

# DOWNTOWN PLAN AREA

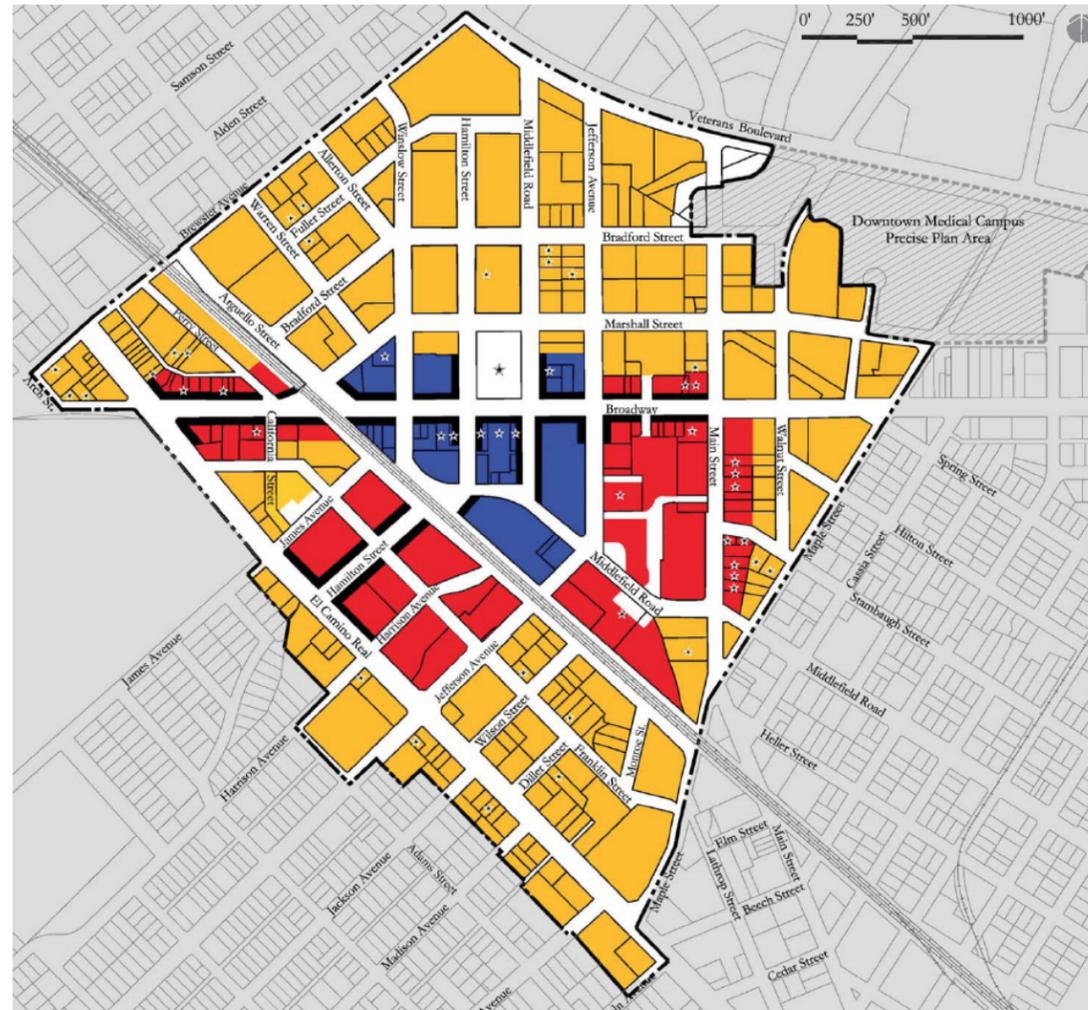


## Mixed-Use Downtown

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

## Development Standards

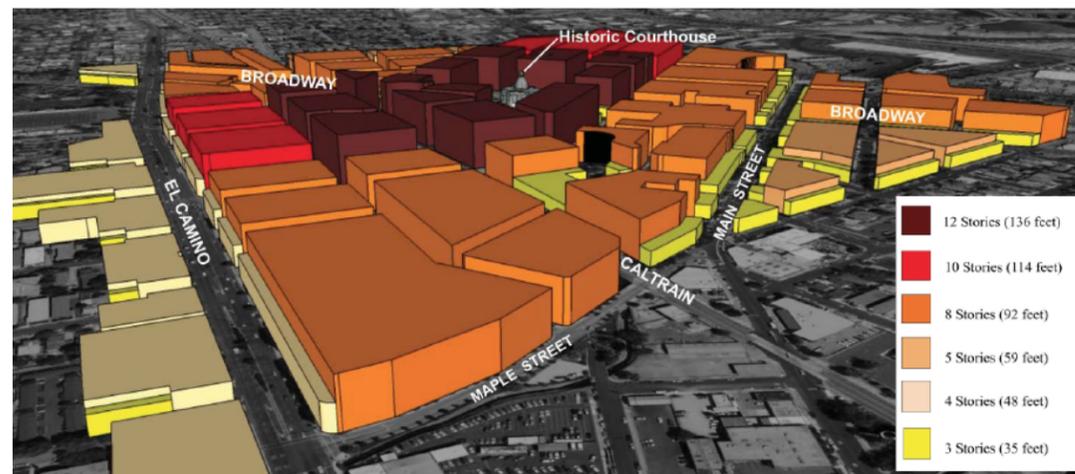
- Maximum density: No limit on density, with a maximum capacity of 2,500 additional units
- Height: 3-12 stories
- Maximum Intensity: No limit on FAR, with a maximum capacity of 586,000 square feet of additional nonresidential space



## Use Regulations

This section of the Downtown Precise Plan shall regulate land use in order to minimize conflicts between uses while maximizing economic and social vitality in the area. While the entire Downtown is intended to be a lively, mixed-use area, permitted uses do vary slightly within the DTPP Area, by location. To regulate these variations, the Downtown Precise Plan Area has been organized into "Use Groups," and use groups are permitted or not permitted by Use Zone.

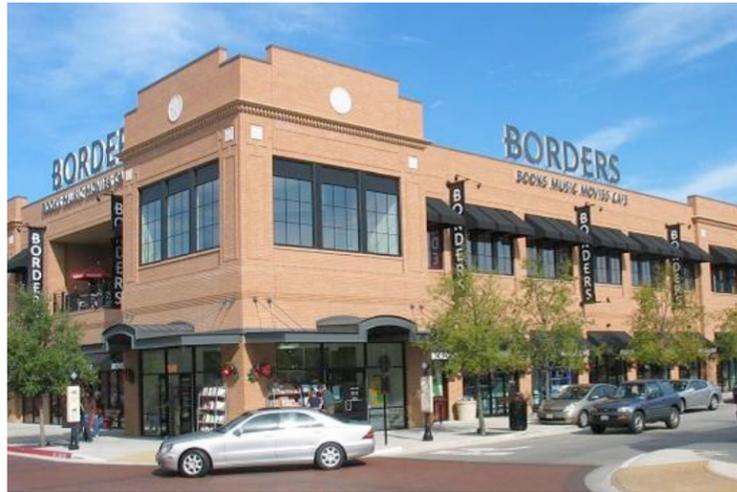
- Entertainment District
- Downtown Core
- Downtown General
- Active Ground Floor Uses Required
- Historic Resource



## Maximum Permitted Heights

The Downtown Precise Plan encourages the tallest buildings to be placed in the Downtown Core, putting the highest concentrations of people, nearest to transit and the retail/entertainment heart of the area. This will also create an attractive, dynamic punctuation to the skyline. At the edges, heights will gracefully transition down to a level which is compatible with adjacent low-rise neighborhoods.

# EMPLOYMENT AND GATEWAY CENTERS



## Commercial – Regional

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

### Development Standards

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



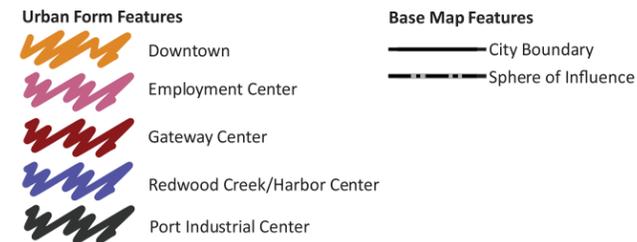
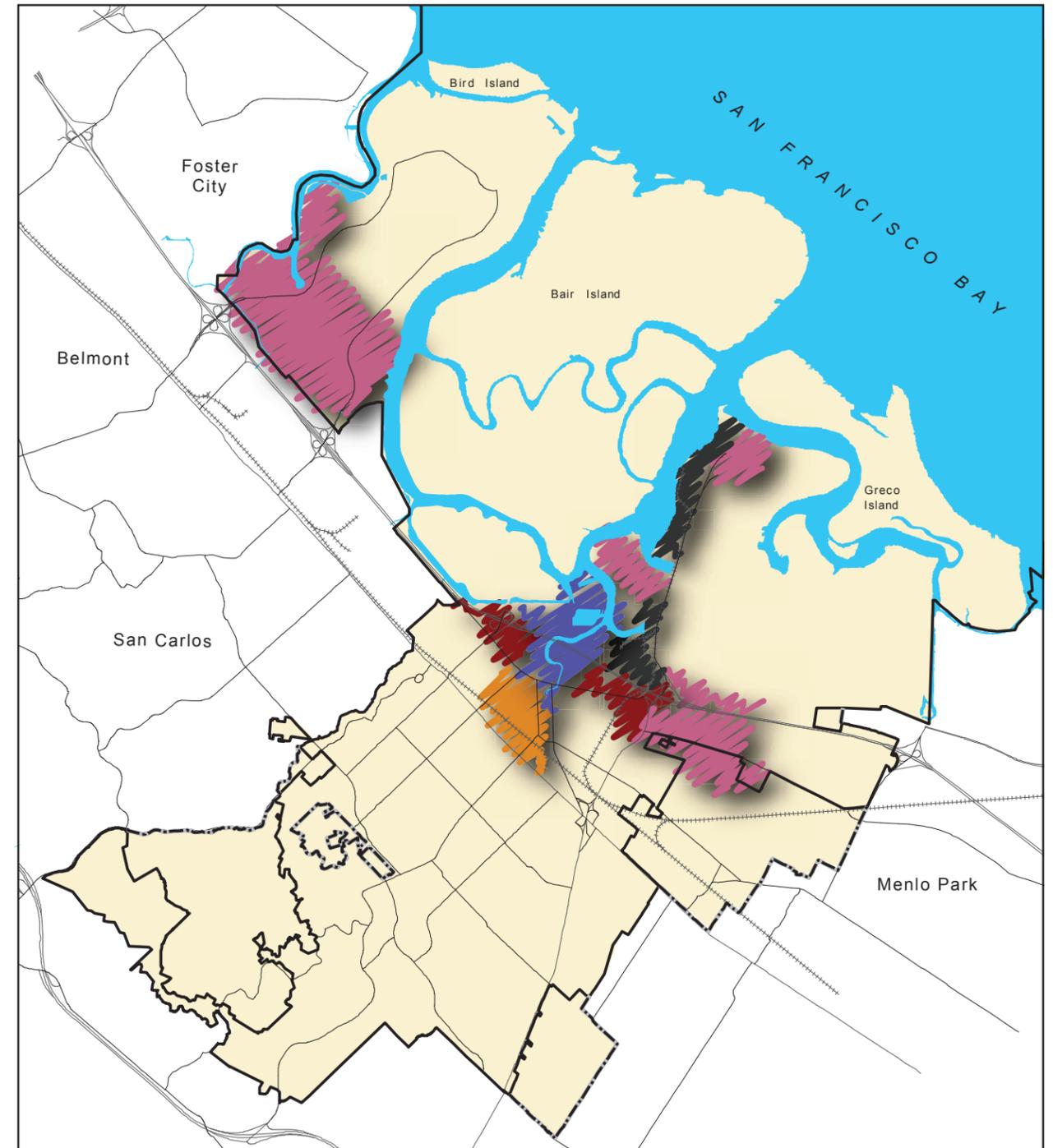
## Commercial – Office Professional / Technology

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

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

### Development Standards

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



# CORRIDORS

## Mixed-Use Corridor

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

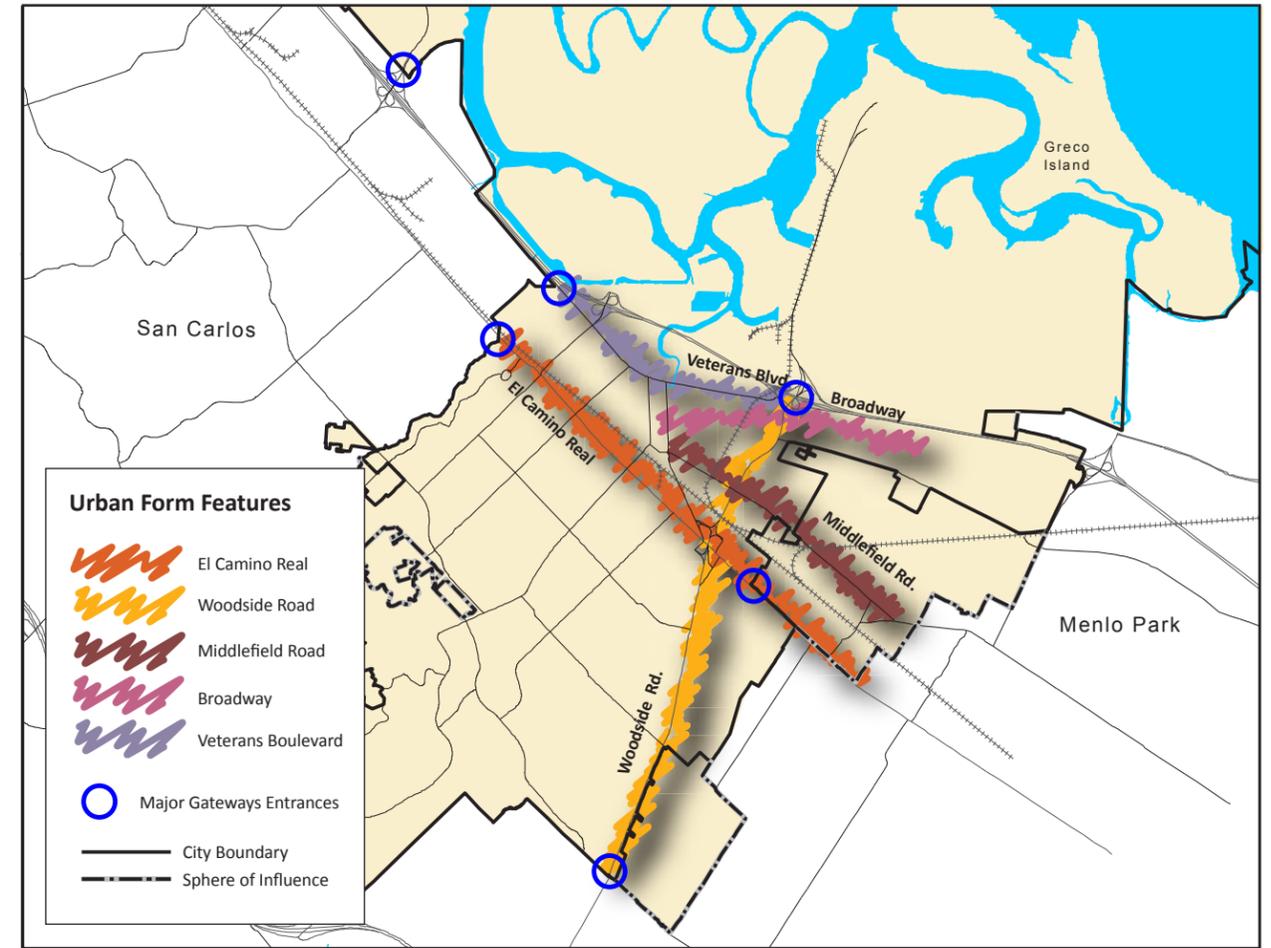


▲ Mixed-Use

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

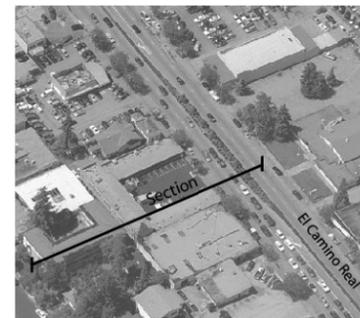
### Development Standards

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



## El Camino Real

Our vision for El Camino Real is integrated with the Grand Boulevard Initiative developed by San Mateo and Santa Clara County cities in conjunction with SamTrans. The Grand Boulevard Initiative looks to transform El Camino Real from a suburban, low-density strip commercial highway to a vibrant, mixed-use, pedestrian-friendly boulevard that links regional transportation improvements and local economic development efforts.

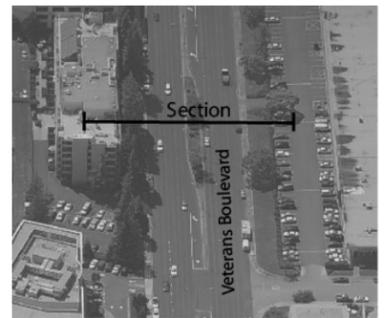


◆ El Camino Real Section

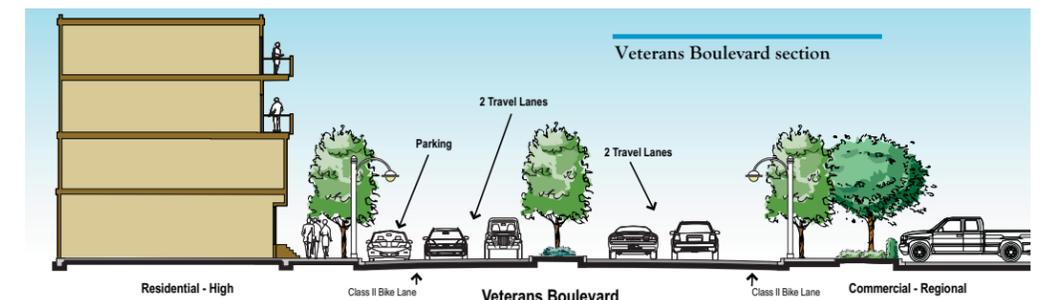


## Veterans Boulevard

Redwood City envisions transforming the Veterans Boulevard Corridor into a true boulevard, with nodes of regional commercial, businesses that benefit from high freeway visibility at the Whipple and Woodside interchanges, and office district and mixed-use neighborhoods in between.



◆ Veterans Boulevard Section



# REDWOOD CREEK / INNER HARBOR AREA

## Mixed-Use Waterfront Neighborhood

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

### Development Standards

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

## Industrial – Light

The Industrial - Light category provides areas for relatively low-intensity industrial uses. Light industrial activities do not involve substantial truck traffic or outdoor fabrication or assembly, do not produce odors, generally operate only during typical weekday hours, and do not involve any operations normally considered hazardous within an urban environment. Prohibited uses within this designation include commercial warehousing, trucking and transportation-related businesses, and heavy manufacturing.

### Development Standards

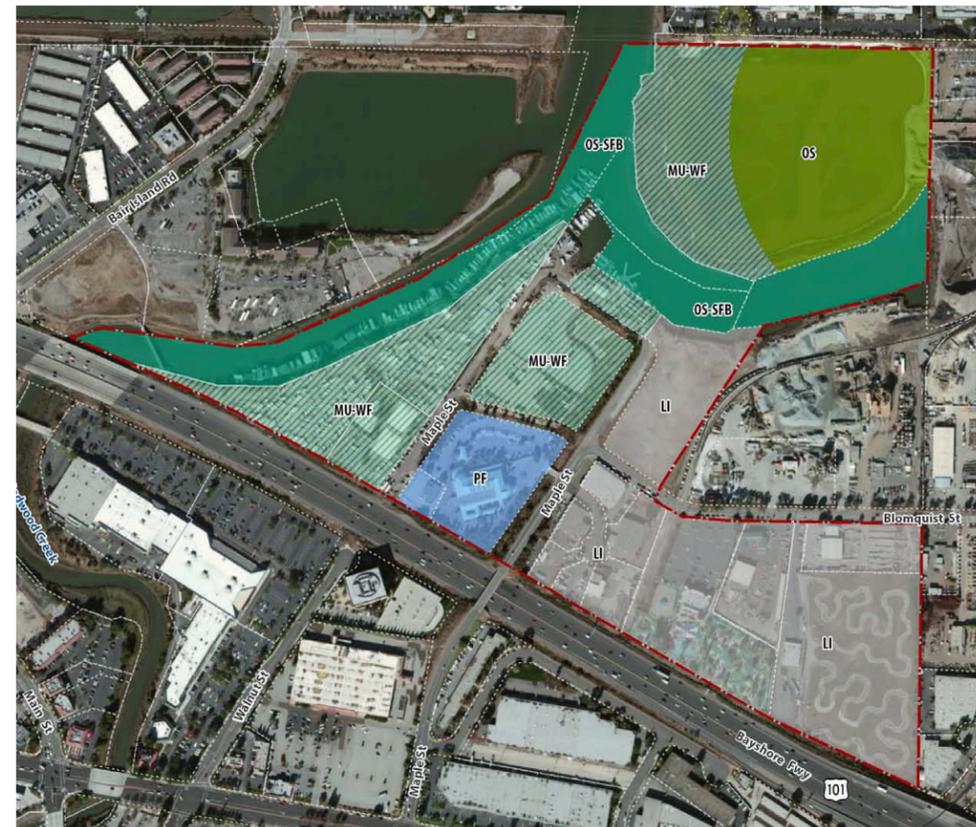
- Intensity: 0.75 FAR
- Maximum Height: 3 stories

## Public Facility

The Public Facility category encompasses government, civic, cultural, health, and infrastructure uses and activities which contribute to and support community needs.

### Development Standards

- Intensity: 1.0 FAR
- Maximum Height: 3 stories; higher structure heights permitted for facilities within Downtown per the Downtown Precise Plan



### Exhibit 3: General Plan Land Use

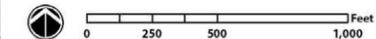
Inner Harbor Specific Plan  
Land Use Technical Memorandum

- General Plan Land Use (2013)**
- MU-WF: Mixed Use - Waterfront Neighborhood (40 DU/AC Max.)
  - LI: Industrial - Light (0.60 FAR Max.)
  - IP: Industrial - Port Related (0.50 FAR Max.)
  - PF: Public Facility
  - OS: Open Space - Preservation
  - OS-SFB: Open Space - San Francisco Bay

**Base Map**

- Project Boundary

Source: City of Redwood City  
November 7, 2013



▲ Mixed-Use Waterfront Neighborhood



▲ Industrial – Light



▲ Public Facility