unclear what the magnitude of this traffic will be and how it will affect Downtown. Also, while it appears that significant parking will be required, the proposed streetcar system offers an opportunity to place that parking outside of Downtown, which should be seriously~~

considered. Finally, the issue of station size must be considered. Adding HSR service to Redwood City's train station will require it to be wider and longer—fitting the larger station into the tight confines of Downtown could be a significant urban design challenge.

New Street Network Connections

The railroad currently creates a major barrier in Downtown. Pedestrians have very few points at which they may safely cross the tracks, and the lack of side street access causes most buildings to turn their back to the railroad or to pull away from it altogether, creating a band of inactivity nearly two blocks wide at points. The grade separation of the railroad tracks will provide the opportunity to ~~fix~~ improve this, by creating new street connections between the northeast and southwest sides of Downtown. Upon the grade separation of the railroad, the following streets should be prioritized for a crossing the railroad right-of-way ~~at-grade~~ in the DTPP Area:

- Brewster Avenue.
- Broadway, which should also be considered for straightening to its original alignment.
- ~~Hamilton Street.~~
- Harrison Avenue.
- Jefferson Avenue, which would necessitate the removal of the current underpass.
- ~~Maple Street.~~

To enhance walkability and community connectivity to the maximum possible extent, the following additional street connections and/or bicycle and pedestrian-only connections should also be considered:

- Fuller and/or Bradford streets should be considered as possible links from Arguello Street to Perry Street in order to break up the excessively long block between Broadway and Brewster.
- Hamilton Street at the existing pedestrian railroad crossing, should be considered as a permanent bicycle/pedestrian link to break up the long block between James and Jefferson.
- Wilson Street, which would terminate at the new “Lane” street behind the Library.
- Monroe Street, which would terminate at the new “Lane” street behind the Library.
- Maple Street, which should be maintained as a bicycle/pedestrian link if the road can't be lowered beneath the railroad tracks due to the proximity of the creek.

B) Streetcars

Streetcars, also sometimes known as trolleys or trams, are small, lightweight electric vehicles that run on fixed tracks—primarily on shared lanes in public streets. Typically, streetcars are intended for trips that are only a couple of miles long within a City, from neighborhood to neighborhood. These are trips that are too long for walking and too short for regional transit such as light rail, heavy rail, or commuter rail systems. In general, streetcars serve a similar role as local buses, but they can be more appropriate for corridors planned for higher densities due to their ability to attract higher ridership than busses and stimulate housing development.

Although streetcars cost more to construct than typical bus systems, they cost far less than heavy and light rail systems. The lack of need for right-of way purchases, grade separations, and major reinforcement under the tracks make streetcars relatively inexpensive and quick to construct. Streetcars fill an important link in the transportation system, and have proven to be a great stimulator for walkable urban development. Their popularity is due to many factors, including a more comfortable ride, less noise, and lack of diesel fumes.

The Potential Transit Projects map shows corridors in Redwood City that streetcars can potentially be implemented on. These corridors were identified in the new Redwood City General

Plan as strong candidates for streetcar service because they connect Downtown and Caltrain/HSR to future high density neighborhoods, work districts, and a possible ferry terminal.

In January 2020, the City Council received a presentation on the Broadway streetcar feasibility study and decided that additional transit service on the Broadway corridor would be best served by buses, not a streetcar.

C) SamTrans Bus Depot Improvements

Currently, an active bus depot—in which several SamTrans bus lines converge—is located at the end of James Street, adjacent to the Caltrain Station. Many changes are planned for this area, including the expanded rail right of way associated with the four-track station High Speed Rail, new streets, reconfigured blocks, and transit-oriented development. As these changes occur, the City should closely coordinate with ~~the Caltrain Joint Powers Board~~ and SamTrans to reconfigure the bus depot in order to better integrate the facility with its changing surroundings.

Until the new Transit Center is built, which will include the Caltrain station and SamTrans bus depot, it will be important to maintain a strong intermodal connection. While a detailed study will be required, it is recommended that the bus depot remain in its current location in order to maintain a strong intermodal connection. While additional studies and planning will be required, it is anticipated that the bus depot will encircle the elevated train station with bus bays on Perry and Arguello streets. Should the site of the existing bus depot be redeveloped before the new Transit Center is built, an interim location will need to be identified that maintains connectivity with downtown and the Caltrain station.—especially with the prospect of future links to statewide highspeed rail, Dumbarton Rail to the East Bay, and the streetcar system. Also, due to the importance of the site and Downtown space constraints, the City and the transit agencies should consider placing the facility in the ground floor of a multipurpose building, perhaps with commuter parking or office space above.

Transit Center Design

The planned multimodal station located within the Transit District is envisioned as a vibrant and walkable destination with frequent transit service for residents, employees, and visitors. To accommodate the additional high frequency Caltrain train service and SamTrans bus service, the station will have four sets of elevated tracks and two elevated platforms with easily accessible bus stops below the train tracks. The train station platforms will be lengthened and shifted to the north closer to Brewster Avenue to accommodate longer trains and avoid conflicts with existing buildings to the south. Access to the elevated platforms will be provided from multiple locations and will accommodate people with mobility limitations. The area under the elevated tracks could be used by small businesses or as station-supportive amenities. Example uses include start-up office space, artist spaces, information kiosks, bicycle parking, driver break rooms and other types of uses. Retail space would be focused closer to Broadway where pedestrian activity is highest.

After significant community input, the following characteristics are prioritized for the Transit Center Design:

- The Transit Center's identity should be forward-looking and sustainable, while also celebrating the culture of historic Downtown Redwood City.
- Pedestrian and bicycle infrastructure improvements are prioritized along Broadway, El Camino Real, and James Avenue to access the station.

- Vibrant and walkable destinations such as restaurants, shops, public art, and open-air markets are highly desired adjacent to the station.
- The presence of nature, landscaped open spaces, and shade will enhance the Transit Center experience.

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 to meet 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 increase the efficiency of the parking program and to create 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.~~

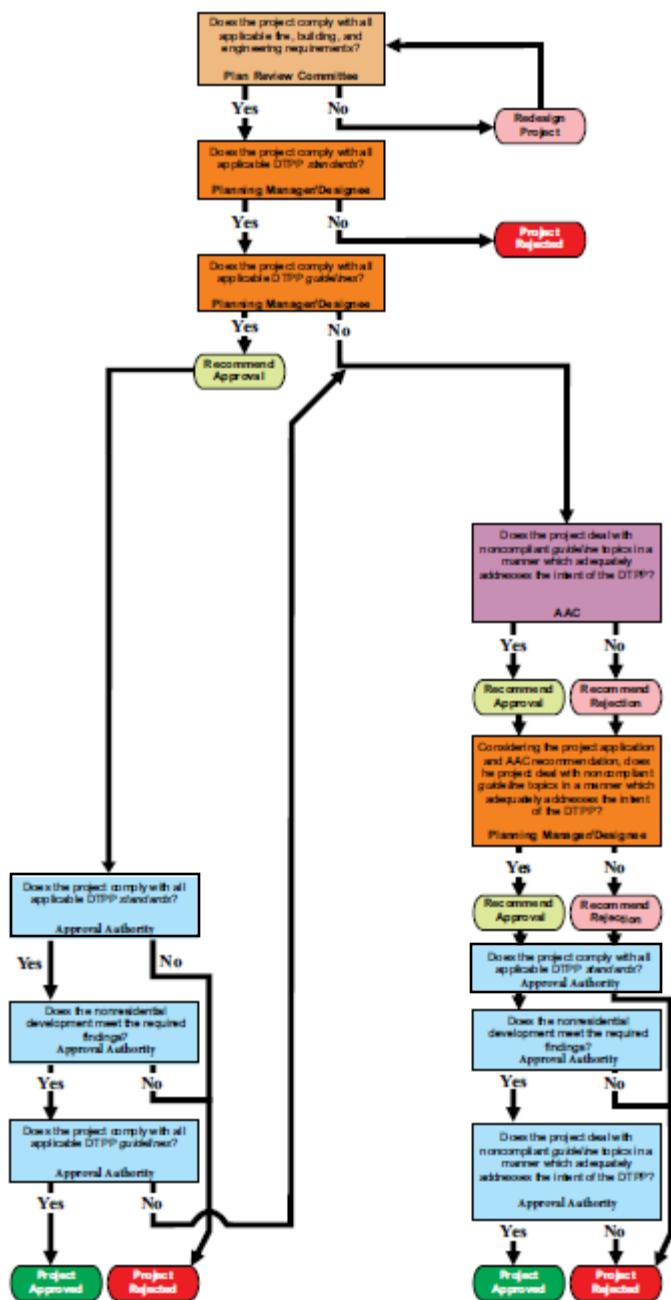
The City has also adopted a Transportation Demand Management Program to reduce single occupant vehicle trips to new development sites. The program requires investment in alternative modes of transportation and implementation of measures to encourage employees and residents to use these alternative modes.

APPENDIX 2: PUBLIC OPEN SPACE ANALYSIS

(REMOVE HAMILTON GREEN FROM PUBLIC OPEN SPACE INVENTORY LIST AS IT WILL NOT BE OWNED OR OPERATED BY THE CITY OF REDWOOD CITY)

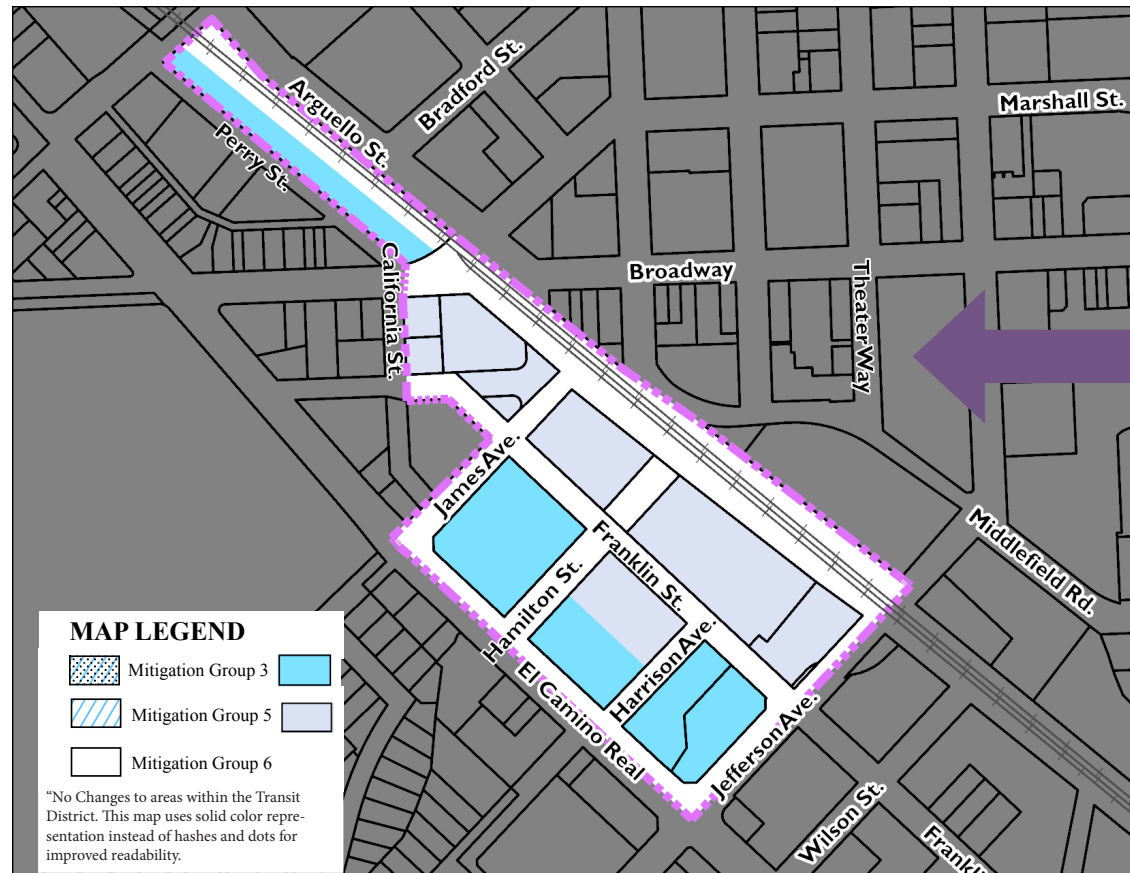
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EXHIBIT B
FIGURES, MAPS, AND CHARTS



LARGE PROJECT

Transit District



Transit District Map (LEFT MAP)

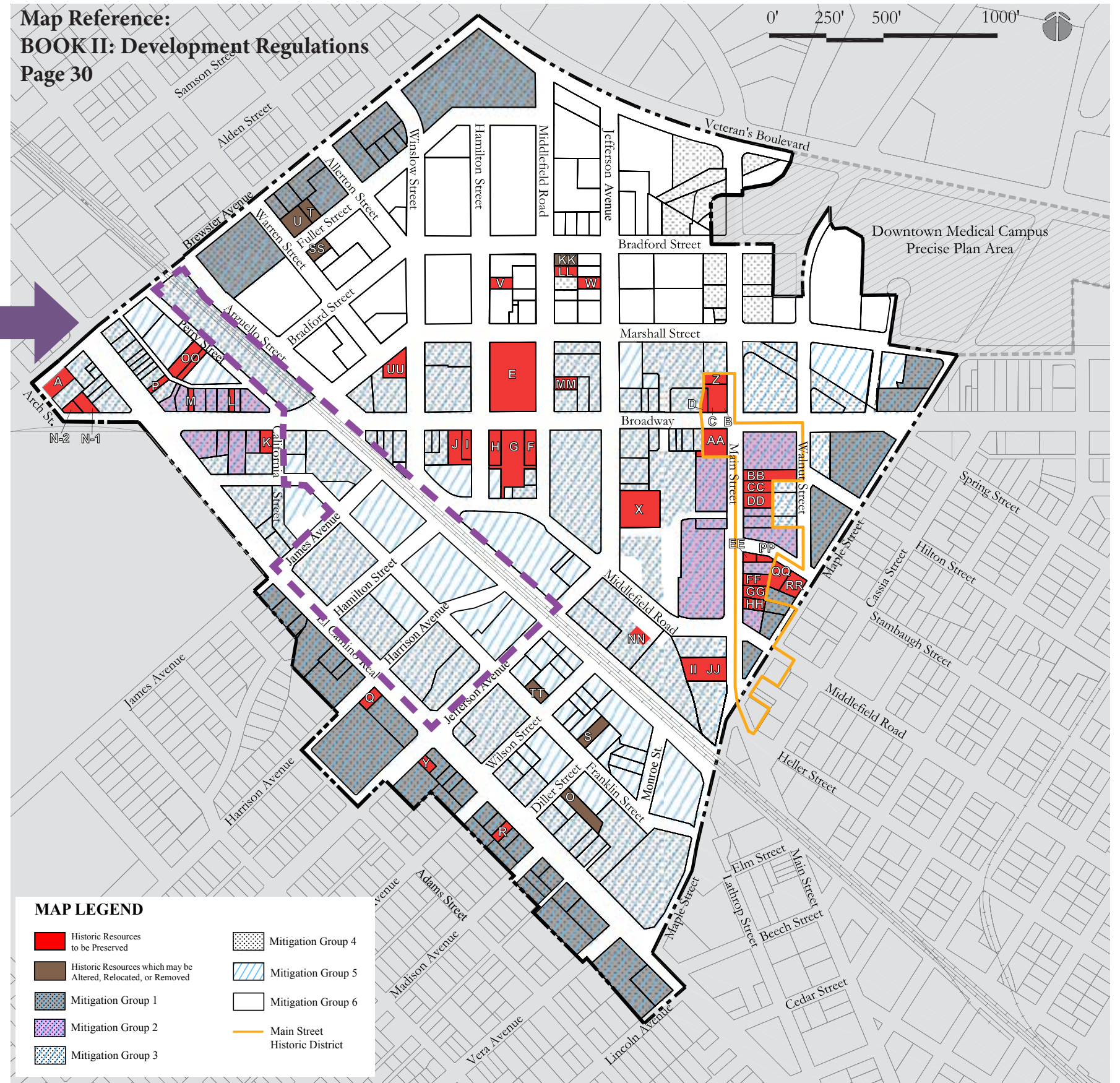
The Transit District boundary is depicted on the focused Transit district map feature on the left side of this document only. The map is not the same scale as the Downtown Precise Plan Map, and should be considered for visual reference only. Outline depictions are not survey-grade.

Downtown Precise Plan Map (RIGHT MAP):

The original DTPP map is adopted on January 24, 2011 and amended on June 11, 2018. The proposed transit district boundary overlay (purple dash) is not a part of the original DTPP map, but is depicted to showcase the area where the Transit District applies.

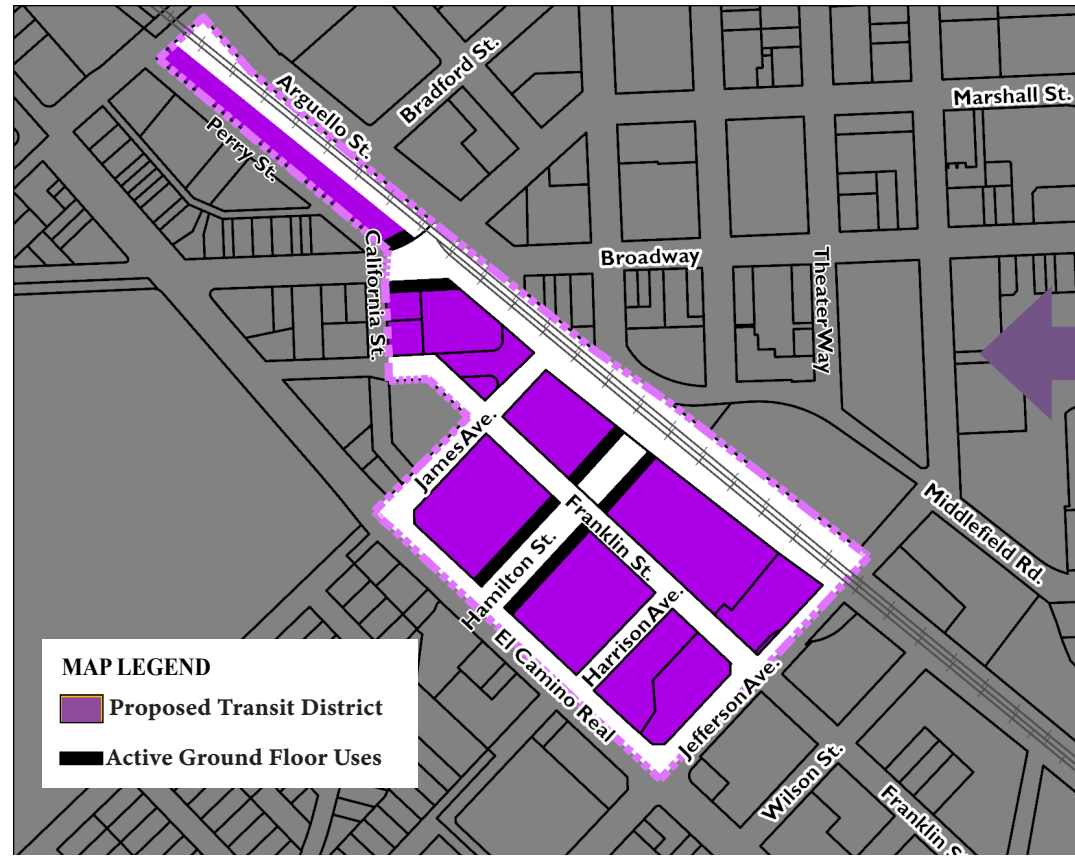
Disclaimer: Maps should be considered for visual reference only. Outline depictions are not survey-grade. The information provided to you is for reference purposes only and is not intended to be suitable for legal, engineering, or surveying purposes.

Original Downtown Precise Plan Map



Historic Resource Preservation Regulations Map

Transit District



Transit District Map (LEFT MAP)

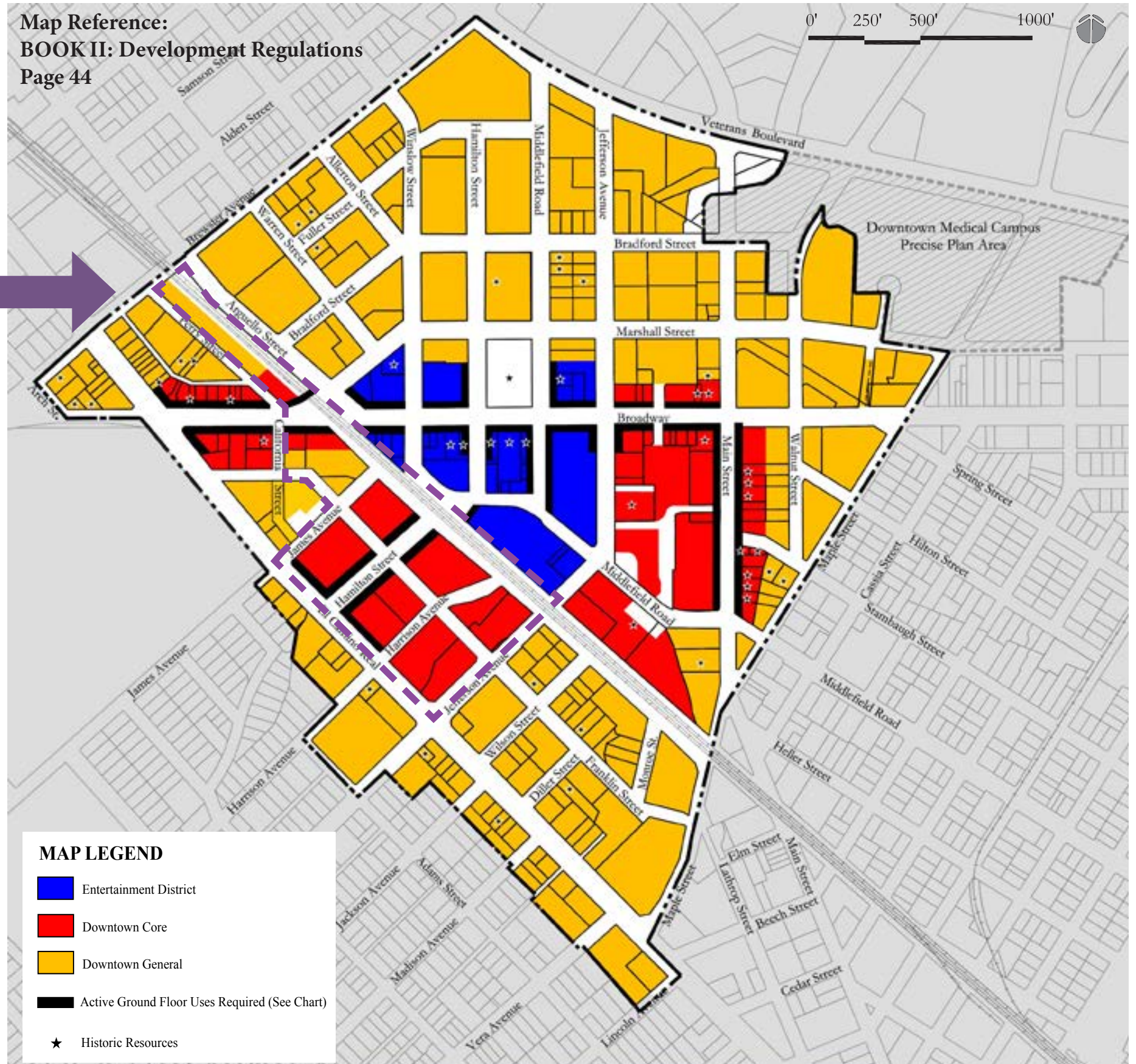
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Disclaimer: Maps should be considered for visual reference only. Outline depictions are not survey-grade. The information provided to you is for reference purposes only and is not intended to be suitable for legal, engineering, or surveying purposes.

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	Painting Photography Pottery making Print	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			---	---	---	---	---	---	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.

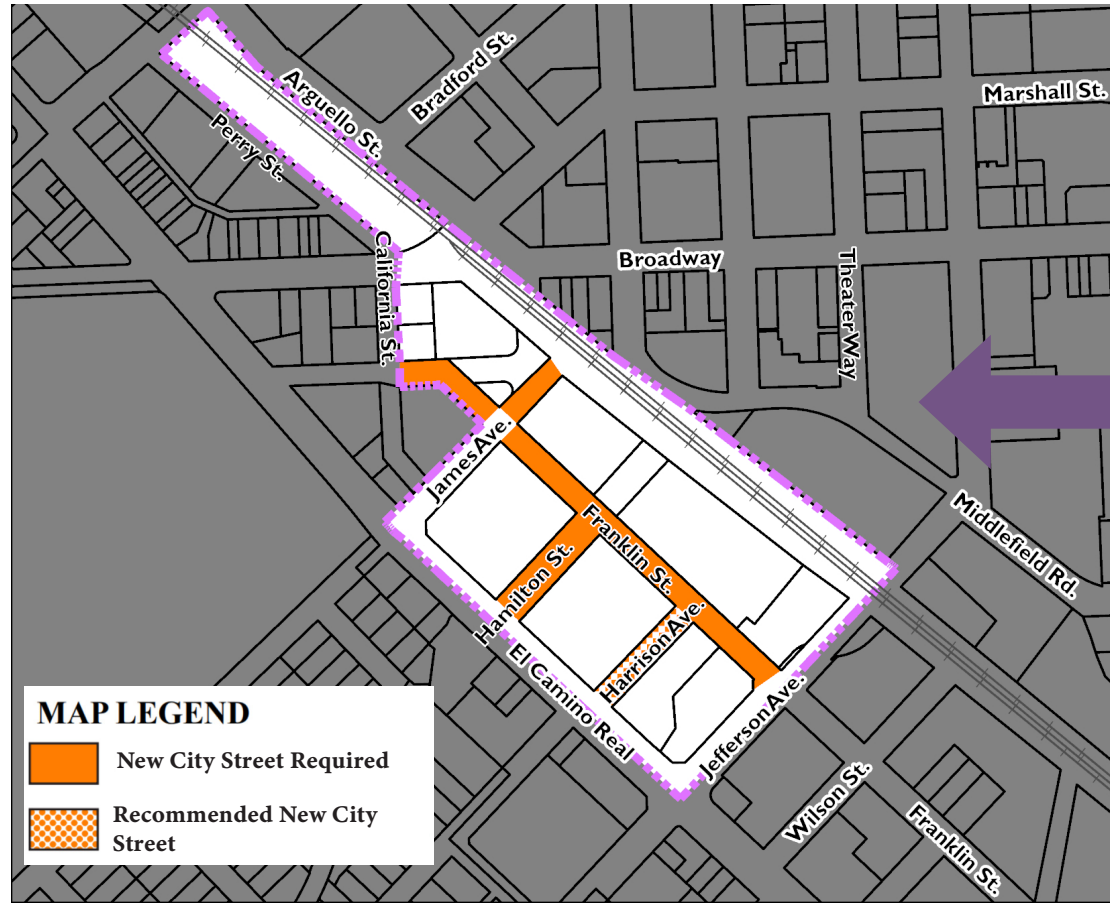
ACTIVE USES

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.
- : These use groups are not permitted or applicable.

Transit District



Transit District Map (LEFT MAP)

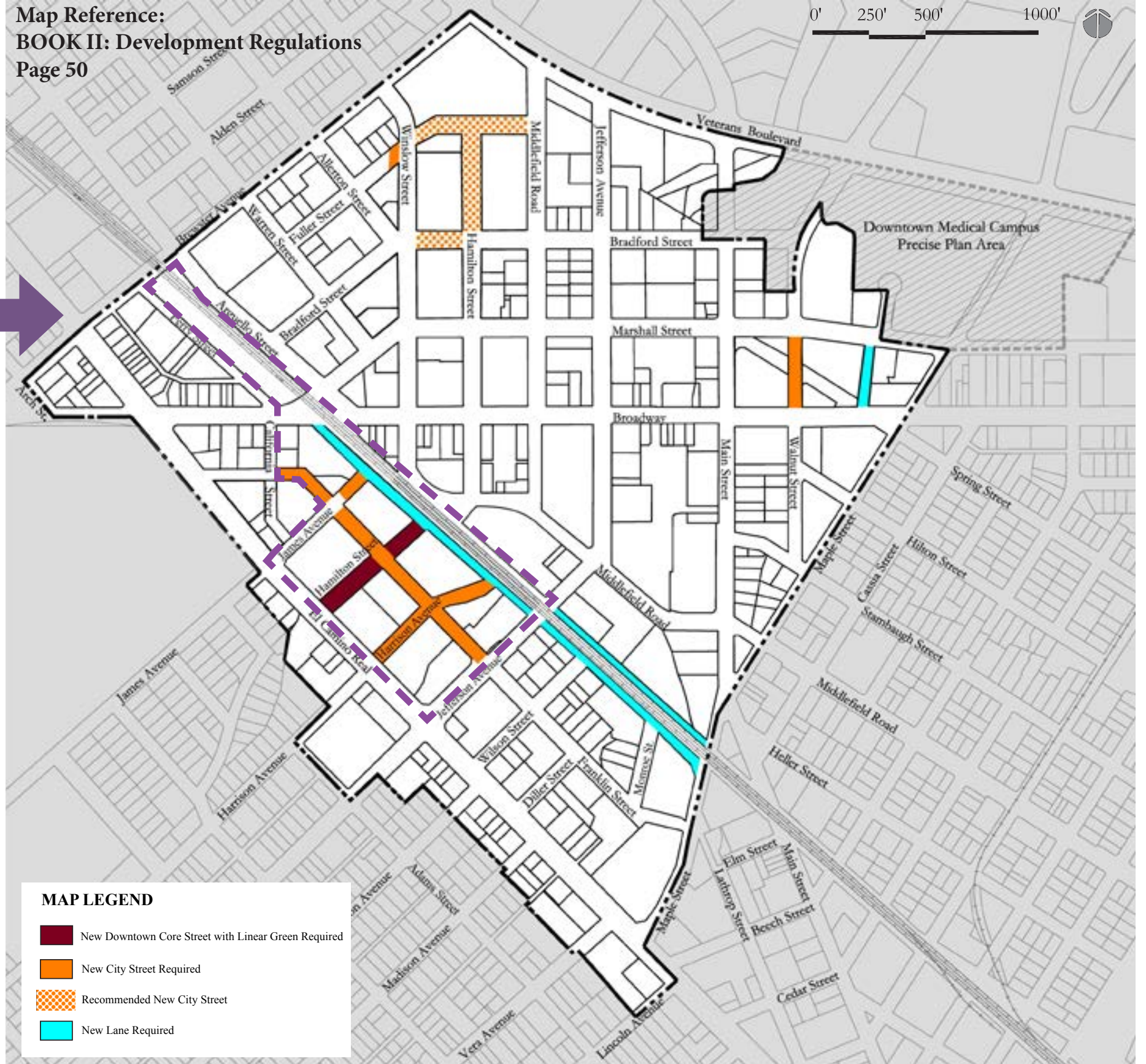
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Downtown Precise Plan Map (RIGHT MAP):

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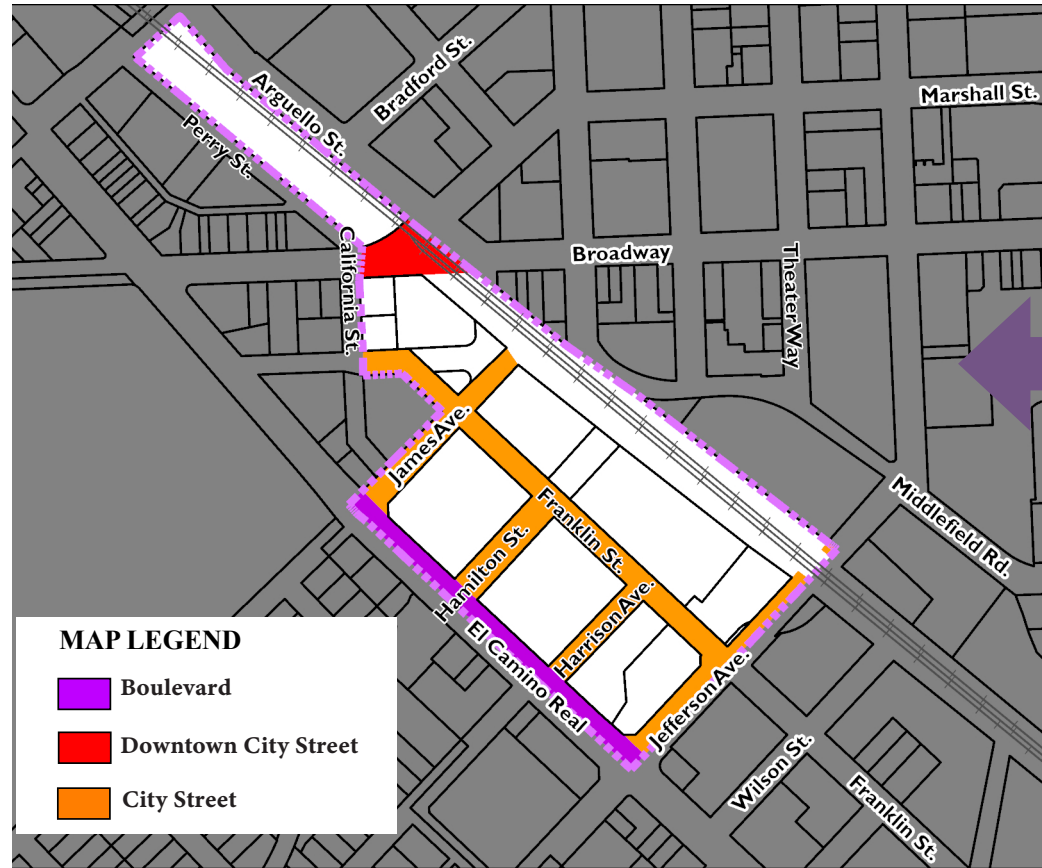
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Original Downtown Precise Plan Map



New Streets Map

Transit District



Transit District Map (LEFT MAP)

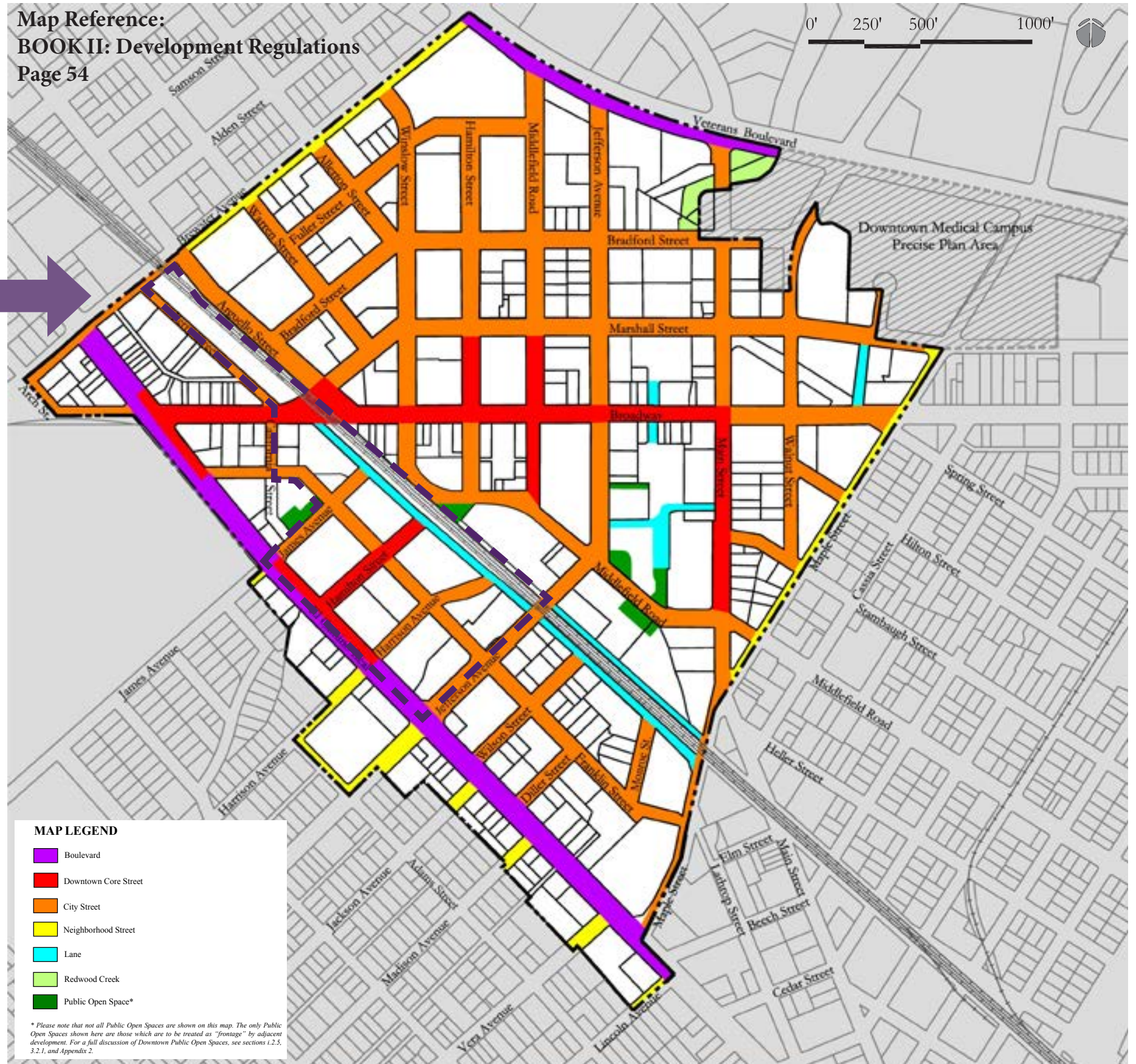
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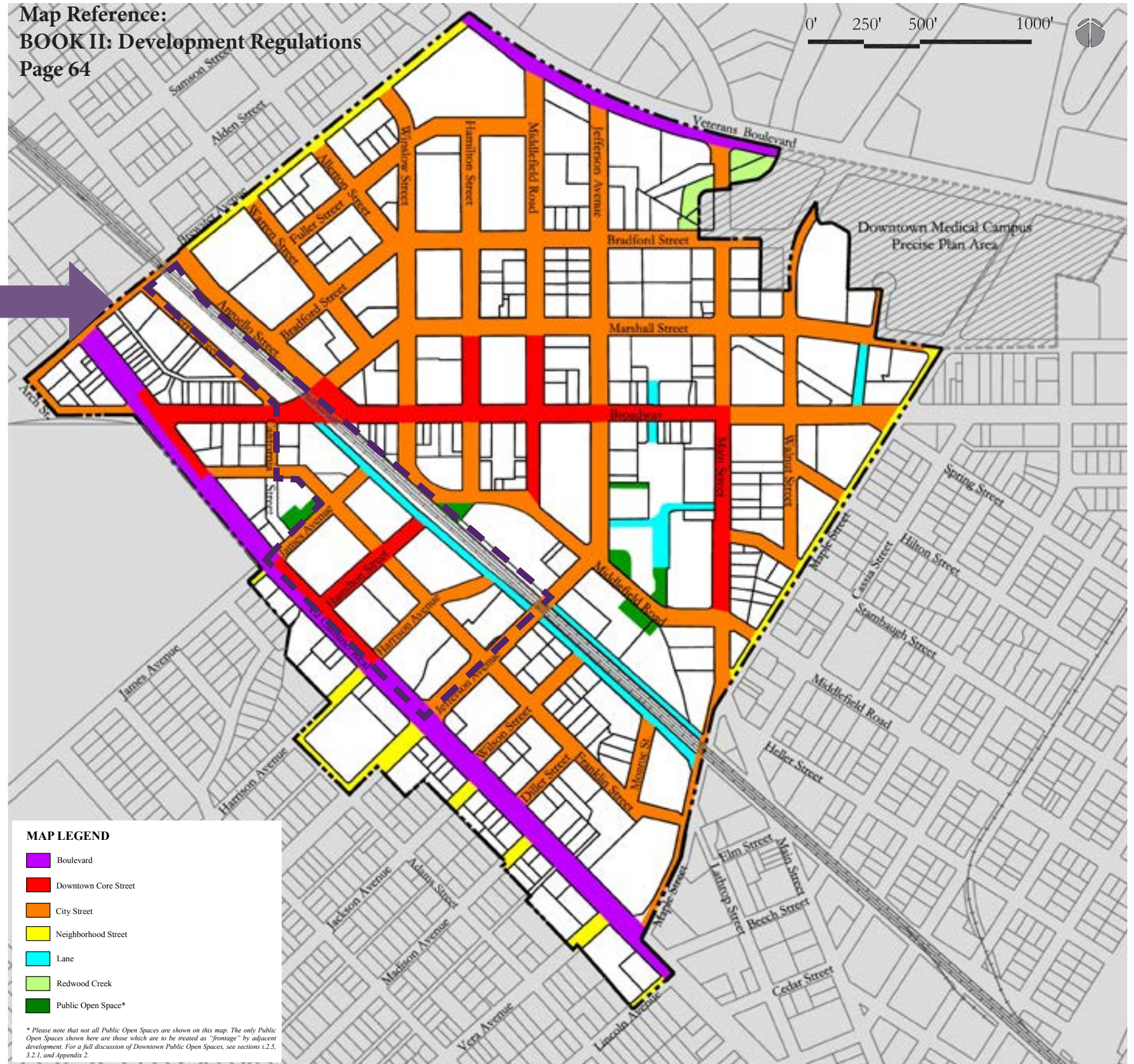
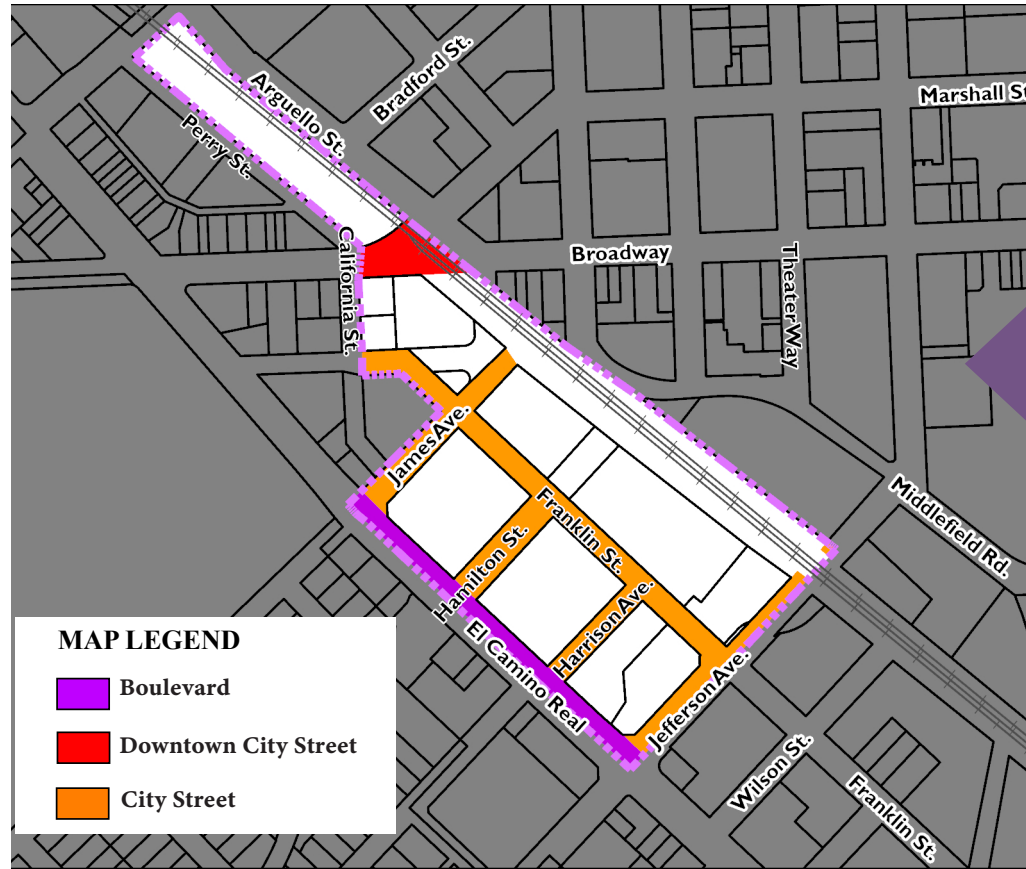
Original Downtown Precise Plan Map



Public Frontage Regulations Map

Transit District

Original Downtown Precise Plan Map



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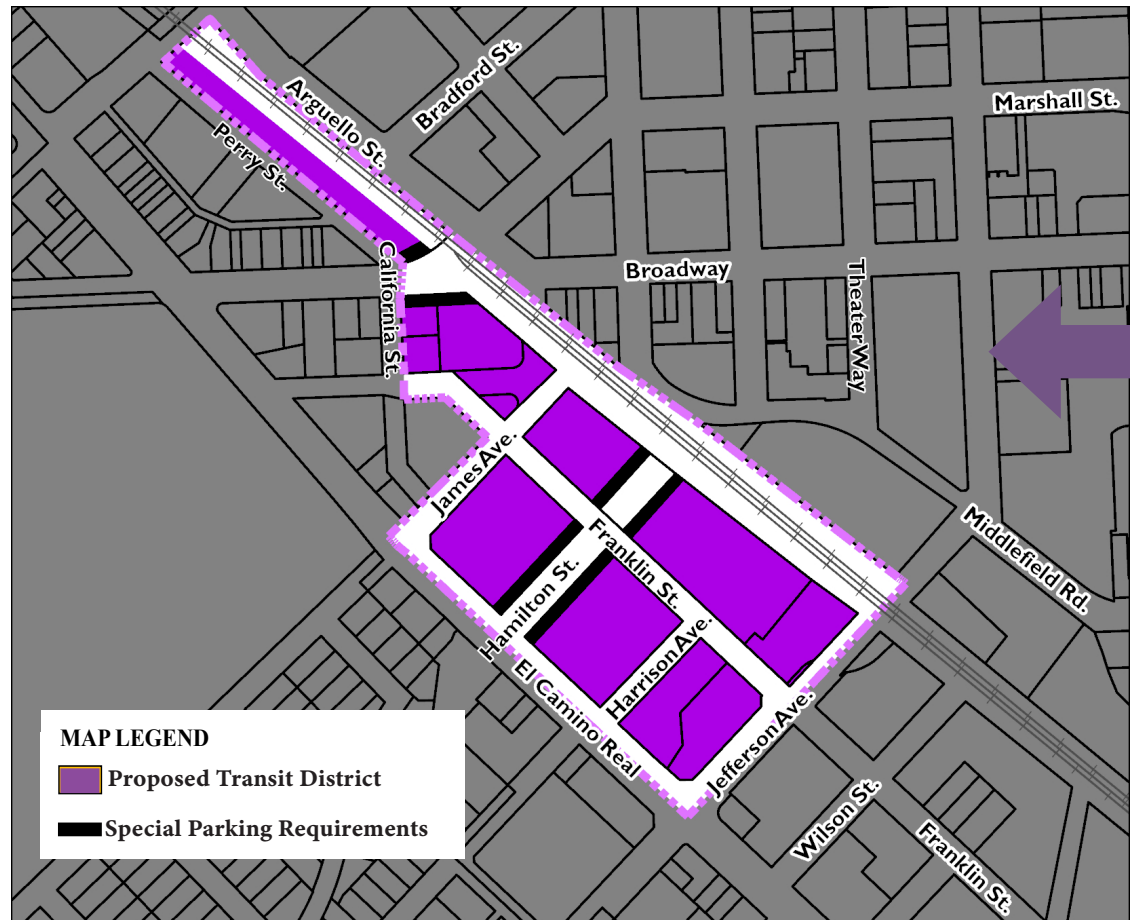
Building Placement and Landscaping Regulations Map

* 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 12.5.3.2.1, and Appendix 2.

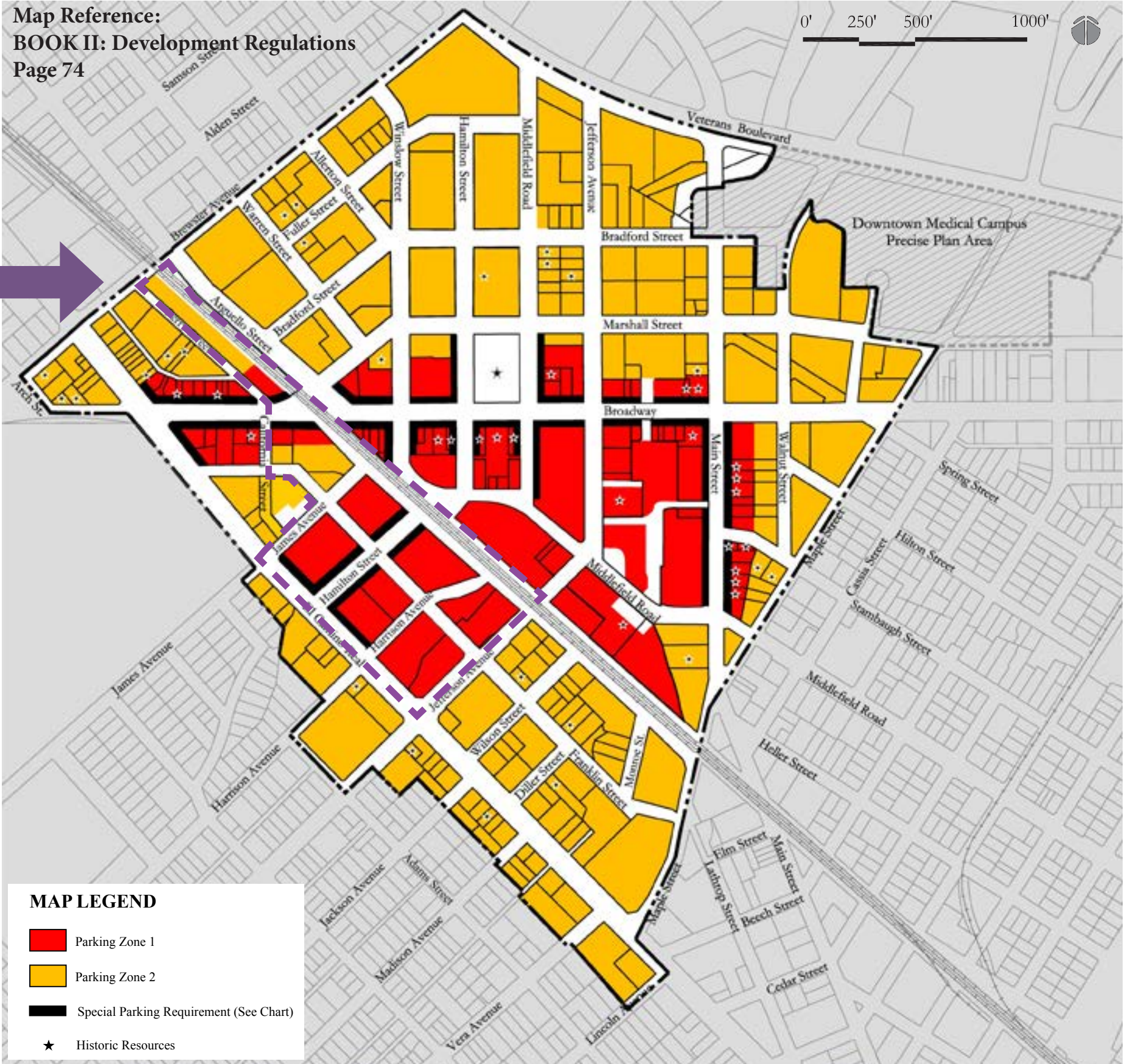
BUILDING PLACEMENT AND LANDSCAPING REGULATIONS CHART							
Corridor Types (Sec. 2.5.1)	Boulevard	Downtown Core Street	City Street	Neighborhood Street	Lane	Redwood Creek	Public Open Space
Building Placement (Sec. 2.5.2)							
Front Setback	0 ft / 10 ft	0 ft / 0 ft	0 ft / 10 ft	10 ft / 25 ft	0 ft / 10 ft	20 ft min.	<u>0 ft / 10 ft-min.</u>
Side Setback	0 ft / 10 ft	0 ft / 0 ft	0 ft / 20 ft	5 ft / 20 ft	0 ft / 20 ft	0 ft / 20 ft	0 ft / 20 ft
Rear Setback	0 ft min.	0 ft min.	0 ft min.	Adj. to sing. fam. home: 20 ft min. Other: 0 ft min.	0 ft min.	0 ft min.	0 ft min.
Frontage Coverage	75% min.	100% min.	90% min.	75% min.	90% min.	N/A	N/A
Build-to-Corner	Required	Required	Required	Not Required	Required	Not Required	<u>Not Required</u>
Edge Treatments (Sec. 2.5.2)							
Fenced Edge	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Terraced Edge	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Flush Edge	---	---	---	Permitted	---	Permitted	---

Legend:
 Permitted : These elements are permitted, by right, as indicated.
 --- : These elements are not permitted, as indicated.
 Required : These elements are required of all new development, as indicated. Not Required : These elements are not required, as indicated.
 N/A: These regulations are not applicable, as indicated.
 15 ft / 25 ft: Minimum / Maximum requirements

Transit District



Original Downtown Precise Plan Map



Transit District Map (LEFT MAP)

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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 per DU	0.75 / 1.5 per DU (Studio) 1 / 2 per DU (1 Bedroom) 1.5 / 3 per DU (2 or more Bedrooms)	0.75 / 1.5 per DU (Studio) 1 / 2 per DU (1 Bedroom) 1.5 / 3 per DU (2 or more Bedrooms)			
Lodging	No minimum / 1 per LU	1 / 1 per LU private 0.5 / 1 per LU shared	1 / 1 per LU private 0.5 / 1 per LU shared			
All Other Uses	No minimum / 2.5 per 1,000	6 / 6 per 1,000 private 3 / 6 per 1,000 shared	6 / 6 per 1,000 private 3 / 6 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 : These 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.

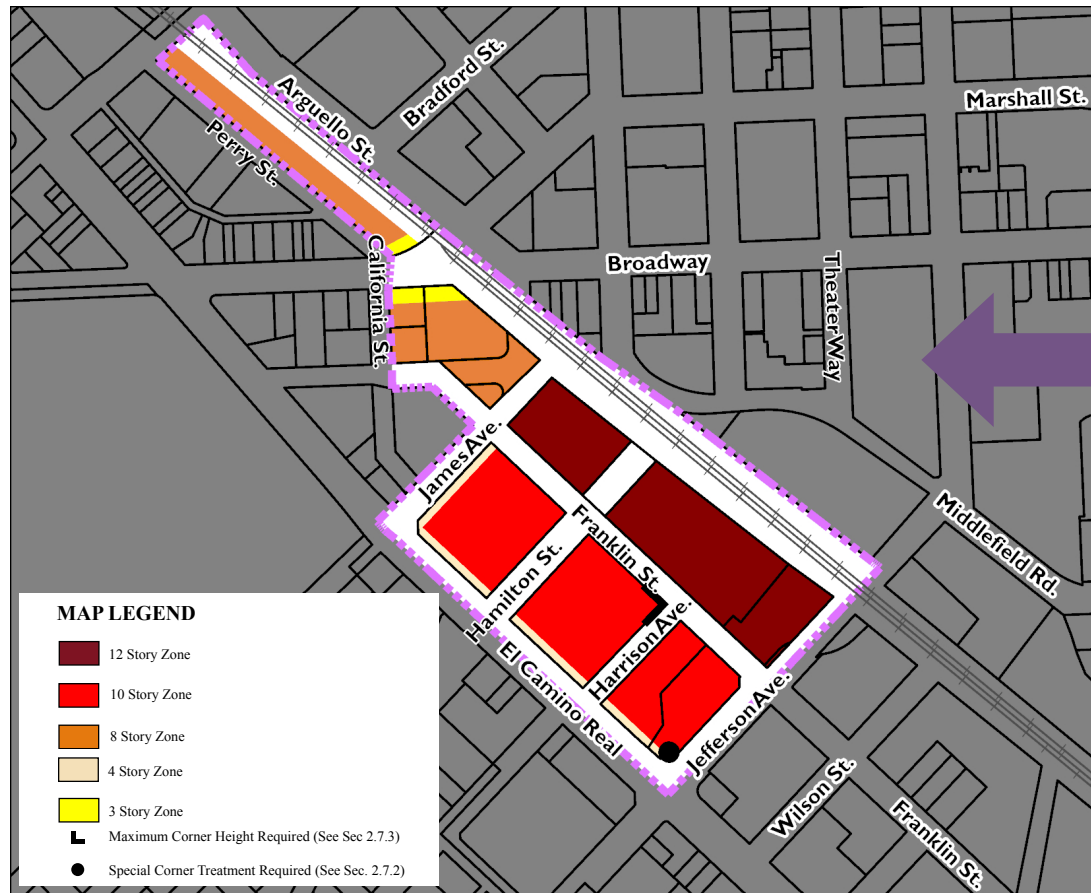
Short term zones for Transportation Network Company (TNC)/rideshare companies or drop-off/pick-up are permitted.

For reference, **Shared Parking** is defined as follows in Article 2.92.4 of the Redwood City Zoning Ordinance: 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, at least one (1) of the following times:

- ◆ ~~Monday through Friday, 8:00 a.m. to 5:00 p.m.; or~~
- ◆ ~~Monday through Friday, 5:00 p.m. to 10:00 p.m. and all day on Saturdays, Sundays, and Holidays.~~

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.

Transit District



Transit District Map (LEFT MAP)

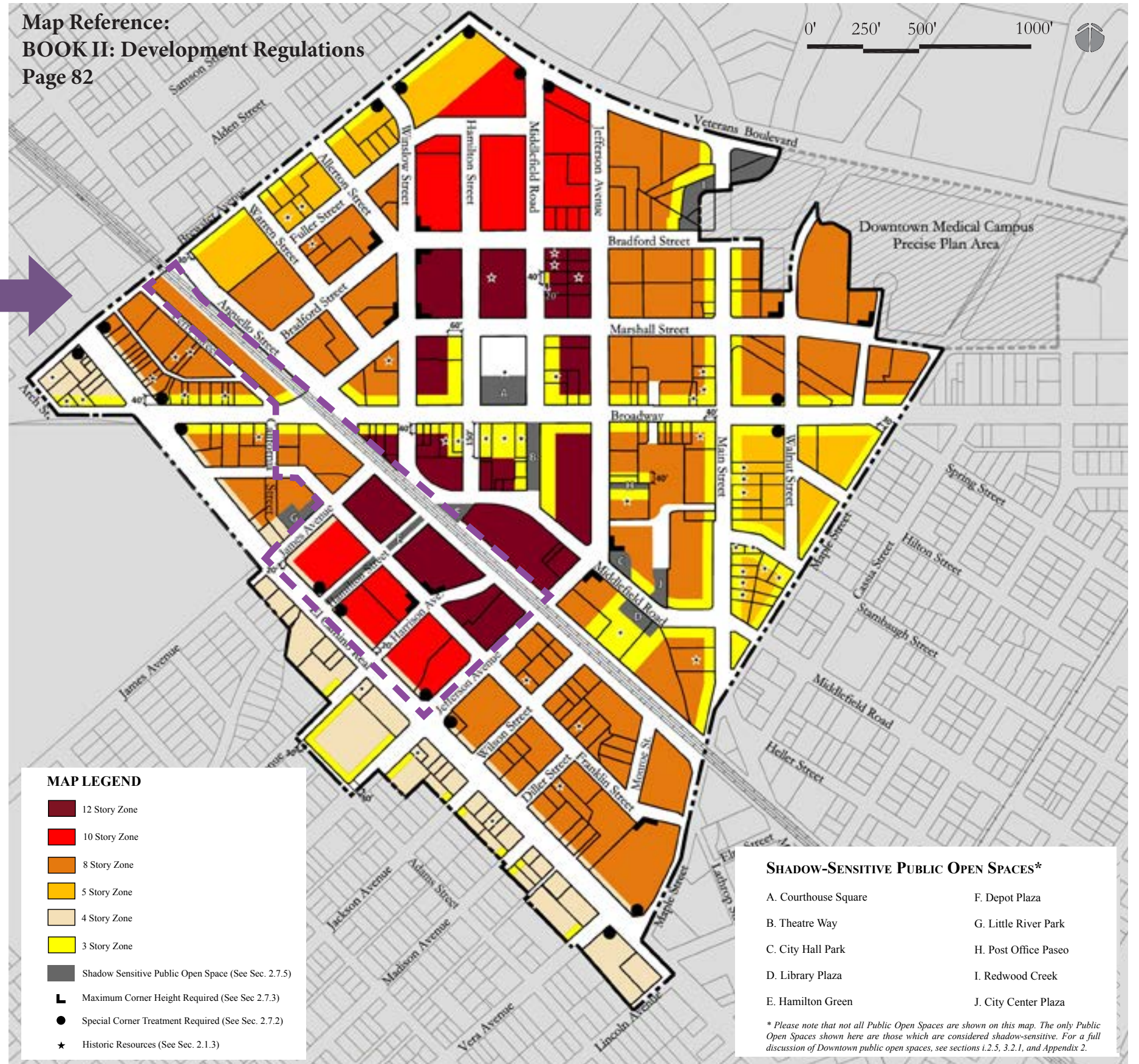
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Original Downtown Precise Plan Map



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	12 floors / 136 feet	10 floors / 114 feet	8 floors / 92 feet	5 floors / 59.60 feet	4 floors / 48.50 feet	3 floors / 35 feet
Relation to Single Family Homes	---	---	---	---	Required	Required
Special Corner Treatment	Required at ●	Required at ●	Required at ●	Required at ●	Required at ●	Required at ●
Accessory Buildings	1.5 floors / 14 feet	1.5 floors / 14 feet	1.5 floors / 14 feet	1.5 floors / 14 feet	1.5 floors / 14 feet	1.5 floors / 14 feet
Minimum Height (Sec. 2.7.3)						
Required Minimum Height	3 floors / 25 feet - 35 feet	3 floors / 25 feet - 35 feet	3 floors / 25 feet - 35 feet	3 floors / 25 feet - 35 feet	3 floors / 25 feet - 35 feet	3 floors / 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:

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

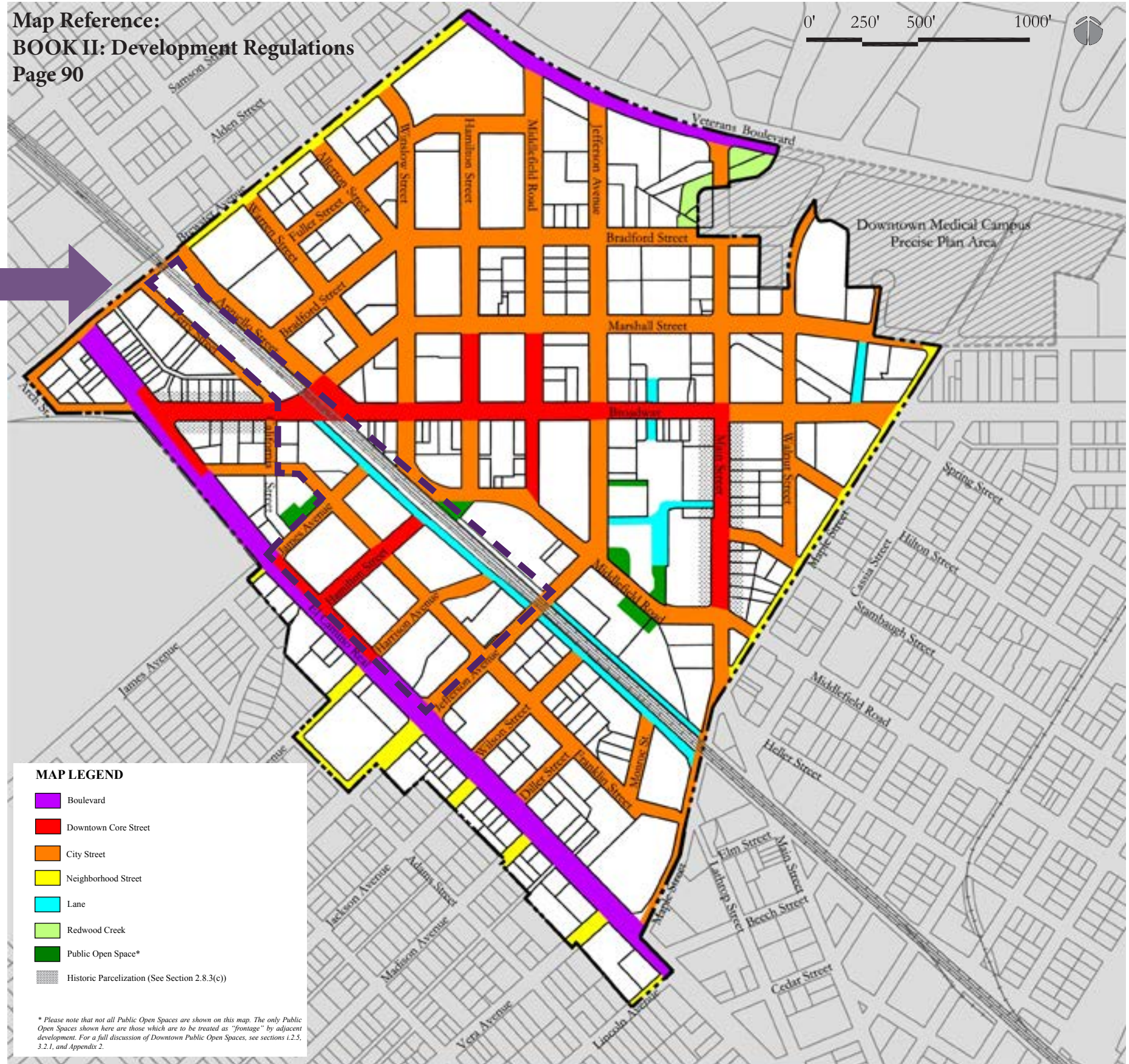
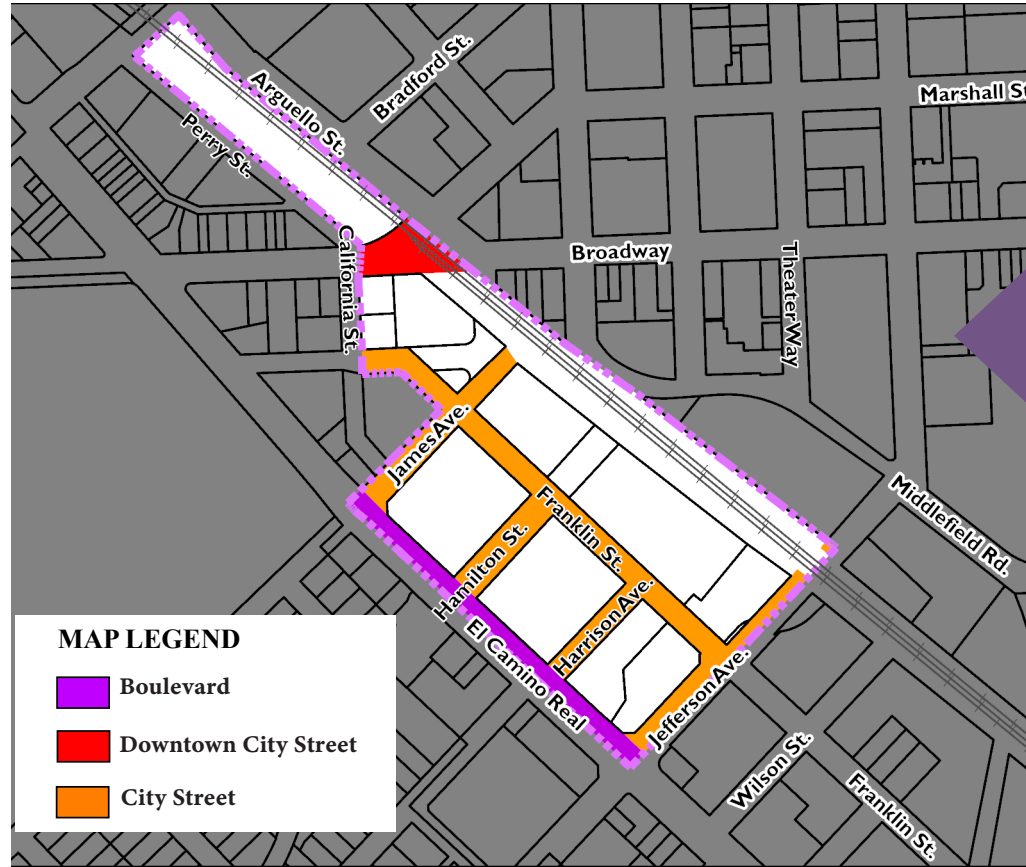
Discretionary: These elements may or may not be permitted, subject to consideration by the Planning Manager/Designee

--- : 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.

Transit District

Original Downtown Precise Plan Map



Transit District Map (LEFT MAP)

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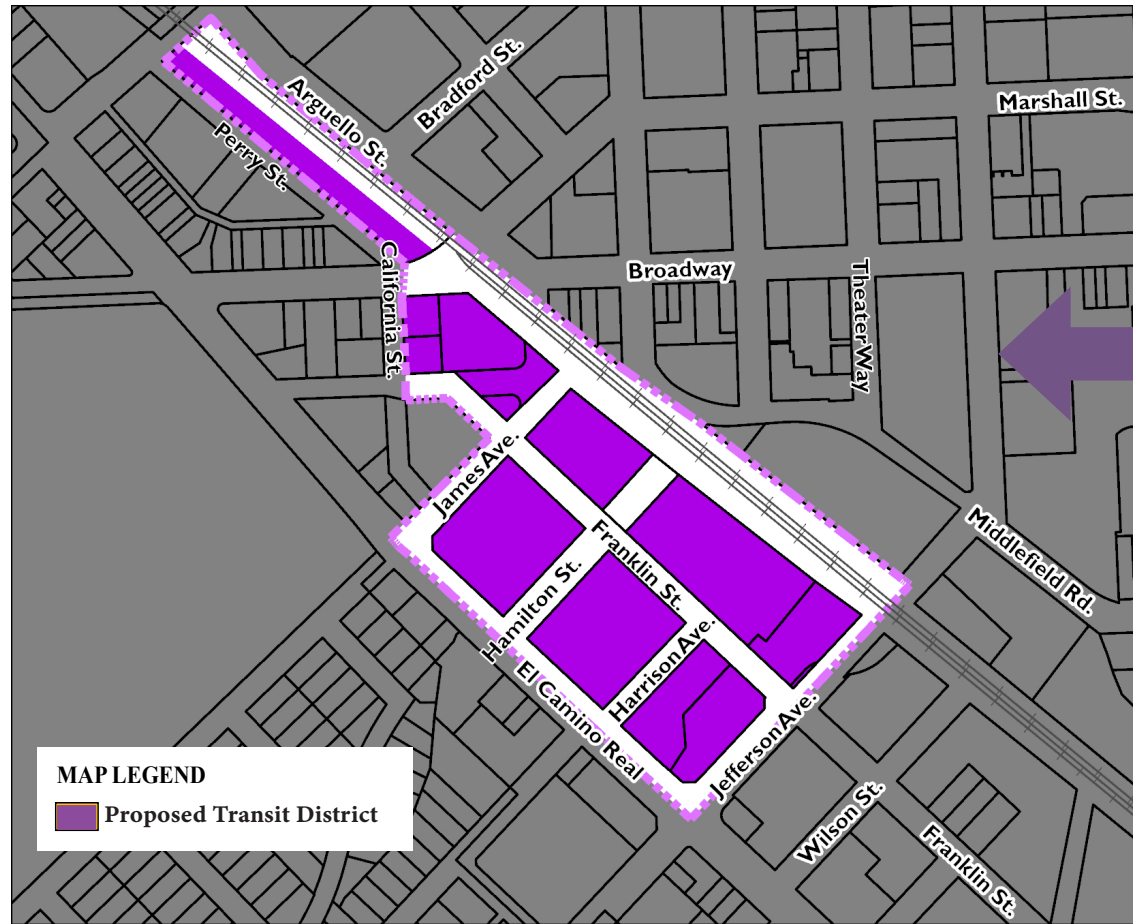
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Façade Composition Regulations Map

Transit District



Transit District Map (LEFT MAP)

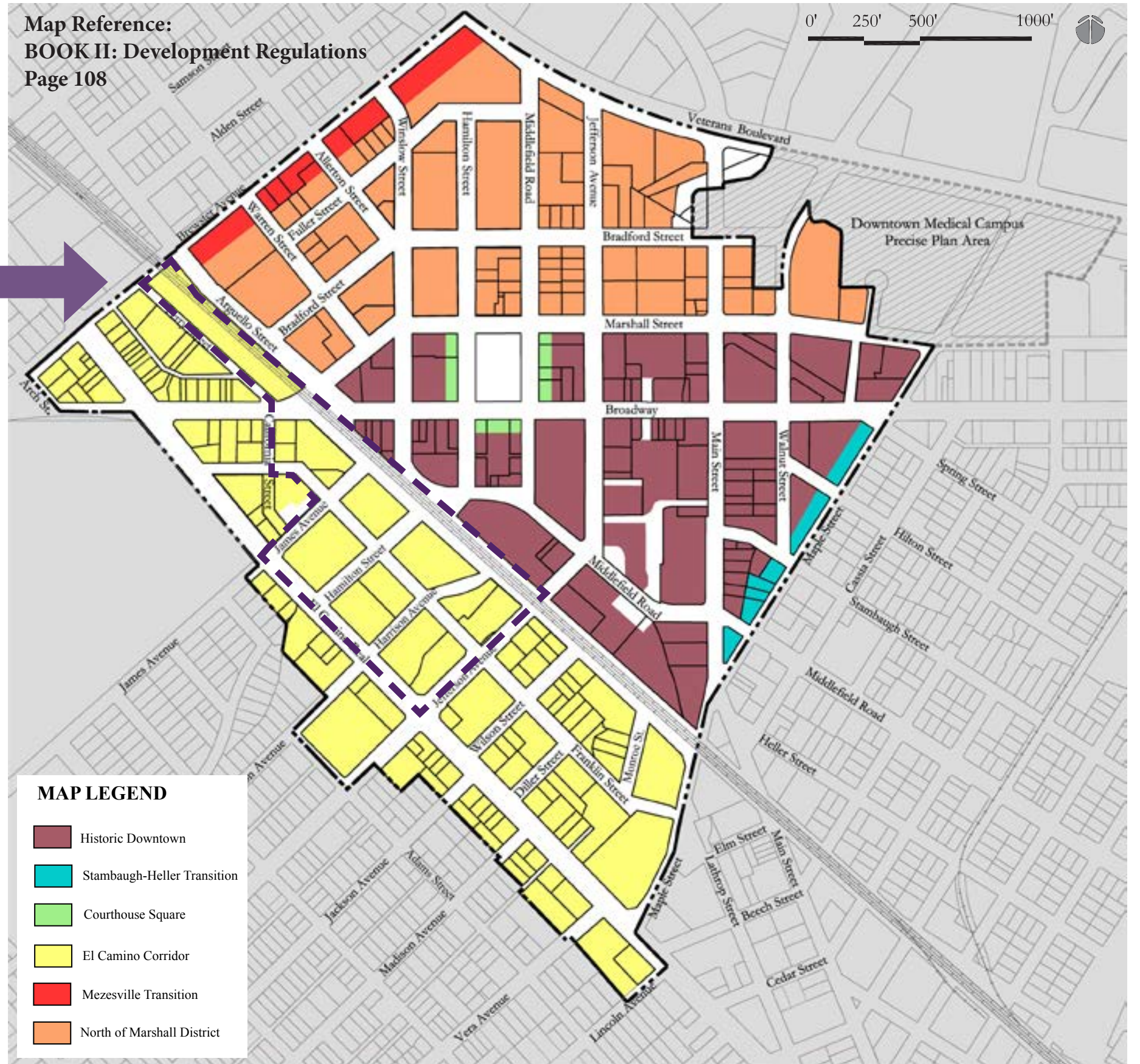
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Original Downtown Precise Plan Map



Architectural Character Regulations Map

ARCHITECTURAL CHARACTER REGULATIONS CHART							
Character Zones (Sec. 2.9.1)	Historic Downtown	Stambaugh-Heller Transition	Courthouse Square	<u>Transit District</u>	El Camino Corridor	Mezesville Transition	North of Marshall District
Permitted Architectural Character Types (Sec. 2.9.3)							
Neoclassical	Permitted	---	Permitted	<u>Permitted</u>	Permitted	---	Permitted
Victorian	Permitted	Permitted	---	≡	---	Permitted	---
Craftsman	---	Permitted	---	<u>Permitted</u>	Permitted	Permitted	Permitted
Mediterranean	Permitted	Permitted	---	<u>Permitted</u>	Permitted	Permitted	Permitted
Art Deco	Permitted	---	Permitted	≡	---	---	Permitted
Contemporary	---	---	---	<u>Permitted</u>	---	---	Permitted

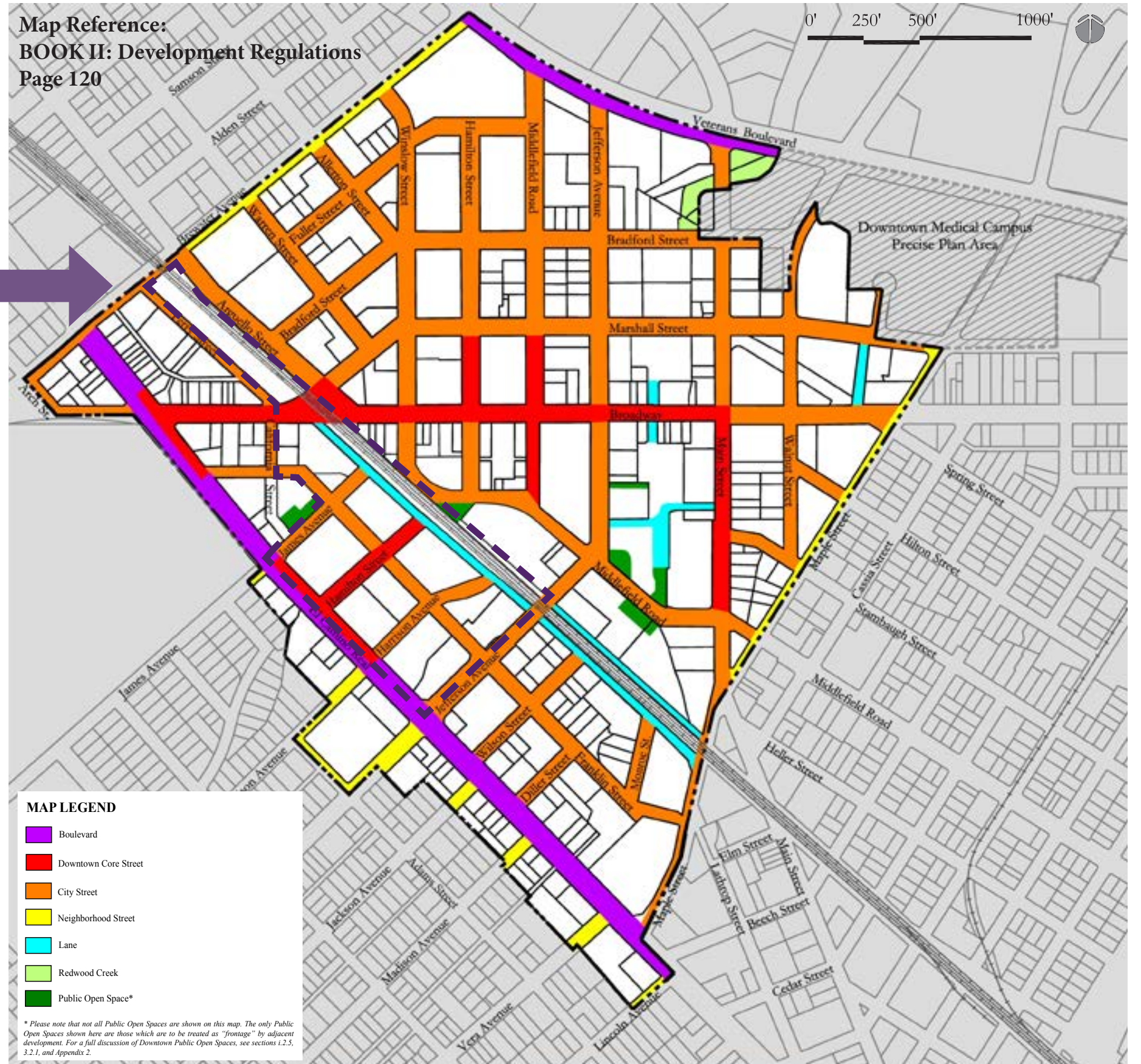
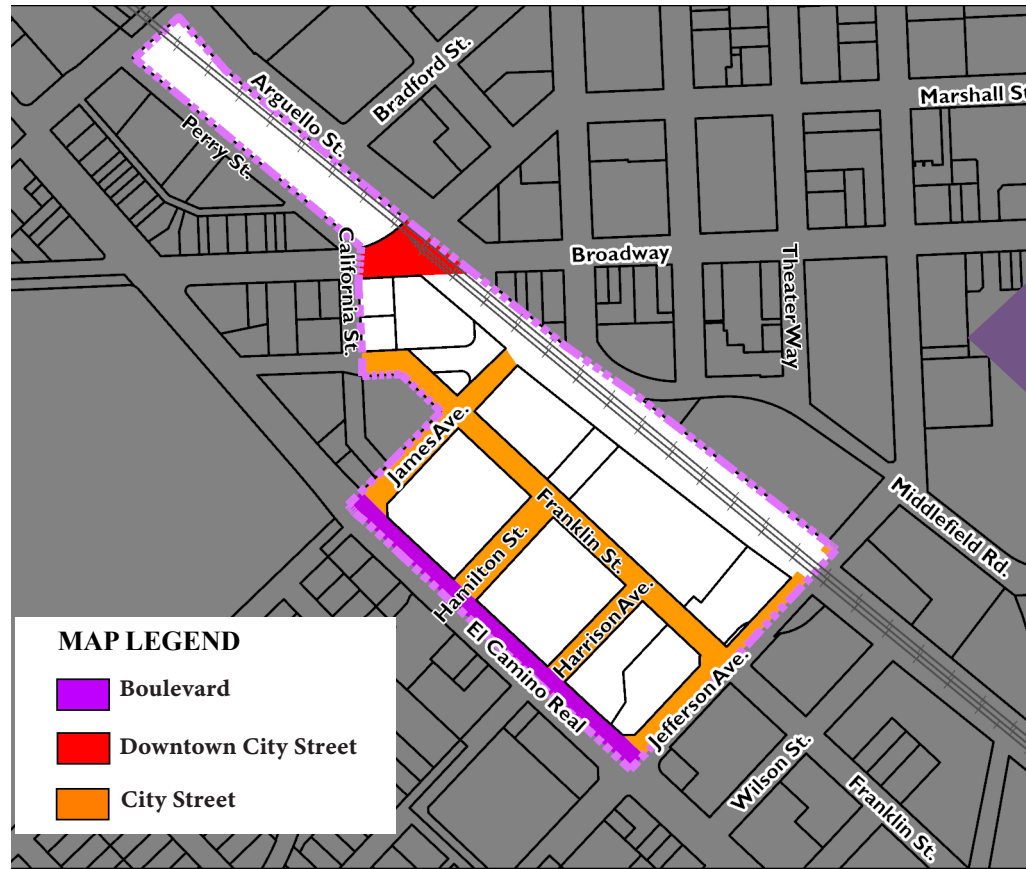
Legend:

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

Transit District

Original Downtown Precise Plan Map



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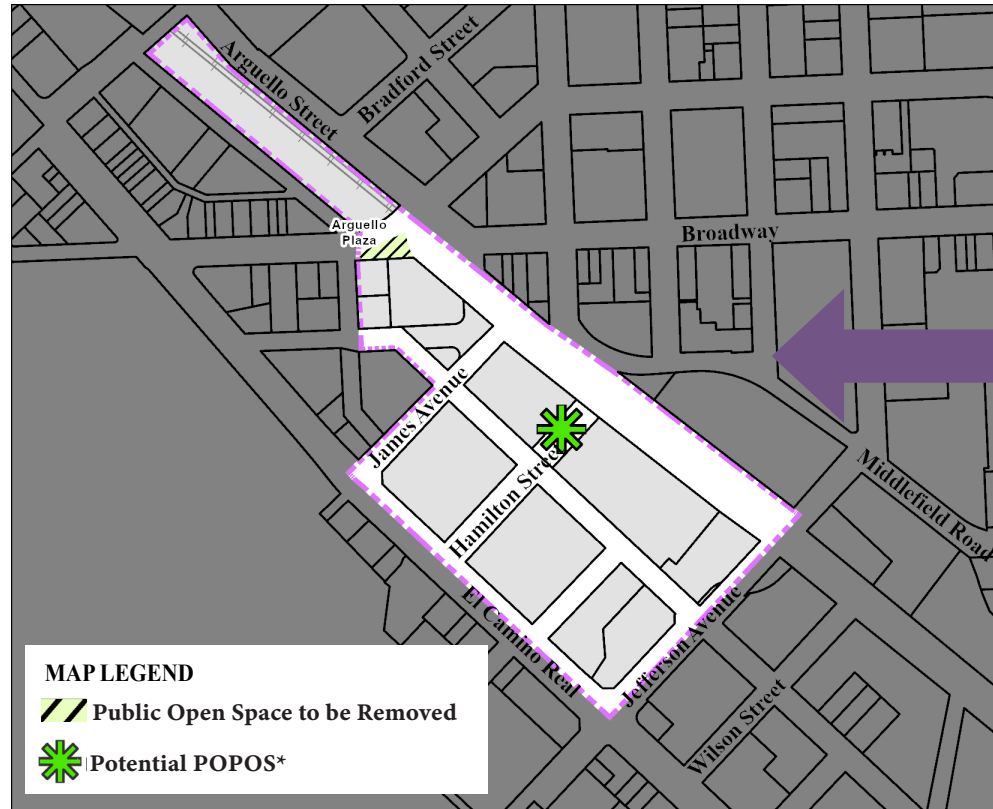
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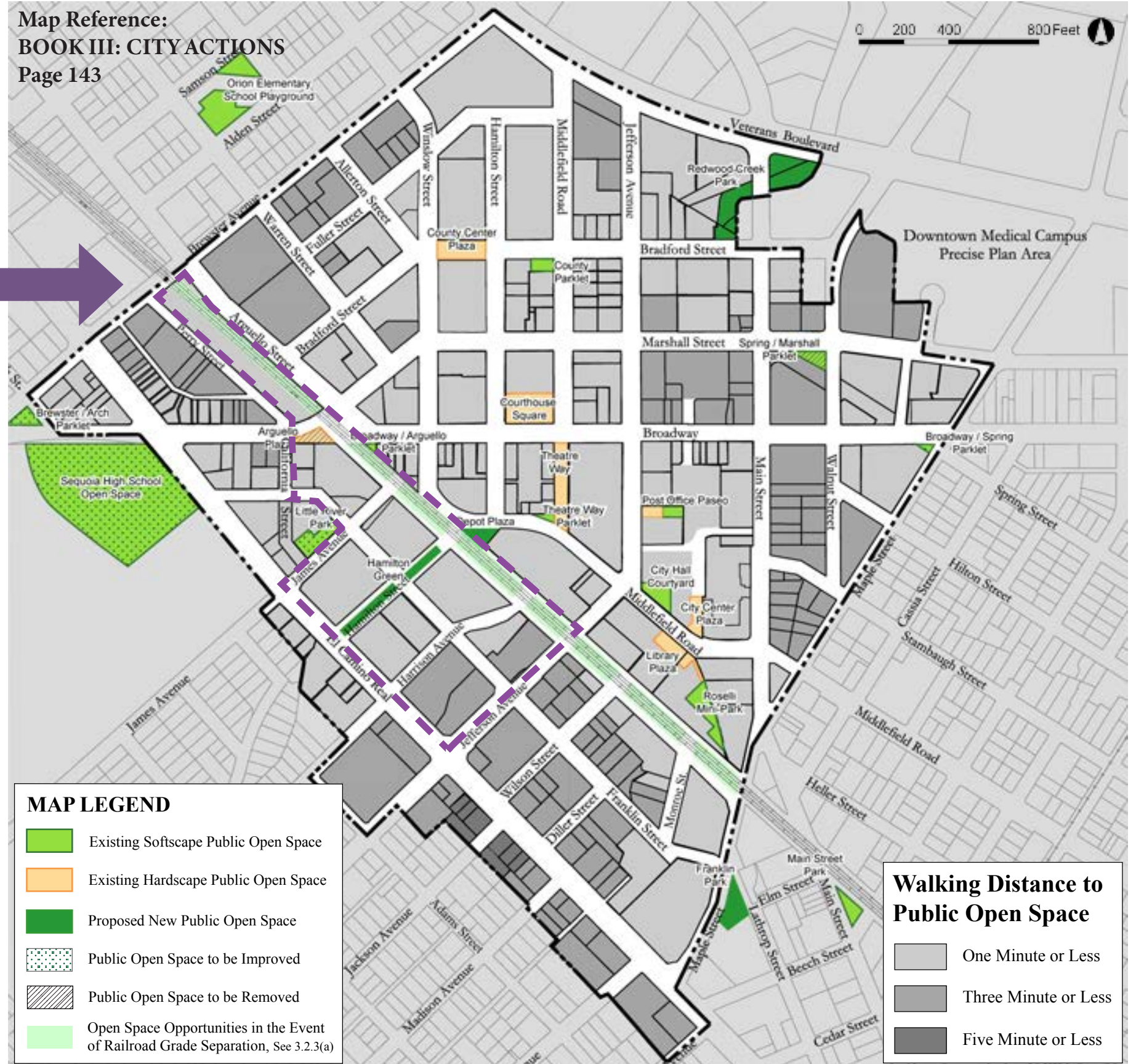
Signage Regulations Map

Transit District

Original Downtown Precise Plan Map



*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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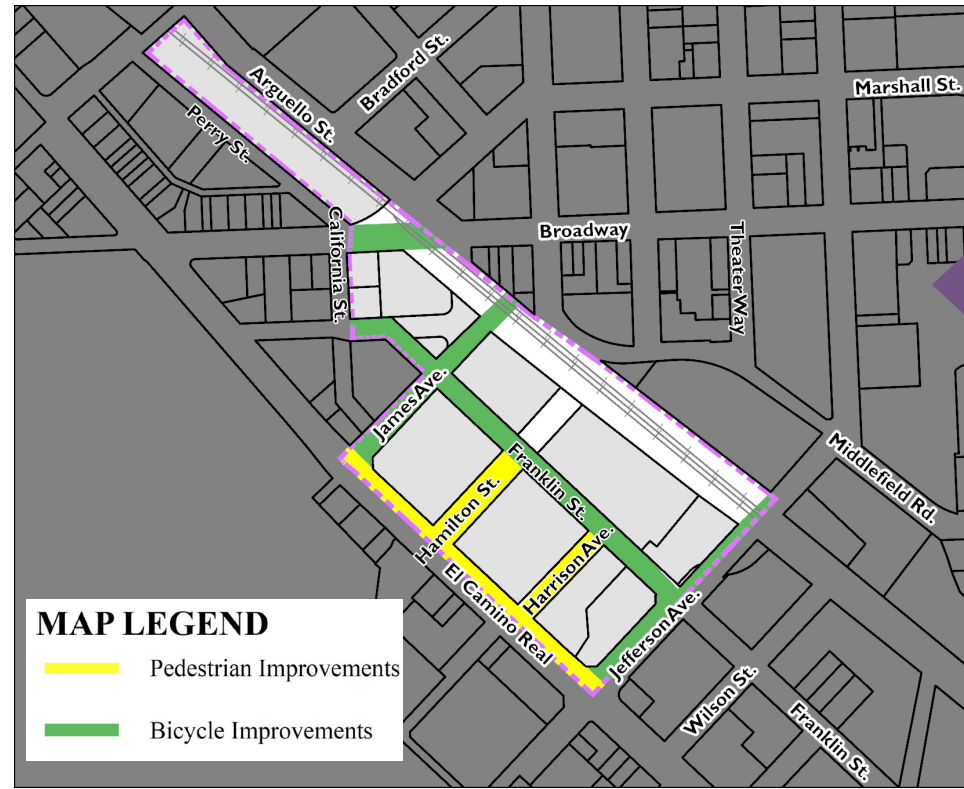
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Potential Public Open Space Projects

Transit District



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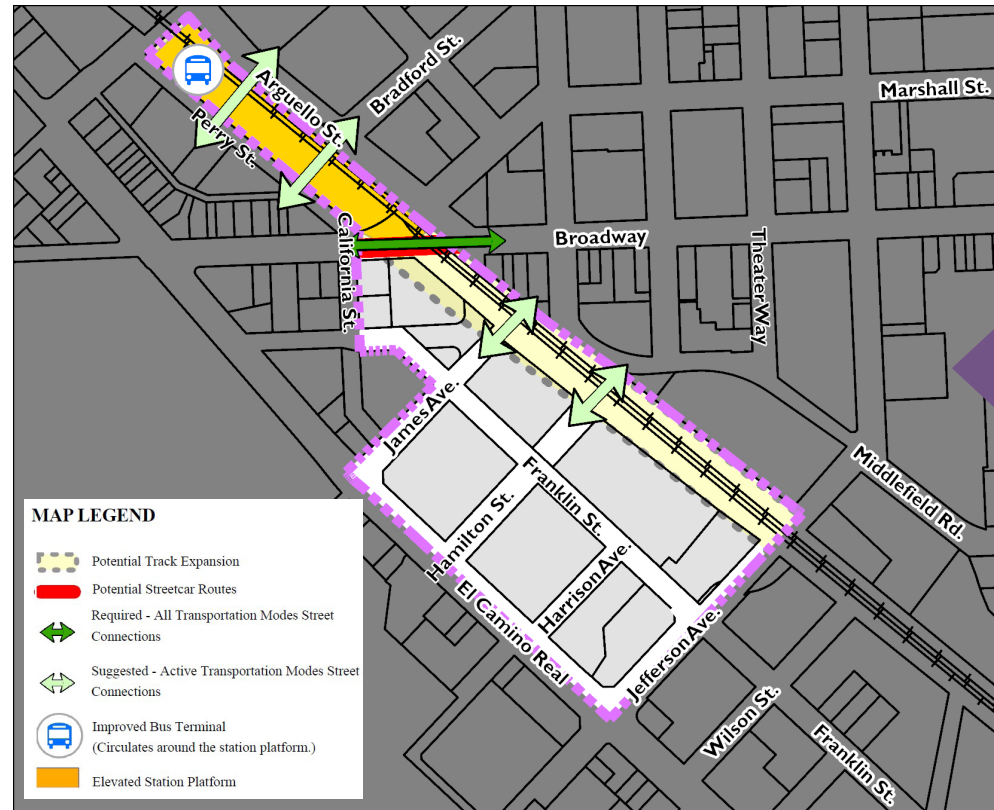
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Original Downtown Precise Plan Map



Potential Complete Streets Projects

Transit District



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

Transit District Map (LEFT MAP)

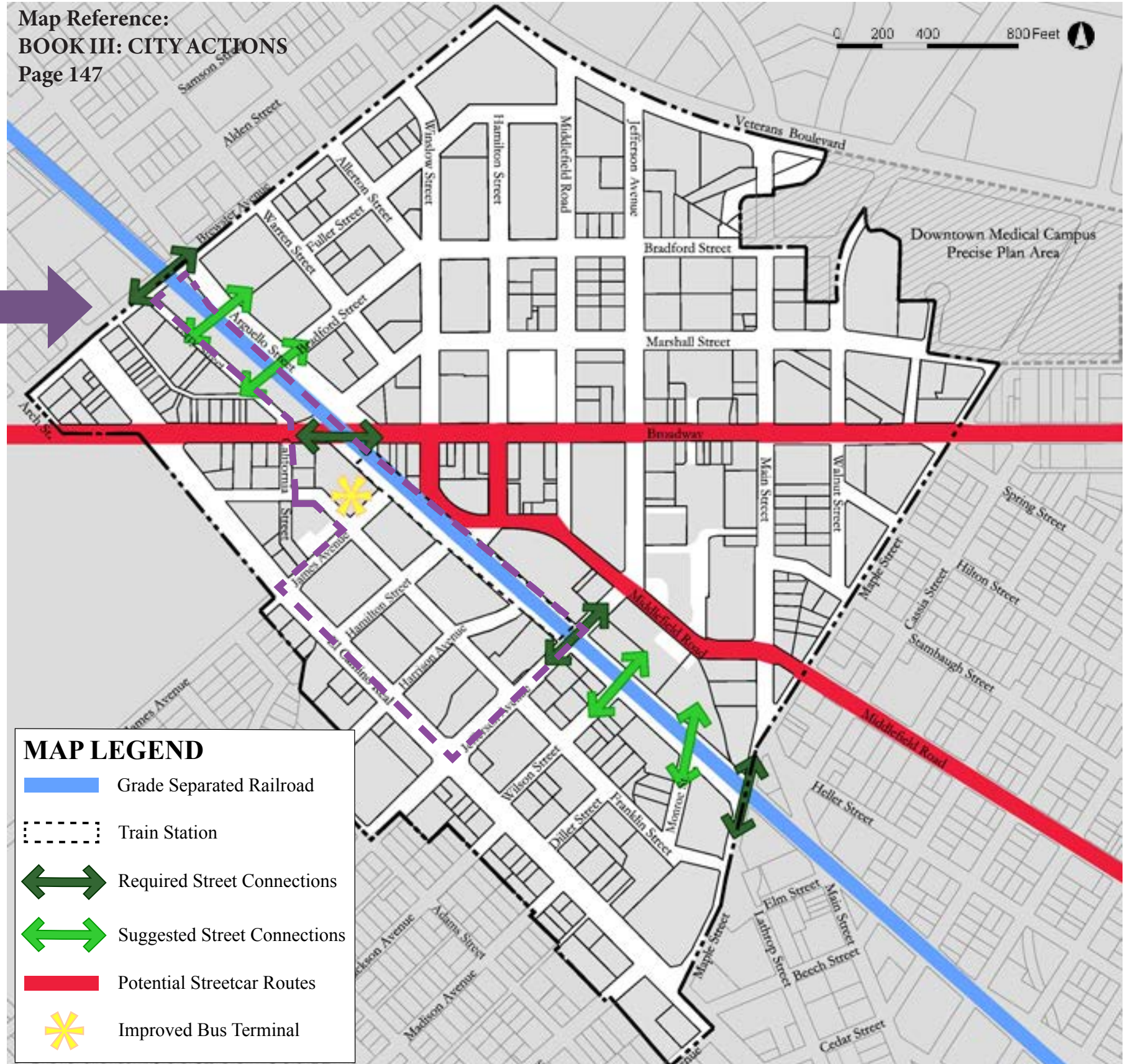
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Original Downtown Precise Plan Map



Potential Transit Projects