DOWNTOWN PRECISE PLAN

Adopted on January 24, 2011

Last Amended on June 11, 2018

Redwood City, California | Community Intent & Guiding Principles | Development Regulations | City Actions |

REDWOOD CITY, CALIFORNIA

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JANUARY 24, 2011

LAST AMENDED ON NOVEMBER 28, 2016

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INTRODUCTION

i.1. ESTABLISHMENT

The *Downtown Precise Plan* is established to orchestrate private and public investment actions in the Downtown. It sets forth the primary means of regulating land use and development within the Precise Plan Area (see Downtown Precise Plan Area Map, opposite). It also establishes the primary means of planning City actions and investments in support of the growth of the Downtown.

i.1.1. Authority

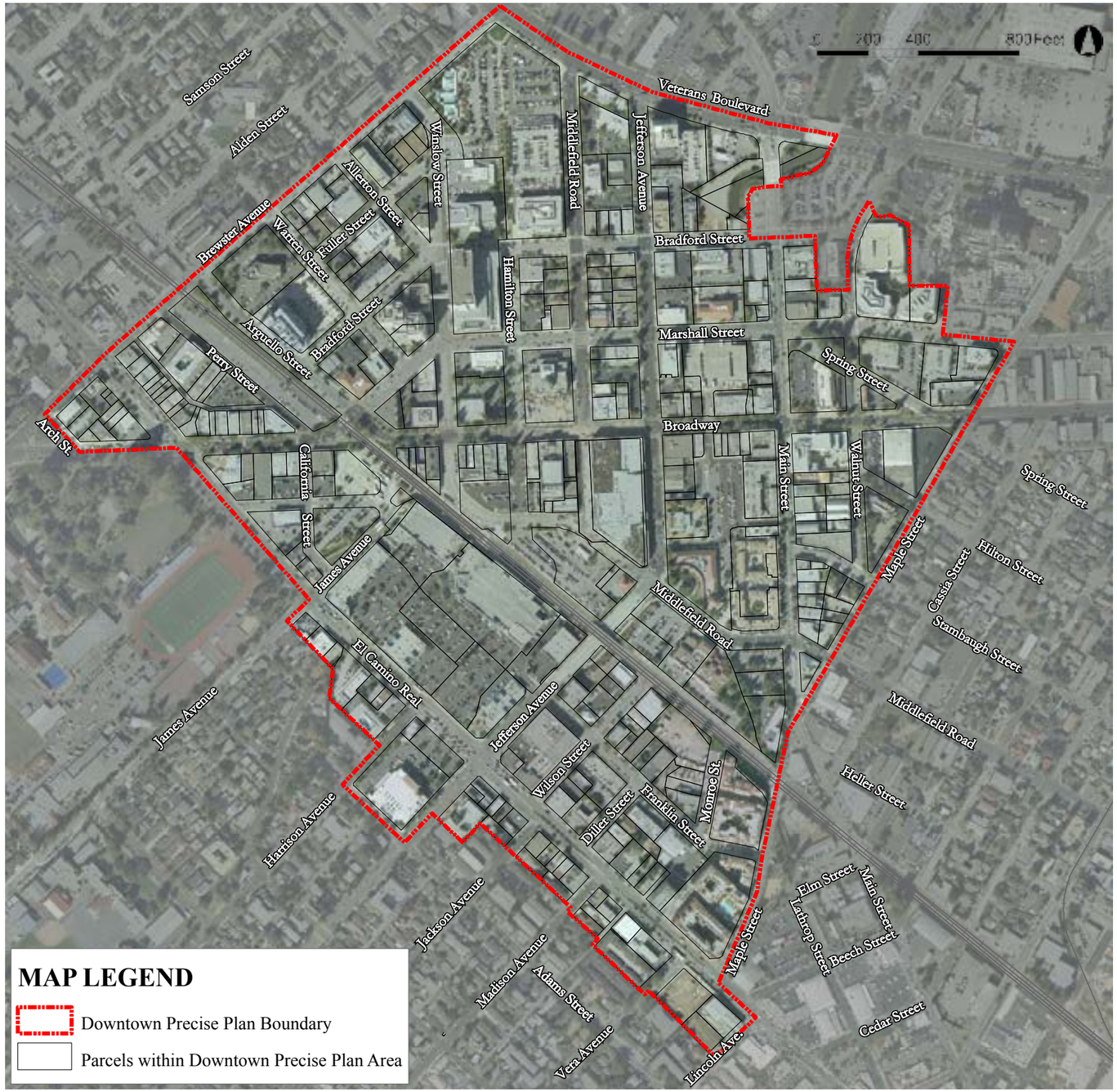
This Precise Plan is adopted under the authority of Article 52 of the *Redwood City Zoning Ordinance*, which establishes Precise Plans as an authorized mechanism for regulating land use and development in the City.

i.1.2. Downtown Precise Plan Area

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

The entire Downtown Precise Plan Area, with the exception of some parcels southwest of El Camino Real, falls within the Downtown Subarea of the Redwood City Redevelopment Agency Project Area.

For a more precise record of the exact location of the Downtown Precise Plan Area and the parcels which are subject to its regulations, refer to the Downtown Precise Plan Area Map.



Downtown Precise Plan Area Map

I.1.3. Purpose

The *Downtown Precise Plan (DTPP)* was created for the purpose of reviving the heart of Redwood City. *The Downtown Precise Plan* represents the detailed implementation of the broad policy directions contained within the *Redwood City General Plan* for the Downtown district. The regulations contained within the *Downtown Precise Plan* replace land use and development regulations previously contained within the *Redwood City Zoning Ordinance* for this portion of the City. In the event of conflicts with regulations and policies for land use and development in the DTPP area, the DTPP shall guide the decision making process for resolution. The Planning Manager will have discretion to take into consideration the vision and principles of the Precise Plan and guide the process for resolution of conflicts. The *Downtown Precise Plan* document does not replace or augment regulations pertaining to issues of building safety codes or other non-planning related codes. All applications for new construction, substantial modifications to existing buildings, and for changes in land use, shall be reviewed for conformance with the policies contained in the *Downtown Precise Plan*.

I.1.4. Document Organization

The Downtown Precise Plan is organized into four sections, as follows:

Introduction: The *Introduction* establishes the authority of the Plan and describes the conditions in place at the time of its adoption.

Book I: Community Intent & Guiding Principles lays out the intended outcomes of the Plan. It describes the primary goals, the envisioned form that the future district will take, and the strategy to achieve those intended results.

Book II: Development Regulations establishes the primary means of regulating land use and development on privately owned properties located within the Precise Plan Area.

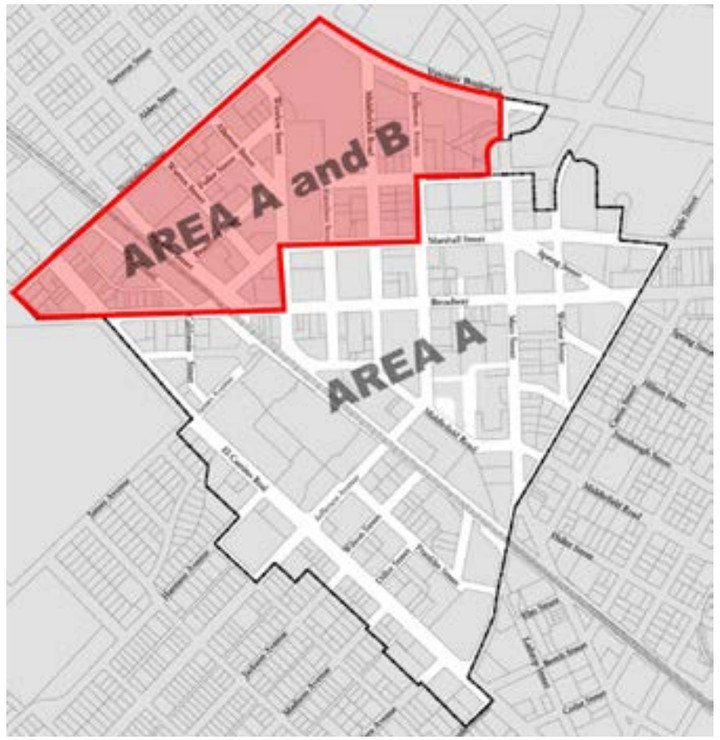
Book III: City Actions establishes the primary means of planning City actions and investments in support of the growth of the Downtown.

Appendices explain technical studies behind various aspects of the DTPP, particularly the preservation of historic resources.

I.1.5. Conformance to the Airport Land Use Plan

California Government Code Section 65302.3 states that a local agency general plan and/or any effected specific plan must be consistent with the applicable airport/land use compatibility criteria contained in the relevant adopted airport land use plan (ALUP). The goals, objectives, policies, and development criteria contained herein are consistent with the applicable airport/land use compatibility criteria contained in the San Mateo County Comprehensive Airport Land Use Plan December 1996, as amended, for San Carlos Airport.

All of the Precise Plan area is located within Airport Influence Area A. Therefore, all new subdivided land for sale or lease in the planning area, since the effective date of the statute, is subject to the real estate disclosure requirements specified in Chapter 496, Statutes 2002. Aircraft operating to and from San Carlos Airport frequently fly over the DTPP area. These aircraft typically weigh less than 12,500 pounds and include single-engine piston-driven propeller aircraft, twin-engine piston-driven propeller aircraft, light turboprop aircraft, very small jet aircraft, and small helicopters. The DTPP area is also occasionally overflown by commercial jet aircraft inbound (on arrival) to San Francisco International Airport. However, these aircraft are much higher in altitude over the DTPP area than the general aviation aircraft operating to and from San Carlos Airport.



San Carlos Airport Influence Areas

The northwestern part of the Downtown Precise Plan is also within Airport Influence Area B. The configuration of Airport Influence Area B is based on federal airspace protection parameters for San Carlos Airport. Proposed development located within the Area B portion of the DTPP area is subject to Federal Aviation Administration (FAA) review. The review consists of an aeronautical study conducted by FAA staff to determine if the maximum height, building materials, and other features of the proposed development will create any airspace impacts/hazards to aircraft in flight, including affects on aircraft navigation and communications. The findings of the FAA aeronautical study should be considered by the City as part of its review and action on the proposed development.

I.1.6. Environmental Impact Report

As required by the California Environmental Quality Act (CEQA), the City has prepared a written evaluation of the Precise Plan's environmental impacts. A "Program" Environmental Impact Report (EIR) was prepared due to the project's potential significant impacts. State law allows the preparation of a "Program EIR" (as opposed to a "Project" EIR) when a series of actions are related geographically and are part of a larger project. In Downtown Redwood City, future development projects implementing the Precise Plan are "related geographically" by being part of the Downtown Precise Plan area and are part of the "larger project" of the overall redevelopment of the Downtown.

The EIR analyzed the potential environmental impacts of Downtown Precise Plan implementation, and identified the measures necessary to help mitigate these impacts, in the environmental areas of aesthetics, cultural and historic resources, traffic, noise, and other CEQA-defined environmental topic areas. The EIR is important because, in the future as individual development projects are proposed for the Downtown, the developments typically will be subject to a reduced level of additional CEQA analysis as long as the proposals are consistent with the Downtown Precise Plan. The EIR will provide the programmatic CEQA coverage for developers who bring forth high-quality projects that are consistent with the community's vision, thereby saving developers both time and expense, while facilitating and expediting high-quality development Downtown. These are goals shared by the City staff and decision-makers, the development community, and Redwood City as a whole.

In cases where Historic Resources are involved, additional environmental analysis may be required per Section 2.0.3(c) of the Downtown Precise Plan.

i.2. EXISTING CONDITIONS

This section provides a record of the conditions that were present prior to the adoption of the Precise Plan. The Precise Plan represents the community's best effort to engage these factors in an organized way for the purpose of instigating beneficial change that is built on the things already present that are valued by the community. The primary purpose of this section is to provide a bench mark against which to measure change in the Downtown, and the corresponding degree of obsolescence of portions of the Precise Plan over time.

i.2.1. Context

History

As the oldest city on the San Francisco Peninsula, Redwood City has a long and varied history. Originally a port town during the Gold Rush, Redwood City became the County Seat of the newly formed San Mateo County in 1856. Downtown grew into a vital center for commerce, government, and manufacturing in the early 20th Century, before declining in the 1960s and 1970s. During the late 1900s and early 2000s Downtown Redwood City began revitalizing, and this revitalization continues today. For a more detailed history of Downtown Redwood City, see Appendix 1.

Regional Context

Redwood City is located at the geographic center of the Peninsula, falling about 25 miles from both San Francisco and San Jose. The City's Downtown includes a stop on the Caltrain commuter railroad, which provides regional transportation service between San Francisco and Gilroy, about 30 miles south of San Jose. Regional automobile routes are provided by Highway 101 and Interstate 280. To the north sits San Mateo and the San Mateo Bridge while to the south is Palo Alto and direct access to the East Bay via Route 84 and the Dumbarton Bridge. Downtown also incorporates a segment of El Camino Real, the oldest and most extensive north-south arterial in the State of California.

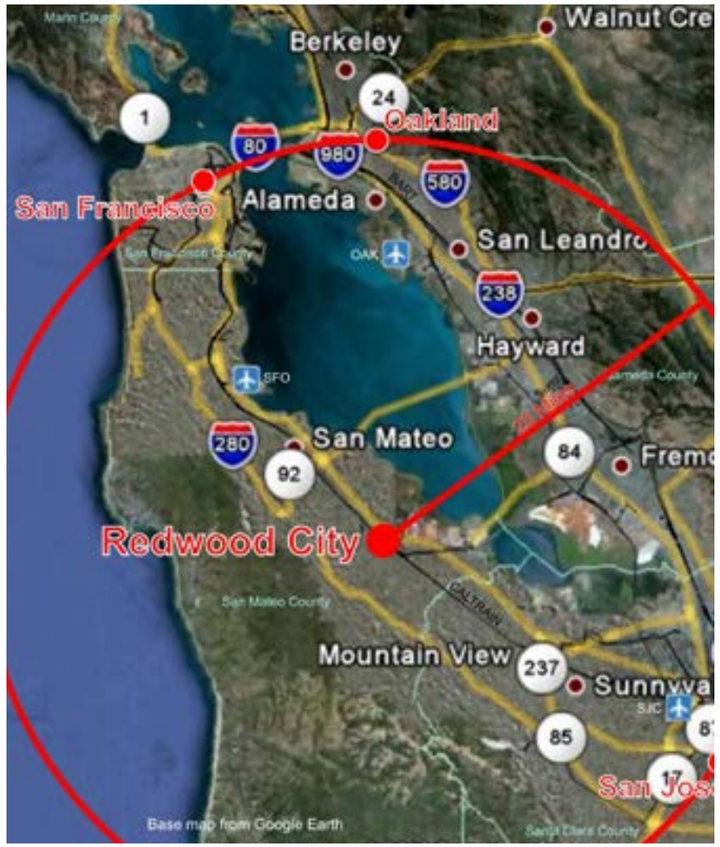
City Context and District Composition

The heart of Redwood City, comprised of Downtown and two historic residential neighborhoods, is located between 101 and El Camino Real. Residential neighborhoods, lying predominantly to the west of El Camino below the nearby coastal foothills, make up the bulk of the city. Commercial and large scale office development lines the eastern side of the 101 freeway. Marsh lands stretch from 101 east to the San Francisco Bay. Redwood City is 19.5 square miles and, as of 2008, had a population of 77,071.

The Greater Downtown

The greater Downtown is located in the northeastern section of the City, separated from the Bay by Highway 101. Redwood Creek enters the DTPP area at Maple Street at El Camino, entering an underground culvert at the Caltrain railroad. At Bradford near Main Street it daylights again and flows under Veterans Boulevard and Highway 101 and out to the Bay.

The Downtown area itself is the City's most urban district and, at 183 acres, fits roughly into the ¼ mile radius generally prescribed as the ideal size to insure a pedestrian friendly, walkable district and good transit access. This radius defines the maximum comfortable walking distance to and from shops, residents and workplaces, making it about a 10 minute walk from end to end. To the north of Downtown lies conventional suburban commercial development, while low and medium density residential neighborhoods surround Downtown to the west, south, and east.



Regional Context

Access and Visibility

Despite direct auto access to Highway 101 from Veterans Boulevard, and the fact that El Camino Real runs through the district, Downtown Redwood City is difficult for motorists to find. From Veterans Boulevard, the intersections with Middlefield Road, Jefferson Avenue, and Main Street that provide major access to Downtown from Highway 101 are nondescript and indistinguishable from others. Similarly, the Downtown stretch of El Camino Real, more than 3,500 feet in length, contains only three intersections with access to the Downtown Core. The Jefferson Avenue and Maple Street intersections lack a strong identity, whereas the intersection at Broadway presents a better effect with the presence of a gateway monument. However, when entering Downtown along Broadway from El Camino, traffic is directed along Marshall Street, bypassing the Downtown Core.

Pedestrian access from neighborhoods southwest of the Downtown district is also limited. El Camino Real's wide, auto-oriented character and high traffic volumes present a substantial deterrent to pedestrians, who have a limited number of safe and legal crossing opportunities. This impediment is exacerbated by the railroad tracks. Very few railroad crossings are present and they are primarily auto-oriented and do have many pedestrian enhancements. It should be noted, however, that several at-grade pedestrian railroad crossings have been recently improved with gates, tactile strips, and better striping.

Development Opportunity Sites

The Downtown presents many infill and redevelopment prospects for new investment to resolve the issues and build upon the strengths in the district. Sites with a high potential for redevelopment surround Sequoia Station Shopping Center and present the opportunity to reclaim and utilize land surrounding the railroad tracks while simultaneously integrating transit services into the street and pedestrian network. This includes the SamTrans bus terminal along James Ave., parking lots at the intersection of Winslow Street and Hamilton Street, The Middlefield Parking Lot, and the Franklin Street quadrant to the southeast, which includes a number of underutilized industrial uses with potential for redevelopment. Additional opportunity sites with high potential for redevelopment can be found east of Main Street between Broadway and on blocks between Marshall Street and Bradford Street.

Many more redevelopment prospects can be found throughout the Plan area. The majority of parcels along the southwest side of El-Camino Real have moderate potential for assembly and re-development. Underutilized parcels between the railroad tracks and El Camino Real north of Broadway have a prime location on the western edge of Downtown with potential for new investment. Most parcels on the blocks surrounding the historic Courthouse and much of the County Government Center are covered by surface parking lots and have a reasonable potential for infill and intensification. These properties and many others present good opportunities to build out the inconsistent building fabric and take advantage of land still available for infill development and redevelopment Downtown.

I.2.2. Land Use and Development Policy

General Plan

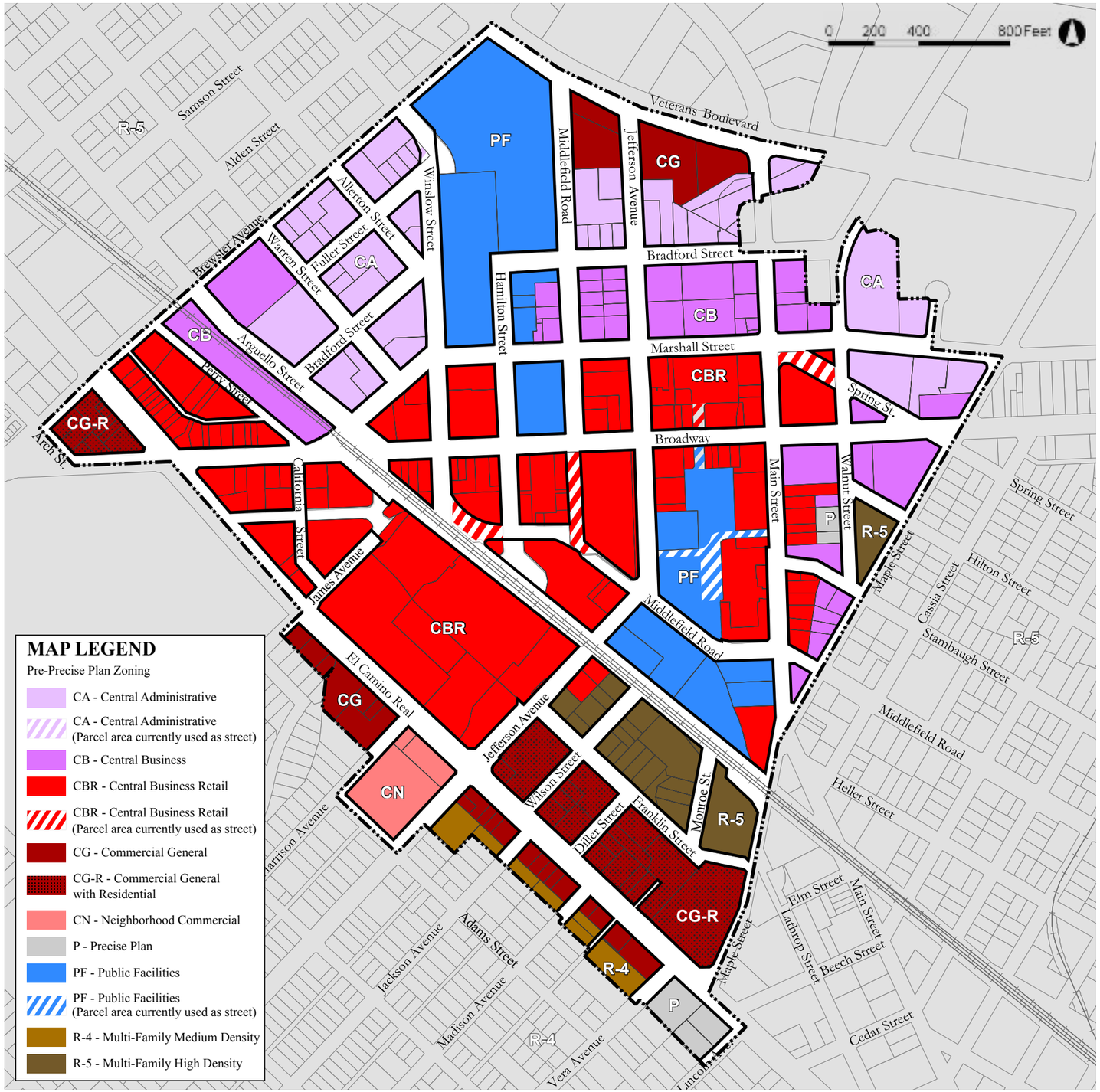
A new General Plan was adopted by Redwood City shortly before the adoption of the Downtown Precise Plan. Great care was taken to ensure that the two documents were complimentary and consistent. The General Plan lays out a broad, generalized vision for Downtown as a dense, mixed use district which is walkable and well served by transit.

Zoning Ordinance

Prior to the adoption of the *Downtown Precise Plan*, the plan area consisted of the following district designations: Central Business Retail (CBR), Public Facilities (PF), Central Administrative (CA), Central Business (CB), General Commercial (CG), General Commercial Residential (CG-R), Neighborhood Commercial (CN), and High Density Residential (R-5), as well as two small precise plans. Additionally, much of the Plan area was surrounded by Medium Density Residential (R-4) and High Density Residential (R-5) zoning designations. These district designations governed building heights as well as permitted and conditionally permitted land uses. The arrangement of these districts was complex, without an overall discernable pattern.

Three levels of building heights were permitted in the district. PF and CN designations permitted heights up to 2 or 3 stories and 35 feet. The CA, CG, CG-R, and R-5 designations permitted heights up to 75 feet (6 or 7 stories). Finally, the CB and CBR designations permitted heights up to 100 feet, or about 9 stories. The permitted heights varied without an overall discernable form for the Downtown district. Furthermore, in a few locations the zoning district boundaries created an abrupt difference in permitted building heights between these designations and adjacent R-4 and IP zones that only permitted heights up to 45 and 50 feet respectively, or about 4 stories.

There was also little distinction between permitted uses from district to district. When considered together, these designations spread activity-generating retail entitlements throughout most of the plan area. Exceptions were the City and County-owned properties designated as "Public Facilities," the two "Central Administrative" districts north of Marshall Street, and the parcels designated for high density residential between Franklin Street and the railroad tracks. Permitted and conditionally permitted Downtown housing was permitted on all parcels except for City owned "Public Facilities" and those designated as CG and CN on the south side of El Camino Real with residential units limited to upper floors in the "Central Business Retail District." Not limited to the employment center surrounding the County Government Center, office uses, including public facilities, were permitted on all properties not designated as R-5 in the Plan area and limited to upper floors in the "Central Business Retail District." Mixed-Use was permitted on all but the PF and R-5 designated parcels, while corridor commercial and large scale retail uses were specifically targeted in the CG and CG-R designations along El Camino Real, but were generally permitted throughout the CB and CBR districts as well.



Existing Conditions - Zoning

1.2.3. Development Pattern

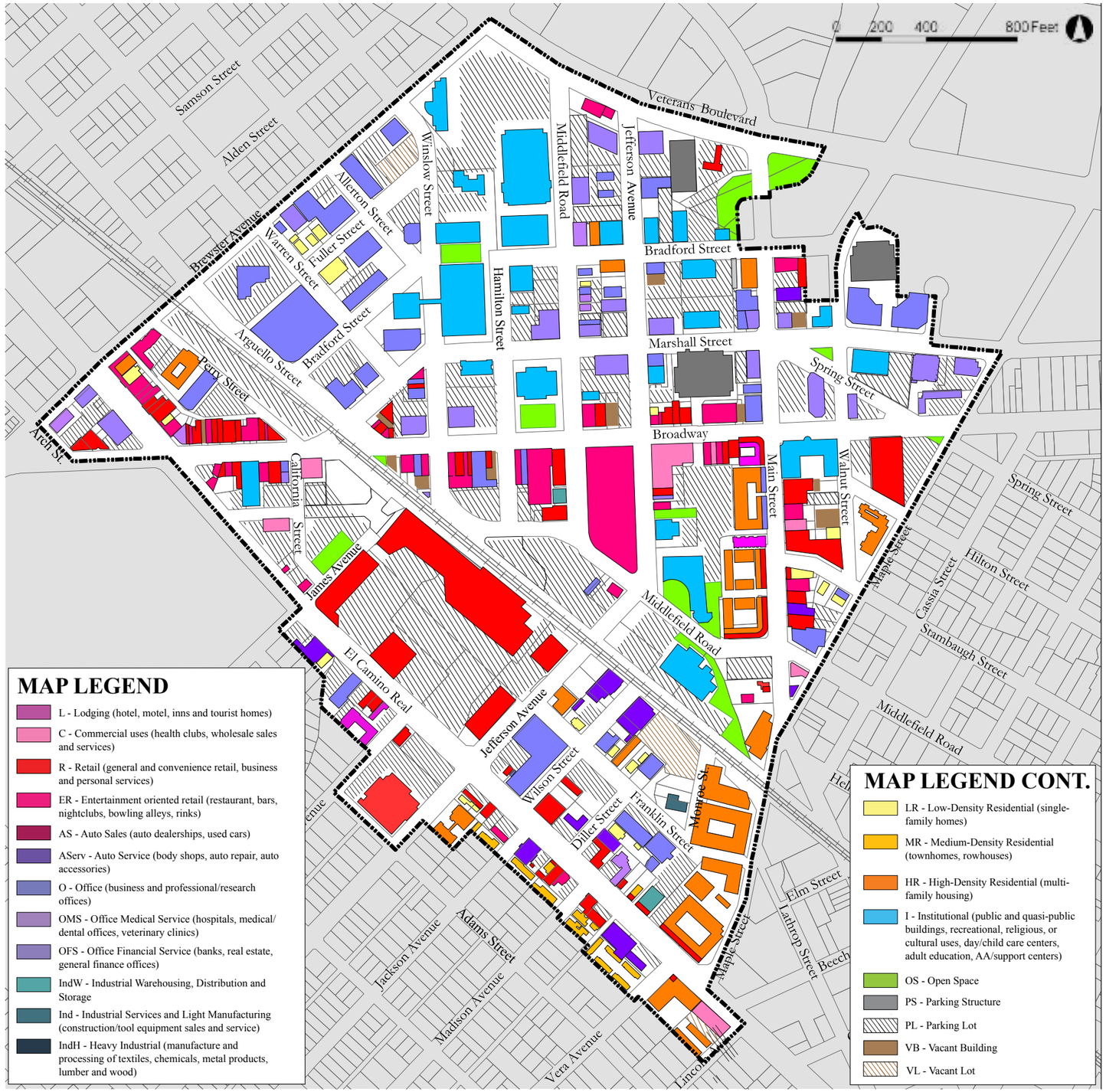
Land Use

With the exception of the Franklin Street Apartments and the City Center Plaza apartments, there was very little housing in the Downtown Precise Plan area. The few exceptions were limited to mid-density residential and mixed use buildings along Maple Street and Main Street and a handful of low and mid-density residential buildings scattered around the Specific Plan area north of Broadway. In all, existing Downtown housing numbered 810 units.

Development to the north of Broadway consists of a mix of office, medical office, and institutional uses, including the County Government Center. Two parking garages along Veterans Boulevard serving private medical offices can be found in addition to two public parking garages along Walnut Street and Marshall Street. Throughout this employment district, entrances are much less concentrated and in some cases they are oriented towards surface parking lots on a parcel's interior, such as at the County Government Center.

Mixed use development in the Downtown Plan area is limited to a few locations along Main Street and the Franklin Street Apartments on El Camino Real, where high-density residential development above ground floor retail and ground floor offices can be found.

With the exception of Sequoia High School, typical auto oriented commercial development, centered on the Sequoia Station Shopping Center, lines El Camino Real along the Plan area's southwest border between Brewster Avenue and Jefferson Avenue.



Existing Conditions - Land Use

Building Fabric

The main concentration of contiguous urban development Downtown, characterized by little to no side yards and small or no front setbacks, occurs along Broadway from El Camino Real to Walnut Street. From the Caltrain railroad tracks to Jefferson Avenue and from Main Street to Walnut Street this in-tact urban fabric is mainly on the south side of the street. The strong urban development pattern extends from Broadway south on Main Street down to Middlefield Road, as well as limited portions of Broadway's side streets, Winslow Street, Harrison Street, Middlefield Road, and Jefferson Avenue.

With the exception of these areas, the building coverage in the Downtown Plan area is inconsistent and lacks definition. Larger scale development with deep side yards and front setbacks are typical along most other Downtown streets. South of Broadway, El Camino Real is particularly spread out with Sequoia High School and Sequoia Station Shopping Center presenting long stretches of undeveloped street frontage. Instead of buildings creating a defined street-wall, setback areas throughout much of the Plan area present surface parking lots. This treatment is noticeable at the County Government Center, Sequoia Station Shopping Center, and along the north side of the railroad tracks from Broadway to Main Street. However, it is especially evident along much of the north side of Broadway, where it contrasts strongly with the consistent pattern on the south side of the street.

Adjacent to the plan area along Brewster Avenue, Maple Street, and south of El Camino Real, is primarily small scale residential development set back from the street and neighboring buildings with front yards and side yards.

Existing Conditions - Building Fabric

Building Heights

Currently, Downtown Redwood City has quite varied building heights. Generally speaking, most buildings are 1 to 2 stories tall. However, there are many exceptions to this. Some historic buildings are three stories tall, notably the Alhambra Theatre, the Odd Fellows Building, the Sequoia Building, and the Sequoia Hotel. In the center of Downtown, the Historic Courthouse, and the Fox Theatre rise to about 50 feet with the Courthouse dome rising to 113 feet.

Several multifamily housing buildings, scattered throughout the Plan area, are 3 to 5 stories tall. Examples include Franklin Street Apartments and Montgomery Villa on El Camino Real, and City Center Plaza and Redwood Plaza on Main Street. Older examples exist on Perry Street, Bradford Street, and Walnut Street.

Medical offices and their adjacent parking garage rise to 4 and 5 stories at the northeast corner of the Plan area near Kaiser Hospital. A few mid to late 20th Century office buildings (specifically those at Arguello and Bradford, Marshall and Jefferson, and Veterans and Jefferson) punctuate the skyline at 5 to 6 stories. Finally, the County Government Center contains 4 to 10 story buildings in the north-central portion of Downtown, particularly along Winslow Street.

While buildings up to 100 feet in height (about 9 stories) have been allowed for several decades, inefficiencies in the zoning codes, as well as market factors, have prevented most new development from rising to these heights. Furthermore, when taller buildings have been built they have been spread throughout the Downtown area, preventing a cohesive physical form from developing, leaving the area rather shapeless and undistinguished.

Existing Conditions - Building Heights

Lack of Cohesion in Building Heights

Existing Conditions - Maximum Permitted Heights under Pre-DTPP Zoning

Activity-Generating Frontages

Private Frontage refers to the ground floor of buildings. This is the portion of the building with which people interact as they travel from the sidewalk, public open space, or a parking lot and enter the interior of the building. The design of the private frontage, and the arrangement of the associated uses within the buildings, determines many of the most important aspects of the urbanism of a place, particularly whether a street is lively or dull.

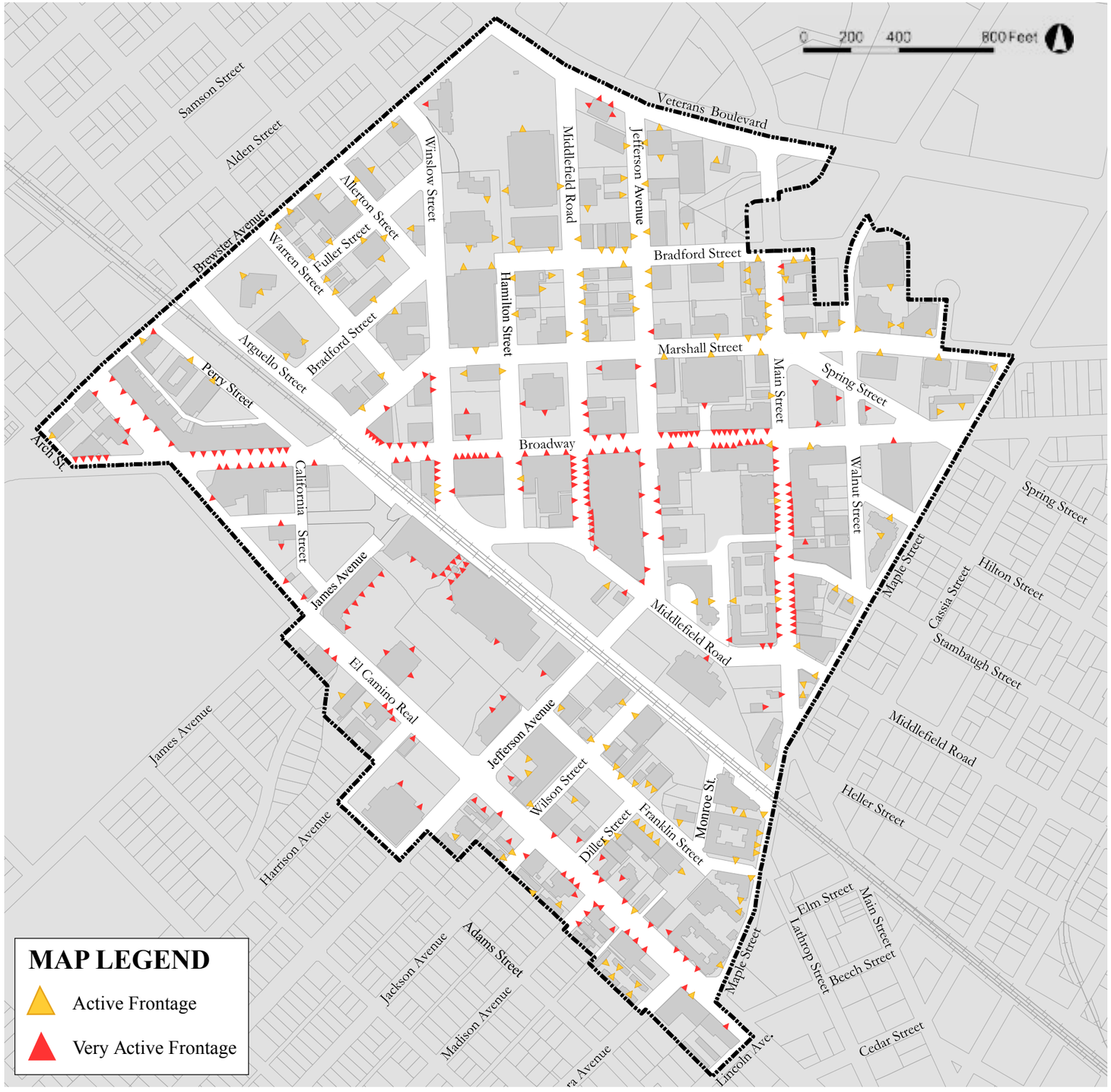
Inactive frontages are those through which few people, or no people, pass. Examples include blank walls, secondary entrances, service entrances, garage entrances, and fire exits. Active frontages are those through which many people pass, such as storefronts, stoop entrances, and common entrances to upstairs residential, office, or hotel uses.

The Activity Generating Frontage map illustrates the current pattern of active frontages in Downtown. Red triangles represent the most active frontages, such as restaurants, theaters, retail shops, and salons. Yellow triangles represent frontages that produce slightly less activity, such as residential units and office space. Distinct patterns are clearly visible.

El Camino Real, while considered an automobile dominated street, has in some locations a fairly high concentration of sidewalk-oriented, high activity frontages, particularly from Brewster to Broadway and from Jefferson to Maple. There are, however, in these areas substantial gaps in the activity, and there isn't any one particular stretch that has the high concentration of active frontages necessary to foster high levels of pedestrian activity. The east side of El Camino, between James and Jefferson, follows a conventional automobile-oriented pattern, with active frontages fairly disbursed, and oriented toward parking lots rather than public sidewalks.

Broadway and Main Street are Redwood City's historic commercial streets, and the pattern of frontages reflects this. The vast majority of these streets have buildings with a dense pattern of highly active frontages oriented to public sidewalks, particularly Broadway from El Camino to Main, and Main from Broadway to Middlefield. Some of the immediate side streets near Broadway also exhibit a similar pattern, such as Winslow, Middlefield, and Jefferson. There are, however, significant gaps in the activity, especially the north side of Broadway from Middlefield to Winslow, which has only three entrances for a 500 foot long stretch.

Elsewhere, particularly north of Marshall Street, the frontage pattern is much more disbursed and less active. Many of the buildings are pedestrian oriented, however, with active frontages lining the public sidewalks, but they are spaced farther apart and generate less activity. For the most part, this is an acceptable pattern which places the Downtown core in its role as the heart of Downtown. However, there are some buildings which are oriented toward parking lots and which do not contribute the pedestrian convenience or sidewalk activity in a significant way. Most of these buildings were constructed after the 1950s, when the automobile became the central focus of development, but prior to the City's renewed commitment in the 1990s to making Downtown a walkable, compact place.



Existing Conditions - Activity Generating Frontages

I.2.4. Architectural Context

The architecture of Downtown Redwood City is made up of buildings from different periods and of different architectural styles that add up to an eclectic mix. Within this context, several concentrations of particular architectural expressions and significant buildings exist that are recognized by the community as representative of Downtown Redwood City character.

This is most clearly expressed by the architectural character and styles of significant buildings in the Downtown core such as the historic Courthouse, the Fox Theatre, the Public Library, and Sequoia Hotel. There is a corresponding community preference for buildings that reflect the context of this historic architecture throughout the surrounding areas. This character can be seen in many of the storefronts along Broadway and Main Street.

To the north, dominated by the County Government Center, many larger scale office, medical office, and institutional buildings incorporate materials and imagery of more contemporary design. While to the south along El Camino Real, the more generic architecture and auto dominated development typical of commercial corridors can be found.

Beaux Arts

Art Deco Gothic

Queen Anne

Romanesque

Italianate

Classical Revival

Victorian Gothic

Italian Renaissance

Spanish Colonial

Classical False Front

Art Deco

Contemporary

Neo-Traditional

Neo-Traditional

1.2.5. 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 upmost 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 facilities owned and operated by the City or another public agency, and are open to the general public at all hours or most hours. It does not refer to privately owned and operated spaces.

Downtown is currently served by seven small parks within the borders of the DTPP. Six plazas are also located Downtown, as well as one paseo. In all, there are about 4.12 acres of off-street public open spaces within Downtown. Outside of the DTPP boundary, but within a very easy walk of Downtown properties, are an additional three small parks, as well as the large park at Sequoia High School. These spaces outside of Downtown which contribute to its usable public open space supply total about 8.24 acres.

Currently, almost 61% of all Downtown parcels are within a one minute walk of a public open space. 96% are within a 3 minute walk, and all Downtown parcels are within a 5 minute walk. Proximity, therefore, is very good, although accessibility is problematic in some areas. In an urban context, streets provide the connections to public open spaces, and Downtown's street network is relatively fine-grained and interconnected, providing short and direct routes from most parcels to most open spaces. Street design, however, often impedes accessibility. The Brewster/Arch Parklet and Sequoia High School Open Space, for example, are both within a comfortable walking distance of most Downtown properties, but are not particularly easy to get to due to El Camino Real. High traffic volumes, high speeds, wide crossing distances, and excessive spacing between crosswalks all contribute to a barrier effect.

Downtown's public open spaces come in a variety of types. There are plazas, paseos, large greens, and small pocket parks. Some are new and quite well-designed, particularly the Post Office Paseo, Theatre Way, and Courthouse Square. Others have existed for many years and serve their purposes well, such as City Hall Park and the Library Plaza. Others, however, such as Little River Park or Roselli Mini-Park, are poorly situated and lack visibility, and therefore don't contribute as much to community life as they should. Some simply need seating and lighting to achieve their maximum potential, such as Broadway/Spring Parklet and Brewster/Arch Parklet. Sequoia High School Open Space represents possibly the greatest potential. It is quite large in size, and features a grove of very mature and attractive trees, as well as sculpture, civic art, and a large green with a ballfield. It is, however, difficult to get to and appears to be closed to the public, although it is open for anyone to enjoy at any time.

Existing Conditions - Public Open Spaces

1.2.6. Complete Streets

For the past few years, a concept known as "Complete Streets" has begun to gain momentum in the United States. The movement seeks to reverse decades of street design which catered predominantly to the needs of motorists at the expense of other users. A Complete Streets approach to street design ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind, including bicyclists, public transportation riders, and pedestrians of all ages and abilities, as well as motorists. This results in streets that are safer, more livable, and welcoming to everyone. Since streets make up about 31% of Downtown's land area, they have a dramatic impact on its overall environment.

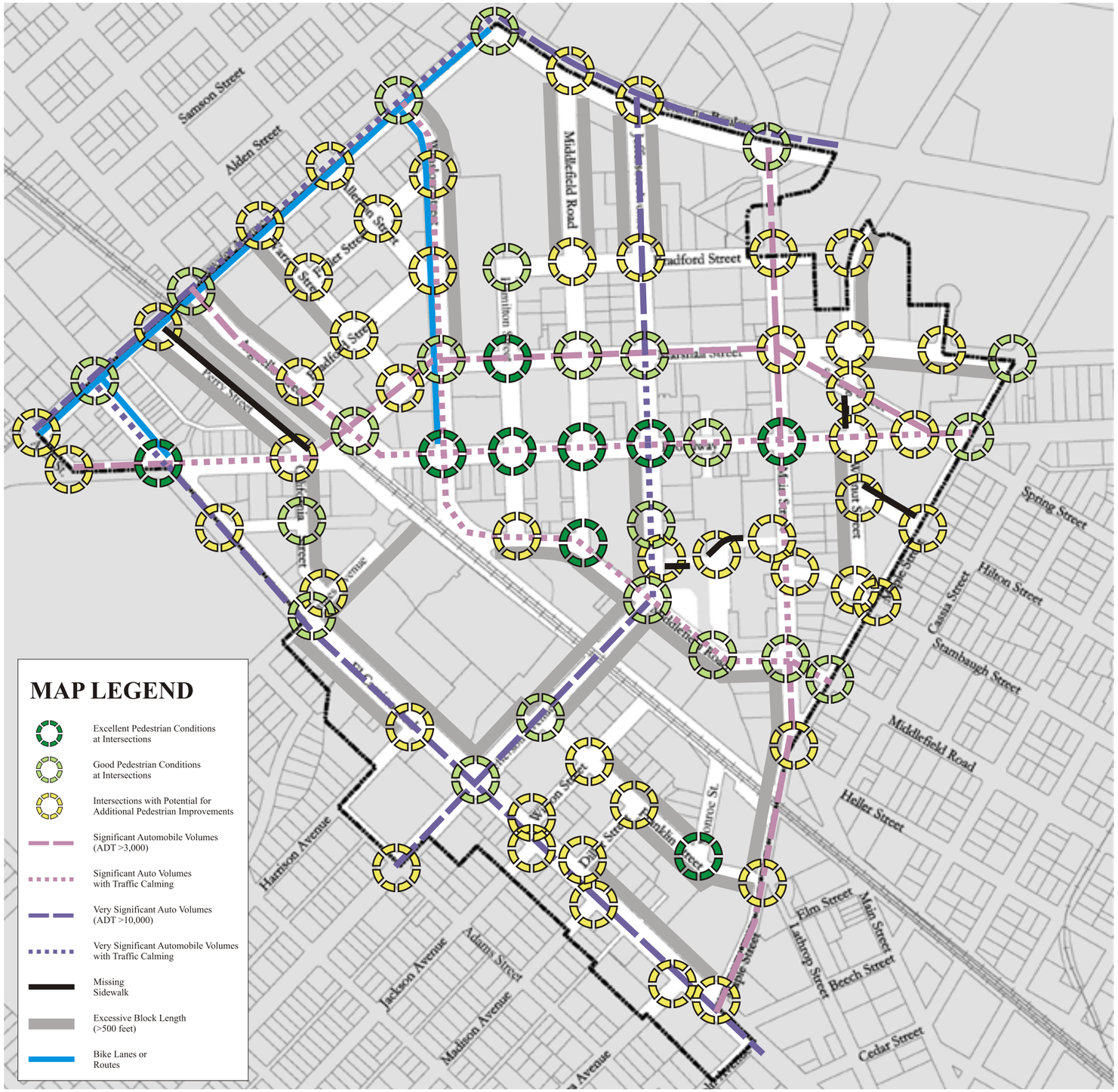
Redwood City is committed to the concept of Complete Streets in the Downtown Precise Plan Area. However, while many improvements have been made, some streets are still uncomfortable, don't feel safe, or are inconvenient for many users. The following is a brief summary of the conditions in place on Downtown's streets from a Complete Streets perspective at the time of adoption of the DTPP based on an analysis conducted by Planning, Housing, and Economic Development Staff.

Connectivity

The connectivity of the street network is the foundation upon which mobility, for all modes of transportation, is built. For pedestrians and bicyclists, a highly connected street network allows for short, direct routes to their destination, vastly increasing the feasibility and desirability of these modes. Also, for automobiles, a highly connected street network helps to shorten trips (lowering vehicle miles travelled and the associated pollution) and also helps to disburse trips, lessening the tendency of key streets to experience overwhelming traffic. Less traffic is good not only for motorists, it is good for pedestrians and bicyclists as well. A highly connected network has also been found to increase safety by slowing auto speeds, thus lowering injuries and fatalities from crashes.

A detailed analysis of Redwood City's street network was conducted to identify opportunities for improvement. Two primary measures are used to analyze street connectivity: intersection density and block length. In a meta-analysis of 50 studies on travel and the built environment, researchers found that intersection density was the physical characteristic that had the greatest positive impact on walking[1]. Downtown currently has about 238 intersections per square mile, which is considered very good. Cities above 100 are found to have fewer traffic fatalities[2], and walkability is generally good over 150[3].

Downtown Redwood City's average block length is currently 329 feet, which is also very good. In general, 200 to 400 feet is the range considered to be optimal[4]. However, while the average block length is very good, some individual blocks are excessively long, with several exceeding 500 feet in length, and some exceeding 800 feet in length. These blocks present significant barriers to all modes of transportation, but pedestrians are most affected.



Existing Conditions - Complete Streets

Pedestrian Conditions

A walkable urban district should have, at a minimum, 5-foot wide sidewalks on both sides of every street. This allows two people walking in opposite directions to comfortably pass each other, in addition to providing access to wheelchair users. Of its 216 block faces, only 3 currently lack sidewalks (and the lane behind City Hall is missing some parts of its sidewalks), and all sidewalks are at least 5 feet wide. Downtown is nearly perfect in terms of meeting this "bare minimum" walkability standard. Ideal sidewalk conditions, however, are considered to be 12 feet wide for a typical street for the purposes of this Plan, and most sidewalks outside of the Core are narrower than this.

While sidewalk conditions are almost always adequate and very often excellent, intersections are also important to consider when evaluating pedestrian conditions. Intersections of streets with light traffic are typically friendly to pedestrians by their nature, but streets with significant volumes of automobile traffic tend to require extra enhancements. Intersections along streets with significant auto traffic (and especially at the intersection of two high-traffic streets), stop signs or traffic signals can be beneficial by giving pedestrians a dedicated opportunity to cross the street. On high-traffic streets crosswalks are also essential, and high visibility "continental" crosswalks are among the best. Bulbouts, in which the sidewalk area is expanded into the parking lane at an intersection, reducing pedestrian crossing distances, are beneficial as well. By these measurements, several intersections were found to have the potential for additional pedestrian improvements (designated by yellow circles on the map). Thirty one (31) intersections, about 40%, have all or nearly all elements necessary for pedestrian connectivity, safety, and convenience (designated by green circles). It is important to note that while many of the yellow intersections can and should be improved, some of them are impractical to upgrade due to other important considerations. As with other aspects of urbanism, a proper balance must be struck.

Sidewalk "Bulbouts" and "Continental" Crosswalks

Bicycling

Bicycles are a very important form of transportation. Bicycling is good for the environment, and good biking conditions brings additional customers to Downtown businesses. Bicycling is allowed on all Downtown streets, and streets without significant automobile volumes don't necessarily need extra accommodations for bicyclists. However, on streets with significant volumes of automobile traffic, signage and/or pavement markings such as "sharrows" are a good way to alert motorists to the possible presence of bicyclists. This is known as a Type III bike facility, or a "Bikeway." On streets with very significant automobile volumes, it is sometimes necessary to designate separate lanes for exclusive use by bicycles when space constraints permit doing so. This approach is known as a Type II bike facility, or a "Bike Lane." When bike lanes aren't possible, bikeway design elements should be applied. Currently, some Downtown streets with high levels of traffic lack these types of improvements, although Brewster Avenue and much of Winslow have recently been equipped with bike lanes.

Bicylist in Mixed Traffic

Sharrow

Bike Lane

Automobiles

Generally, driving conditions are acceptable in Downtown Redwood City. While some streets, such as Jefferson, experience peak hour congestion, the City Council has determined that "Level of Service" (a qualitative measurement of the quality of road performance based on seconds of delay at intersections) is not an appropriate measure of success for streets in a walkable urban district such as Downtown. However, based on the needs of drivers as they intersect with the needs of other users of Downtown streets, it is possible to discuss roadway conditions in two areas:

Traffic Calming: In recent years, the City of Redwood City has calmed traffic on major Downtown streets by making improvements such as modified lane configurations and narrower lane widths. Sometimes, this comes about as part of a pedestrian-enhanced design, such as with diagonal parking, sidewalk bulb-outs at intersections, midblock crosswalks, and more visible crosswalks, such as the improvements made to the 800 block of Jefferson in 2006. Other times, this has occurred with the addition of bike lanes, such as on Brewster Avenue. Recent traffic calming projects include Brewster from Arguello to Veterans, Winslow from Brewster to Middlefield, Middlefield from Winslow to Main, Jefferson from Middlefield to Marshall, and El Camino from Brewster to Broadway. Main Street from Broadway to Middlefield, and the entirety of Broadway through the DTPP Area have been calmed for many years. The remaining streets with significant auto volumes lack traffic calming features.

Connectivity: Downtown's street network generally has good connectivity, and specifically has good connectivity for autos. However, a few key obstacles block important routes, lengthening auto trips and adding to congestion on other routes. Specifically, the following road segments create impediments to motorists: Fuller Street at Winslow is currently treated as a cul-de-sac; Walnut between Spring and Broadway allows only northbound traffic; Hilton between Maple and Walnut only allows westbound traffic; and Maple between Middlefield and Main only allows southbound traffic. Middlefield between Broadway and Winslow only allows northbound traffic, but this is not considered a connectivity problem due to this block's primary function as a plaza and a paseo. Finally, the two ends of Broadway, at Arguello and Spring, channel through traffic up to Marshall Street, causing confusion to people trying to get to the Downtown Core and depriving Broadway businesses of greater visibility.

(Endnotes)

1 Ewing, Reid and Cervero, Robert. "Travel and the Built Environment: A Meta-Analysis." Journal of the American Planning Association. Summer 2010. Page 12.

2 Garrick, Norman and Marshall, Wesley. The Shape of Sustainable Street Networks for Neighborhoods and Cities. January 2, 2009. Page 9.

3 Jacobs, Allen. Great Streets. Page 262.

4 Based on staff review of works by walkability experts including Jane Jacobs, Allen Jacobs, Walter Kulash, Andres Duany, and Dan Burden.

1.1. THE VISION

At the outset of the 21st Century, Redwood City's Downtown is finally ready to live up to its long-awaited potential – to be the premier livable downtown on the San Francisco Peninsula, midway between San Jose and San Francisco. Downtown Redwood City has long been the Peninsula's forgotten urban gem, hidden by by-pass roads and buried within suburban expansion. Over the last decade, however, the City has worked hard to channel major public and private investment into Downtown, including new public buildings, housing, entertainment venues, transit facilities, and street improvements. These efforts are breaking through Downtown's past barriers to success and transforming it into an exciting regional city center. Its residents, customers, workers, and visitors will have the ideal combination of varied shops and services, rich cultural and civic opportunities, the presence of City and County government, Downtown workplaces, convenient transit connections to the region, and a spectrum of in-town living and working opportunities. All of these amenities will be within a welcoming, distinctive, and human-scaled walkable district – with the choices and sophistication of a larger center and the history, charm and livability of a medium-sized city.

Within a 3-block radius of Downtown's Historic Courthouse, you can now or will soon be able to:

- Borrow a library book
- Eat at an outdoor restaurant on a special dining street
- Visit a museum
- Catch an express train to San Jose or San Francisco
- Pick vegetables at a farmer's market
- Select an engagement ring
- See a movie
- Stock up on groceries at a supermarket
- Drop off your dry cleaning
- Work out at a gym
- Take a University of California extension class
- Enjoy live music
- Meet friends by the fountains in Courthouse Square
- Or, just buy an ice cream cone

Why is Downtown ready for success now, more than in the last three generations? Major changes in Americans' habits of shopping, dining, working, and residing are being driven by profound demographic and cultural transformations. With its good "bone structure" of walkable streets and blocks, landmark buildings, a climate which is "best by government test," a solid employment base in offices and businesses, convenient transit stations, recently built and renovated public facilities, civic activities, a rich variety of stores, and a new hub of entertainment and nightlife venues, Downtown Redwood City stands ready to benefit from the urban synergy that Americans now flock to experience at "Lifestyle Centers" and revitalized malls. But in contrast with the "instant places" of themed malls and shopping centers that the market has constructed to satisfy these growing demands, Downtown has and will continue to maintain the history, diversity and emotional depth of being the authentic heart of a vital community.

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 insure 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.
- 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.

1.2. BUILDING THE VISION

The Downtown Precise Plan is based upon a clear *Vision* of what the community wants Downtown to become. This section of Book I describes the goals, principles and specific pieces of that Downtown *Vision.* They are intended to be implemented in a manner whereby every built piece contributes to the formation of a vibrant and beautiful city center. The following *Goals and Guiding Principles* provide guidance for actions not specifically covered by the *Regulations* or *City Actions.* The *Regulations* to implement the *Vision* are in Book II. The *City Actions* to implement the *Vision* are in Book III.

1.2.1. Goals and Guiding Principles

The Redwood City community has established this *Downtown Precise Plan* to orchestrate public and private investment in the Downtown to accomplish the following:

A) Revive Downtown by creating a beautiful and memorable urban district interwoven with the City's identity

The Precise Plan's central goal is to restore Downtown as the indispensable hub of the City where a mix of diverse services, conveniences, experiences and lifestyle choices are provided in a way that preserves Downtown's rich supply of historic resources, while remaining appropriate to the social and economic conditions of life in the 21st Century. The community intends to create a visually appealing and memorable urban district that is the primary iconic image that stands for Redwood City. The Precise Plan sets clear and detailed standards for quality design of the reuse and restoration of precious historic buildings and spaces as well as the careful design and construction of new buildings. The buildings will also help shape the spaces in-between into good places that can be remembered and enjoyed. A variety of community outdoor places, primarily urban, will be part of this place-making and will accommodate all people comfortably, regardless of age, economic status, disability, or ethnicity. These community outdoor places may include sidewalks and streets, parking lots and facilities, paseos and plazas, even privatized rooftops and courtyards, as well as Courthouse Square and Theatre Way.

B) Actively encourage and promote the preservation of Redwood City's historic resources, and reduce the deferral of judgment on how to preserve them as much as possible

Rather than simply hope for preservation, or passively encourage it—the City of Redwood City intends to use the Downtown Precise Plan as a powerful tool to manifest the greatest degree of preservation feasible. Typically, decisions on what changes may be made to historic resources are determined on a case-by-case basis, deferring judgment on many such matters to a future time. However, to provide a sense of security to the local preservation community, the DTPP attempts to provide as much guidance in advance as possible. The DTPP clearly informs property owners, developers, and tenants of the City's intentions for preservation and dissuades a false sense of entitlement to those who would prefer to completely remove historic resources in order to maximize their property's development potential. The plan provides specific regulations, up front, to those wishing to build on or near historic sites in an appropriate manner.

C) Create a network of great public open spaces

A network of sunny and comfortable public open spaces, linked to each other, housing, jobs, and adjacent neighborhoods by attractive and walkable tree-lined streets, will be an important part of making Downtown a livable urban neighborhood. Downtown parks should be designed with this urban context in mind, and should be meaningful, enjoyable, useful spaces. Parks should be numerous enough that most Downtown residents and workers are within a three-minute walk of one, but should not be so large in number as to be underused, a drain on scarce resources, or to limit the space available for housing. Public open spaces in Downtown should come in a variety of types to serve a variety of needs, such as plazas, paseos, playgrounds, large greens, and small pocket parks. These spaces should be situated in busy locations that are accessible and free of barriers, and are safe due to high visibility and "eyes on the street." Redwood Creek should be utilized as a natural resource, a public open space, and the first leg of a green connection between Downtown and the waterfront.

D) Provide the choice of "convenience living"

A balanced and synergistic mixture of employment and a range of well-designed rental and for-sale housing types in close proximity to entertainment, restaurants, special events, shopping and public services that will be supported by and linked to public transportation, providing "car-less" access to other communities as well as to the San Francisco International Airport.

E) Create *the* entertainment center of the Peninsula

The combination of the 20-screen Century Theatres cinema and the live performances offered by the Fox Theatre and a number of smaller entertainment venues position Downtown as one of the premier entertainment destinations of the Peninsula. This destination is supported by the opportunities inherent in the programming of both Courthouse Square and Theatre Way to be active year around with a variety of community events as well as a place for everyone to "hang out." Also, art facilities and other cultural venues which support and reinforce entertainment should be encouraged.

F) Create a strong employment district and "vital center"

The modern workplace and "vital center"[1] features settings that foster informal meetings and idea exchange that enhance creativity and productivity. When these settings are in close proximity to cafes, restaurants, meeting halls, art, high quality public transportation, and cultural resources, an employment district is created that the most sought-after employees prefer.

G) Make pedestrians the priority

Downtown is a comfortably walkable urban place, and the Downtown Precise Plan aims to make it more so as change occurs. In the event of conflict between motor vehicles and pedestrians, it is City policy that pedestrian comfort, safety, convenience, and enjoyment have priority.

H) Integrate transit and bicycle use

The Precise Plan 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 becomes the primary mode of transportation chosen by the daytime and evening commuting populations within walking distance of the station. In addition, modern streetcars are envisioned as a means of convenient circulation within Downtown, as well as a way to connect Downtown and the Caltrain station to adjacent districts and transit hubs.

Bicycles have become a viable alternative to the automobile. They are clean, efficient, and provide a healthy way to travel to and through the Downtown. It is intended that the City integrate more bicycle routes, bicycle storage, and other bicycle-friendly improvements in the Downtown.

I) Provide "just enough" parking and create a "park-once and walk" district

It is the goal of the Downtown Precise Plan to plan, manage and operate the overall supply of parking (both public and private) in a manner that will provide "just enough" parking at the right price to serve the needs of people living, working and visiting Downtown. In addition, it is important to organize the parking facilities in relation to Downtown destinations and activities in a manner that will create a "park-once and walk" district. Facilities shall be well lit, aesthetically pleasing and well maintained as an important component of the overall network of community outdoor places. Parking facilities should be located unobtrusively, and should never be permitted to interfere with the appealing environment of Downtown.

1.2.2. Revitalization Strategies

This section describes *how* Redwood City intends to successfully realize the *vision* described in the previous sections.

A) Broad Strategies

1. Capitalize on the current preference for "lifestyle centers[2]" by "locating the lifestyle center in Downtown. [3]" Make the most of Redwood City's size and central location and provide the vitality, amenities and range of entertainment, shopping and cultural offerings that suburban residents are used to finding in San Francisco or San Jose.
2. Position Downtown as the most convenient place to be by simultaneously promoting (1) dense housing options; (2) enhanced public transit service and station amenities; (3) a wide range of entertainment, cultural, retail, and restaurant offerings; and (4) a growing employment district
3. Prioritize the use of limited city resources on investments that enhance the perceived value of the district. Rather than subsidizing a few individual development projects, invest in ways that enhance the identity, visibility, and convenience of Downtown with an eye toward achieving benefit to the widest possible range of properties and user populations. Examples of this approach already completed are Courthouse Square, "Theatre Way", the Jefferson Garage and the Broadway Streetscape. (See Book III – City Actions for more details).

B) Focused Strategies

1. *Focus short-term resources in the "Core of the Core" area.* Place the highest priority on achieving short-term revitalization in the area around Courthouse Square, Theatre Way, and the train station. Cluster short-term city investment here first. Similarly, focus on promoting private investment in this area first.
2. *Cluster activity-generating uses.* Focus activity-generating retail, restaurant, and entertainment uses in the center of Downtown in a manner that supports but does not overwhelm market demand. Use land use regulations and capital improvement investments to direct such uses to the core. Surround that activity core with supportive daytime and nighttime populations.
3. *Leverage the strong regional demand for housing as the primary engine of revitalization.* Offer sufficient development intensities to properties in Downtown to provide the conditions that allow developers to construct homes, offices, and hotels without city subsidy.
4. *Build on the success of the Fox Theatre, the Century Theaters cinema, smaller entertainment venues, and the Downtown events programming.* Establish Redwood City as the primary entertainment center of the Mid-Peninsula. Promote continued investment in complementary entertainment venues and cluster those venues as close as possible to the two large theatres.
5. *Incorporate Sequoia Station into Downtown.* Take advantage of Sequoia Station's success as a local shopping destination by connecting it visually and practically to the historic Downtown core.
6. *Capitalize on the potential benefits of enhanced commuter rail service.* Instigate the redevelopment of properties located between Broadway and Sequoia Station in a configuration that creates a link between the train and Courthouse Square, and that places an exciting gateway into the historic Downtown on display to transit riders.
7. *Reinforce Downtown's role as the center for civic life in Redwood City.* Make Downtown the preferred location for office and service-oriented civic buildings. As new construction occurs in the vicinity of City Hall, the Library, the Post Office and the County Historic Museum, take every opportunity to enhance the visibility, connectivity, and prominence of civic buildings within the fabric of the district.
8. *Encourage and nurture the emerging renaissance beginning along Main Street.* Promote the re-use of existing buildings by one-of-a-kind local businesses. Provide these properties with a bit more flexibility in terms of permitted uses to support the evolving eclectic mixture of uses along the corridor. Retain the essential requirements for physical configuration that will further the street's identity as historic and pedestrian-oriented.
9. *Increase the visibility and presence of Downtown to the large number of motorists on El Camino Real and Veteran's Boulevard.* Enhance the four primary entrances to Downtown with signage, gateway treatments and landmarks; Broadway at El Camino Real, Broadway at Woodside Road, Jefferson at Veterans, and Jefferson at El Camino Real.
10. *Collaborate with Caltrain, the High Speed Rail Authority, and other stakeholders to 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.
11. *Continue to streamline the development application and review and approval process*. Limit exceptions and variances to cases of exceptional design and creativity particularly responsive to Plan goals and principles in a way not anticipated in the Plan. Enhance the role of administrative review in instances of applicant conformance to the adopted Plan. Provide investors with complete and detailed specifications required for city approval in a self-explanatory document available online and at the Planning Counter.

1.2.3. The Future Physical Structure of Downtown

By necessity, the basic increment of regulation of development is that of an individual property. Because regulatory codes are tools that are formulated to be applied in this way, property-by-property, a code provides no clear view of what the specific regulations (i.e., for aspects such as building height, land use, setback, etc.) are meant to produce in terms of a complete street environment or city district. It cannot give you "the big picture." This section provides an overview of the physical outcomes that are intended to result from implementing the combined regulations and planned public actions contained in Books II and III of this plan. *Its specific contents are not part of the formal regulating code, and new development proposals will not be required to mimic the specific designs presented in the illustrations.* It is not the intent of this Plan to control the specific design of buildings, site improvements or street landscaping, nor is it the intent of the plan to pre-specify what type of use or business should be located on any particular site. Since no one can predict every opportunity that might arise as investors, architects, contractors and engineers apply their creative energies to proposals for new construction in the Downtown, this section is provided to reveal the conceptual basis of the regulations contained in Book II and how all of the separate pieces are meant to come together in the form of a unique Downtown district.

Redwood City's Downtown District is significantly older and larger than the downtowns in most of the other towns arrayed along the Peninsula between San Francisco and San Jose. The community intends to rebuild the Downtown on the traditional framework of that history and scale. Whereas most of the Peninsula's downtowns are defined by a single pedestrian thoroughfare, or "main street," Redwood City's will have a variety of prominent pedestrian streets. And whereas most of the suburban downtowns along the Peninsula are characterized by a fairly even distribution of one, two and three story buildings, Redwood City's is envisioned as possessing the more dramatic silhouette of a medium-sized city center.

The Physical Structure of Downtown

Urbanism vs. High Density Suburbia

Whereas much of Redwood City is suburban in character, Downtown's character will be distinctly *urban.* This means a more compact development pattern, taller buildings set closer to each other and to the sidewalks, a greater mixture of uses and activities, much more pedestrian activity, and a preponderance of the built environment over the natural (or naturalized) environment, when compared with most other portions of the City. Downtown is also intended to be the most public district in the city, offering a wider variety of public spaces and civic buildings than any other city district.

In implementing this plan it is important to distinguish good urbanism from the high-density suburban development seen in some Peninsula cities. Some distinguishing characteristics of urbanism are:

- *Space*. Suburban buildings are often objects sitting in space. Urban buildings enclose and shape space and make the space a comfortable place for people.
- *Streets*. Suburban development views the street as a negative, focuses inwardly away from the street and seeks to protect itself from the street. To do so suburban development is often set back from the street behind parking or landscaping and it takes its primary access from parking lots and driveways on-site. Urban development welcomes streets as the most important part of the public realm and relates primarily to the pedestrian zone of adjacent streets. Urban buildings are at or close to the back of the sidewalk. No parking is permitted between the buildings and the back of the sidewalk.
- *Block Structure.* Suburban development is shaped by a sparse street pattern and superblocks. This isolates adjacent developments from each other, makes walking difficult, and concentrates auto trips on a few overwhelmed arterial streets. Urbanism is shaped by a dense, interconnected street pattern and small blocks. This allows for convenient, direct walking routes and for a disbursal of auto trips.
- *Development Increment.* Suburban development is focused on "campuses" which are large in scale, focused inward, and meant to be relatively self-contained. Urbanism is made up of numerous smaller buildings (often several independently-operated buildings per block) which are oriented to and linked by the street and which function as a mutually supporting ensemble.
- *Access Modes*. Suburban development is designed almost solely for automobile access and it is often almost 100% auto dependent. Buildings are set back behind large parking lots and access for pedestrians, bicyclists, and transit users is inconvenient. Urban development is designed for multi-modal access and it welcomes pedestrians, bikes, cars and public transit. It places buildings close to the street to provide convenient access for pedestrians, bikes and transit users.

Urbanism

Downtown Areas and Sub-Areas

Although all of Downtown will be noticeably more urban than the rest of the City, it is not intended to be uniformly urban. As one proceeds from the edge of Downtown toward Broadway, Downtown will become increasingly compact, mixed-use and dense. Regulations in Book II and planned city actions in Book III of the Precise Plan guide public and private investment with an eye to creating two identifiable areas (*The Downtown Core* and *The Greater Downtown),* with distinct sub-areas within them such as *Broadway, Main Street, Courthouse Square, The El Camino Real Corridor,* and *Graceful Transitions at the Edges*. Taken together, these areas and sub-areas form the full structure of the Downtown District. The envisioned form of each of these elements of Downtown's structure is described in the following pages.

High Density Suburbia

Building Heights

In modern cities, building heights can be a very strong feature of the built environment. Modern construction technology allows buildings to rise above the traditional city almost without limit, while many modern zoning codes force heights far lower than was common in earlier eras. Often, a single tall building may be placed in a low-rise area, causing a conflict. Other times, a taller, relatively dense area may be subjected to height limits which are too strict, effectively halting development. Too often, heights are regulated without thought of their design or economic impacts.

Downtown Redwood City should evolve into a district with a distinct urban flavor, which is unique in the city. It should grow in a way that creates an attractive, appropriately-scaled skyline and which reinforces the feeling of a vibrant center with clear edges.

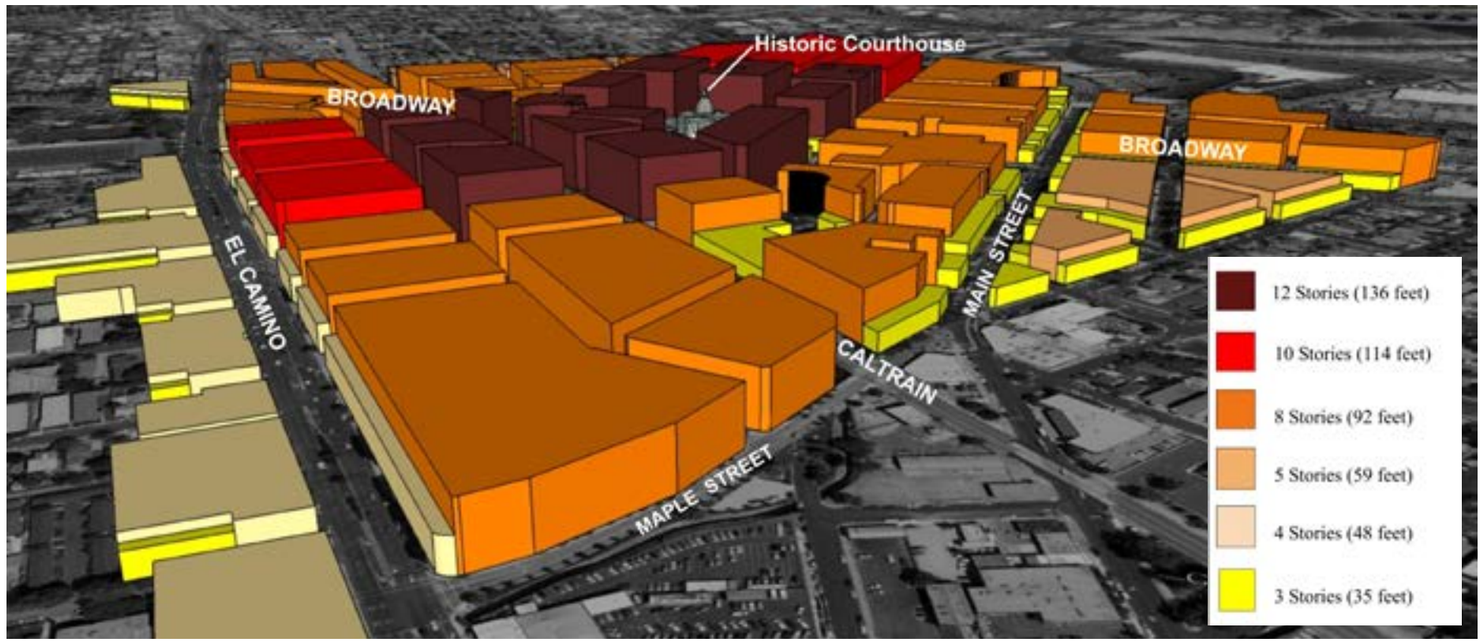
The DTPP encourages the tallest buildings to be placed in the Downtown Core, putting the highest concentrations of people nearest to transit and the retail/ entertainment heart of the area. This will also create an attractive, dynamic punctuation to the skyline. At the edges, heights will gracefully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

Prior to the adoption of this plan, a previous precise plan was adopted for the Downtown. While the maximum permitted building heights in the earlier document were similar to those in Section 2.7 of this Plan, this Plan features two important improvements. First, in areas with concentrations of historic resources, heights are reduced for the front of all properties to maintain the historic character of these streets. Second, around key public open spaces heights are reduced in order to preserve a reasonable amount of sunshine, so that they can be as enjoyable as possible as often as possible.

All maximum permitted building heights have been set to respond to market conditions, so that they are not a disincentive to high-quality, context-appropriate development. Over time this should lead to the creation of a cohesive physical form for the heart of the city.

The Redwood City Skyline

Maximum Permitted Heights - Original DTPP



Maximum Permitted Heights - New DTPP

A) The Downtown Core

The Downtown Core is the center. It is where the majority of ground-level shops are concentrated, and therefore where pedestrian activity is most lively and where the most pedestrian amenities are located. The Downtown Core is the most urban part of the Precise Plan Area; its streets will be shared equally by vehicles and pedestrians. Downtown's streets double as outdoor open spaces—attractively shaped volumes defined by contiguous mixed-use, retail, residential, office, theater, and civic buildings from corner to corner, featuring a bare minimum of front or side yard setbacks.

Main Street

Main Street is where the city and its Downtown began. Before Broadway had any shops, and even before the first Courthouse was constructed, the new city's commerce and housing were centered on Main Street. Given its special history and precious heritage commercial building stock, the historic Main Street is envisioned as a special corridor in the Downtown, distinguishable in character from Broadway, yet an integral part of the Downtown Core area. Precise Plan specifications for new investment in Main Street properties will restore the prominence of the corridor by ensuring that ground level retail shops, cafes, small restaurants, and offices are designed to enhance the appeal of Main Street as a walking street, and that new and renovated buildings are designed to reflect the historic character and scale of the corridor.

Main Street

Broadway

Broadway is the central spine of the Downtown Core, and the street most identified with Downtown Redwood City. Broadway is home to Downtown's primary activity-generating destinations such as Courthouse Square, the Fox Theatre, On Broadway Theater and Shops, the History Museum, and will offer an expanding array of shops, eateries, services, and amenities opening out on to its sidewalks. While Broadway provides for vehicle movement and curbside parking, it is also a linear public open space, as much of a promenade as it is roadway. Broadway is the address of the city's greatest concentration of historic buildings, and new buildings along the street will be required to reflect that history. The frequent punctuation of Broadway's streetwalls by historic buildings and the special design requirements for buildings constructed adjacent to historic buildings will result in a richly varied streetwall along Broadway's blocks.

Broadway

Main Street and Broadway Building Fabric

Broadway at Main, Existing Conditions

Potential Infill Development Adjacent to Historic Buildings on Broadway at Main Street

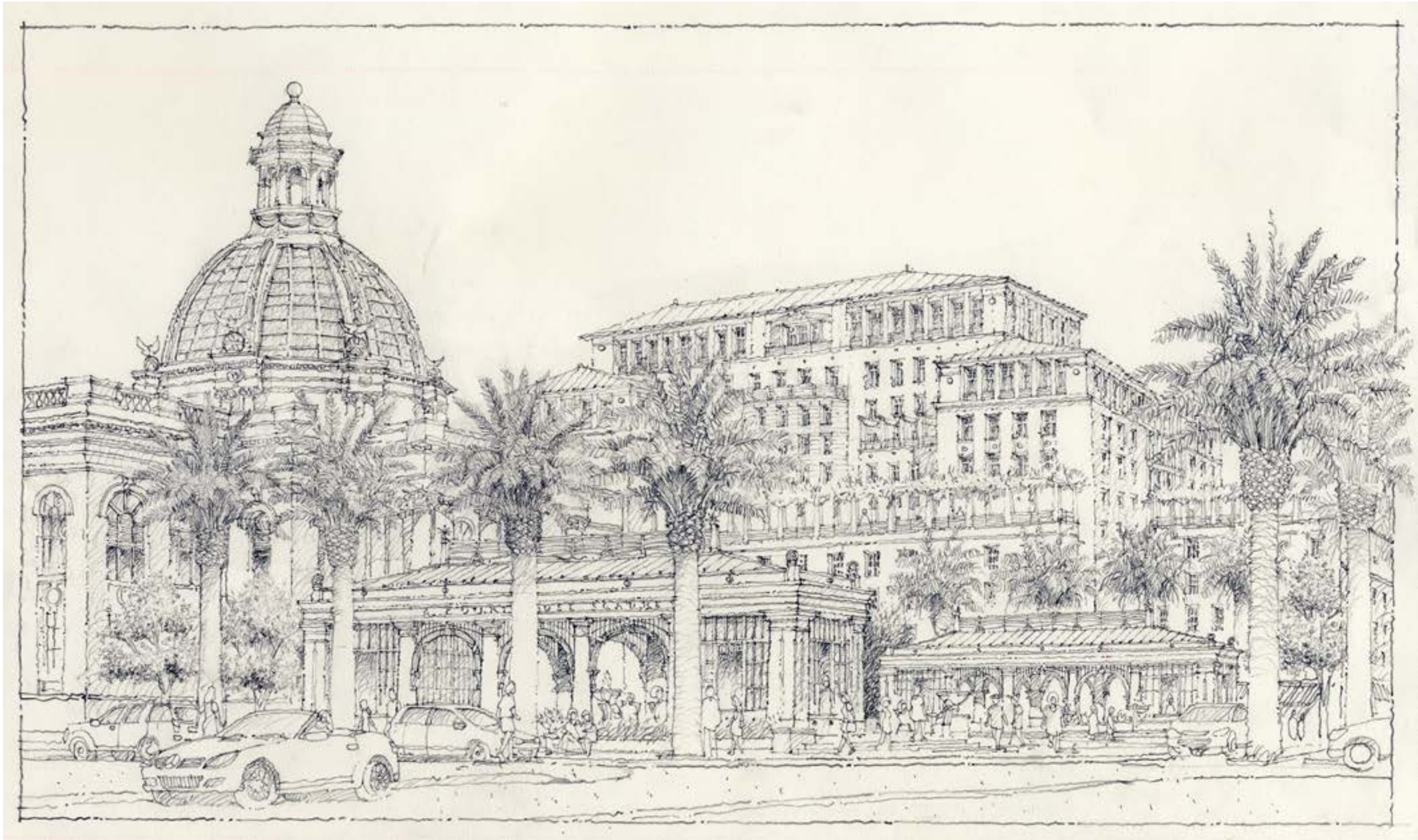
Courthouse Square

Downtown is the center of the city; the Downtown Core is the center of Downtown; and Courthouse Square is the physical and symbolic center of the Downtown Core. Courthouse Square is the public place defined and enclosed by the façades of the historic County Courthouse building and the Fox Theatre (both listed on the National Register of Historic Places), and buildings lining Hamilton Street and Middlefield Road flanking the historic Courthouse. A formal public plaza occupies the center, and is presided over by the restored Courthouse building – now occupied by the San Mateo County History Museum. This public place – formed by the historic Courthouse building and the public space it presides over – was the first formal public space in the city. As part of the revitalization effort, the community has restored its most distinguished public place by demolishing the Courthouse Annex that for a time occupied the space between the Courthouse and Broadway, and by restoring the grandeur of the historic Courthouse building (in the future, the remaining annex on the north side of the Courthouse block may be demolished and the remaining space around the Courthouse building restored as public open space). Courthouse Square – featuring the restored and much more visible Courthouse Building and dome, along with the new public plaza, will be the iconic image most identified with Redwood City, as well as the community's primary outdoor "living room."

Courthouse Square

Courthouse Square Building Fabric

Courthouse Square, Existing Conditions



Potential Infill Development Adjacent to Courthouse Square

B) The Greater Downtown

In addition to being the center of community activity, Downtown is a city neighborhood with a difference. It will offer the city's widest range of housing types, the greatest mixture of homes, offices, and lodging in walking distance of theaters, shops, restaurants, cafes, and various nightlife amenities, as well as its own commuter rail and transit center. The portions of the Greater Downtown in which this urban neighborhood character will be most visible are those that do not feature continuous ground level shopfronts, and in which the residential buildings, office and hotels are on display at ground level. Regulations governing The Greater Downtown will result in artfully composed urban buildings built close to the sidewalk, and featuring grand scale entrances, flat urban façades with richly articulated windows and doorways, building forecourts, terraced urban gardens, front stoops, and bay windows enlivening the sidewalk environment.

El Camino Real

El Camino Real has the most distinguished history of any thoroughfare in the State of California. However, over recent years much of the corridor's image has been tarnished as it has succumbed to serial widening, strip centers, and the disinvestment brought about by the freeway system and by the shifting preference of the shopping industry for large sites visible from the freeway. With strip development types rapidly falling out of favor with retail investors, the community intends to make the most of the Peninsula's pervasive strong housing market as an "engine of reinvestment" to revive the fortunes of declining commercial properties.

Redwood City is committed to the revitalization of El Camino as a grand, multimodal, and attractive boulevard. This is a vision shared by many in the region. The Grand Boulevard Initiative (GBI) is a collaboration of 19 cities, counties, local and regional agencies united to improve the performance, safety and aesthetics of El Camino Real. Starting at the northern Daly City city limit (where it is named Mission Street) and ending near the Diridon Caltrain Station in central San Jose (where it is named The Alameda), the GBI brings together for the first time all of the agencies having responsibility for the condition, use and performance of the street. The members of the GBI are working together to realize the vision that El Camino Real will achieve its full potential.

The Grand Boulevard Initiative's work is based on 10 guiding principles, which are perfectly in sync with the Downtown Precise Plan. In 2008, Redwood City was the second city in the GBI to officially adopt these principles:

1. Target housing and job growth in strategic areas along the corridor
2. Encourage compact mixed-use development and high-quality urban design and construction
3. Create a pedestrian-oriented environment and improve streetscapes, ensuring full access to and between public areas and private developments
4. Develop a balanced multimodal corridor to maintain and improve mobility of people and vehicles along the corridor
5. Manage parking assets
6. Provide vibrant public spaces and gathering places
7. Preserve and accentuate unique and desirable community character and the existing quality of life in adjacent neighborhoods
8. Improve safety and public health
9. Strengthen pedestrian and bicycle connections with the corridor
10. Pursue environmentally sustainable and economically viable development patterns

Redwood City has been recognized for its leadership in the Grand Boulevard effort. In 2008 Redwood City won a Visionary Award from the GBI for the best planning effort along the corridor, and the same year the affordable housing project known as Villa Montgomery on El Camino Real at Vera Street was given a Vanguard Award as a development which best exemplifies the principles of the GBI.

A conceptual design has been created for improvements along the entirety of El Camino through the DTPP area. This design includes traffic improvements, formal rows of trees, widened sidewalks, decorative pedestrian-scaled lighting, and attractive street furniture. The first phase of these improvements was completed prior to the adoption of this plan in 2010 between Brewster Avenue and Broadway. The remainder of the corridor will be improved aesthetically consistent with the first phase, as resources become available.

The DTPP, combined with the public investments in the street itself, provides the conditions that will ultimately result in the transformation of El Camino Real corridor into a remarkable, walkable, mixed-use boulevard which serves as an impressive gateway into the community. Guided by the DTPP, new investment will gradually replace the older commercial strip development with residential buildings (as well as office and lodging uses designed to mix compatibly with residential neighbors) that are oriented toward the thoroughfare, with civic-scale entrances and grand-scale first floor façade composition designed to match the scale of a wide road and prominent address. Pedestrian walkways will be buffered from moving traffic by street trees, decorative boulevard lights and landscaping designed to project the image of a memorable grand boulevard segment.

Graceful Transitions at the Edges

The Downtown Precise Plan Area is flanked on three of its four sides by residential neighborhoods: historic Mezesville (also referred to as Centennial) to the northwest, historic Stambaugh-Heller to the southeast, and Roosevelt to the southwest. Many multi-family homes line the side streets just to the southwest of the commercial development that lines El Camino Real. While new investment flowing into the center of the Downtown District is envisioned as substantially increasing the scale and visibility of the district, new investment along the district's edges will take the form of lower rise structures with deeper setbacks and other buffering devices to insure a sensitively designed transition from urban to suburban "fabric." In instances where single-family detached homes on residentially-zoned land are contiguous with new Downtown buildings, those buildings will provide additional step-backs in the building mass as well as deeper buffering yards to provide a pleasing relationship between neighboring properties.

El Camino Real, Existing Conditions

El Camino Real, The Vision

(Endnotes)

1 ”The New Economy values the vital centers of regions, towns, and neighborhoods. These centers promote the interaction, accessibility, and creativity on which the New Economy depends. Creativity is encouraged by work and living environments that allow for a lot of interaction among people. Chance encounters in hallways, restaurants, neighborhoods, and conferences lead to new partnerships and solutions to tough problems. The proximity, density, and publicness of vital centers stimulate interaction among people. Vital centers are typically filled with the kinds of places conducive to planned meetings as well as chance encounters—places to eat and drink, conference and meeting facilities, recreation space and facilities, parks and plazas, business service centers.” Henton, Doug and Walesh, Kim: Linking the New Economy to the Livable Community (paper) San Francisco: The James Irvine Foundation, April 1998, p.16.

2 Lifestyle centers are downtown-style configurations of shopping/eating/entertainment use featuring shopfronts opening directly onto urban public spaces with plenty of amenities, frequently featuring housing, office and/or lodging uses in upper stories.

3 Comment by Robert Gibbs, Gibbs Planning Group: “Research shows the average shopper will visit more frequently and spend more $/min. Primary investors in retail development are finding that the Lifestyle Centers are just urban enough so that folks get their urban fix and don’t bother with cities. The key is to have the Lifestyle Center in your Downtown.”

BOOK II: DEVELOPMENT REGULATIONS

2.0. ORIENTATION

This section contains the Development Regulations that govern all future private development actions in the Redwood City Downtown Precise Plan Area. These design standards and guidelines will be used to evaluate private development projects or improvement plans proposed for properties within the Redwood City Downtown Precise Plan Area.

2.0.1. APPLICABILITY

a. The policies contained within this section shall apply to new construction, additions or modifications to existing development, and new uses proposed for existing facilities, with the following exemptions:

- Remodeling of interior space which does not increase commercial square footage, the number of hotel guest rooms, or the number or type of dwelling units and which does not involve a historic resource as described in Section 2.1. However, such interior remodels shall not cause windows to be removed. Changes in use are subject to Use Regulations (Sectioin 2.2).
- Maintenance and repairs to an existing building which are necessary to ensure it remains in good working order.
- Modifications to properties with a valid Planned Development (PD) permit in good standing shall not be subject to the DTPP and instead shall be allowed to conform to the substantive and procedural requirements of said PD permit as such permit may be amended, Article 46 of the Redwood City Zoning Ordinance, and the requirements of the zoning district in effect for such property prior to the adoption of the DTPP as shown in Section i.2.2, except when the square footage is increased by more than 35% or the site is redeveloped (ie, the existing building is demolished and entirely rebuilt outside of a casualty event), in which case the DTPP shall apply.

b. When additions are made to existing buildings that are not otherwise exempt, DTPP regulations will apply only to the addition. When modifications are made to existing development, such as new signage, landscaping, façade treatments, or a change in use, only those aspects being modified must be brought into conformance with DTPP requirements. However, while unaltered existing development will be allowed to remain nonconforming, additions and modifications to existing development that increase nonconformities are not permitted.

c. Right of Continued Use: Nothing contained in this section shall require any change in any existing building or structure for which a building permit has been previously issued, or for plans on file in the Planning Division prior to the effective date of this Precise Plan. Changes in a property's ownership or changes of tenants of existing uses shall likewise require no change in any building or structure. Furthermore, existing development with a PD permit in good standing shall be considered a conforming structure.

d. Abandonment of Use: A nonconforming use shall not be re-established in any structure within the DTPP area if such nonconforming use has ceased for a three (3) consecutive month period.

e. Any other nonconforming condition that is not addressed by the provisions of the Downtown Precise Plan, including the replacement of destroyed or damaged nonconforming structures, shall be governed by Article 33 of the Redwood City Zoning Ordinance (Nonconforming Lots, Uses, Structures, and Parking).

f. No regulations apply to the public agencies designated throughout the Plan. The City shall encourage cooperative planning with these agencies in order to achieve the goals and visions set of the document as stated in Book I: Community Intent & Guiding Principles.

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

- Standards address those aspects of development that are essential to achieve the goals of the 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."***
- 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.

h. Pipeline Projects: This Precise Plan becomes applicable to a property when the property is rezoned to "P" district, and development approvals issued after the effective date of such rezoning shall comply with the Plan. Projects for which a development application had been accepted as complete but not yet approved at the rezoning effective date shall be known as "Pipeline Projects." As to Pipeline Projects only, the Planning Manager/Designee may exercise discretion in applying the mandatory Standards to such projects.

2.0.2. OVERVIEW OF DEVELOPMENT REGULATIONS

The Development Regulations in this document are applied to those properties within the Redwood City Downtown Precise Plan Area as indicated on the Precise Plan Area Map (see Book I). The ten development regulation sections are listed below, along with instructions for using each section.

2.1. Historic Resources. As Downtown is the historic heart of Redwood City and is endowed with many exemplary historic resources which give the district a unique character, the Historic Resources Section is placed first among the development regulations in the Precise Plan. Much of what is listed in this Section is a compilation of regulations which exist elsewhere in the DTPP, and are referenced here for convenience, while the Additions and Modifications to Historic Resources (AMHR) regulations are unique to this section. The following instructions provide direction for using section 2.1 Historic Resources.

- Locate the property in question on the Historic Resources Preservation Map in Section 2.1. Note which Historic Mitigation Group the property is in.
- Refer to the adjacent Historic Resource Preservation Chart and note which regulations are applicable for that Mitigation Group.
- Reference the regulations specified for the relevant Mitigation Group.

2.2. Uses. Permitted and prohibited uses for the various areas within Downtown, as well as any special conditions, are regulated in this section. The following instructions provide direction for using section 2.2 Uses.

- Locate the property in question on the Use Regulations Map in Section 2.2. Note which Use Zone the property is in.
- Refer to the adjacent Use Regulations Chart and note the permitted Use Groups and Restrictions which are applicable for that Use Zone.
- Reference the General Use Regulations and regulations for the Permitted Use Groups for the relevant Use Zone.

2.3. New Streets. In order to preserve and enhance the walkable nature of Downtown, new streets will be required where blocks are detrimentally long. This section and should be used as the first step in site design. The following instructions provide direction for using section 2.3 New Streets.

- Locate the property in question on the New Streets Map in Section 2.3 and review if a new street(s) is required for the property. If a new street is not required, proceed to Section 2.4.
- If a new street(s) is required, note the type and refer to the applicable New Street Type Design Regulations.

2.4. Public Frontage. Projects may be required to improve the "Public Frontage" area in front of the parcel, which consists primarily of the sidewalk area. The following instructions provide direction for using section 2.4 Public Frontage.

- Locate the property in question on the Public Frontage Map in Section 2.4. Note which Corridor Type(s) the property fronts.

- Refer to the adjacent Public Frontage Regulations Chart and note the Sidewalk Width Provision Method which is applicable for that Corridor Type.

- Reference the General Public Frontage Regulations and the applicable Corridor Type Public Frontage Regulations for the relevant Corridor Type.

2.5. Building Placement and Landscaping. The final aspect of site design presented in the DTPP is the placement of buildings on their parcel (by setbacks) and the landscaping of areas not covered by buildings. The following instructions provide direction for using section 2.5 Building Placement and Landscaping.

- Locate the property in question on the Building Placement and Landscaping Map in Section 2.5. Note which Corridor Type(s) the property fronts.

- Refer to the adjacent Public Frontage Regulations Chart and note the setbacks dimensions, frontage coverage percentages, build-to-corner requirements, maximum building length, and space between buildings which are applicable for that Corridor Type.

- Reference the Building Placement and Landscaping regulations.

2.6. Parking. Parking is a major factor in the development potential of a site. It is also a major factor in determining the form of buildings. Both the number of required spaces and the form of parking facilities are regulated by this section. The following instructions provide direction for using section 2.6 Parking.

- Locate the property in question on the Parking Regulations Map in Section 2.6. Note which Parking Zone the property is in.

- Refer to the adjacent Parking Regulations Chart and note the Parking Provision Requirements and permitted Parking Types which are applicable for that Parking Zone.

- Reference the Parking Provision regulations, the General Parking Form Regulations, and regulations for the Permitted Parking Types for the relevant Parking Zone.

2.7. Height. A key step in determining the design of buildings is to establish the maximum and minimum permitted heights, which is regulated in this section. The following instructions provide direction for using section 2.7 Height.

- Locate the property in question on the Height Regulations Map in Section 2.7. Note which Height Zone or Zones the property is in and whether maximum corner heights or special corner treatments apply.

- Refer to the adjacent Height Regulations Chart and note the maximum height, relation to single family homes regulations, special corner treatments, accessory building height, required minimum height, and maximum corner height which are applicable for that Height Zone.

- Reference the Maximum Building Height and Minimum Building Height regulations.

2.8. Façade Composition. This Section shall regulate how the building design is further refined from a basic mass, such as how the ground floor of the building relates to the sidewalk, breaking up large vertical or horizontal masses, and the arrangement of major architectural elements such as windows, balconies, cornices, etc. The following instructions provide direction for using section 2.8 Façade Composition.

- Locate the property in question on the Façade Composition Regulations Map in Section 2.8. Note which Corridor Type(s) the property fronts.

- Refer to the adjacent Façade Composition Regulations Chart and note the Length Articulation dimensions and Private Frontage type which are applicable for that Corridor Type.

- Finally, reference the General Façade Composition, Building Base Façade Composition, applicable Building Base-Private Frontage Type, Building Middle, and Building Top regulations.

2.9 Architectural Character. This Section will not dictate style, but will add final design touches to buildings in order to give them a character that may be unique but complimentary with the architecture of Downtown Redwood City. The following instructions provide direction for using section 2.9 Architectural Character.

- Locate the property in question on the Architectural Character Regulations Map in Section 2.9. Note which Character Zone or Zones the property is in.

- Refer to the adjacent Architectural Character Regulations Chart and note the permitted Architectural Character Types which are applicable for that Character Zone.

- Reference the General Materials Definitions and Regulations and applicable Permitted Architectural Character Type regulations.

2.10. Signs. The final aspect of building design will be signage, which is organized by Corridor Type and is regulated in this section. The location, size, design, and number of signs are addressed. The following instructions provide direction for using section 2.10 Signs.

- Locate the property in question on the Signage Regulations Map. Note which Corridor Type(s) border the property.

- Refer to the Adjacent Signage Regulations Chart and review the permitted Sign Types for that Corridor Type. Select a type that is desirable and satisfies the requirements of the proposed development's land use.

- Reference the definitions and specifications for each Sign Type listed in the Chart on the pages that follow.

2.0.3. How to Obtain Project Approval

The administrative procedures have two major purposes: To ensure that development in the Downtown conforms to the Downtown Precise Plan, and to ensure that the City's review is as expedited as possible while remaining legal and proper.

A) Project Review Process

Applications for development approvals shall be filed with the Planning Manager/Designee. Applications that the Planning Manager/Designee has determined to be complete shall be processed as follows:

1. ***Small Projects***

Small Projects are projects in which no historic resource is located and does not involve new building construction or building additions exceeding 35 ft. or three stories in height 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 no more than 10% new floor area is added; 2) The application is for the ***remodeling*** of an existing building in which more than 10% new floor area is added, but in which the site is 30,000 square feet or less in size; 3) The application is for ***new development*** in which the site is 30,000 square feet or less in size; or 4) The application is for ***signage only***.

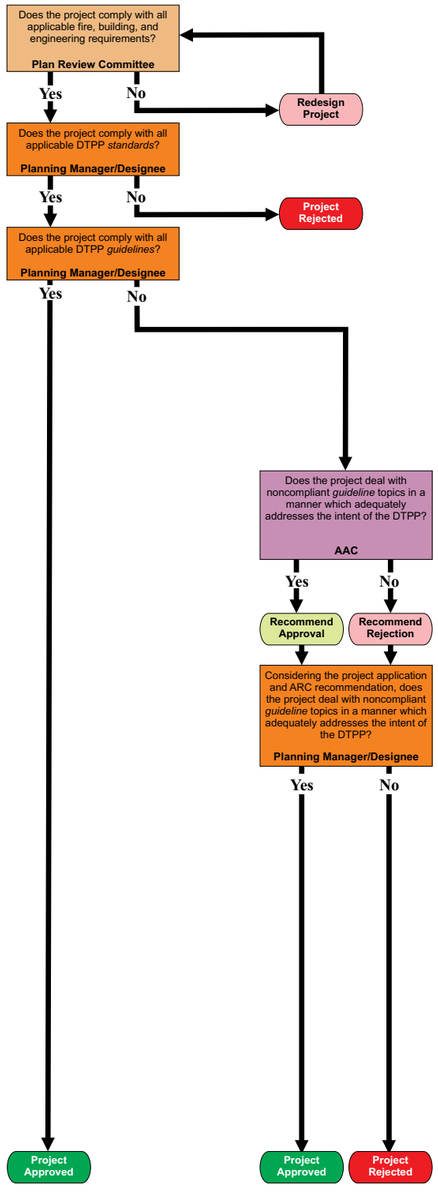
a. **Project Approval Authority.** Project approval shall be granted by the Planning Manager/Designee based on the level of compliance with the applicable DTPP standards and guidelines. The Planning Manager/Designee's decision is final unless appealed to the Planning Commission by an aggrieved person or party, or "Called Up" by the City Council.

   - **Standards and Guidelines Compliance.** The Planning Manager/Designee shall review the project application for conformance to the Precise Plan and shall grant approval to projects which he/she deems to comply fully with all applicable standards and guidelines.

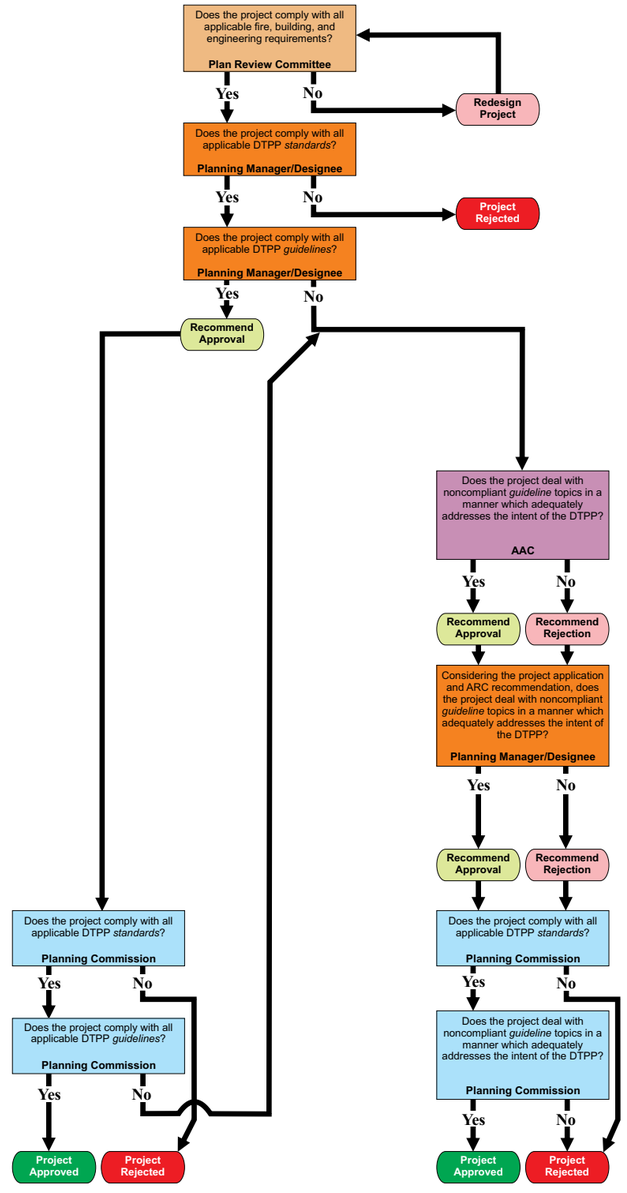
   - **Standards Compliance Only.** For projects which the Planning Manager/Designee deems to conform to the standards, but not the guidelines, he/she shall seek a recommendation from the Architectural Advisory Committee (AAC) or successor committee on the acceptability of the aspects of the project which 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 then use his/her discretion in granting approval to the project.

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

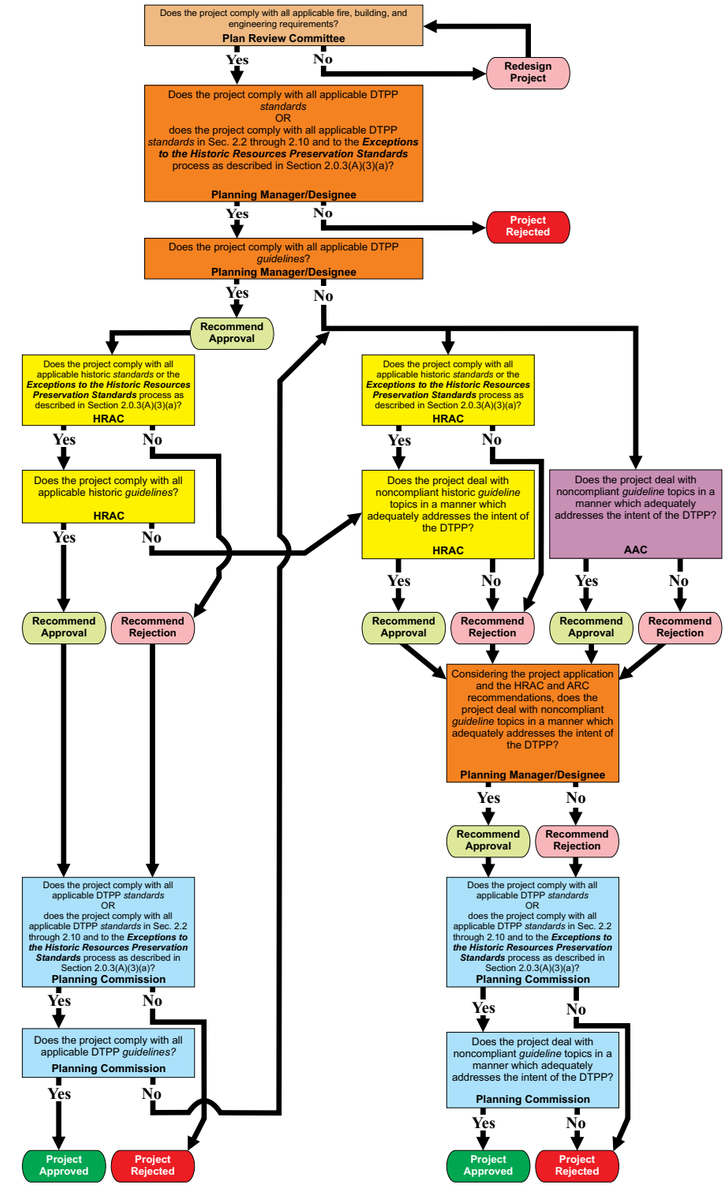
b. **Type of Approval.** Applications approved by the Planning Manager/Designee shall be granted a Planned Community (PC) Permit, except that applications for signage only approved by the Planning Manager/Designee shall be granted a Sign Permit. The PC permit and Sign Permit shall be in the form of a letter Notice of Official Action (NOA) that will contain the approvals and the conditions of approval.



Small Project Review Process



Large Project Review Process



Historic Project Review Process

c. **Appeal.** Any aggrieved person or party may appeal the decision of the Planning Manager/Designee in accordance with the provisions set forth in Article 48 of the Zoning Ordinance.

2. *Large Projects*

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

a. **Project Approval Authority.** Project approval shall be granted by the Planning Commission based on the level of compliance with the applicable DTPP standards and guidelines. The Planning Commission 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.

- **Standards and Guidelines Compliance.** The Planning Manager/Designee shall review the project application for conformance to the Precise Plan and shall recommend that the Planning Commission grant approval to projects which he/she deems to comply fully with all applicable standards and guidelines. The Planning Commission will evaluate the staff recommendation in making a decision on the project.

- **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 of the project to the Planning Commission. The Planning Commission will evaluate the ARC and staff recommendations in making a decision on the project.

- **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 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 decision of the Planning Commission in accordance with the provisions set forth in Article 48 of the Zoning Ordinance.

3. *Historic Projects*

Historic Projects are applications for a project on a site with a historic resource as identified on the Historic Resources Preservation Map in Section 2.1.

a. **Project Approval Authority.** Project approval shall be granted by the Planning Commission based on the level of compliance with the applicable DTPP standards and guidelines. The Planning Commission 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.

- **Standards and Guidelines Compliance.** The Planning Manager/Designee shall review the project application for conformance to the Precise Plan and shall recommend that the Planning Commission grant approval to projects which he/she deems to comply fully with all applicable standards and guidelines. The Planning Manager/Designee shall also forward the project application to the Historic Resources Advisory Committee (HRAC), which shall review the project application for conformance to the applicable Historic Resource Preservation standards and guidelines per the Historic Resources Preservation Chart in Section 2.1 of the Precise Plan and shall recommend that the Planning Commission grant approval to projects which they deem to comply fully with those standards and guidelines. The Planning Commission will evaluate the HRAC and staff recommendations in making a decision on the project.

- **Standards Compliance Only.** For projects which the Planning Manager/Designee deems to conform with the standards, but not the guidelines, in addition to seeking a recommendation to the Planning Commission from the HRAC as described above, the Architectural Advisory Committee (AAC) or successor committee shall make a recommendation to the Planning Manager/Designee on the acceptability of the aspects of the project which do not conform with the guidelines. Considering the HRAC's and 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 of the project to the Planning Commission. The Planning Commission will evaluate the HRAC, AAC, and staff recommendations in making a decision on the project.

- **Lack of Non-Historic Standards Compliance.** Projects deemed by the Planning Manager/Designee to not comply with the standards in sections 2.2 through 2.10 shall be rejected.

- **Exceptions to the Historic Resource Preservation Standards.** For projects which seek an exemption from the standards of Section 2.1.3, the following additional steps shall be added to the project review process: 1) Findings shall be made that the project site and/or the historic structure itself has unusual physical conditions which warrant the consideration of exceptions, or other constraints which render it infeasible or impractical to fully comply with one or more of the standards; 2) An evaluation shall be undertaken by qualified professionals experienced in the development and review of appropriate design modifications to historic resources to ensure full compliance with all applicable Secretary of the Interior's Standards (SIS); and 3) the project shall be reviewed for compliance with CEQA, consistency with Redwood City's General Plan Goals and Policies for historic resources, and consistency with the City's adopted Historic Preservation Ordinance. The Planning Manager/Designee shall then forward the project application to the Historic Resources Advisory Committee (HRAC), which shall review the project application for conformance to the SIS and the goals of the DTPP and make a recommendation to the Planning Commission. The Planning Commission will evaluate the HRAC and staff recommendations in making a decision on the project.

b. **Type of Approval.** Applications approved by Planning Commission 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 decision of the Planning Commission in accordance with the provisions set forth in Article 48 of the Zoning Ordinance.

B) Types of Fees

Applications involving sites of ¼ acre or larger shall pay a deposit according to the provisions of the City's adopted Cost Recovery Policy.

Applications on sites smaller than ¼ -acre shall pay fees for the individual approvals they seek, as such fees are listed in the City's Master Fee Schedule as it exists now or as it may be amended in the future. If a project on a site of less than ¼ acre seeks more than one approval (for example, one project may require sign review, review of architecture, and a use permit) the fee paid shall be the cumulative total of the fees for the individual approvals as listed in the Master Fee Schedule. If the cumulative total of fees for individual approvals meets or exceeds the Initial Deposit amount defined in the Cost Recovery Policy, the applicant's fee will default to a deposit, subject to all the provisions of the Cost Recovery Policy.

C) Environmental Review

City staff shall assess the level of environmental review needed for development proposals. It is anticipated that many projects deemed in conformity with the DTPP will need no further environmental review, and if so the NOA shall so state. In some cases additional environmental work—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.

D) Public Notice

In addition to the notification and review process requirements described elsewhere in this section, notice for all Small Projects, Large Projects, and Historic Projects within the Downtown Precise Plan area, excluding signage-only projects, shall consist of the following:

- Posting notice(s) on the project site.
- At least 10 days prior to the "Plan Compliance Determination" date, sending notice(s) to tenants and owners of properties within 300 feet of the project site. (Plan Compliance Determination is defined as the forum whereby a decision is made regarding the project's Planned Community Permit. This decision may be made by staff, the Planning Commission or by the City Council upon "call-up").

2.0.4. Maximum Allowable Development (M.A.D.)

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

The City will monitor and publish the amount of development that occurs after adoption of the Plan in a form to be determined by the Planning Manager/ Designee. Updates to this summary of development will occur each time new development takes place. When the MAD is reached in any category, expressed either in housing units or square footage, no further development in that category may be permitted without an amendment to the MAD provisions of the Precise Plan by the City Council.

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

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

MAD limits 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).

b. Office development under this Plan shall not exceed 574,667 net new square feet of gross floor area (74,667 of which to be located at 851 Main Street).

c. Retail development under this Plan shall not exceed 100,000 net new square feet of gross floor area.

d. Lodging development under this Plan shall not exceed 200 net new guest rooms.

2. ***Guidelines***

There are no MAD guidelines.

2.1. HISTORIC RESOURCE PRESERVATION REGULATIONS

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

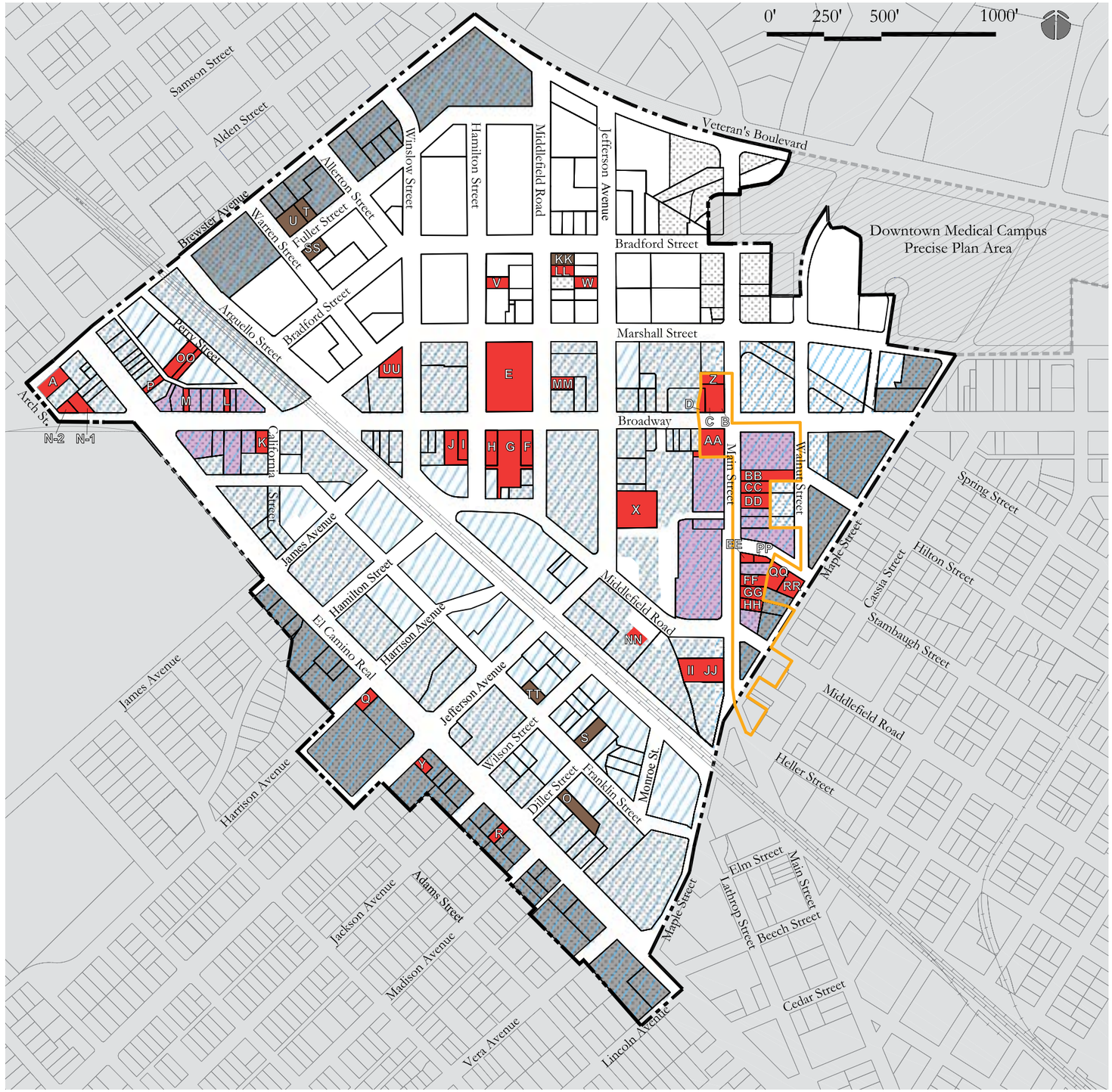
An extensive reconnaissance survey of all known and potential historic resources in the DTPP area and the immediately adjacent parcels (called the "Area of Influence") was conducted to ensure the growth of Downtown was done in a way that was compatible with the area's historic built environment. In addition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

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

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

MAP LEGEND

- Historic Resources to be Preserved
- Historic Resources which may be Altered, Relocated, or Removed
- Mitigation Group 1
- Mitigation Group 2
- Mitigation Group 3
- Mitigation Group 4
- Mitigation Group 5
- Mitigation Group 6
- Main Street Historic District



HISTORIC RESOURCE PRESERVATION REGULATIONS MAP

HISTORIC RESOURCES PRESERVATION CHART

Historic Mitigation Groups (Sec. 2.1.1)	Historic Resources *to be Preserved*	Historic Resources *which may be Altered, Relocated, or Removed*	Non-Historic Mitigation Group 1 *Graceful Neighborhood Transitions*	Non-Historic Mitigation Group 2 *Historic Storefront Increments, Height, and Character*	Non-Historic Mitigation Group 3 *Historic Height and Character*	Non-Historic Mitigation Group 4 *Historic Corridor and Transition Heights*	Non-Historic Mitigation Group 5 *Historic Character*	Non-Historic Mitigation Group 6 *No Historic Mitigations Necessary*
Additions and Modifications to Historic Resources (AMHR) Regulations (Sec. 2.1.3)								
Additions and Modifications to Historic Resources (AMHR) Regulations	Required	Required	---	---	---	---	---	---
Additional Impact Mitigation Measures for Historic Resources (Sec. 2.1.4)								
Mitigation of Impacts of Development on Properties that Contain Historic Resources to be Preserved	Required	---	---	---	---	---	---	---
Mitigation of Impacts of Development on Properties that Contain Historic Resources which may be Altered, Relocated, or Removed	---	Required	---	---	---	---	---	---
Mitigation of Impacts on Historic Districts	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4
Mitigation of Impacts of Development on Properties Adjacent to Historic Resources	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4	May be Required See Section 2.1.4
Summary of Historic Resource Presevation Regulations Located Elsewhere in the DTPP (Sec. 2.1.2)								
Parking Reductions - *To encourage the preservation of historic resources, this plan does not require them to fully comply with parking provision requirements. (For background information see Appendix 1, Section A1.2.1(A)).*	Applicable See Section 2.6.2(A)(1)(c)	Applicable See Section 2.6.2(A)(1)(c)	---	---	---	---	---	---
Mandatory Front Setbacks - *To achieve a smooth transition to historic single-family neighborhoods, new development along "Neighborhood Street" Corridor Types must have a minimum front setback of ten feet. (For background information see Appendix 1, Section A1.2.2(A)).*	---	---	Applicable See Section 2.5.1[D]	---	---	---	---	---
Height Reductions - *To preserve the character of historic streets and to promote appropriate height transitions to historic neighborhoods, some height limits have been reduced below the typical 8 story maximum of this plan . (For background information see Appendix 1, Section A1.2.2(B)).*	---	May Apply See Section 2.7.1 (D), (E), or (F)	Applicable See Section 2.7.1 (D), (E), or (F)	Applicable See Section 2.7.1 (D), (E), or (F)	Applicable See Section 2.7.1 (D), (E), or (F)	Applicable See Section 2.7.1 (D), (E), or (F)	---	---
Historic Parcelization - *To highlight Downtown's historic small-scale character, new buidlings must be articulated based on the parcelization pattern of the early 20th Century with windows, pilasters, and other elements along a portion of Main Street and Broadway. (For background information see Appendix 1, Section A1.2.2(C)).*	---	---	---	Applicable See Section 2.8.3[C][1][c]	---	---	---	---
Historic Architectural Character - *To ensure architectural compatibility in areas with high concentrations of historic resources, new development must use architectural treatments that are complimentary to the historic resources in the vicinity. (For background information see Appendix 1, Section A1.2.2(D)).*	---	May Apply See Section 2.9.1 (A), (B), (C), (D), or (E)	Applicable See Section 2.9.1 (A), (B), (C), (D), or (E)	Applicable See Section 2.9.1 (A), (B), (C), (D), or (E)	Applicable See Section 2.9.1 (A), (B), (C), (D), or (E)	---	Applicable See Section 2.9.1 (A), (B), (C), (D), or (E)	---

Legend:

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

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

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

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

2.1.1. Historic Mitigation Groups

The following Historic Mitigation Groups are established to regulate development on historic properties and to summarize regulations located elsewhere in this document which mitigate the impact of development on non-historic properties which are near historic resources.

A) Historic Resources

1. ***Historic Resources to be Preserved***

   - Includes parcels as designated on the Historic Resource Preservation Map.
   - Development on such parcels shall be subject to the AMHR standards and guidelines set forth for said parcels in Section 2.1.3 as well as the special historic preservation regulations regarding permitted ground floor uses and parking provision as described in Sections 2.2 and 2.6.

2. ***Historic Resources which may be Altered, Relocated, or Removed***

   - Includes parcels as designated on the Historic Resource Preservation Map.
   - Development on such parcels shall be subject to the AMHR standards and guidelines set forth for said parcels in Section 2.1.3 as well as the special historic preservation regulations as described in Sections 2.2 and 2.6.

B) Non-Historic Properties

1. ***Mitigation Group 1: Graceful Neighborhood Transitions***

   - Includes parcels as designated on the Historic Resource Preservation Map.
   - Development on such parcels shall be subject to special historic preservation regulations for height, architectural character, and front setbacks as described in Section 2.5, 2.7, and 2.9.

2. ***Mitigation Group 2: Historic Storefront Increments, Height, and Character***

   - Includes parcels as designated on the Historic Resource Preservation Map.
   - Development on such parcels shall be subject to special historic preservation regulations for height, historic parcelization, and architectural character as described in Sections 2.7, 2.8, and 2.9.

3. ***Mitigation Group 3: Historic Height and Character***

   - Includes parcels as designated on the Historic Resource Preservation Map.
   - Development on such parcels shall be subject to special historic preservation regulations for height and architectural character as described in Sections 2.7 and 2.9.

4. ***Mitigation Group 4: Historic Corridor and Transition Heights***

   - Includes parcels as designated on the Historic Resource Preservation Map.
   - Development on such parcels shall be subject to special historic preservation regulations for height as described in Section 2.7.

5. ***Mitigation Group 5: Historic Character***

   - Includes parcels as designated on the Historic Resource Preservation Map.
   - Development on such parcels shall be subject to special historic preservation regulations for architectural character as described in Section 2.9.

6. ***Mitigation Group 6: Few Historic Mitigations Necessary***

   - Includes parcels as designated on the Historic Resource Preservation Map.
   - Development on such parcels shall only be subject to historic preservation regulations if the parcel is directly adjacent to a Historic Resource to be Preserved as designated on the Historic Resource Preservation Map.

2.1.2. Summary of Historic Resource Preservation Regulations Located Elsewhere in the DTPP

Compiled here for easy reference are the various regulations in place elsewhere in this document which encourage the preservation of historic resources and mandate that neighboring development be sensitive and compatible. Cross-references are provided to the section of the DTPP where these regulations can be found.

Parking Reductions *(Applies to Historic Resources)*
Most of Downtown Redwood City's historic resources were constructed prior to widespread automobile use, and therefore tend to have less parking than on site than would typically be required of new development. To preserve these historic resources, this plan does not require them to fully comply with parking provision requirements. See Section 2.6.2(A)(1)(c) for specific regulations.

Mandatory Front Setbacks *(Applies to Non-Historic Properties)*
For parcels near concentrations of historic single family homes with established front setbacks, the Building Placement and Landscaping regulations require new development along "Neighborhood Street" Corridor Types to have a minimum front setback of ten feet, in order to maintain compatibility with nearby historic resources. See Section 2.5.1(D) for specific regulations.

Height Reductions *(Applies to Non-Historic Properties)*
In some areas, height limits have been reduced below the typical 8 story maximum of this plan in order to preserve the "feel" along historic streets, to minimize aesthetic impacts of new development on historic resources, and to promote appropriate height transitions to low-rise historic neighborhoods adjacent to the Precise Plan area. See Section 2.7.1 (D), (E), and (F) for specific regulations.

Historic Parcelization *(Applies to Non-Historic Properties)*
In order to highlight Downtown's historic small-scale character, special requirements for Building Base Length Articulation shall be applied along a portion of Main Street and Broadway. The Building Base Length Articulation Increment along these corridors shall be articulated based on the historic parcelization pattern of the early 20th Century, and shall be clearly expressed with entrance doors, display windows, awnings, pilasters, and other elements. See Section 2.8.3(E)(1)(c) for specific regulations.

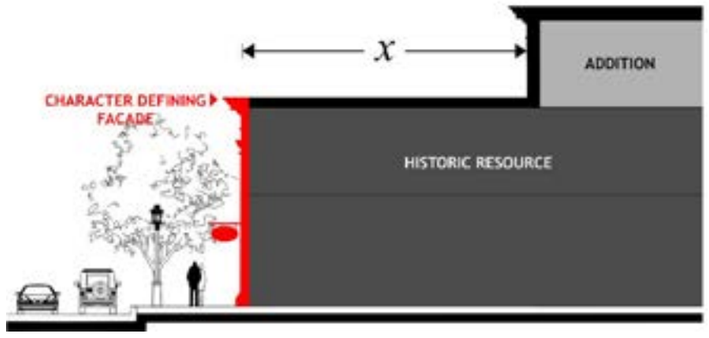
Historic Architectural Character *(Applies to Non-Historic Properties)*
In areas with high concentrations of historic resources, the architectural character regulations require new development to use architectural treatments that are complimentary to the historic resources in the vicinity. See Section 2.9.1 (A), (B), (C), (D), and (E) for specific regulations.

2.1.3. Additions or Modifications to Historic Resources (AMHR) Regulations

The United States Secretary of the Interior is responsible for safeguarding the country's historic resources. To do this, the office of the Secretary of the Interior has established requirements (known as the Secretary of the Interior Standards for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or SIS) which all local and state governments must comply with when restoring, reconstructing, or otherwise impacting historic resources. The SIS are flexible and open to interpretation, however, and it is up to the local community and the state to determine what is compliant and what is not. Typically, determinations of what type of modifications to historic structures are compliant with the SIS are made on a case-by-case basis as developer applications are submitted. For Downtown Redwood City, however, these determinations have now been made largely in advance, in order to better ensure preservation of resources by providing consistency, clarity, and certainty to the process. Each historic resource has been analyzed independently to identify appropriate modifications, if any, and these findings have been turned into separate standards and guidelines for each historic property within the DTPP area.

The following standards and guidelines, therefore, shall apply to proposed projects on historic properties within the Downtown Redwood City Precise Plan area.

When "Addition Setback" is referenced, it shall be measured as shown by "*x*" in the figure below.



Historic Resources Addition Setback

A) 201 Arch Street (Originally Safeway Market)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-321-260.

1. Standards

a. The historic Arch Street and Brewster Street façades, with the exception of non-historic storefront elements, must be retained and shall not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 30' of the Arch Street façade, or within 10' of the Brewster Street façade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. Guidelines

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the "Art Deco" architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

B) 2000 Broadway (Originally Bank of San Mateo County)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-374-180.

1. Standards

a. The historic Broadway and Main Street façades must be retained and shall not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 40' of the Broadway or Main Street façades.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. Guidelines

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the "Neoclassical" architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

C) 2020 Broadway (Fitzpatrick Building)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-374-100.

1. Standards

a. The historic Broadway façade, with the exception of non-historic storefront elements, must be retained and shall not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 40' of the Broadway façade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. Guidelines

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the "Neoclassical" architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

D) 2022 – 2024 Broadway (Originally San Mateo County Building and Loan Association)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-374-100.

1. Standards

a. The historic Broadway façade, with the exception of non-historic storefront elements, must be retained and shall not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 40' of the Broadway façade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. Guidelines

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the "Neoclassical" architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

E) 2200 Broadway (Historic San Mateo County Courthouse)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-367-010.

1. Standards

a. The dome, rotunda, Courtroom A, and Broadway, Middlefield, and Hamilton Street façades must be retained and shall not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Any addition must be located completely behind the historic 1910 structure. More specifically, no addition to this property may be located south of the 1940 North Annex, east of the Middlefield façade, or west of the Hamilton façade.

d. No addition may exceed the height of the Broadway façade's cornice.

2. Guidelines

a. All surviving historic interior features should be preserved.

b. The Hamilton Street and Middlefield Road facades of any attached addition should be visually subordinate to the Historic Courthouse. This should be accomplished by using a "hyphen" at the junction between the two buildings, or by setting back the Hamilton and Middlefield facades of the addition further than the Hamilton and Middlefield facades of the Historic Courthouse.

c. It is recommended that any addition to this structure conform to the "Neoclassical" architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

F) 2201 Broadway (East Wing of Fox Theatre Complex)

The following historic resource preservation standards and guidelines shall pertain to new development at 2201 Broadway.

1. Standards

a. The historic Broadway and Middlefield Road façades, with the exception of non-historic storefront elements, must be retained and shall not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. There shall be no additions to this structure.

2. Guidelines

a. Surviving historic interior features should be preserved.

b. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

G) 2215 Broadway (Fox Theatre)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-365-090.

1. Standards

a. The entire interior and the historic Broadway façade, with the exception of non-historic storefront elements, must be retained and shall not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. There shall be no additions to this structure.

2. Guidelines

a. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

H) 2227 Broadway (West Wing of Fox Theatre Complex)

The following historic resource preservation standards and guidelines shall pertain to new development at 2227 Broadway.

1. Standards

a. The historic Broadway and Hamilton Street façades, with the exception of non-historic storefront elements, must be retained and shall not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. There shall be no additions to this structure.

2. Guidelines

a. Surviving historic interior features should be preserved.

b. Alterations to non-historic storefront elements within historic façades

should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

I) 2301 – 2303 Broadway (The Mayers Building / Originally California Pacific Title Insurance Company)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-362-090.

1. ***Standards***

a. The historic Broadway and Hamilton Street façades, with the exception of non-historic storefront elements, should be retained and restored.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property should encroach within 37' 3" of the Broadway façade or 5' of the Hamilton Street façades.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. ***Guidelines***

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the "Neoclassical" architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

J) 2317 Broadway (The Sequoia Building / Originally Montgomery Ward)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-362-080.

1. ***Standards***

a. The historic Broadway façade, with the exception of non-historic storefront elements, shall be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property shall encroach within 40' of the Broadway façade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. ***Guidelines***

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the "Neoclassical" architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

K) 2603 Broadway (The Andrew Building / Originally Bank of America)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-322-070.

1. ***Standards***

a. The historic Broadway and California Street façades must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 40' of the Broadway façade or 10' of the California Street façade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. ***Guidelines***

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the "Art Deco" architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

L) 2620 Broadway (Originally Enterprise Bakery)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-321-080.

1. ***Standards***

a. The historic Broadway façade, with the exception of non-historic storefront elements, must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 40' of the Broadway façade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. ***Guidelines***

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the "Neoclassical" architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the

historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

M)2650 Broadway (Originally Redwood Pastry Shop)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-321-120.

1. ***Standards***

a. The historic Broadway façade, with the exception of non-historic storefront elements, must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 40' of the Broadway façade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. ***Guidelines***

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the "Neoclassical" architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

N-1) 2726 Broadway

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-195-070 & 052-195-080.

1. ***Standards***

a. The historic Broadway façade, with the exception of non-historic storefront elements, must be retained and shall not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 40' of the Broadway façade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. ***Guidelines***

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the "Mediterranean" architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

N-2) 2734 Broadway

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-195-070 & 052-195-080.

1. ***Standards***

a. The historic Broadway and Arch Street façades, with the exception of non-historic storefront elements, must be retained and shall not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 6' of the Broadway and Arch Street façades.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. ***Guidelines***

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the "Mediterranean" architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

O) 28 Diller

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 053-176-150.

1. ***Standards***

There are no historic resource preservation standards for 28 Diller.

2. ***Guidelines***

a. The entire exterior of building should be retained and should not be modified in any significant way.

b. If this structure is to be removed, an attempt should be made to relocate it. The property should be offered for sale for $1 for a period of at least 90 days.

P) 753 El Camino Real

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 053-063-090.

1. ***Standards***

a. The entire El Camino Real façade, with the exception of the non-historic storefront, must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: Additions to this property shall be set back 6' from El Camino Real.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. ***Guidelines***

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to

the “Mediterranean” architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

Q) 1100 El Camino Real (Roy’s Drive-In Cleaners)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor’s parcel number 053-044-030.

1. Standards

a. The entire El Camino Real façade, including the sign, must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: Additions to this property shall be set back 30’ from the El Camino Real façade or 6’ of the Harrison Street facade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. Guidelines

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the “Art Deco” architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

R) 1322 El Camino Real (The Record Man)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor’s parcel number 053-063-090.

1. Standards

a. The entire El Camino Real façade must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: Additions to this property shall be set back 30’ from El Camino Real.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. Guidelines

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the “Art Deco” architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

S) 127 Franklin (The Holmquist House)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor’s parcel number 053-173-090.

1. Standards

There are no historic resource preservation standards for 127 Franklin.

2. Guidelines

a. The entire exterior of building should be retained and should not be modified in any significant way.

b. If this structure is to be removed, an attempt should be made to relocate it. The property should be offered for sale for $1 for a period of at least 90 days.

T) 303 Fuller (The Smith Bungalow)

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

1. Standards

There are no historic resource preservation standards for 303 Fuller.

2. Guidelines

a. The entire exterior of building should be retained and should not be modified in any significant way.

b. If this structure is to be removed, an attempt should be made to relocate it. The property should be offered for sale for $1 for a period of at least 90 days.

U) 321 Fuller

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

1. Standards

There are no historic resource preservation standards for 321 Fuller.

2. Guidelines

a. The entire exterior of building should be retained and should not be modified in any significant way.

b. If this structure is to be removed, an attempt should be made to relocate it. The property should be offered for sale for $1 for a period of at least 90 days.

V) 627 Hamilton (The Lathrop House)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor’s parcel number 052-344-140.

1. Standards

a. No additions or significant modifications may be made to the interior or exterior of this structure.

2. Guidelines

a. No additional structures should be placed on this property.

W) 620 Jefferson (Hanson Lumber Company Employee Housing)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-347-090.

1. ***Standards***

a. The entire exterior of building must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: Any addition to this property must be detached from the historic structure and set back no less than 10' from the back (western) façade.

d. Addition Height: No additional structure on this property may exceed the height of the historic structure by more than 1 story.

2. ***Guidelines***

a. Surviving historic interior features should be preserved.

b. The massing of additional structures on this property should consist of traditional residential volumes similar to those of the resource.

c. It is recommended that any additional structures on this property conform to the "Victorian" architectural character regulations found in Section 2.9.

d. Additional structures on this property should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

X) 855 Jefferson (Redwood City Post Office)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 053-131-190.

1. ***Standards***

a. The entire exterior of building must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: Any addition to this property must be detached from the historic structure and set back no less than 10' from the back (eastern) façade.

d. Addition Height: No additional structure on this property may exceed the height of the historic structure by more than 1 story.

2. ***Guidelines***

a. Surviving historic interior features should be preserved.

b. The massing of additional structures on this property should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any additional structures on this property conform to the "Mediterranean" architectural character regulations found in Section 2.9.

d. Additional structures on this property should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

Y) 1217 Jefferson

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 053-045-230.

1. ***Standards***

a. The entire exterior of building shall be retained and restored.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: Any addition to this property shall be set back no less than 40' from the Jefferson Avenue façade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. ***Guidelines***

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that care should be taken to reflect the Dutch Colonial architecture of the resource in the architectural character of any addition.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

Z) 726 Main (Originally Diller-Chamberlain Store)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-374-140.

1. ***Standards***

a. The entire exterior of building must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: Any addition to this property must be detached from the historic structure and set back no less than 10' from the back (western) façade.

d. Addition Height: No additional structure on this property may exceed the height of the historic structure by more than 1 story.

2. ***Guidelines***

a. Surviving historic interior features should be preserved.

b. The massing of additional structures on this property should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any additional structure on this property conform to the "Neoclassical" architectural character regulations found in Section 2.9.

d. Additional structures on this property should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

AA) 800 Main (Sequoia Hotel)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 053-131-050.

1. ***Standards***

a. The historic Broadway and Main Street façades, with the exception of non-historic storefront elements, must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 40' of the Broadway or Main Street façades.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. Guidelines

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the “Neoclassical” architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

BB) 831 – 835 Main (Alhambra Theater / Masonic Temple)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor’s parcel number 053-233-230.

1. Standards

a. The historic Main Street façade, with the exception of non-historic storefront elements, must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 40’ of the Main Street façade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. Guidelines

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the ““Neoclassical”” architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

CC) 839 Main (IOOF Hall)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor’s parcel number 053-233-130.

1. Standards

a. The historic Main Street façade, with the exception of non-historic storefront elements, must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 40’ of the Main Street façade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. Guidelines

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the ““Neoclassical”” architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

DD) 847 – 849 Main (Originally Clifton Motor Co.)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor’s parcel number 053-233-120.

1. Standards

a. The historic Main Street façade, with the exception of non-historic storefront elements, must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 40’ of the Main Street façade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. Guidelines

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the ““Neoclassical”” architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

EE) 901 Main (William P. Jamieson Building)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor’s parcel number 053-135-010.

1. Standards

a. The historic Main Street and Stambaugh façades, with the exception of non-historic storefront elements, must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. There shall be no additions to this structure.

2. Guidelines

a. Surviving historic interior features should be preserved.

b. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

FF) 917 – 921 Main

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 053-135-120.

1. ***Standards***

a. The historic Main Street façade, with the exception of non-historic storefront elements, must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 40' of the Main Street façade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. ***Guidelines***

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the "Art Deco" architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

GG) 929 Main (Originally Sunshine Grocery Store)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 053-135-260.

1. ***Standards***

a. The historic Main Street façade, with the exception of non-historic storefront elements, must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 40' of the Main Street façade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. ***Guidelines***

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the ""Neoclassical"" architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

HH) 935 Main (Originally Flynn's Ford Agency)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 053-135-270.

1. ***Standards***

a. The historic Main Street façade, with the exception of non-historic storefront elements, must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 40' of the Main Street façade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. ***Guidelines***

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the ""Neoclassical"" architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

II) 1018 Main (John Offerman House)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 053-137-020.

1. ***Standards***

a. The entire exterior of building must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: Any addition to this property must be detached from the historic structure and set back no less than 10' from the back (western) façade.

d. Addition Height: No additional structure on this property may exceed the height of the historic structure by more than 1 story.

2. ***Guidelines***

a. Surviving historic interior features should be preserved.

b. The massing of additional structures on this property should consist of traditional residential volumes similar to those of the resource.

c. It is recommended that any additional structures on this property conform to the "Victorian" architectural character regulations found in Section 2.9.

d. Additional structures on this property should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

JJ) 1020 Main (John Dielman House)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 053-137-020.

1. ***Standards***

a. The entire exterior of building must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: Any addition to this property must be detached from the historic structure and set back no less than 10' from the back (western) façade.

d. Addition Height: No additional structure on this property may exceed the height of the historic structure by more than 1 story.

2. Guidelines

a. Surviving historic interior features should be preserved.

b. The massing of additional structures on this property should consist of traditional residential volumes similar to those of the resource.

c. It is recommended that any additional structures on this property conform to the “Victorian” architectural character regulations found in Section 2.9.

d. Additional structures on this property should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

KK) 605 Middlefield

The following historic resource preservation standards and guidelines shall pertain to new development on assessor’s parcel number 052-347-060.

1. Standards

There are no historic resource preservation standards for 605 Middlefield.

2. Guidelines

a. The entire exterior of building should be retained and should not be modified in any significant way.

b. If this structure is to be removed, an attempt should be made to relocate it. The property should be offered for sale for $1 for a period of at least 90 days.

LL) 611 Middlefield

The following historic resource preservation standards and guidelines shall pertain to new development on assessor’s parcel number 052-347-050.

1. Standards

a. The entire exterior of building must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: Any addition to this property must be detached from the historic structure and set back no less than 10’ from the back (eastern) façade.

d. Addition Height: No additional structures on this property may exceed the height of the historic structure by more than 1 story.

2. Guidelines

a. Surviving historic interior features should be preserved.

b. The massing of additional structures on this property should consist of traditional residential volumes similar to those of the resource.

c. It is recommended that any additional structures on this property conform to the “Victorian” architectural character regulations found in Section 2.9.

d. Additional structures on this property should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

MM) 727 Middlefield (Originally Pacific Telephone and Telegraph Building)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor’s parcel number 052-368-030.

1. Standards

a. The historic Middlefield Road façade must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 40’ of the Middlefield façade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. Guidelines

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the “Neoclassical” architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

NN) 1044 Middlefield (Old Fire Station No.1 / Main Public Library)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor’s parcel number 053-134-060.

1. Standards

a. The historic Middlefield façade must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 40’ of the Middlefield façade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. Guidelines

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the “Neoclassical” architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

OO) 53-55 Perry (Elgin’s Auto Supply and Machine Shop Service)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor’s parcel number 052-321-260.

1. Standards

a. The historic Perry Street façade, with the exception of non-historic storefront elements, must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 6’ of the Perry Street façade.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. *Guidelines*

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the "Mediterranean" architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

PP) 114 Stambaugh (Holmquist Hardware)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 053-135-020.

1. *Standards*

a. The historic Stambaugh Street façade must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. There shall be no additions to this structure.

2. *Guidelines*

a. Surviving historic interior features should be preserved.

b. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

QQ) 116 Stambaugh (Eugene Mourot House)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 053-135-040.

1. *Standards*

a. The entire exterior of building must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: Any addition to this property must be detached from the historic structure and set back no less than 10' from the back (western) façade.

d. Addition Height: No additional structure on this property may exceed the height of the historic structure by more than 1 story.

2. *Guidelines*

a. Surviving historic interior features should be preserved.

b. The massing of additional structures on this property should consist of traditional residential volumes similar to those of the resource.

c. It is recommended that care should be taken to reflect the Dutch Colonial architecture of the resource in the architectural character of any addition.

d. Additional structures on this property should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

RR) 142 Stambaugh (Fred and Hannah Kirste House)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 053-135-050.

1. *Standards*

a. The entire exterior of building must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: Any addition to this property must be detached from the historic structure and set back no less than 10' from the back (western) façade.

d. Addition Height: No additional structure on this property may exceed the height of the historic structure by more than 1 story.

2. *Guidelines*

a. Surviving historic interior features should be preserved.

b. The massing of additional structures on this property should consist of traditional residential volumes similar to those of the resource.

c. It is recommended that any additional structures on this property conform to the "Victorian" architectural character regulations found in Section 2.9.

d. Additional structures on this property should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. New signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

SS) 530 Warren

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-332-010.

1. *Standards*

There are no historic resource preservation standards for 530 Warren.

2. *Guidelines*

a. The entire exterior of building should be retained and should not be modified in any significant way.

b. If this structure is to be removed, an attempt should be made to relocate it. The property should be offered for sale for $1 for a period of at least 90 days.

TT) 103 Wilson

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 053-171-040.

1. *Standards*

There are no historic resource preservation standards for 103 Wilson.

2. *Guidelines*

a. The entire exterior of building should be retained and should not be modified in any significant way.

b. If this structure is to be removed, an attempt should be made to relocate it. The property should be offered for sale for $1 for a period of at least 90 days.

UU) 700-710 Winslow (The Falcone Building)

The following historic resource preservation standards and guidelines shall pertain to new development on assessor's parcel number 052-361-030.

1. *Standards*

a. The historic Winslow and Marshall Street façades, with the exception of non-historic storefront elements, must be retained and should not be modified in any significant way.

b. No less than 75% of historic exterior walls shall be retained.

c. Addition Setback: No addition to this property may encroach within 20' of the Winslow and Marshall Street façades.

d. Addition Height: No addition to this property may exceed the height of the historic structure by more than 1 story.

2. *Guidelines*

a. Surviving historic interior features should be preserved.

b. The massing of additions to this structure should consist of simple, traditional volumes similar to those of the resource. Highly stepped or irregularly shaped additions are not recommended.

c. It is recommended that any addition to this structure conform to the "Art Deco" architectural character regulations found in Section 2.9.

d. Additions to this structure should use colors, materials, and ornamentation compatible to but clearly differentiated from the historic façade.

e. Alterations to non-historic storefront elements within historic façades should be done in a manner that is stylistically compatible with the historic façade, and new signage on historic façades should be compatible with the architecture of the historic façade in terms of colors, materials, size, placement, and style.

2.1.4. Additional Impact Mitigation Measures for Historic Resources

A) Mitigation of Impacts of Development on Properties that Contain Historic Resources to be Preserved

In addition to the regulations found within Section 2.1.3, any project which proposes additions or modifications to a property designated as a "Historic Resource to be Preserved" on the Historic Resources Preservation Regulations Map shall comply with the following regulations if City staff makes a preliminary determination that the project may have a potentially significant adverse effect on the historic resource.

1. *Standards*

a. The applicant shall, to City satisfaction, ensure that the project adheres to one or both of the following standards:

- Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or

- Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer.

The project shall be reviewed by a qualified architect or architectural historian approved by the City and meeting the Secretary of the Interior's Professional Qualifications Standards published in the Code of Federal Regulations (36 CFR part 61), who shall make a recommendation to the City's Historic Resources Advisory Committee as to whether the project fully adheres to the Secretary Standards for Rehabilitation, as well as to whether any specific modifications are necessary to do so. The final determination as to a project's adherence to the Standards for Rehabilitation shall be made by the Historic Resources Advisory Commission or the body with final decision-making authority over the project.

2. *Guidelines*

There are no Impacts of Development on Properties that Contain Historic Resources to be Preserved guidelines.

B) Mitigation of Impacts of Development on Properties that Contain Historic Resources which may be Altered, Relocated, or Removed

In addition to the regulations found within Section 2.1.3, any project which proposes additions or modifications to a property designated as a "Historic Resource which may be Altered, Relocated, or Removed" on the Historic Resources Preservation Regulations Map shall comply with the following regulations if City staff makes a preliminary determination that the project may have a potentially significant adverse effect on the historic resource.

1. *Standards*

a. If feasible, the applicant shall comply with measure 2.1.4(A)(1)(a) above.

b. If measure (a) is not feasible, and if relocation of the historic resources is a feasible alternative to demolition, the historic resource shall be moved to a new location compatible with the original character and use of the historical resource, and its historic features and compatibility in orientation, setting, and general environment shall be retained, such that the resource retains its eligibility for listing on the California Register.

If neither measure (a) nor measure (b) is feasible, the City shall, as applicable and to the extent feasible, implement the following measures in the following order:

c. Document the historic resource before any changes that would cause a loss of integrity and loss of continued eligibility. The documentation shall adhere to the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The level of documentation shall be proportionate with the level of significance of the resource. The documentation shall be made available for inclusion in the Historic American Building Survey (HABS) or the Historic American Engineering Record (HAER) Collections in the Library of Congress, the California Historical Resources Information System and the Bancroft Library, as well as local libraries and historical societies, such as the Redwood City Public Library.

d. Retain and reuse the historic resource to the maximum feasible extent and continue to apply the Standards for Rehabilitation to the maximum feasible extent in all alterations, additions and new construction.

e. Through careful methods of planned deconstruction to avoid damage and loss, salvage character-defining features and materials for educational and interpretive use on-site, or for reuse in new construction on the site in a way that commemorates their original use and significance.

f. Interpret the historical significance of the resource through a permanent exhibit or program in a publicly accessible location on the site or elsewhere within the DPP area.

2. *Guidelines*

There are no Impacts of Development on Properties that Contain Historic Resources which may be Altered, Relocated, or Removed guidelines.

C) Mitigation of Impacts on Historic Districts

Projects on all properties located within or immediately adjacent to a designated historic district as shown on the Historic Resources Preservation Regulations Map, or within any historic districts created subsequent to the adoption of this plan, shall comply with the following regulations.

1. *Standards*

a. Each proposed development project within or immediately adjacent to a designated historic district shall be reviewed by a qualified architect or architectural historian approved by the City and meeting the Secretary of the Interior's Professional Qualifications Standards (36 CFR part 6) and by the City's Historic Resources Advisory Committee for its potential impacts on the adjacent historic district, and any site and architectural design modifications identified through this review process as necessary to avoid a "substantial adverse change" in the significance of the historic district and protect its continued eligibility for listing on the California Register, as determined by the City, shall be required as conditions of project approval.

2. *Guidelines*

There are no Impacts on Historic Districts guidelines.

D) Mitigation of Impacts of Development on Properties Adjacent to Historic Resources

Projects on properties located directly adjacent to an historic property as designated on the Historic Resources Preservation Regulations Map shall comply with the following regulations.

1. *Standards*

a. Each proposed development adjacent to a historic resource that requires a discretionary approval shall be reviewed by a qualified architect or architectural historian approved by the City and meeting the Secretary of the Interior's Professional Qualifications Standards (36 CFR part 6) and by the City's Historic Resources Advisory Committee for its potential impacts on the adjacent historic resource, and any site and architectural design modifications identified through this review process as necessary to avoid a "substantial adverse change" in the significance of the adjacent historic resource and protect its continued eligibility for listing on the California Register, as determined by the City, shall be required as conditions of project approval.

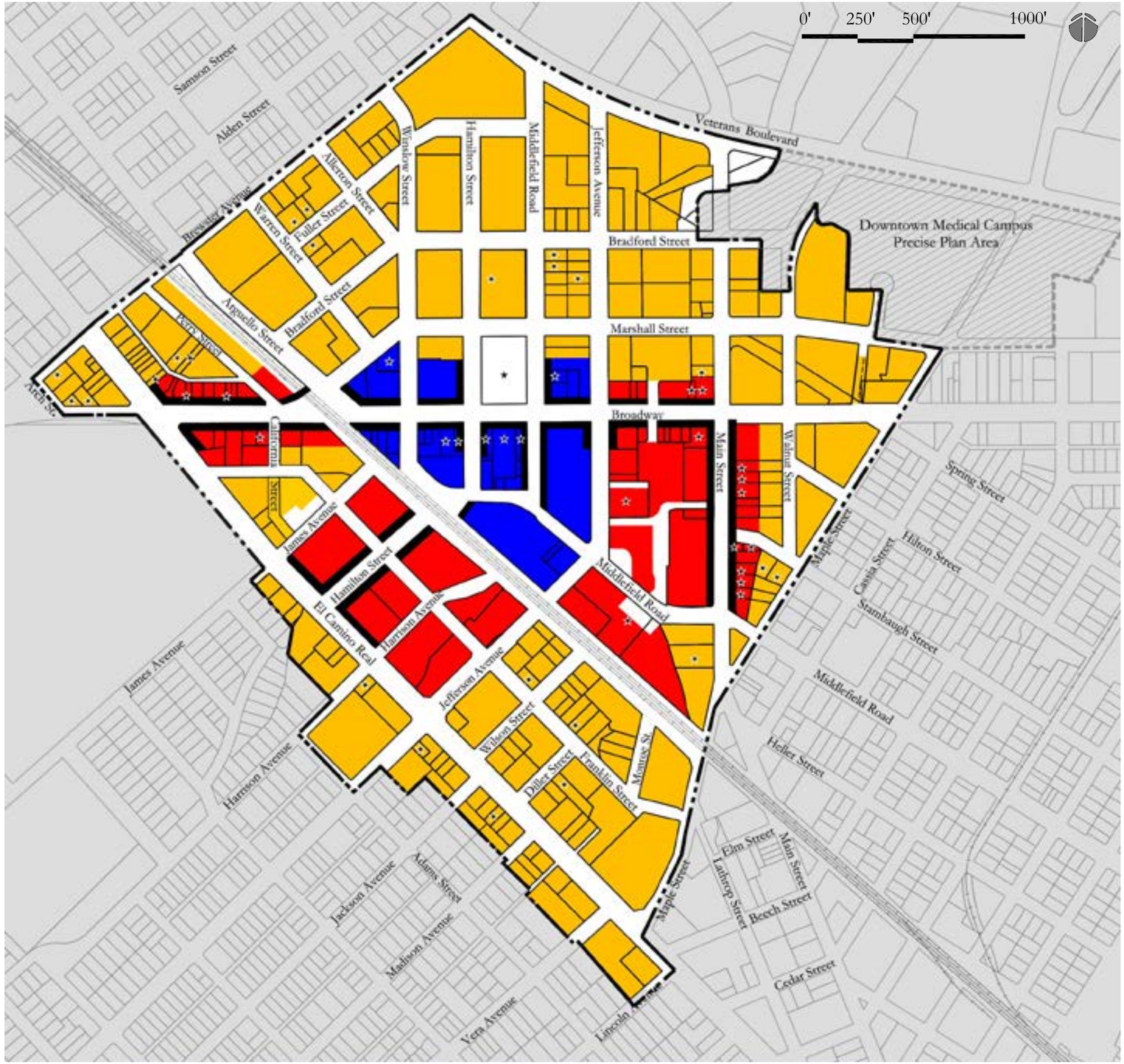
2. *Guidelines*

There are no Impacts of Development on Properties Adjacent to Historic Resources guidelines.

2.2. USE REGULATIONS

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

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



MAP LEGEND

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

USE REGULATIONS MAP

USE REGULATIONS CHART

Use Groups*		Use Zones (Sec. 2.2.1)	Entertainment District Typical	Entertainment District Along	Downtown Core Typical	Downtown Core Along	Downtown General	Restrictions
ACTIVE USES	**General Retail**	Art studios, galleries, or display places with retail Department stores Florists General merchandise sales Quality goods & services Restaurants Specialty food retail Specialty goods retail	Permitted	Permitted - G	Permitted	Permitted - G	Conditional	Music, dancing, or the serving of alcohol shall be clearly ancillary to primary use
	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	Permitted	Permitted - G	Permitted	Permitted - G	Permitted	Uses shall be located in multi-tenant building, not in stand-along 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	Permitted	Permitted - G	Permitted	Permitted - G	Permitted	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.
	Entertainment	Arcades Bars Billiard rooms Bowling alleys Dance halls Movie theaters Music venues Nightclubs Performing arts theaters Roller/ice-skating rinks Sports venues	Conditional	Conditional	Conditional	Conditional	Conditional	---
	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	Permitted	Permitted - U	Permitted	Permitted – U	Permitted	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	---	---	---	---	Permitted	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	Permitted	Permitted – U	Permitted	Permitted – U	Permitted	---
	Specialized Residential	Assisted living facilities (not including skilled nursing facilities) Boarding houses and dormitories Senior housing	---	---	---	---	Permitted	---
	Lodging	Bed & breakfast inns Hostels Hotels	Permitted	Permitted – U	Permitted	Permitted – U	Permitted	---
	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	Permitted	---	Permitted	Permitted – U	Permitted	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	Conditional	---	Permitted	Permitted – U	Permitted	---
	Public Open Spaces	Parks & Parklets Plazas Paseos Playgrounds	Conditional	---	Conditional	---	Conditional	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	---	---	Conditional	---	Conditional	Sexually oriented businesses shall comply with Article 27 and Chapter 18B of Zoning Code.
	Prohibited Uses	Check cashing stores Drive-through businesses Hospitals Industrial & manufacturing Medical marijuana facilities per Article 59 of Muni Code Service yards or outdoor storage of vehicles, equipment, or materials Vehicle sales & repair 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

Permitted:	These use groups are permitted on all floors, by right.
Permitted – G:	These use groups are required on the ground floor and allowed on upper floors.
Permitted – U:	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.
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.

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.

A) Entertainment District

This area is intended to be the focus of entertainment and major retail activity and the most intense streetlife, and uses in this zone are intended to support that goal.

B) Downtown Core

This area is intended to be the focus of major retail activity and the most intense streetlife, and uses in this zone are intended to support that goal.

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) Inactive Ground Floor Use Requirement

At frontages with a heavy black line on the Use Regulations Map (2.2), active uses are required on the ground floor. A Use Permit may be requested for inactive uses to locate on the ground floor where active uses are otherwise required if:

1. The existing building was designed and built specifically for ground floor office use and would otherwise require substantial improvements to convert the space to an active use; or

2. The front portion of the ground floor is occupied by an active use, giving the appearance that the inactive use is limited to the upper floors. This should be achieved through the following:

    a. The active use dominates the frontage with a depth of 20' or greater (as the ZA deems appropriate) and with a large and distinct entrance, transparency, signage, and display of goods or services sold; and

    b. The inactive use is physically separated from the active space, is located within the rear portion of the ground floor, is accessed through a subsidiary entrance and hallway which are kept at minimum widths, and has no public presence or visibility beyond the signage and doorway.

3. Any Use Permit granted under the authority of 2.2.1.D above shall be exempt from the provisions of Section 42.6.B - Abandonment of Use in the Redwood City Zoning Ordinance.

2.2.2. General Use Regulations

The following standards and guidelines shall apply to all uses.

1. Standards

a. All permitted uses for a single Use Zone are allowed either alone or in combination with any other permitted uses within a parcel.

b. All uses shall provide necessary space on-site, within an enclosure or a trash room, for all trash storage and recycling storage needs related to the use. Trash storage facilities or containers shall not be allowed on public streets, plazas, or parking lots.

c. Multifamily Housing Noise Reception Mitigation: Noise studies consistent with the requirements of the California Building Code shall be conducted for proposed new multifamily residential projects to identify noise reduction measures necessary to achieve compatibility with City Noise Element guidelines (55 dBA CNEL at sensitive exterior spaces) and Title 24 standards (45 dBA CNEL within residential units). Each noise study must be approved by the City's Building Inspection Division prior to issuance of a building permit. Identified noise reduction measures, in order of preference so that windows can be opened, may include: Site and building design so as to minimize noise in shared residential outdoor activity areas by locating such areas behind the buildings, in courtyards, or orienting the terraces toward the interior of lots rather than streets; site and building design so as to minimize noise in the most intensively occupied and noise-sensitive interior spaces of units, such as bedrooms, by placing such interior spaces and their windows and other openings in locations with less noise exposure; windows and doors with a high Sound Transmission Class (STC) rating and noise-attenuating wall assemblies; and forced air mechanical ventilation systems in all units exposed to noise levels exceeding Title 24 standards to allow residents the option of reducing noise by keeping the windows closed.

d. Railroad Noise Mitigation: Prior to the development of new habitable buildings within 100 feet of the Caltrain or California High Speed Rail right-of-way, a detailed site-specific vibration study shall be completed that demonstrates that groundborne vibrations associated with rail operations either (1) would not exceed applicable Federal Transit Administration (FTA) groundborne vibration impact assessment criteria, or (2) can be reduced to below the applicable FTA criteria thresholds through building design and construction measures (e.g., stiffened floors, modified foundations), which measures shall be required by the City as conditions of development approval.

e. Food Preparation Odor Mitigation: Consistent with the BAAQMD CEQA Air Quality Guidelines, all food service uses shall be required to implement some or all of the following measures, at the discretion of the Planning Manager/Designee, in order to reduce odors generated by such uses: integral grease filtration or grease removal systems, baffle filters, electrostatic precipitators, water cooling/cleaning units, disposable pleated or bag filters, activated carbon filters, oxidizing pellet beds, catalytic conversion, proper packaging and frequency of food waste disposal, and exhaust stack and vent location with respect to receptors.

f. Chairs and tables for outdoor dining and carts for merchant display may be permitted in the public right-of-way (i.e. in sidewalk areas) provided that the use maintains a minimum five-foot wide unobstructed portion of sidewalk corridor adjacent to the building which is clear and unimpeded for pedestrian traffic, and the use keeps the full width of the building entrance clear and unimpeded for building access.

g. Outdoor furniture, including, but not limited to, chairs, tables, umbrellas, heat lamps, windscreens, busing stations, partitions, planters, etc, shall not be permanently fixed into the public right-of-way (i.e. sidewalk areas) without prior approvals from the City (i.e. a revocable encroachment permit issued by the Building Infrastructure and Transportation Department and/or the City Council).

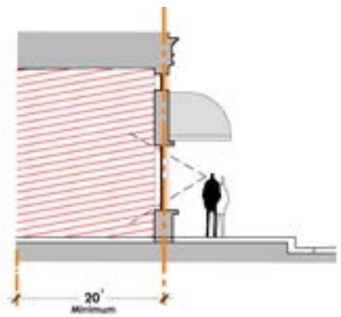
h. Accessory uses, not otherwise listed in the Permitted Use Groups, or prohibited in General Use Regulations, may be permitted provided that the accessory use remains incidental to the primary use and is determined to be consistent with the same general character and purpose of the Use Zone. Determination of consistency shall be at the discretion of the Planning Manager/Designee.

i. Temporary uses, which shall be defined as those uses in place for 90 days or less and which maintain consistency with the permitted use and are clearly ancillary to the permitted use, are subject to the Conditional Use provisions as stated in Section 2.2.4.

j. Wireless communications facilities are permitted through a Use Permit and shall comply with Article 38 of the Zoning Code.

2. Guidelines

a. To strengthen the retail vitality and economic base of the Downtown and to further enhance the pedestrian experience, the following guideline will apply to all use groups except General Residential and Specialized Residential: Windows on the ground level building façade facing a street should be used to display consumer goods and/or services. Windows not used to display consumer goods should provide a view into the building of not less than twenty (20) feet. Ground floor uses should be arranged in such a manner as to be inviting to the general public. Ground floor uses and the lay-out of interior spaces should not result in visual obstructions, which prevent views into the ground floor spaces.



Unobstructed View Required

2.2.3. Maximum Establishment Length

In order to foster the most dynamic, interesting, and vibrant pedestrian activity possible, it is important to ensure that large stretches of sidewalks are not dominated by one ground floor use. When one establishment dominates too large of an area, coming and going activity is focused on a narrow geographic area, leaving the remainder dull and underused. Furthermore, each business tends to have its own unique pattern of busy hours and slow hours—therefore a fine-grained mix of ground floor establishments can help to avoid significant lulls in activity for a given area during significant parts of the day or week.

1. *Standards*

a. There are no Maximum Establishment Length standards.

2. *Guidelines*

a. No individual ground floor establishment should occupy a greater length of frontage than 25 ft. except as indicated below. For corner establishments, each street frontage shall be measured separately, and the establishment may occupy up to the maximum length of frontage on each street.

1. Entertainment Use Group:

   a. 50 ft. where active ground floor uses are required
   b. 100 ft. all other areas

2. General Retail Use Group:

   a. 50 ft. where active ground floor uses are required
   b. 75 ft. in all other areas

b. Large ground floor establishments should be wrapped with smaller "liner shops." Liner shops should be at least 20 feet deep to ensure financial viability.

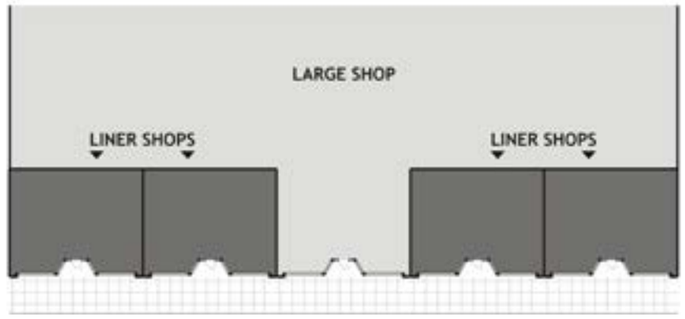
Liner Shops

2.2.4. Use Permit Process

Use Permits shall be acted upon in accordance with Article 42 (Use Permits) in the Zoning Code.

2.2.5. Right to Downtown Operations

As Downtown Redwood City continues its evolution into a compact, mixed-use center, it is essential that new property owners and tenants understand the present and future nature of the area, so that they may function together as harmoniously as possible. Toward that end, this subsection will ensure that property owners, tenants, and users of property within the Downtown Precise Plan Area are notified of the vibrant, active Downtown environment, the revitalization efforts and public improvements occurring Downtown, the special events and community and business activities that are part of the vitality of the Downtown, and the expectations and responsibilities associated with owning, purchasing, renting or making other use of property within a vibrant, active Downtown environment. This subsection will also protect permitted uses from potential conflicts with one another due to the inherent impacts and inconveniences associated with permitted operations in the Downtown Precise Plan Area.



Liner Shops

This subsection will also promote a good neighbor policy between uses operating in the Downtown Precise Plan Area by advising purchasers, tenants and users of property of the potential impacts associated with such purchase, occupation, operation or use including, but not limited to, sounds, odors, traffic, light and glare, pedestrian activity, music, festivals, street construction and closures, traffic rerouting, railroad operations, outdoor sales, trash and recycling collection activities, 24-hour activity, and other permitted uses that may occur within the Downtown Precise Plan Area, so that such purchasers, tenants and users will understand, acknowledge, and be prepared to accept, such impacts. This subsection will also encourage the use of dispute resolution, rather than expensive court proceedings, to amicably resolve any complaints about Downtown operations. Finally, this subsection will promote ongoing communication between all property owners, tenants and users of property within the Downtown Precise Plan Area.

A) Definitions

1. The following definitions shall apply to the Right to Downtown Operations subsection:

- **Downtown operations:** Any activity, use, facility or operation associated with a permitted temporary or permanent use occurring within the boundaries of the Downtown Precise Plan, as well as any lawful public uses. Downtown operations and their associated impacts include, but are not limited to, the following: Music, dancing, singing, and voices associated with permitted uses and downtown activities; odors associated with operation of restaurants and other businesses; high levels of traffic and traffic congestion; increased vehicular traffic from special events and other activities; street construction, closures and traffic re-routing, including exclusion of vehicle access during certain times due to festivals, parades or other special events; railroad operations, including increased rail activity associated with passenger rail operations; outdoor sales of merchandise and outdoor restaurant seating; festivals, parades and/or cultural events which may result in gatherings of large groups of people, street closures, parking impacts, noise, odors and other impacts; increased levels of pedestrian activity; operation of delivery trucks and vans, trash and recycling collection trucks, and other such vehicles; impacts associated with artists' studios and spaces, including noise, odors, and vibration; general increases in activity levels occurring on a 24-hour basis, including increases in noise and other impacts during late night and early morning hours; high levels of nighttime lighting and illumination; and trash collection, including trash collection before 6:00 a.m.

- **Property:** Any real property located within the Downtown Precise Plan Area, including property intended for residential, commercial, business, public purposes, and other uses.

- **Tenant:** Any renter or lessee of property.

- **Transfer:** The sale, lease, trade, exchange, rental, or gift of property.

- **Transferee:** Any person acquiring an interest in real property in the Downtown Precise Plan area from another person, including but not limited to a purchaser of property or a person taking possession of property pursuant to a lease or rental agreement.

- **Transferor:** Any person transferring an interest in real property in the Downtown Precise Plan area to another person, including the seller of property or a landlord granting possession of property pursuant to a lease or rental agreement.

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 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. The notice 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.

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 of right to Downtown operations recited in 2.2.5(B)(3). The notice 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 notice provided in this subsection is 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. This notice shall be provided as required by 2.2.5(B)(1) and 2.2.5(B)(2).

NOTICE OF RIGHT TO DOWNTOWN OPERATIONS

The City of Redwood City permits the operation of a variety of residential, business, cultural, civic, and other activities within the Downtown Precise Plan Area.

You are hereby notified that the property you own, or are renting, leasing, using, occupying, or acquiring an interest in is located within the Downtown Precise Plan Area. You may be subject to impacts, including inconvenience and discomfort, from lawful activities occurring within the Downtown Precise Plan Area. Impacts may include, but are not limited to: Noise from music, dancing and voices associated with permitted Downtown uses and activities, odors associated with restaurants, business operations and special events, traffic congestion, street closures and traffic rerouting, exclusion of vehicle access to certain areas during special events, increased pedestrian activity, trash and recycling collection, including trash and recycling collection before 6 a.m., railroad operations, including rail activity associated with passenger rail operations, outdoor sales of merchandise and outdoor restaurant seating, festivals, parades and other civic and cultural activities, generally high activity levels occurring on a 24-hour basis, including impacts during late night and early morning hours, high levels of lighting and illumination, and noise and other impacts associated with the operation of any permitted use located in the Downtown Precise Plan Area.

One or more of the inconveniences described above may occur as a result of Downtown operations and activities which are in compliance with existing laws and regulations and accepted customs and standards. If you own, lease, rent or otherwise utilize property within the Downtown Precise Plan Area, you should be prepared to accept such inconveniences or discomfort as a normal and necessary aspect of owning, living in, operating a business in, or otherwise utilizing an area with a vibrant Downtown character.

The City of Redwood City's Downtown Precise Plan does not exempt Downtown businesses or other participants in Downtown activities from compliance with the law. Should any business or person not comply with appropriate state, federal or local laws, legal recourse may be possible by, among other ways, contacting the appropriate agency.

This notification is given in compliance with the Redwood City Downtown Precise Plan, Section 2.2.5.

4. The failure to give the notice required by this section shall not invalidate any transfer.

C) Nuisances, Resolution of Disputes, and Contact Persons

1. Normal Downtown operations are presumed to not constitute a nuisance, unless such operations are deemed to be a nuisance under California Civil Code Section 3479. Downtown operations shall comply with all state, federal, and local laws and regulations applicable to the operations, including applicable noise and other operational standards contained in the Redwood City General Plan and/or Downtown Precise Plan.

2. Any dispute or controversy that arises regarding inconveniences or discomforts occasioned by Downtown activities, operations, facilities, or uses should be settled by direct negotiation of the parties involved. Any such dispute or controversy that cannot be settled by direct negotiation of the parties involved should be submitted to a private mediator, a community mediation service, or another agency which provides dispute resolution services prior to the filing of any court action. Any costs associated with negotiation, mediation, or dispute resolution pursuant to this section shall be borne by the parties.

3. Every developer or owner of commercial, residential, or other property within the Downtown Precise Plan Area, consisting of two or more residences, businesses or tenant spaces, shall, 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, designate an information contact person. The information contact person shall be available to disperse information distributed by the city or other public or quasi-public organizations, to tenants and property owners within the development. The information contact person role may be undertaken by the property owner, a homeowner's association, a property management company or other similar organization.

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2.3. NEW STREETS

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

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

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

MAP LEGEND

- New Downtown Core Street with Linear Green Required
- New City Street Required
- Recommended New City Street
- New Lane Required

New Streets Map

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 disbursal 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 shall be designed as illustrated and as dictated in the New Street Type Design Regulations in this Section. Design details, such as intersection design, 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, adequate emergency vehicle access, and the viability of development on adjacent properties.

2. *Guidelines*

a. Required New Streets shown on the Required New Streets Map are shown in their preferred locations. The street may be slightly relocated if it can be shown that the proposed new configuration satisfies the same circulation needs and establishes an equivalent pedestrian-friendly interconnected street network, with no block face exceeding 400 feet in length.

B) Street Abandonment

1. *Standards*

a. In order to maintain the accessibility provided by the block structure of the Downtown, existing public streets or alleys may not be closed or abandoned unless the closure or abandonment is part of one of the new street configurations shown on the Required New Streets Map.

2. *Guidelines*

There are no Street Abandonment guidelines.

2.3.2. New Street Type Design Regulations

When new streets are provided, they must be designed according to their designated New Street Type. New Street Types have been determined based on the location of the new street and the role it is expected to play in Downtown circulation and the formation of public space. The designs required for the required new streets are explained in text and accompanying illustrations as follows:

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.

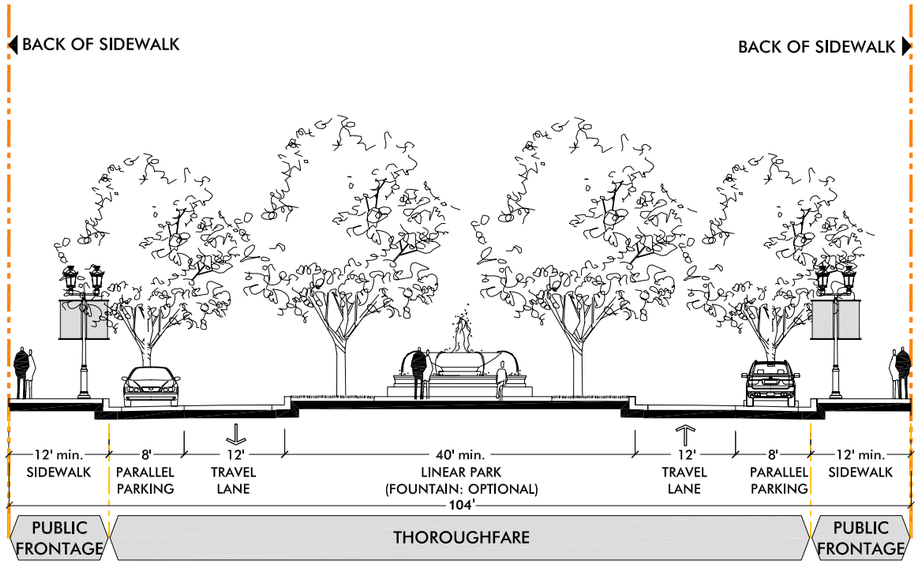
c. A landscaped median or “Linear Green” shall be provided with two rows of large, open-habit deciduous trees planted at a maximum spacing of 30 feet on-center.

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 pavilions for food concession.



Downtown Core Street with Linear Green

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

There are no Downtown Core Street guidelines.

C) City Street

New City Streets will provide attractive and comfortable, yet versatile connections within the urban fabric.

1. Standards

a. The right-of-way provided for new City Streets shall be no less than 60 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 large, open-habit deciduous trees in planting wells with tree grates at a maximum spacing of 40 feet on-center.

d. Pedestrian-scale decorative street lighting shall be placed in the sidewalk at a maximum spacing of 80 feet on-center. The light source should be located 12-14 feet above finished grade.

2. Guidelines

There are no City Street guidelines.

D) Lane

New Lanes will provide appealing passages which supply critical linkages in the Downtown fabric on a narrow right-of-way.

1. Standards

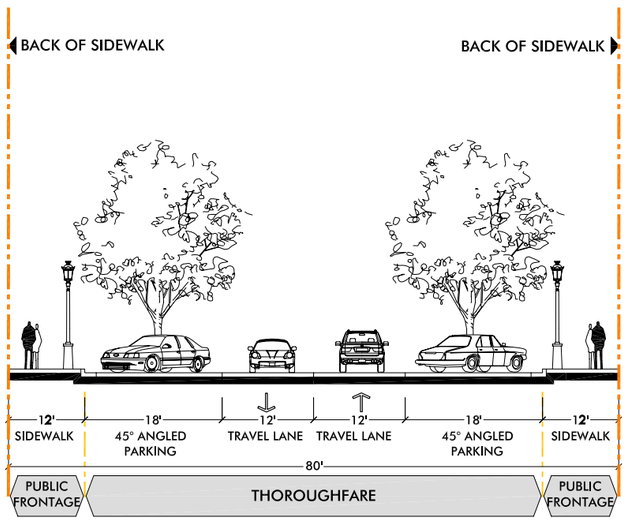
a. The right-of-way provided for new Lanes shall be no less than 28 feet in width along the Caltrain railroad and no less than 36 feet in width in all other locations. Also, the Planning Manager shall be authorized to consider alternative configurations for new streets adjacent to the railroad as plans 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, adequate emergency vehicle access, and the viability of development on adjacent properties.

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.

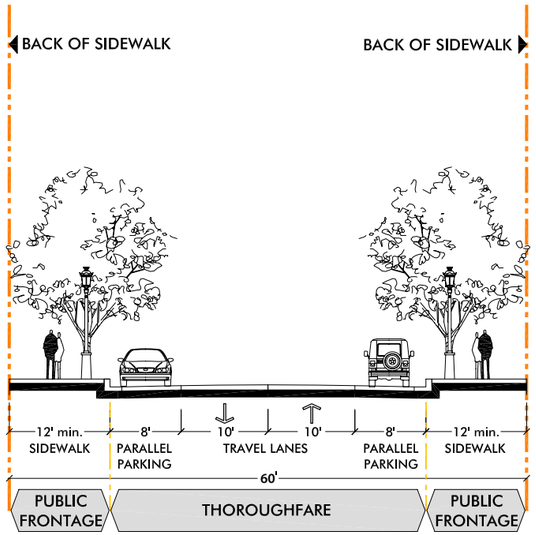
c. Each Block shall have a single species of large, open habit deciduous trees in a 4 foot wide planting strip per City Arborist guidelines at a maximum spacing of 40 feet on-center.

2. Guidelines

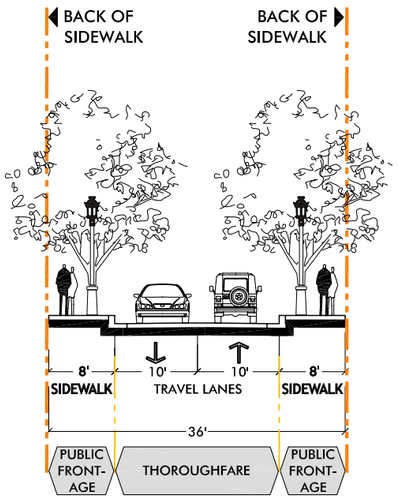
There are no Lane guidelines.



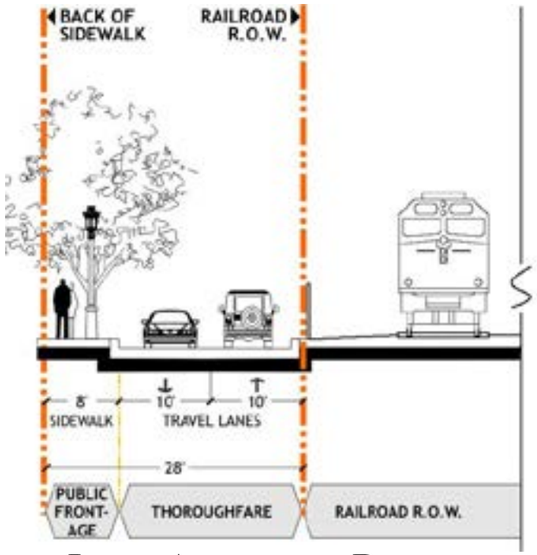
DOWNTOWN CORE STREET



CITY STREET



LANE



LANE - ADJACENT TO RAILROAD

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2.4. PUBLIC FRONTAGE REGULATIONS

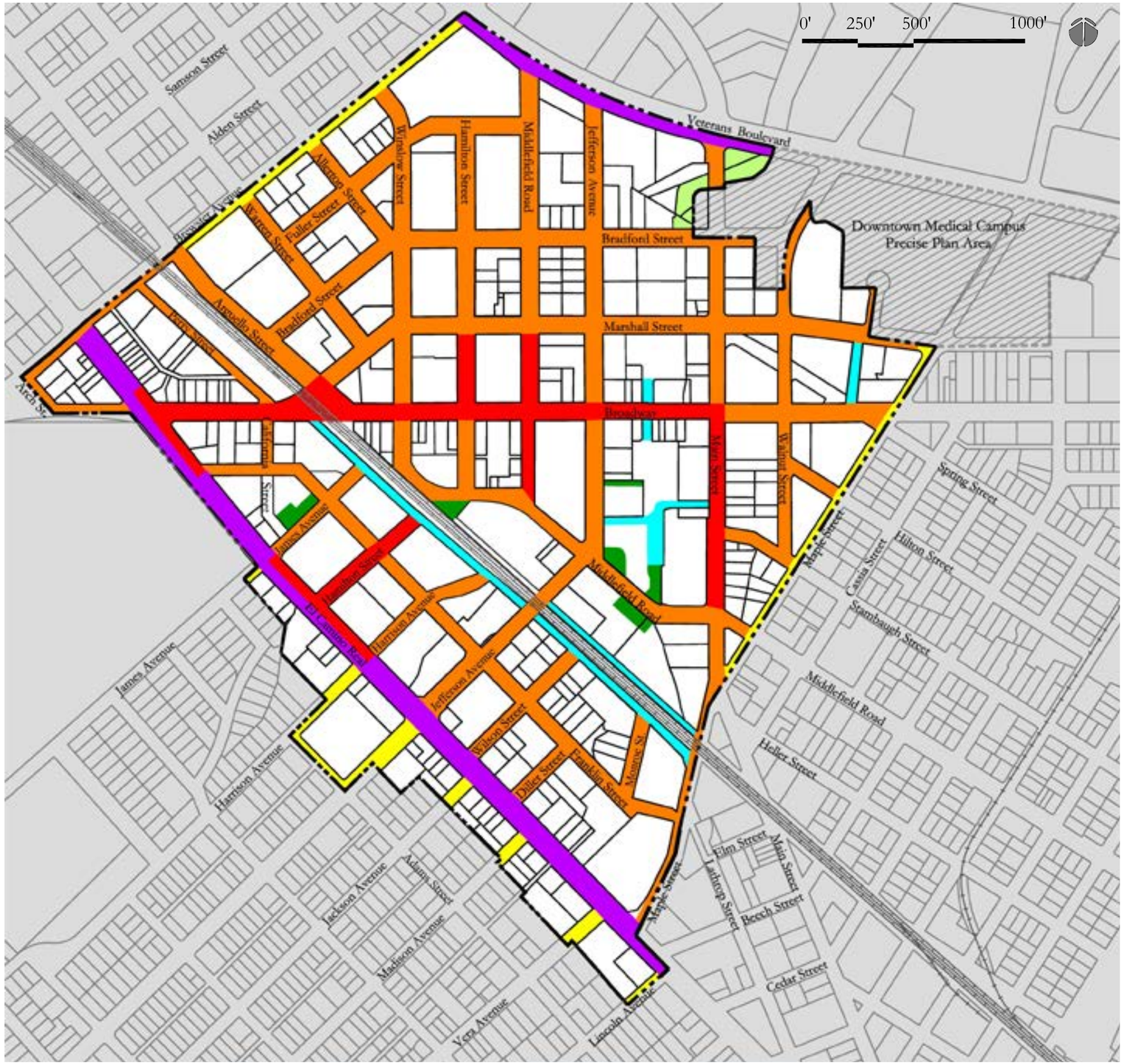
The Public Frontage is the area between the face of the curb and the back of the sidewalk. It includes the sidewalk, street trees, street lighting, and any landscaped planting strips that there may be. The Public Frontage is the crucial area where pedestrians circulate, and access property and buildings.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

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

MAP LEGEND

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

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



Public Frontage Regulations Map

PUBLIC FRONTAGE REGULATIONS CHART

Corridor Types (Sec. 2.4.1)	Boulevard	Downtown Core Street	City Street	Neighborhood Street	Lane	Redwood Creek	Public Open Space
Street Light Provision (Sec. 2.4.3)							
Broadway *(Arch Street to El Camino Real)*	N/A	N/A	Twin Head Acorn	N/A	N/A	N/A	N/A
Broadway *(El Camino Real to Jefferson)*	N/A	Providence	N/A	N/A	N/A	N/A	N/A
Broadway *(Jefferson to Maple)*	N/A	Twin Head Acorn	N/A	N/A	N/A	N/A	N/A
El Camino Real	Twin Head Acorn	Twin Head Acorn	N/A	N/A	N/A	N/A	N/A
Hamilton *(El Camino to 150' south of Broadway)*	N/A	Twin Head Providence	N/A	N/A	N/A	N/A	N/A
Hamilton *(Marshall to 150' south of Broadway)*	N/A	Acorn	N/A	N/A	N/A	N/A	N/A
Jefferson Avenue	N/A	Providence	Twin Head Acorn	Twin Head Acorn	N/A	N/A	N/A
Main Street	N/A	Twin Head Acorn	Twin Head Acorn	N/A	N/A	N/A	N/A
Middlefield *(150' south of Marshall to Broadway)*	N/A	Providence	N/A	N/A	N/A	N/A	N/A
Middlefield *(Broadway to Winsow)*	N/A	Silver Cyclone	N/A	N/A	N/A	N/A	N/A
Middlefield *(Jefferson to Winslow)*	N/A	N/A	Providence	N/A	N/A	N/A	N/A
Middlefield *(Maple to Jefferson)*	N/A	N/A	Twin Head Acorn	N/A	N/A	N/A	N/A
Middlefield *(Veterans to 150' south of Marshall)*	N/A	Silver Cyclone	Silver Cyclone	N/A	N/A	N/A	N/A
Post Office Paseo	N/A	N/A	N/A	N/A	N/A	N/A	Providence
Veterans Boulevard	Twin Head Acorn	N/A	N/A	N/A	N/A	N/A	N/A
Winslow *(Broadway to Hamilton)*	N/A	Providence	N/A	N/A	N/A	N/A	N/A
All other streets and open spaces	N/A	N/A	Acorn	Acorn	Acorn	Twin Head Acorn	Twin Head Acorn
Street Tree Provision (Sec. 2.4.3)							
El Camino Real	Chinese Elm	Chinese Elm	N/A	N/A	N/A	N/A	N/A
Veterans Boulevard	Camphor	N/A	N/A	N/A	N/A	N/A	N/A
All other streets and open spaces	TBD	TBD	TBD	TBD	TBD	TBD	TBD

Legend:
Acorn, Twin Head Acorn, Providence, Twin Head Providence, and Silver Cyclone: Definitions in Section 2.4.2(C)(1)(b) shall apply
N/A: Not applicable
TBD: To be determined by Planning Manager/Designee under advisment of City Arborist

2.4.1. Establishment of Corridor Types

The following Corridor Types are established for existing streets and required new streets to regulate developments' Public Frontage conditions. Regulations for each Corridor Type are applied to parcels as indicated on the Public Frontage Map. The order of the Corridor Types is given below from highest to lowest. Some regulations in the following sections will refer to primary and secondary streets. In these cases, the primary street is taken to be the higher ranked Corridor Type while the secondary street is taken to be the lower ranked Corridor Type.

A) Boulevard

- This Corridor Type was created to ensure that large streets carrying heavy automobile traffic are able to evolve into walkable, enjoyable public spaces, while still serving their vital transportation roles.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Public Frontage Regulations Map.

B) Downtown Core Street

- This Corridor Type was created to ensure that the most significant retail and civic areas are treated in a way that places the utmost priority on pedestrian comfort, convenience, and safety, as well as community building.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Public Frontage Regulations Map.

C) City Street

- This Corridor Type was created to ensure that the typical Downtown street is attractive and comfortable, while allowing enough flexibility in setbacks and other elements to accommodate a wide variety of treatments and conditions.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Public Frontage Regulations Map.

D) Neighborhood Street

- This Corridor Type was created to ensure that streets which serve as a border between Downtown and adjacent neighborhoods are treated in a way that appropriately respects the context of the existing residential uses.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Public Frontage Regulations Map.

E) Lane

- This Corridor Type was created to allow for the creation and improvement of narrow but appealing passages which provide critical linkages in the Downtown fabric on a narrow right-of-way.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Public Frontage Regulations Map.

F) Redwood Creek

- This Corridor Type was created to allow for the improvement of access to Redwood Creek, which has great potential but is currently underutilized.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Public Frontage Regulations Map.

G) Public Open Space

- This Corridor Type was created to ensure that when development is built directly adjacent to a public open space (without a street in-between) that appropriate access and aesthetic relationships are created between the open space and the buildings.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Public Frontage Regulations Map.
- Public Open Spaces not shown on the Public Frontage Regulations Map, but created subsequent to the DTPP, shall conform to Section 2.4.3(G).

2.4.2. General Public Frontage Regulations

All development projects will be required to provide for the improvement of their Public Frontage, which is the area between the face of the curb and the back of the sidewalk, as shown on the Public and Private Frontage illustration below. The Public Frontage provides public access to buildings and affects its overall aesthetic appeal, and is therefore an important ingredient of the success of individual projects and the Downtown as a whole.

A) Public Frontage Provision

1. *Standards*

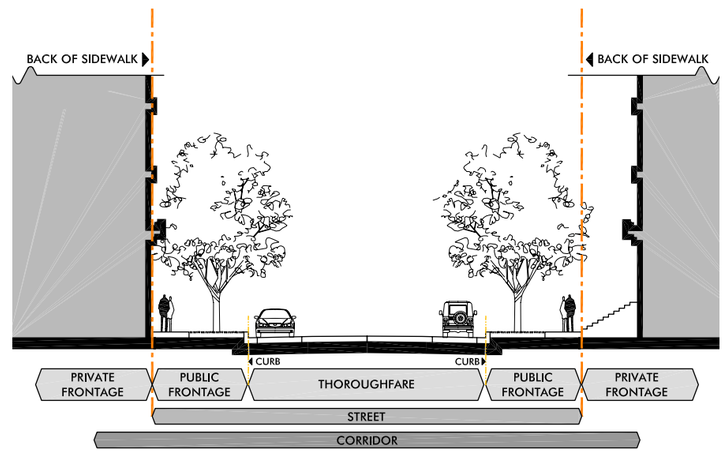
a. For new streets, the space for the provision of Private Frontage shall be provided by the creation of new right-of-way as described in Section 2.3 New Streets.

b. With the exception of tenant changes, all projects shall be required to bring adjacent sidewalk conditions 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 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 required for the applicable Corridor Type, with the exception that such setbacks 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.

2. *Guidelines*

There are no Public Frontage Provision guidelines.



Public and Private Frontage

B) Public Frontage Encroachments

1. Standards

a. Building elements are allowed to encroach into the Public Frontage as follows, with the exception that no encroachment shall be allowed to interfere with street trees, lighting, signage, or other infrastructure and no encroachment shall be permitted to project beyond the face of the curb. Permitted encroachments include:

- Balconies and bay windows may encroach no more than three (3) feet into the Public Frontage as specified in Section 2.8.5(c)
- Covered entrance overhangs, trellises, awnings, canopies, cornices, and eaves may encroach into the Public Frontage as specified in Section 2.8.
- Signs may project into the Public Frontage varying by sign type as described in Section 2.10.
- All encroachments must provide a minimum of 8 feet clear height above sidewalk grade.

2. Guidelines

There are no Public Frontage Encroachments guidelines.

C) Street Lights

1. Standards

a. All light sources shall be metal halide. Wattage shall be determined by the Planning Manager/Designee based on pole height, light spacing, and other factors.

b. The street lights referred to in Section 2.4.3 shall be defined as follows:

- **Acorn:** The Acorn light model manufactured by Visco, or an equivalent model as determined by the Planning Manager/Designee. Poles shall be fluted with an ornamental base. All metal parts shall be powder coated black, and all globes shall be white. Poles shall be 11 feet tall, unless existing lamps of this type on the project block are of a different height, in which case the existing pole heights shall be matched.
- **Twin Head Acorn:** The Twin Head Acorn light model manufactured by Visco, or an equivalent model as determined by the Planning Manager/Designee. Poles shall be fluted with an ornamental base. All metal parts shall be powder coated black, and all globes shall be white. Poles shall be 12 feet tall, unless existing lamps of this type on the project block are of a different height, in which case the existing pole heights shall be matched.
- **Providence:** The Providence light model manufactured by Architectural Area Lighting, or an equivalent model as determined by the Planning Manager/Designee. Poles shall not be fluted, and shall have an ornamental base. All metal parts shall be powder coated black. Poles shall be 12 feet tall, unless existing lamps of this type on the project block are of a different height, in which case the existing pole heights shall be matched.
- **Twin Head Providence:** The Twin Head Providence light model manufactured by Architectural Area Lighting, or an equivalent model as determined by the Planning Manager/Designee. Poles shall not be fluted, and shall have an ornamental base. All metal parts shall be powder coated black. Poles shall be 14 feet tall.
- **Silver Cyclone:** The Prestige light model manufactured by Cyclone, Inc., or an equivalent model as determined by the Planning Manager/Designee. Poles shall not be fluted, and shall have an ornamental base. All metal parts shall be powder coated silver. Poles shall be 11 feet tall, unless existing lamps of this type on the project block are of a different height, in which case the existing pole heights shall be matched.

2. Guidelines

There are no Street Light guidelines.

ACORN

TWIN HEAD ACORN

PROVIDENCE

TWIN HEAD PROVIDENCE

SILVER CYCLONE

2.4.3. Corridor Type Public Frontage Regulations

A property's Public Frontage requirements are determined by Corridor Type as shown on the Public Frontage Regulations Map and as described in the corresponding text below. When a property fronts multiple Corridor Types, the requirements of each Corridor type will be applied separately to the applicable frontages.

A) Boulevard

Boulevards are large streets which carry heavy automobile traffic, but are also walkable, enjoyable public spaces.

1. Standards

a. Public Frontage elements shall be arranged as shown in the illustration below.

b. Sidewalks shall be a minimum of 6 feet wide.

c. A 2-foot wide paved apron shall be provided along the curb.

d. Street trees shall be provided in the Public Frontage as follows:

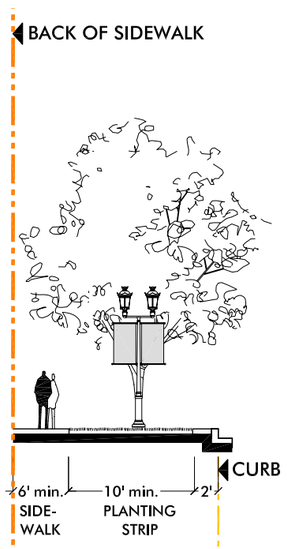
- Street tree species shall be as shown on the Public Frontage Regulations Chart.
- Trees shall not be spaced more than 40 feet apart, and may not be spaced less than 20 feet apart. When possible, trees should be located away from Storefront entrances, and aligned with side property lines or Building Base Length Articulation elements.
- Trees should be located no more than three feet from the face of the curb, unless located in a planting strip, in which case they should be planted in the center of the planting strip. Trees should be aligned with other trees on the block.
- Exact tree locations shall be at the discretion of the Planning Manager/Designee.

e. Street lighting shall be provided in the Public Frontage as follows:

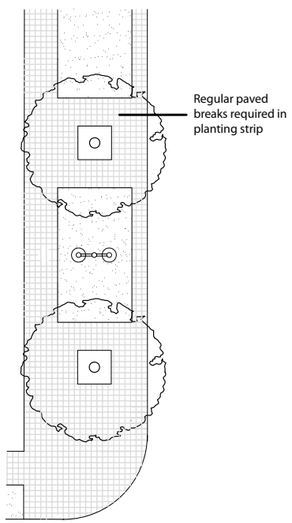
- Street light types shall be as shown on the Public Frontages Regulations Chart.
- Light fixtures shall not be spaced more than 80 feet apart, and may not be spaced less than 30 feet apart. When possible, lights should be located away from Storefront entrances, and aligned with side property lines or Building Base Length Articulation elements.
- Lights should be located no more than three feet from the face of the curb, and should be aligned with other lights on the block. Lights should not be located closer than 15 feet from a tree.
- Exact light locations shall be at the discretion of the Planning Manager/Designee.

2. Guidelines

a. When possible, at the discretion of the Planning Manager/Designee, a 10 foot wide landscaped parkway strip should be provided between the paved apron and the sidewalk. In areas adjacent to Storefront Private Frontage, the parkway strip may be paved with brick pavers.



Boulevard - Section View



Boulevard - Plan View

B) Downtown Core Street

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

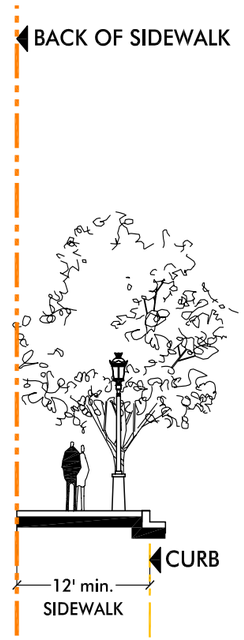
1. Standards

a. Public Frontage elements shall be arranged as shown in the illustration below.

b. Sidewalks shall be a minimum of 12 feet wide.

c. Street trees shall be provided in the Public Frontage as follows, with the exception of the new Downtown Core Street with Linear Green required in Section 2.3, in which case all trees are provided within the Thoroughfare area:

- Street tree species shall be as shown on the Public Frontage Regulations Chart.
- Trees shall not be spaced more than 40 feet apart, and may not be spaced less than 20 feet apart. When possible, trees should be located away from Storefront entrances, and aligned with side property lines or Building Base Length Articulation elements.
- Trees should be located no more than three feet from the face of the curb, and should be aligned with other trees on the block.



Downtown Core Street

- Exact tree locations shall be at the discretion of the Planning Manager/Designee.

d. Street lighting shall be provided in the Public Frontage as follows:

- Street light types shall be as shown on the Public Frontages Regulations Chart.
- Light fixtures shall not be spaced more than 80 feet apart, and may not be spaced less than 30 feet apart. When possible, lights should be located away from Storefront entrances, and aligned with side property lines or Building Base Length Articulation elements.
- Lights should be located no more than three feet from the face of the curb, and should be aligned with other lights on the block. Lights should not be located closer than 15 feet from a tree.
- Exact light locations shall be at the discretion of the Planning Manager/Designee.

2. ***Guidelines***

a. Required street trees should be planted in planting wells with tree grates per City Arborist guidelines.

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. Sidewalks shall be a minimum of 12 feet wide.

c. Street trees shall be provided in the Public Frontage as follows:

- Street tree species shall be as shown on the Public Frontage Regulations Chart.
- Trees shall not be spaced more than 40 feet apart, and may not be spaced less than 20 feet apart. When possible, trees should be located away from Storefront entrances, and aligned with side property lines or Building Base Length Articulation elements.
- Trees should be located no more than three feet from the face of the curb, and should be aligned with other trees on the block.

- Exact tree locations shall be at the discretion of the Planning Manager/Designee.

d. Street lighting shall be provided in the Public Frontage as follows:

- Street light types shall be as shown on the Public Frontages Regulations Chart.
- Light fixtures shall not be spaced more than 80 feet apart, and may not be spaced less than 30 feet apart. When possible, lights should be located away from Storefront entrances, and aligned with side property lines or Building Base Length Articulation elements.
- Lights should be located no more than three feet from the face of the curb, and should be aligned with other lights on the block. Lights should not be located closer than 15 feet from a tree. Exact light locations shall be at the discretion of the Planning Manager/Designee.

2. ***Guidelines***

a. Required street trees should be planted in planting wells with tree grates per City Arborist guidelines.

City Street

D) Neighborhood Street

Neighborhood Streets serve as a buffer and a connection between the urban vibrancy of Downtown and less active adjacent neighborhoods.

1. Standards

a. Public Frontage elements shall be arranged as shown in the illustration below.

b. Sidewalks shall be a minimum of 7 feet wide.

c. Planting strips shall be a minimum of 5 feet wide.

d. Street trees shall be provided in the Public Frontage as follows:

- Street tree species shall be as shown on the Public Frontage Regulations Chart.
- Trees shall not be spaced more than 40 feet apart, and may not be spaced less than 20 feet apart.
- Trees should be located no more than three feet from the face of the curb, unless located in a planting strip, in which case they should be planted in the center of the planting strip. Trees should be aligned with other trees on the block.
- Exact tree locations shall be at the discretion of the Planning Manager/Designee.

e. Street lighting shall be provided in the Public Frontage as follows:

- Street light types shall be as shown on the Public Frontages Regulations Chart.
- Light fixtures shall not be spaced more than 80 feet apart, and may not be spaced less than 30 feet apart.
- Lights should be located no more than three feet from the face of the curb, and should be aligned with other lights on the block. Lights should not be located closer than 15 feet from a tree.
- Exact light locations shall be at the discretion of the Planning Manager/Designee.

2. Guidelines

a. Required street trees should be planted in a planting strip no less than five (5) feet in width, landscaped with lawn.

NEIGHBORHOOD STREET

E) Lane

Lanes are narrow but appealing passages which provide critical linkages in the Downtown fabric on a narrow right-of-way.

1. Standards

a. Public Frontage elements shall be arranged as shown in the illustration below.

b. Sidewalks shall be a minimum of 8 feet wide.

c. Street trees shall be provided in the Public Frontage as follows:

- Street tree species shall be as shown on the Public Frontage Regulations Chart.
- Trees shall not be spaced more than 40 feet apart, and may not be spaced less than 20 feet apart. When possible, trees should be located away from Storefront entrances, and aligned with side property lines or Building Base Length Articulation elements.
- Trees should be located no more than three feet from the face of the curb, and should be aligned with other trees on the block.

LANE

- Exact tree locations shall be at the discretion of the Planning Manager/Designee.

d. Street lighting shall be provided in the Public Frontage as follows:

- Street light types shall be as shown on the Public Frontages Regulations Chart.
- Light fixtures shall not be spaced more than 80 feet apart, and may not be spaced less than 30 feet apart. When possible, lights should be located away from Storefront entrances, and aligned with side property lines or Building Base Length Articulation elements.
- Lights should be located no more than three feet from the face of the curb, and should be aligned with other lights on the block. Lights should not be located closer than 15 feet from a tree.
- Exact light locations shall be at the discretion of the Planning Manager/Designee.

2. Guidelines

a. Required street trees should be planted in planting wells with tree grates per City Arborist guidelines.

F) Redwood Creek

Redwood Creek is a green linear resource which connects Downtown to the San Francisco Bay and to its history as a shipping center.

1. Standards

a. Public Frontage elements shall be arranged as shown in the illustration below.

b. Sidewalks shall be a minimum of 10 feet wide.

c. Street trees shall be provided in the Public Frontage as follows:

- Street tree species shall be as shown on the Public Frontage Regulations Chart.
- Trees shall not be spaced more than 40 feet apart, and may not be spaced less than 20 feet apart.
- Trees should be located planted in the center of the planting strip. Trees should be aligned with other trees on the block.
- Exact tree locations shall be at the discretion of the Planning Manager/Designee.

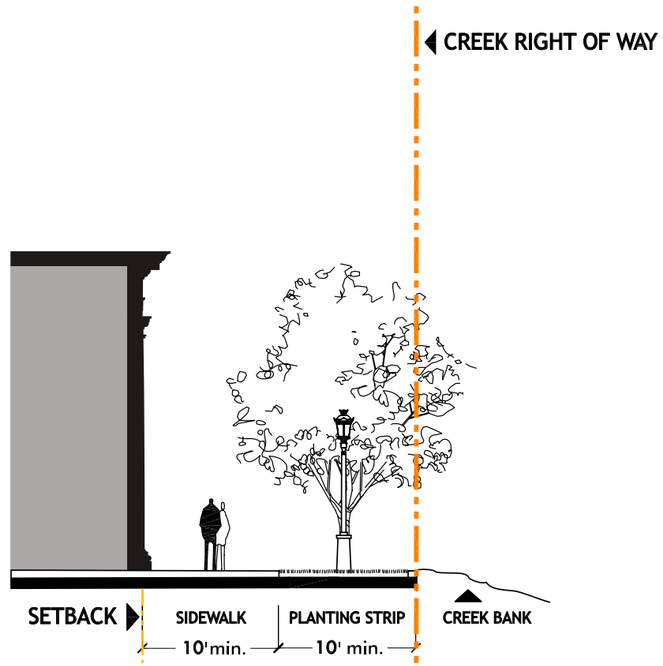
d. Street lighting shall be provided in the Public Frontage as follows:

- Street light types shall be as shown on the Public Frontages Regulations Chart.
- Light fixtures shall not be spaced more than 50 feet apart, and may not be spaced less than 30 feet apart.

2. Guidelines

a. Required street trees should be planted in a planting strip no less than 10 feet in width, landscaped with lawn.

b. Along Redwood Creek, Public Frontage elements shall be provided within the required creek setback, within the private parcel and adjacent to, but not within, the creek right-of-way.



REDWOOD CREEK

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.

b. Sidewalks shall be a minimum of 10 feet wide.

c. Street trees shall be provided in the Public Frontage as follows:

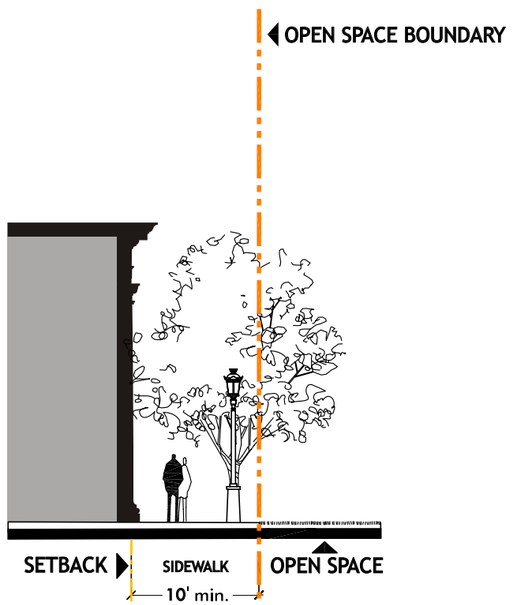
- Street tree species shall be as shown on the Public Frontage Regulations Chart.
- Trees shall not be spaced more than 40 feet apart, and may not be spaced less than 20 feet apart. When possible, trees should be located away from Storefront entrances, and aligned with side property lines or Building Base Length Articulation elements.
- Trees should be located no more than three feet from the face of the curb, and should be aligned with other trees on the block.
- Exact tree locations shall be at the discretion of the Planning Manager/Designee.

d. Street lighting shall be provided in the Public Frontage as follows:

- Street light types shall be as shown on the Public Frontages Regulations Chart.
- Light fixtures shall not be spaced more than 80 feet apart, and may not be spaced less than 30 feet apart. When possible, lights should be located away from Storefront entrances, and aligned with side property lines or Building Base Length Articulation elements.
- Lights should be located no more than three feet from the face of the curb, and should be aligned with other lights on the block. Lights should not be located closer than 15 feet from a tree.
- Exact light locations shall be at the discretion of the Planning Manager/Designee.

2. Guidelines

a. Along applicable public open spaces, Public Frontage elements shall be provided within a setback, within the private parcel and adjacent to, but not within, the public open space. This shall be applicable to portions landscaped (not hardscaped) greens which are not bordered by other Frontage Types.



Public Open Space

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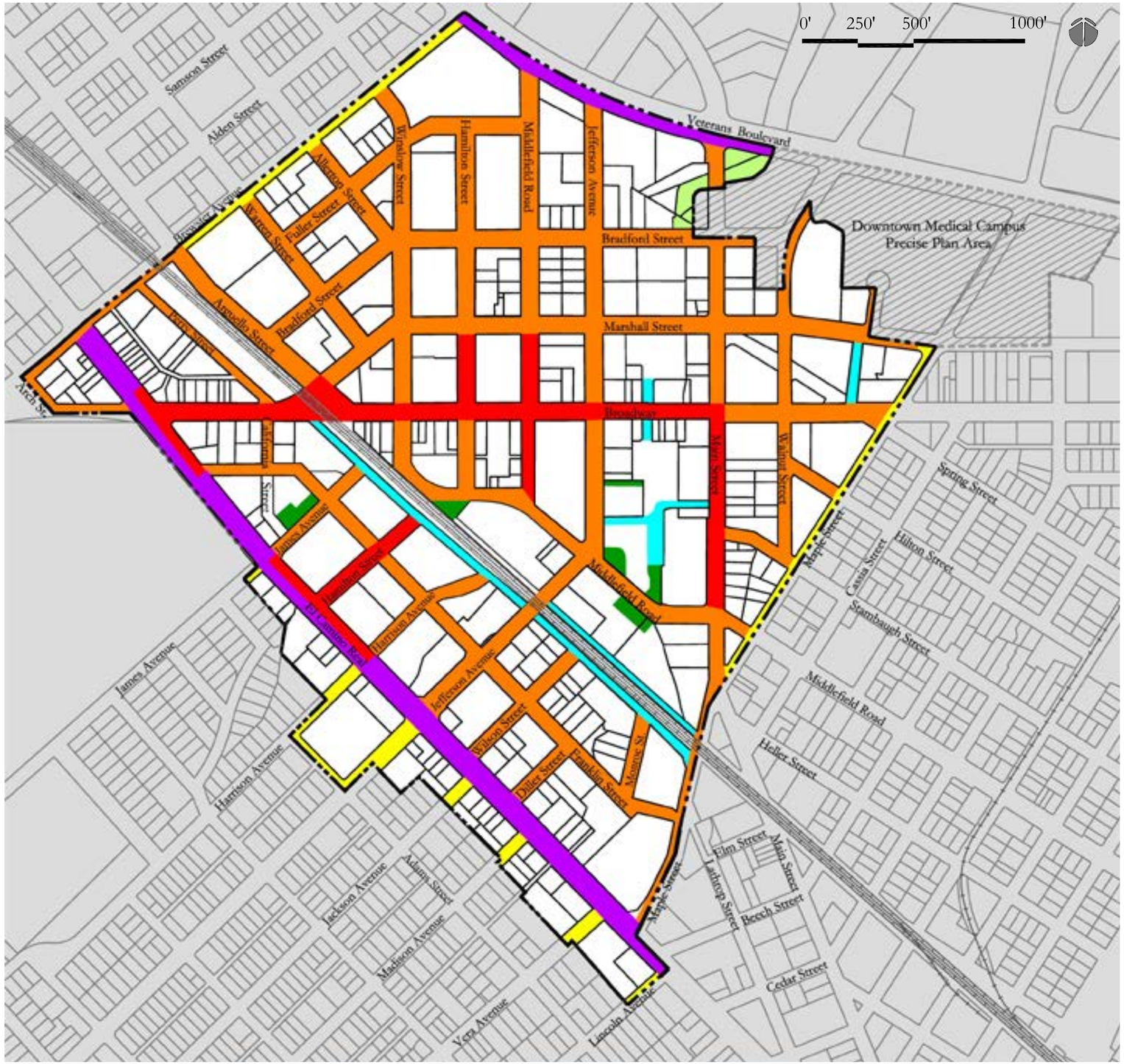
2.5. BUILDING PLACEMENT AND LANDSCAPING REGULATIONS

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

MAP LEGEND

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

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



Building Placement and Landscaping Regulations Map

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	0ft / 10 ft	0 ft / 0 ft	0 ft / 10 ft	10 ft / 25 ft	0 ft / 10 ft	20 ft min.	10 ft min.
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	Required
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 / Maxium requirements

2.5.1. Establishment of Corridor Types

The following Corridor Types are established for existing streets and required new streets to govern building placement as well as regulate the landscaping of setback areas. Regulations for each Corridor Type are applied to parcels as indicated on the Building Placement and Landscaping Regulations Map. The order of the Corridor Types is given below from highest to lowest. Some regulations in the following sections will refer to primary and secondary streets In these cases, the primary street is taken to be the higher ranked Corridor Type while the secondary street is taken to be the lower ranked Corridor Type.

A) Boulevard

- This Corridor Type was created to ensure that large streets carrying heavy automobile traffic are able to evolve into walkable, enjoyable public spaces, while still serving their vital transportation roles.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Building Placement and Landscaping Map.

B) Downtown Core Street

- This Corridor Type was created to ensure that the most significant retail and civic areas are treated in a way that places the utmost priority on pedestrian comfort, convenience, and safety, as well as community building.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Building Placement and Landscaping Map.

C) City Street

- This Corridor Type was created to ensure that the typical Downtown street is attractive and comfortable, while allowing enough flexibility in setbacks and other treatments to accommodate a wide variety of treatments and consitions.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Building Placement and Landscaping Map.

D) Neighborhood Street

- This Corridor Type was created to ensure that streets which serve as a border between Downtown an adjacent neighborhoods are treated in a way that appropriately respects the context of the existing residential uses.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Building Placement and Landscaping Map.

E) Lane

- This Corridor Type was created to allow for the creation and improvement of narrow but appealing passages which provide critical linkages in the Downtown fabric on a small amount of land.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Building Placement and Landscaping Map.

F) Redwood Creek

- This Corridor Type was created to allow for the improvement of access to Redwood Creek, which has great potential but is currently underutilized.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Building Placement and Landscaping Map.

G) Public Open Space

- This Corridor Type was created to ensure that when development is build directly adjacent to a public open space (without a street in-between) that appropriate access and aesthetic relationships are created between the open space and the buildings.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Building Placement and Landscaping Map.

2.5.2. Building Placement

The placement of buildings on their lot is an essential element of urbanism. Appropriate treatments vary depending on the context, such as uses, frontages, and other factors. Methods of regulating building placement in Downtown Redwood City include setbacks, Build-to-Corner requirements, and the orientation of building walls relative to the adjacent street.

A) Front Setback

The front setback is the distance from the back of sidewalk line to the primary building façade. This is illustrated in the front setback diagrams below.

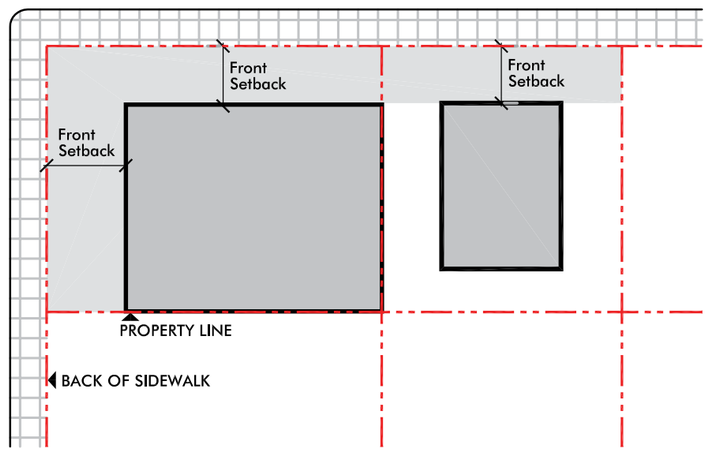
1. ***Standards***

   a. The maximum and minimum front setbacks shall be determined by Corridor Type as shown on the Building Placement and Landscaping Chart. At corner locations, the primary street setback must be applied to the first 25 feet of the secondary street, as measured from the corner of the parcel (shown on the Front Setback – Corner illustration).

   b. Front setback areas in front of Grand Portico, Common Entry, Stoop, Recessed Stoop, and Porch Private Frontage types must apply a Special Edge Treatment as set forth in Section 2.5.3.

   c. Front setback areas must be landscaped according to the regulations set forth in Section 2.5.4, except where exceptions are noted within the Private Frontage regulations for a particular Private Frontage Type in Section 2.8.4.

   d. Building elements are allowed to encroach into the required front setback as follows:



Front Setback

- Balconies and bay windows may encroach no more than three (3) feet into the required front setback.
- Trellises, awnings, canopies, stairs, cornices, and eaves may encroach no more than six (6) feet into the required front setback.
- Entrance porticos, porches, stoops, and covered entrance overhangs may encroach no more than twelve (12) feet into the required front setback.
- If the permitted front setback encroachment distance listed above is greater than the proposed front setback, then the building element may encroach into the right-of-way. However, encroachments into the right-of-way shall be regulated by Section 2.4.2(b) Public Frontage.

e. When appropriate to the Private Frontage type, Special Edge Treatment fencing may be allowed within the Front Setback, but it may never be used to create a private, enclosed patio.

2. Guidelines

There are no front setback guidelines.

B) Side Setback

The side setback is the distance from the side property line to the primary building as shown in the diagram below.

1. Standards

a. The minimum side setbacks shall be determined by Corridor Type as shown on the Building Placement and Landscaping Chart.

b. Side setback areas must be landscaped according to the regulations set forth in Section 2.5.4.

2. Guidelines

There are no side setback guidelines.

C) Rear Setback

The rear setback is the distance from the rear property line to the primary building as shown in the diagram below.

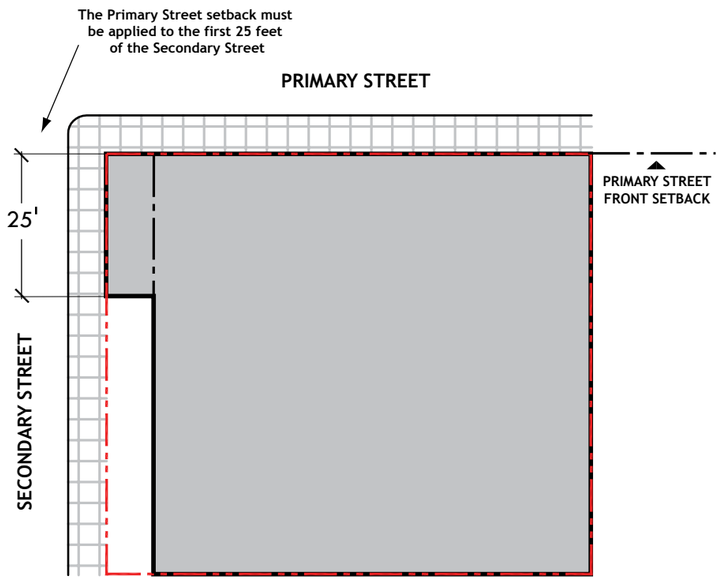
1. Standards

a. The minimum rear setbacks shall be determined by Corridor Type as shown on the Building Placement and Landscaping Chart.

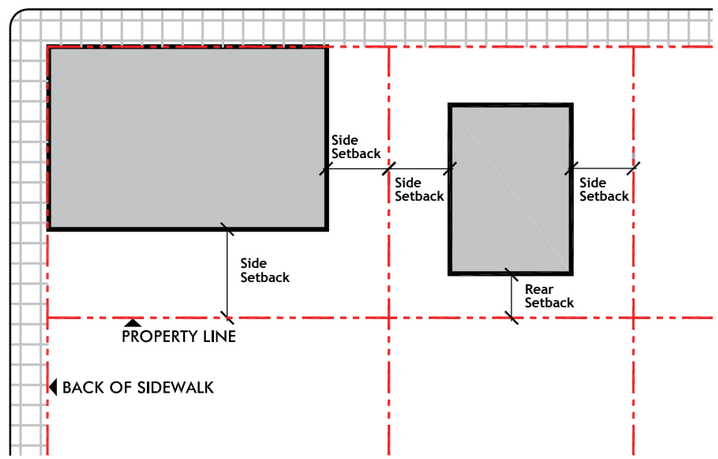
b. Rear setback areas must be landscaped according to the regulations set forth in Section 2.5.4.

2. Guidelines

There are no rear setback guidelines.



Front Setback - Corner



Side and Rear Setback

D) Frontage Coverage

Frontage coverage is the amount of primary linear building façade located along the front setback line as shown in the diagram below.

1. Standards

a. Frontage coverage shall be no less than the minimum percentage shown on the Building Placement and Landscaping Chart, determined by Corridor Type.

b. The frontage coverage requirement is applied to the portion of the primary building mass within the required minimum building height (see 2.7. Building Height).

c. The minimum frontage coverage shall be calculated as a percentage of the distance measured between the minimum side setback lines. For corner parcels without a Downtown Core Street frontage, this frontage distance can also be measured using the minimum front setback lines as shown in the Frontage Coverage diagram.

d. For corner parcels fronting a Downtown Core Street in combination with any other Corridor Type, 100% frontage coverage and 0 foot setback shall be maintained along the entire Downtown Core Street parcel frontage.

2. Guidelines

There are no Frontage Coverage guidelines.

E) Build-To-Corner

The Build-To-Corner requirement specifies that at designated locations buildings must "hold the corner" of the parcel at the intersection of two streets.

1. Standards

a. Build-to-corner treatments shall be required as indicated on the Building Placement and Landscaping Map.

b. At designated corners, the front setback shall not exceed the minimum front setback shown for the applicable Corridor Type on the Building Placement and Landscaping.

c. The minimum front setback shall be held for no less than 25 feet from the corner along each corridor.

2. Guidelines

There are no Build-To-Corner guidelines.

F) Building Orientation

1. Standards

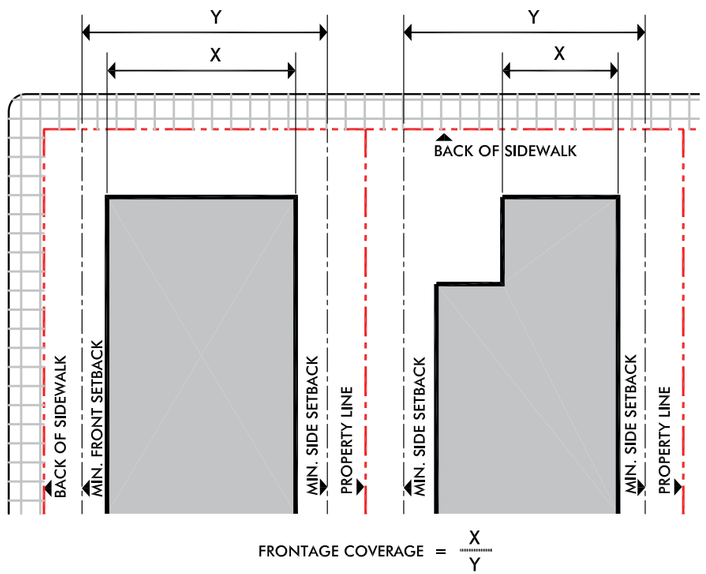
There are no Building Orientation standards.

2. Guidelines

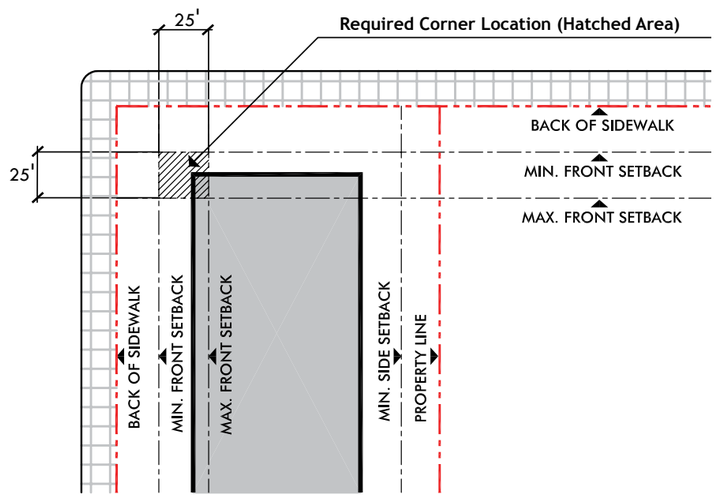
a. Notwithstanding bay windows, recessed entries, and other such features, building walls which face a public street or public open space should run parallel to that street or open space.

2.5.3. Special Edge Treatments

At areas with front setbacks which do not satisfy the Public Frontage requirements in Section 2.4, a Special Edge Treatment shall be used. Special Edge Treatments, when combined with Private Frontage Types (as described in Section 2.8.4) help to establish a desirable relationship between landscaped front setback areas and the public sidewalk. When landscaping Grand Portico, Common Entry, Stoop, and Porch setback areas, an edge treatment must be selected from those permitted for the given Corridor Type as shown on the Building Placement and Landscaping Regulations Chart and applied to the setback area in accordance with the specified edge treatment's regulations.



Frontage Coverage



Build-to-Corner

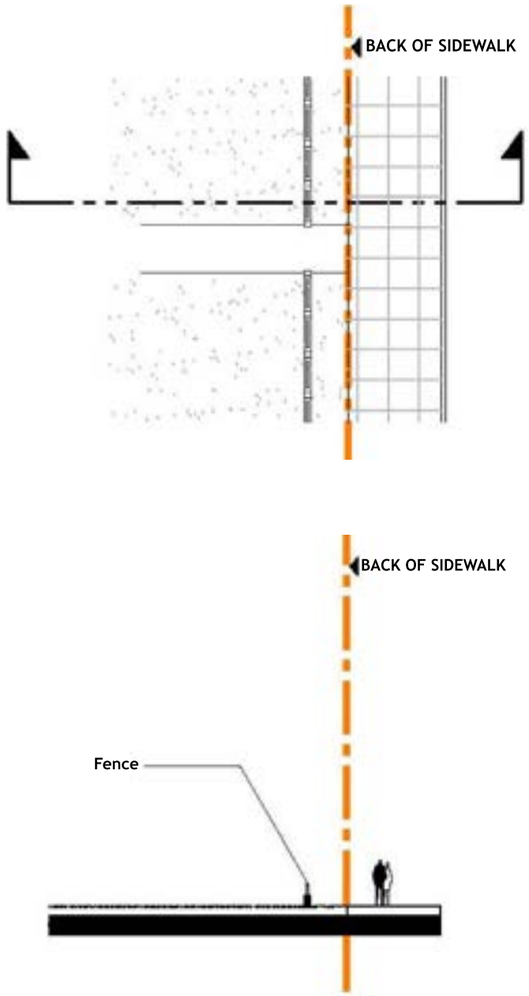
A) Fenced Edge

1. Standards

a. A fenced edge shall have a low decorative fence constructed at or very close to the edge of the public sidewalk. The fence may be located along the public sidewalk or setback as shown.

2. Guidelines

a. A low masonry base makes an excellent addition to the decorative fence.



Fenced Edge

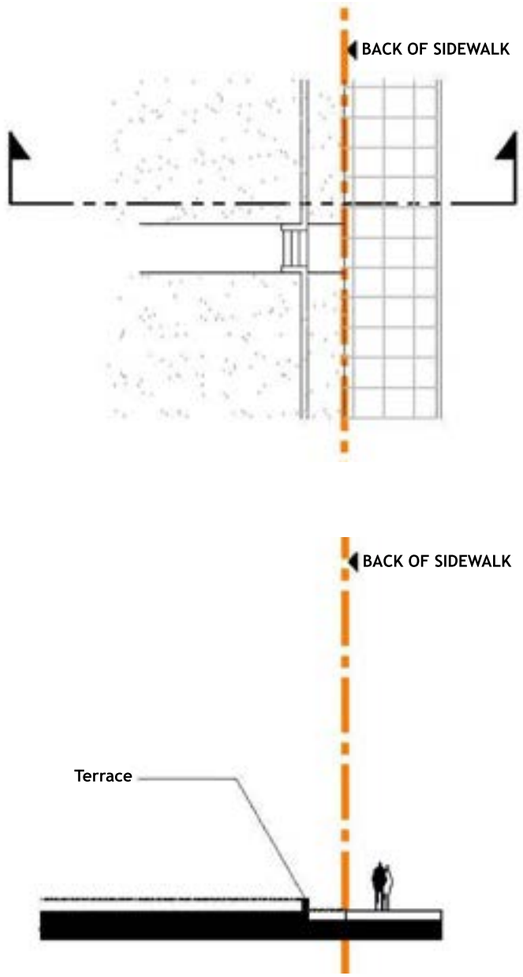
B) Terraced Edge

1. Standards

a. A terraced edge shall have a raised planted front yard and decorative low retaining wall at or very close to the edge of the public sidewalk. The retaining wall may be located along the public sidewalk or setback as shown.

2. Guidelines

There are no Terraced Edge guidelines.



Terraced Edge

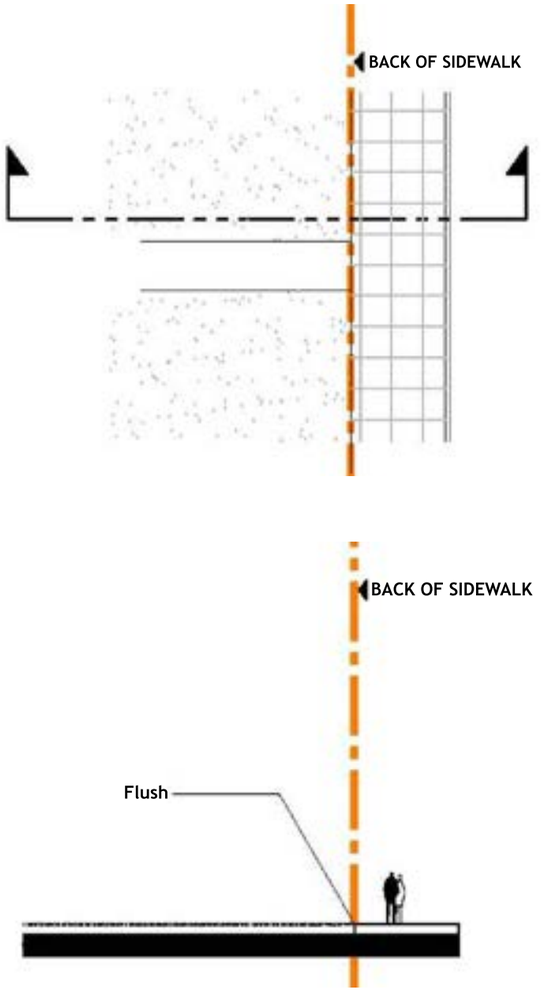
C) Flush Edge

1. Standards

a. A flush edge shall have a landscaped front yard which is built at sidewalk grade and extends to the edge of the public sidewalk.

2. Guidelines

There are no Flush Edge guidelines.



Flush Edge

2.5.4. LANDSCAPING

When buildings are set back from the street to create open spaces, the treatment of fences, walls, plant materials, paving, and other treatment will have a strong impact of the pedestrian experience and should be treated with care. Therefore, the following regulations have been created and will apply as indicated.

A) Front Setback Landscaping

1. Standards

a. Front Setback areas shall be treated in accordance with the following standards in coordination with the applicable regulations for Private Frontage Types as specified in Section 2.8.4.

b. Portions of front setbacks which satisfy Public Frontage requirements per Section 2.4 shall conform to the applicable regulations therein. Portions of front setbacks which do not satisfy Public Frontage requirements per Section 2.4 shall conform to the following standards:

- Front setback areas in front of all Storefront, Storefront with Dining Alcove, and Grand Marquee Private Frontage types shall be flush with the sidewalk, with no barriers other than those required for dining areas per the Alcoholic Beverage Commission, and shall be paved as extensions of the public sidewalk.

- Front setback areas that are not along Storefront, Storefront with Dining Alcove, or Grand Marquee frontages shall provide individual pathways connecting the public sidewalk to each front door and to any parking areas. The remainder of these areas may be planted with grass or groundcover across the entire property frontage. Trees or shrubs may be planted in the setback area. Planting with trees and/or shrubs in the setback area shall have a simple, geometric and repetitive pattern. Drought tolerant species are recommended.

- Front setback areas along the Redwood Creek Corridor Type, regardless of Frontage Type, shall be treated as shown in Section 2.4.3(F). Any additional front setback depth may be planted with grass or groundcover across. Trees or shrubs may be planted in the additional setback area. Planting with trees and/or shrubs in the setback area shall have a simple, geometric and repetitive pattern. Drought tolerant species are recommended.

2. Guidelines

There are no Front Setback Landscaping guidelines.

B) Walls and Fences

1. Standards

a. The following standards shall apply to front yard fences:

- Overall height of fences and walls located in the front yard shall not exceed 3 feet.

- Chain link fencing, barbed-wire, razor-wire, and corrugated metal fencing shall not be permitted for fences in the front yard.

b. Front property edges on El Camino Real that are not along Storefront frontages shall have frontage walls. The following standards shall apply to the design of frontage walls:

- Frontage walls may occur as garden walls, planter walls, seat walls, or low retaining walls.

- Frontage walls shall have a masonry base and cap treatment.

- The height of the frontage wall may not exceed 2 feet. An ornamental fence may be installed on top of the masonry wall if the total height does not exceed 3 feet.

c. Utility, Trash, Recycling, Food Waste and Service Equipment, including satellite receiving dishes, transformers, and backflow devices, shall be located away from streets and enclosed or screened from view by landscaping, fencing or other architectural means.

- Trash facilities and recycling containers must always be within structural enclosures.

- The provision of recycling receptacles alongside trash receptacles is required.

2. Guidelines

a. Front yard fences and frontage walls should conform to the following guidelines:

- Front yard fences should employ a combination of thick and thin structural elements with thicker elements for supports and/or panel divisions. Fence posts and/or support columns should be defined using additional trim, caps, finials, and/or moldings.

- All frontage walls should have a cap and base treatment.

- For front yard fences and frontage walls, entrances and pedestrian “gateways” should be announced by posts or pilasters, and may be combined with trellises, special landscaping, decorative lighting, public art or other special features.

b. Side yards (defined as the portion of side setback areas behind the front setback area) and rear yards may contain landscape features that protect the privacy of the property’s occupants such as landscaping, trees and screening walls.

- Screening walls may not exceed a height of five feet, and must be constructed of materials that are compatible with the architecture and character of the site.

- Natural colors, a cap or top articulation, and related dimensional post spacing increments should be used at screening fences to enhance compatibility.

- Design elements should be used to break up long expanses of uninterrupted walls, both horizontally and vertically. Walls should include design elements such as textured concrete block, interlocking “diamond” blocks, formed concrete with reveals, or similar materials. Landscape materials should also be used to provide surface relief.

c. Security fences should conform to the following guidelines:

- Use of security fences should be minimized, and limited to special locations where additional security is necessary, such as adjacent to the railroad tracks. Such security fences should not exceed 8 feet in height.

- Security fences should be designed to maintain a visually open character to the extent possible. This may be accomplished by using metal picket or open grille fencing or by mounting metal picket or open grille fencing on top of a low masonry wall.

d. Piers should be used to add interest to and break up long expanses in fences or walls. Piers should conform to the following guidelines:

- Piers are recommended to have a base, shaft and cap composition.

- Larger piers should be specially designed for gateway or other special locations, and these may incorporate ornamental plaques or signs identifying the building or business; public art such as panels or sculptural elements; and /or light fixtures.

- Piers may be topped by ornamental finials, light fixtures, or roof caps.

- Recommended dimensions for masonry piers are approximately 18 inches per side or diameter. Metal piers should be a minimum of 4 inches per side or diameter.

- Maximum spacing between piers should be 20 feet.

e. All fences and walls should follow the following materials and colors guidelines:

- All fences and walls should be built with attractive, durable materials that are compatible with the character of Redwood City (see Section 2.9.2).

- Appropriate fence materials include wood, masonry, and metal.

- Wood picket fences are only recommended along Neighborhood Streets. For wood picket fences, a paint finish or vinyl coating should be applied.

- For iron or metal fences, recommended materials include wrought iron, cast iron, welded steel, tubular steel, or aluminum. Metal fences should be mounted on a low masonry wall, and/ or between masonry piers.

- Appropriate wall materials include stone, brick, precast concrete, textured concrete block, or formed concrete with reveals. A stucco finish may be used over a masonry core.

- Exposed block walls should be constructed with a combination of varied height block courses and/or varied block face colors and textures (e.g. a combination of split-face and precision-face blocks). Plain gray precision-face concrete block walls are not recommended. Design treatments and finishes previously described should be applied to these walls for improved visual compatibility with building architecture.

- An anti-graffiti coating is recommended for exposed masonry wall surfaces.

- Piers and posts should be constructed of the same or a compatible material as the principal building(s).

- Support post or pier materials may differ from fence materials; e.g. metal fence panels combined with masonry piers. Recommended materials include brick, terra cotta, and stone, colored or decoratively treated cast-in-place concrete, precast concrete or concrete block, or stucco-faced concrete or concrete block.

- Bollards are recommended to be cast iron, cast aluminum, and precast concrete. An anti-graffiti protective coating is recommended for precast concrete.

- Colors and finishes of mechanical enclosures and equipment should be coordinated with colors and finishes of streetlights, fencing and other painted metal surfaces to be used on site, or with the associated building's material and color scheme.

- Street and building-mounted metal furnishings should be powdercoated or painted with Waterborne Acrylic Polyurethane, such as Tnemec Series 1080 or similar product. For powdercoated finishes, a chemically compatible UV-protectant clear coat is recommended for prevention of color fading.

C) Site Furnishings

1. Standards

There are no Site Furnishings standards.

2. Guidelines

a. Public gathering places and other publicly accessible areas should be detailed with decorative, pedestrian-scaled site furnishings and equipment.

- Seating, freestanding planters, ornamental trash and recycling receptacles, bike racks, drinking fountains, pergolas, trellises, heaters, umbrellas, wind screening, and decorative bollards are recommended.

- When designing seat walls with straight edges of more than 6 feet in length, consider how detailing can prevent skateboard damage.

b. Landscape structures and sculptural objects should reference the human scale in their overall massing and detailing.

c. Components should be made of durable high quality materials such as painted fabricated steel, painted cast iron, painted cast aluminum, and integrally colored precast concrete. Recycled materials should be used so long as the finish or look of the material is consistent with or similar to the finishes prescribed above. Masonry surfaces should be treated with an anti-graffiti coating. Metal surfaces should be coated with highly durable finishes such as aliphatic polyurethane enamel. An ultraviolet protectant clear coating is strongly recommended for dark or fugitive colors.

D) Paved Areas

1. Standards

There are no Paved Areas standards.

2. Guidelines

a. The grading of all paved areas and adjacent non-paved areas, the selection of paving materials, and the design of drainage facilities should consider paving permeability and be configured to allow water run-off to percolate back into native soil to the degree possible.

b. Paved areas shall incorporate best management practices to control stormwater as outlined in the National Pollution Discharge Elimination System (NPDES) Guidelines.

E) Plant Materials

1. Standards

There are no Plant Materials standards.

2. Guidelines

a. Plant materials should always be incorporated into new development site design to provide "softening" of hard paving and building surfaces.

b. Mature, existing trees should be preserved whenever possible.

c. Trees should be placed to maximize climate benefits and energy savings. Deciduous trees should be located on the west and southwest sides of buildings to allow sunlight to reach the building during winter months, and to provide shade during summer months.

d. Plant and landscape materials should be selected from native species as well as non-native/non-invasive species that are well adapted to the climatic conditions of the Peninsula. They should be resistant to local parasites and plant diseases. Turf is highly discouraged.

e. Tree sizes should be suitable to lot size, the scale of adjacent structures, and the proximity to utility lines.

f. The use of structural soil planting beds for street trees within paved areas is strongly recommended in order to maximize the ability of the tree to thrive and perform well in the urban environment.

g. Both seasonal and year-round flowering shrubs and trees should be used where they can be most appreciated - adjacent to walks and recreational areas, or as a frame for building entrances and stairs.

h. In general, deciduous trees with open branching structures are recommended to ensure visibility to retail establishments. More substantial shade trees are recommended in front of private residences.

i. Evergreen shrubs and trees should be used for screening along rear property lines, around trash/recycling areas and mechanical equipment, and to obscure grillwork and fencing associated with subsurface parking garages.

j. The use of drip irrigation, gray water systems and other water-conserving methods of plant irrigation are strongly encouraged (see the City's Water Conservation Policy & Guidelines).

F) Lighting

1. Standards

There are no Lighting standards.

2. Guidelines

a. Lighting fixtures should generally be directed downward from the horizontal plane of the light source to preserve a dark sky and prevent unnecessary light pollution. Exceptions may be made for uplit trees and architectural lighting.

b. Pedestrian-oriented areas, including walkways and paths, plazas, parking lots, and parking structures should be illuminated to increase safety and provide clear views both to and within the site.

c. All on-site and building-mounted lighting fixture design should be architecturally compatible with building design and with the character of the Downtown.

d. Unnecessary glare from unshielded or undiffused light sources should be avoided. Commercial buildings and landscaping can be illuminated indirectly by concealing light features within buildings and landscaping to highlight attractive features and avoid intrusion into neighboring properties.

e. In selecting materials and color, the following guidelines should be followed:

- Color and finish of lighting metalwork should match that of other site furnishings, and/or of the building's metalwork or trim work.
- A chemically compatible UV-protectant clear coat over paint or powdercoat on metalwork is recommended for prevention of fading of dark or fugitive colors.
- Color of lighting source types: in pedestrian-intensive areas, warm white, energy efficient source types (with color temperatures specified as 2700 degrees Kelvin to 3200 degrees Kelvin) such as metal halide, induction lighting, compact fluorescent, and light-emitting diode (LED) are strongly encouraged.

f. In selecting luminaire types, the following guidelines should be followed:

- New area lighting fixtures shall be of the cutoff type to prevent light from being emitted above a horizontal line relative to the point of light source.
- New fixtures should use a reflector and/or a refractor system for efficient distribution of light and reduction of glare.
- New fixtures should not cause glare or transmit it to upper stories of buildings. House-side shields and internal reflector caps should be used to block light from illuminating residential windows.
- Small decorative "glow" elements are permitted to emit a low amount of light above the horizontal.

g. Lighting should conform to the following height guidelines:

- For building-mounted lights, maximum mounting height should be approximately 12 feet above finished grade.
- For pole-mounted lighting at pedestrian plazas, walkways, and entry areas, a pedestrian-height fixture 10 to 14 feet in height from grade to light source should be used.
- Bollard mounted lighting and stair lighting are also recommended for low-level illumination of walkways and landscaped areas.
- Bollard illumination should be shielded or kept at a sufficiently low level to prevent glare impacts for passing motorists.
- In general, height of light sources should be kept low to maintain pedestrian scale and prevent spill light from impacting adjacent properties.

h. Uplighting should conform to the following guidelines:

- Building façade uplighting, roof "wash" lighting, and landscape uplighting should be operated on timers that turn off illumination entirely after 2 a.m. nightly.
- Shielding and careful placement should be used to prevent spill light from being visible to pedestrians, motorists, and nearby residential dwelling windows.
- Adjacent to single family homes, a combination of lower mounting height and luminaire shields should be used to protect residences from spill-light and glare.
- Illumination levels of façade uplighting, roof wash lighting, and landscape uplighting, should use lower brightness levels where the illuminated façades, roofs, or landscaping face residential buildings, except across wider streets or boulevards with landscaped medians and street trees.

G) Sustainability

1. Standards

There are no landscaping sustainability standards.

2. Guidelines

a. In addition to the regulations in this Section, application of site design related portions of the latest San Mateo Countywide Sustainable Buildings Guide is strongly encouraged.

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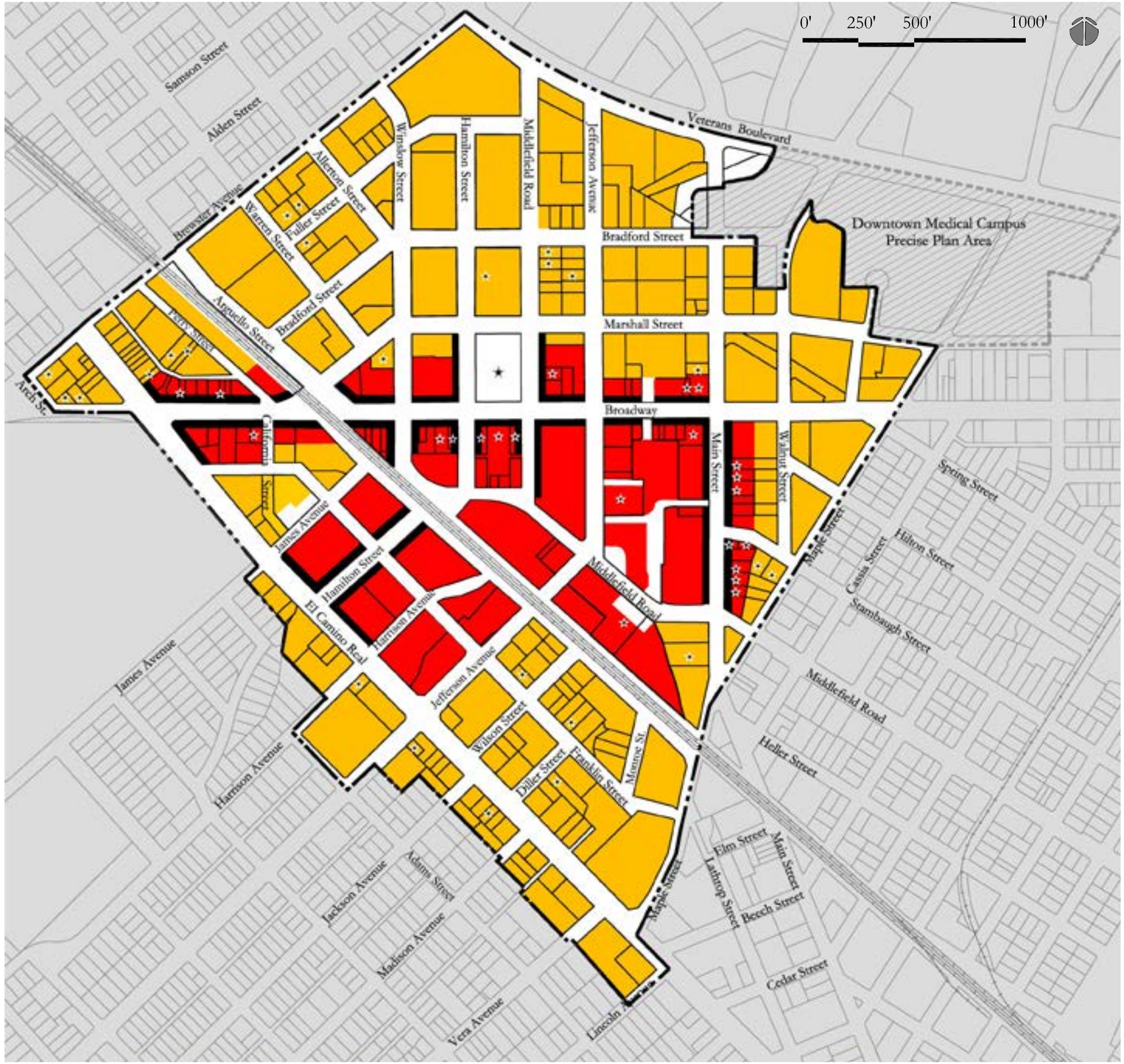
2.6. PARKING REGULATIONS

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

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



MAP LEGEND

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

PARKING REGULATIONS MAP

PARKING REGULATIONS CHART

Parking Zone (Sec. 2.6.1)	Parking Zone 1		Parking Zone 2	
	Typical	Along ▬	Typical	Along ▬
Parking Provision (Sec. 2.6.2)				
Residential - Studio Apartments	0.75 / 1.5 per DU	0.75 / 1.5 per DU	0.75 / 1.5 per DU	0.75 / 1.5 per DU
Residential - 1 Bedroom	1 / 2 per DU	1 / 2 per DU	1 / 2 per DU	1 / 2 per DU
Residential - 2 or More Bedrooms	1.5 / 3 per DU	1.5 / 3 per DU	1.5 / 3 per DU	1.5 / 3 per DU
Lodging - Shared Parking	0.5 / 1 * per LU	0.5 / 1 * per LU	0.5 / 1 * per LU	0.5 / 1 * per LU
Lodging - Private Parking	1 / 1 * per LU	1 / 1 * per LU	1 / 1 * per LU	1 / 1 * per LU
All Other Use Groups - Shared Parking	3 / 6 per 1,000sf	3 / 6 per 1,000sf	3 / 6 per 1,000sf	3 / 6 per 1,000sf
All Other Use Groups - Private Parking	6 / 6 per 1,000sf	6 / 6 per 1,000sf	6 / 6 per 1,000sf	6 / 6 per 1,000sf
Permitted Parking Types (Sec. 2.6.4)				
Exposed Surface Parking	---	---	Discretionary	---
Wrapped Surface Parking	---	---	Permitted	Permitted
Exposed Parking Structure	Discretionary	---	Discretionary	---
Wrapped Base Parking Structure	Permitted	---	Permitted	---
Wrapped Parking Structure	Permitted	Permitted	Permitted	Permitted
Partially Submerged Parking Podium	Permitted	---	Permitted	Permitted
Underground Parking Structure	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
*: 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)
0.5 / 1: Minimum and maximum parking spaces allowed, respectively

*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 by the general public free of penalty during 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 10:00p.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 hourly rate of the Jefferson Avenue Garage, nor be less than the hourly rate charged at the Jefferson Avenue Garage.

2.6.1. Parking Zones

The following Parking Zones are established to govern permitted Parking Types as indicated in the Parking Regulations Map and Chart. In addition to parking types, parking standards regulate parking access, parking lots, and parking structures.

A) Parking Zone 1

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

B) Parking Zone 2

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

2.6.2. Parking Provision

Every project should provide for new parking to accommodate its generation of new parking demand based on the following regulations.

A) Number of Required Parking Spaces

1. Standards

a. All new development projects and those proposing substantial modification to existing buildings shall provide parking as stated in Article 30.2 of the Redwood City Zoning Ordinance.

b. New on-street parking spaces provided along Required New Streets (see New Streets: Provision in Section 2.3.1.) may be counted toward the minimum parking requirement for that property.

c. Historic resources, as designated on the Parking Regulations Map, shall be granted the following minimum parking requirement reductions, unless they are demolished or modified in a way inconsistent with the regulations set forth in Section 2.1.3:

- The existing on-site parking supply shall be considered full satisfaction of the minimum parking requirement for the existing building floor area.

- For any expansion or addition which preserves historic elements and ensures compatibility as required in Section 2.1.3 to the satisfaction of the Planning Manager/Designee and HRAC, net new floor area shall be permitted to provide parking at 50% of the minimum parking requirements shown.

2. Guidelines

a. In multifamily residential buildings or complexes in which there are fewer parking spaces than dwelling units, parking spaces should be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units. This will be known as "unbundled parking." Unbundled parking should be administered in such a manner that potential renters or buyers have the option of renting or buying a residential unit without a parking space at a price which is substantially lower than the price for the same residential unit with a parking space.

B) Parking in-Lieu Fee

1. Standards

a. All new development projects may apply to satisfy the required number of spaces with the payment of a fee as stated in Article 30.3 of the Redwood City Zoning Ordinance. In-lieu stalls shall be counted as shared spaces toward the satisfaction of minimum parking requirements as shown on Parking Regulations Chart.

2. Guidelines

There are no Parking In-Lieu Fee guidelines.

C) Low Parking Demand Residential Parking Reduction

1. Standards

a. All new development projects may apply to reduce the required number of spaces for residential uses that can be shown to have lower parking demand as stated in Article 30.2(A)(4) of the Redwood City Zoning Ordinance. The minimum requirements may be reduced if it can be shown to the satisfaction of the Zoning Administrator that fewer parking spaces than those normally required are necessary due to the nature of the project. In considering such a reduction through the project approval process, the Zoning Administrator shall look at factors including, but not limited to, the project's design, location, affordability, "unbundled parking" pricing (as described in Section 2.6.2(A)(2)(a), and dwelling unit size.

2. Guidelines

There are no Low Parking Demand Residential Parking Reduction guidelines.

D) Bicycle Parking

1. Standards

a. One (1) bicycle parking space shall be provided for each 5 automobile parking spaces provided.

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

2. Guidelines

a. For Office, General Residential, and Specialized Residential use group, the following guidelines will apply:

- Bicycle parking should be provided in sheltered, secured facilities located on the project site and not on the public right-of-way.

b. For all other use groups, the following guidelines will apply:

- Bicycle parking may be provided in sheltered, secured facilities located on the project site, or in bike racks on the public sidewalk.

- 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.

2.6.3. General Parking Form Regulations

A) Access

1. Standards

a. Access to parking facilities is prohibited along Broadway between El Camino Real and Main Street.

b. Access to parking facilities shall be provided from alleyways wherever possible. Along all streets, the maximum number of curb cuts associated with a single building must be 1 two-lane curb cut or 2 one-lane curb cuts.

c. The maximum width of driveways/curb cuts is 12 feet for a one-lane and 24 feet for a two-lane driveway.

d. The total width of parking access openings on the ground level of structured parking may not exceed 30 feet.

e. Driveways shall be setback a minimum of 5 feet from adjoining properties, and a minimum of 3 feet from adjacent buildings.

2. Guidelines

a. Exterior driveway surfaces should be paved with non-slip, attractive surfaces such as interlocking unit pavers or scored and colored concrete.

B) Parking Space and Access Lane Design

1. Standards

There are no Parking Space and Access Land Design standards.

2. Guidelines

a. Tandem parking may be used only if both tandem spaces are reserved for the exclusive use of a single residential dwelling unit. Tandem spaces may not be used for non-residential purposes or residential projects in which parking costs have been "unbundled" (e.g. separate rent is paid for the dwelling unit and the parking space, and not every unit is guaranteed a space).

b. Garage column location should be located away from the aisle to facilitate easy ingress and egress from parking spaces, but in residential buildings columns may be located at the aisle due to the lack of "transient" parkers.

c. Mechanical lifts which stack more than two cars or more vertically in a parking space may be used only for residential projects.

d. Stall width and depth and aisle width should generally be in accordance with Section 30.6 of the Redwood City Zoning Ordinance. However, for structured parking, the following alternative stall width and aisle depth guidelines may be applied:

- Off-street parking stalls should be 8.5 feet wide and 18 feet long, with the exception of accessible stalls, which shall be compliant with all applicable State and Federal regulations.
- Each parking stall should be designated by 3-inch wide stripes painted on the parking surface.
- Stripes shall extend from the drive aisle to not more than 24 inches from the opposite end of the stall.
- Stripes shall be applied inside the stall, 6 inches from the edge. This will create an 18-foot wide buffer which straddles the boundary between two adjacent stalls. The stripes shall be connected to each other at the drive aisle by a 3-inch wide semicircular stripe.
- When square or rectangular columns are employed, these columns shall be wrapped with a layer of scratch-resistant impact protection; a minimum of 40 mm thick and 18 inches high off the parking surface. Round columns shall not be required to have impact protection.
- Garage columns shall be set back no less than 12 inches from the drive aisle. For square or rectangular columns this shall be measured from the impact protection.
- Parking stalls shall be set back no less than 6 inches from round garage columns. Parking stalls shall be set back no less than 6 inches from impact protection on square or rectangular garage columns.
- Standard parking stall height shall be no less than 7 feet and 2 inches from the parking surface to ceiling fixtures, pipes, or structural elements. Accessible parking stalls shall have a height of no less than 8 feet and 4 inches to ceiling fixtures, pipes, or structural elements. Heights for parking stalls within mechanical lifts shall be subject to the approval of the Planning Manager/Designee.
- 90 degree parking stalls should have a drive aisle with a minimum width of 24 feet. 75 degree parking stalls should have a drive aisle with a minimum width of 23 feet. 60 degree parking stalls should have a drive aisle with a minimum width of 17 feet. 45 degree parking stalls should have a drive aisle with a minimum width of 12 feet.

2.6.4. Permitted Parking Types

A property's permitted parking types are determined by Parking Zone as shown on the Parking Regulations Chart. Parking Types permitted for the alleyways and service lanes designated on the Parking Regulations Map shall be determined on a case by case basis by the Planning Manager/Designee. For all parking types, parking shall be connected with the street by a driveway as stated in the following pages.

A) Exposed Surface Parking

A surface parking area that fully or partially extends to a parcel's street frontage(s) (including landscaped setback areas) and is not hidden behind a building(s) located along the parcel's street frontage(s).

1. Standards

a. All Exposed Surface Parking shall be prohibited, except where indicated on the Parking Regulations Chart as "discretionary," in which case such Exposed Surface Parking shall be permitted on a temporary basis at the discretion of the Planning Manager/Designee if the following findings can be made:

- The Exposed Surface Parking is not in an area high visible to large volumes of auto traffic or pedestrians.
- The Exposed Surface Parking will be in place for no longer than three years.
- The Exposed Surface Parking is necessary to facilitate construction of a development project within the Downtown Precise Plan area.
- The Exposed Surface Parking will not occupy more than 35% of the frontage of the affected block face.
- The sidewalk will be buffered from the Exposed Surface Parking by a decorative wall or fence in accordance with Section 2.5.4.
- In no event shall the Exposed Surface Parking be used to meet the required number of parking spaces as identified in the Parking Regulations Chart.

b. Parking lots built to the required building set back line must provide a decorative wall or fence along the set back line to define the edge of the parking lot (see Landscaping regulations for walls and fences in section 2.5.4).

c. All surface parking areas shall be planted and landscaped.

d. Parking lots shall be illuminated to increase safety and provide clear views both to and within the site. Lighting and planting plans shall be coordinated to avoid light pole and tree conflicts.

e. Surface parking lots shall be buffered from adjacent development with landscaping, utilizing shrubs, hedges or trees.

f. In order to provide shade and add trees to the Downtown, trees shall be planted in surface parking lots to subdivide continuous rows of parking stalls at a minimum spacing of 1 tree every 5 spaces.

g. Wheel stops shall be used adjacent to tree wells and planter areas to protect landscaping from car overhangs.

h. Lots shall provide clear pedestrian circulation routes to main building entrances and sidewalks. These routes shall be designed to include sidewalks and walkways with a minimum 5 foot width and be separated from vehicular areas by curbing and trees.

i. Trees shall be planted in curbed landscape islands or in flush tree wells with tree guards per City Arborist Standards & Guidelines.

j. Trees shall be located between the sides of angled or perpendicular parking stalls. Trees planted between two abutting head-to-head parking stalls do not satisfy the requirement.

2. Guidelines

a. Trees in parking areas should be large and have a high-branching, broad-headed form to create maximum shade. Tree species should not be the same as adjacent street trees.

b. Curbed planting areas should be provided at the end of each parking aisle to protect parked vehicles from turning movements of other vehicles.

c. Landscaping in parking lot interiors and at entries should not obstruct a driver's clear sight lines to oncoming traffic.

d. The main pedestrian route from a parking lot to a building entrance should be easily recognizable, accessible, and demarcated by special paving or landscaping, such as a shaded promenade, trellis, or ornamental planting.

e. Parking lots should utilize permeable paving and bio-filtration swales wherever possible.

B) Wrapped Surface Parking

A surface parking area where a "liner" building is located between the parcel's street frontage(s) and the parking lot. Except for driveway access, the parking lot is hidden behind buildings and no portion of the parking lot is visible from the street.

1. Standards

a. Wrapped Surface Parking areas shall be permitted as shown on the Parking Regulations Chart.

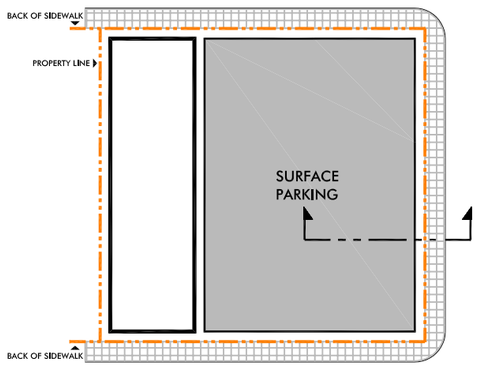
b. Liners buildings shall conform to all applicable regulations, particularly those in Section 2.2, 2.5, 2.7, 2.8, 2.9, and 2.10.

c. All parking areas shall be planted and landscaped. They should be designed with convenient, safe, and efficient pedestrian connections to buildings entry areas and other pedestrian routes.

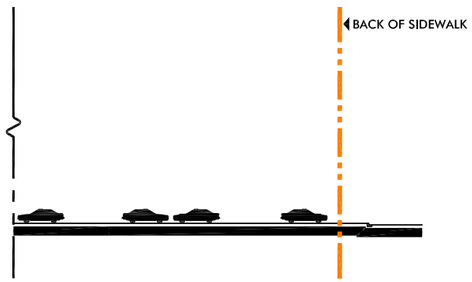
d. Parking lots shall be illuminated to increase safety and provide clear views both to and within the site. Lighting and planting plans shall be coordinated to avoid light pole and tree conflicts.

e. Surface parking lots shall be buffered from adjacent development with landscaping, utilizing shrubs, hedges or trees.

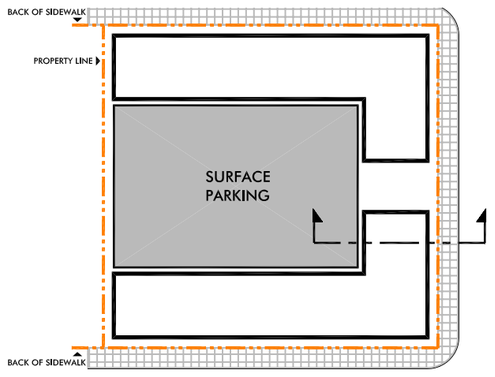
f. In order to provide shade and add trees to the Downtown, trees shall be planted in surface parking lots to subdivide continuous rows of parking stalls at a minimum spacing of 1 tree every 5 spaces.



EXPOSED SURFACE PARKING - PLAN VIEW



EXPOSED SURFACE PARKING - SECTION VIEW



WRAPPED SURFACE PARKING - PLAN VIEW

g. Wheel stops shall be used adjacent to tree wells and planter areas to protect landscaping from car overhangs.

h. Lots shall provide clear pedestrian circulation routes to main building entrances and sidewalks. These routes shall be designed to include sidewalks and walkways with a minimum 5 foot width and be separated from vehicular areas by curbing and trees.

i. Trees shall be planted in curbed landscape islands or in flush tree wells with tree guards per City Arborist Standards & Guidelines.

j. Trees shall be located between the sides of angled or perpendicular parking stalls. Trees planted between two abutting head-to-head parking stalls do not satisfy the requirement.

2. Guidelines

a. Liner uses should be at least twenty (20) feet deep to ensure financial viability.

b. Trees in parking areas should be large and have a high-branching, broad-headed form to create maximum shade. Tree species should not be the same as adjacent street trees.

c. Curbed planting areas should be provided at the end of each parking aisle to protect parked vehicles from turning movements of other vehicles.

d. Landscaping in parking lot interiors and at entries should not obstruct a driver's clear sight lines to oncoming traffic.

e. The main pedestrian route from a parking lot to a building entrance should be easily recognizable, accessible, and demarcated by special paving or landscaping, such as a shaded promenade, trellis, or ornamental planting.

f. Parking lots should utilize permeable paving and bio-filtration swales wherever possible.

C) Exposed Parking Structure

An above-ground parking structure that is fully or partially exposed to the street on all levels, including the ground level.

1. Standards

a. Exposed Parking Structure elevations shall be prohibited, except where indicated on the Parking Regulations Chart as "discretionary," in which case they shall be permitted at the discretion of the Planning Manager/Designee. Regardless of site size, projects including Exposed Parking Structure elevations shall be considered "Large Projects" for the purpose of the project review process (see Section 2.0.3(A)(2)).

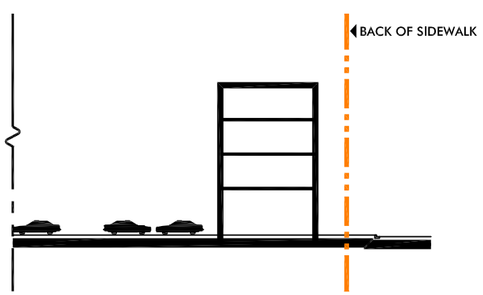
b. Exposed Parking Structure elevations shall only be considered when the following conditions are met:

- The project site shall have frontage on two (2) or more streets.
- The parking structure shall be exposed on no more than one (1) street. All other street frontages shall be designed to conform with permitted Parking Types as directed by the Parking Regulations Chart.

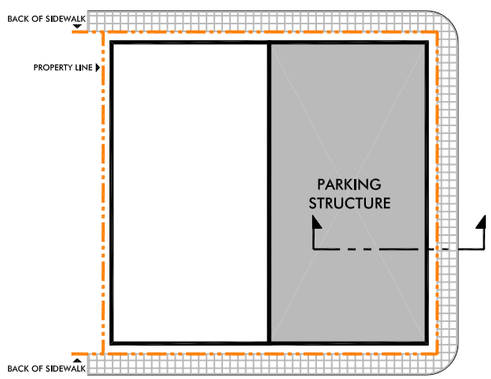
2. Guidelines

a. The Exposed Parking Structure elevations should be placed on the lowest order street frontage available, or the street on which it will have the least negative impact.

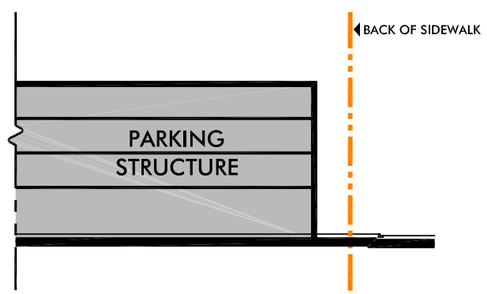
b. On the street with the Exposed Parking Structure elevation, the first twenty-five feet of frontage at corners should be designed to conform with permitted Parking Types as directed by the Parking Regulations Chart.



Wrapped Surface Parking - Section View



Exposed Parking Structure - Plan View



Exposed Parking Structure - Section View

D) Wrapped Base Parking Structure

An above-ground parking structure where non-parking "liner" uses are integrated into the *ground level* of the building along the parcel's entire street frontage(s). The parking structure may be exposed to the building's street frontage(s) on upper levels.

1. ***Standards***

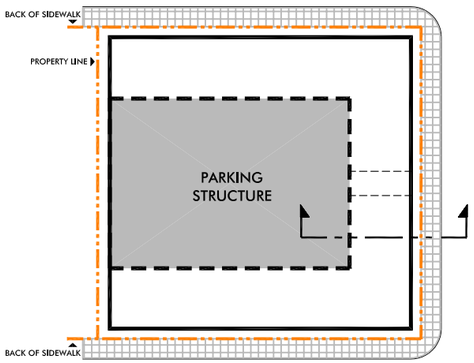
a. Wrapped Base Parking Structure elevations shall be permitted as shown on the Parking Regulations Chart.

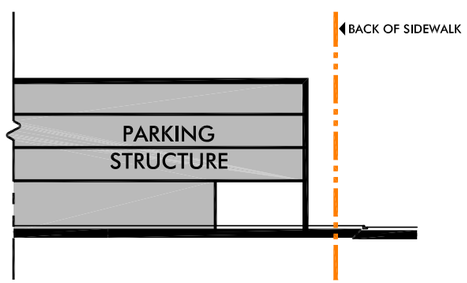
b. Liners uses shall conform to all applicable regulations, particularly those in Section 2.2, 2.8, and 2.10.

c. Parking Structures shall be located and designed to minimize their impact on public streets and public spaces. See section 2.8.4(k) for detailed standards and guidelines regulating parking structure design.

2. ***Guidelines***

a. Liner uses should be at least twenty (20) feet deep to ensure financial viability.





Wrapped Base Parking Structure

E) Wrapped Parking Structure

An above-ground parking structure where non-parking "liner" uses are integrated into the building along the parcel's entire street frontage(s) on *all levels* of the building. The parking structure is totally hidden behind the liner uses.

1. ***Standards***

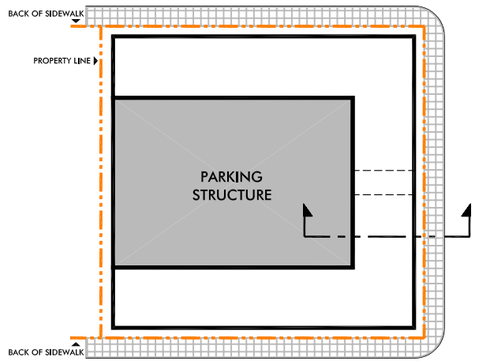
a. Wrapped Parking Structure elevations shall be permitted as shown on the Parking Regulations Chart.

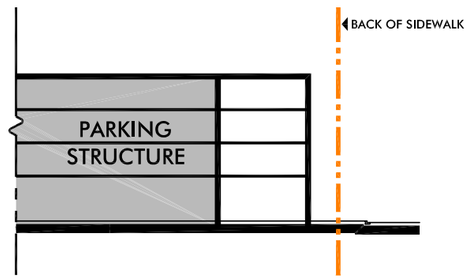
b. Liners uses shall conform to all applicable regulations, particularly those in Section 2.2, 2.8, and 2.10.

c. Parking Structures shall be located and designed to minimize their impact on public streets and public spaces. See section 2.8.4(k) for detailed standards and guidelines regulating parking structure design.

2. ***Guidelines***

a. Liner uses should be at least twenty (20) feet deep to ensure financial viability.





Wrapped Parking Structure

F) Partially Submerged Parking Podium

A parking structure built below the main building mass and partially submerged underground. The parking podium may project above the sidewalk or average finished grade by a maximum of 5 feet.

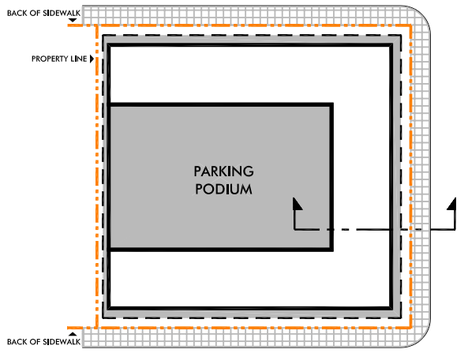
1. ***Standards***

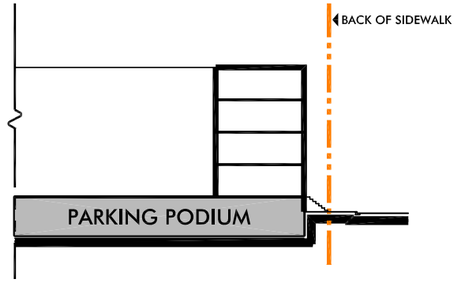
a. Partially Submerged Parking Podiums shall be permitted as shown on the Parking Regulations Chart.

b. Partially Submerged Parking Podiums shall be located and designed to minimize their impact on public streets and public spaces. See section 2.8.4(k) for detailed standards and guidelines regulating parking structure design.

2. ***Guidelines***

There are no Partially Submerged Parking Podiums guidelines.





Partially Submerged Parking Podium

G) Underground Parking Structure

A parking structure that is fully submerged underground and is not visible from the street.

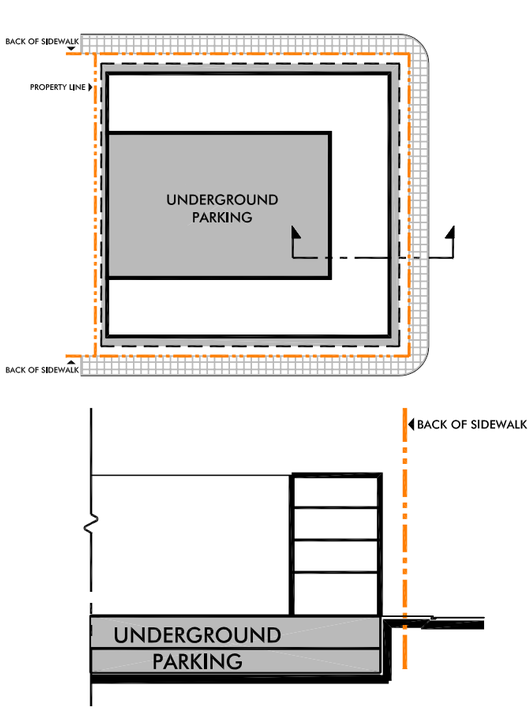
1. Standards

a. Underground Parking Structures shall be permitted as shown on the Parking Regulations Chart.

b. Underground Parking Structures shall be located and designed to minimize their impact on public streets and public spaces. See section 2.8.4(k) for detailed standards and guidelines regulating parking structure design.

2. Guidelines

There are no Underground Parking Structure guidelines.



Underground Parking Structure

2.7. BUILDING HEIGHT AND DISPOSITION REGULATIONS

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

MAP LEGEND

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

Shadow-Sensitive Public Open Spaces*

A. Courthouse Square

B. Theatre Way

C. City Hall Park

D. Library Plaza

E. Hamilton Green

F. Depot Plaza

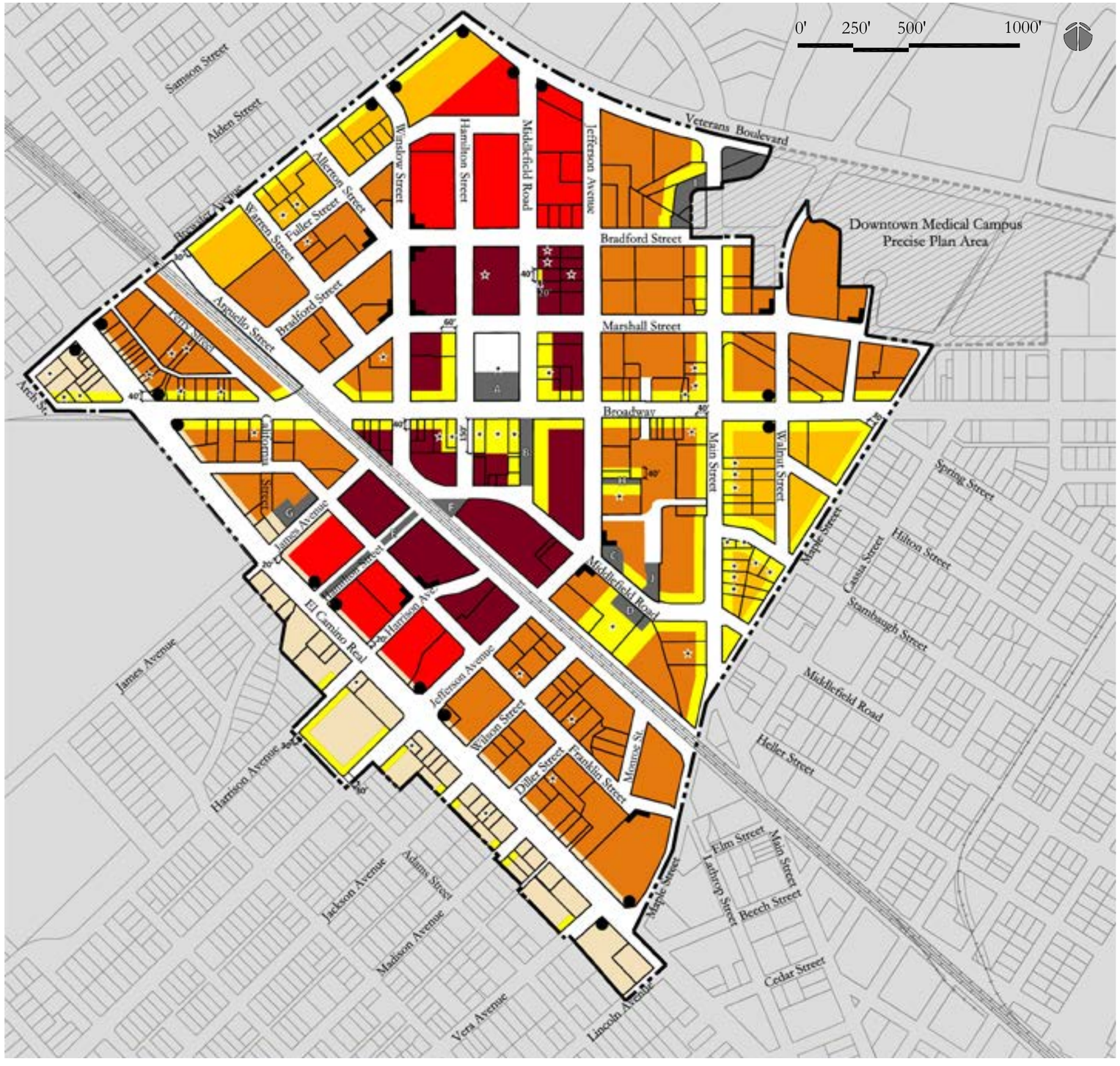
G. Little River Park

H. Post Office Paseo

I. Redwood Creek

J. City Center Plaza

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



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 feet	4 floors / 48 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 / 35 feet	3 floors / 35 feet	3 floors / 35 feet	3 floors / 35 feet	3 floors / 35 feet	3 floors / 35 feet
Maximum Corner Height	Tallest mass located at ⌞	Tallest mass located at ⌞	Tallest mass located at ⌞	Tallest mass located at ⌞	Tallest mass located at ⌞	Tallest mass located at ⌞
Building Disposition Types (Sec 2.7.4)						
Rearyard	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Courtyard	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Tower	Permitted	Permitted	Permitted	---	---	---
Specialized	Discretionary	Discretionary	Discretionary	Discretionary	---	---

Legend:
Permitted : These elements are allowed, by right, as indicated.
Required : These elements are required of all new development as indicated.
Discretionary: These elements may or may not be permitted, subject to consideration by the Planning Manager/Designee
--- : These elements are not permitted, as indicated.
12 floors / 136 feet: Maximum or minimum height, measured in habitable floors and in feet, measured from average finish grade.

2.7.1. HEIGHT ZONES

The following Height Zones are established to regulate minimum and maximum building heights (see the Height Regulations Map). Additional factors such as preservation of historic features and Addition Setbacks for historic buildings may apply to historic properties, which are noted with a star. See Section 2.1.3 for specific restrictions.

A) 12 Story Height Zone

- This Height Zone was created to provide a dramatic and attractive punctuation to the Redwood City skyline, as well as to encourage the greatest densities to be concentrated away form adjacent neighborhoods and nearest to transit and other amenities.
- Includes parcels and portions or parcels as designated on the Height Zones Map.
- Additional regulations are applied to Historic parcels within the 12 Story Zone as indicated on the map.

B) 10 Story Height Zone

- This Height Zone was created to provide for a transition at boulevards from the 8 Story Zone to the 12 Story Zone.
- Includes parcels and portions or parcels as designated on the Height Zones Map.
- Additional regulations are applied to Historic parcels within the 10 Story Zone as indicated on the map.

C) 8 Story Height Zone

- This Height Zone is the most common, and was created to allow for adequate density to support retail, entertainment, and streetlife, while maintaining a comfortable scale.
- Includes parcels and portions or parcels as designated on the Height Zones Map.
- Additional regulations are applied to Historic parcels within the 8 Story Zone as indicated on the map.

D) 5 Story Stepdown Height Zone

- This Stepdown Height Zone was created to bring heights down from the standard 8 story maximum permitted height in areas with high concentrations of historic resources, potential shadow concerns, or areas adjacent to low-rise neighborhoods.
- Includes parcels and portions or parcels as designated on the Height Zones Map.
- Additional regulations are applied to Historic parcels within the 5 Story Zone as indicated on the map.

E) 4 Story Stepdown Height Zone

- This Stepdown Height Zone was created to bring heights down from the standard 8 story maximum permitted height in areas with high concentrations of historic resources, potential shadow concerns, or areas adjacent to low-rise neighborhoods.
- Includes parcels and portions or parcels as designated on the Height Zones Map.
- Additional regulations are applied to Historic parcels within the 4 Story Zone as indicated on the map.

F) 3 Story Stepdown Height Zone

- This Stepdown Height Zone was created to bring heights down from the standard 8 story maximum permitted height in areas with high concentrations of historic resources, potential shadow concerns, or areas adjacent to low-rise neighborhoods.
- Includes parcels and portions or parcels as designated on the Height Zones Map.
- Additional regulations are applied to Historic parcels within the 3 Story Zone as indicated on the map.

2.7.2. MAXIMUM HEIGHT REGULATIONS

Height is defined for the purposes of this Plan as the vertical extent of a building mass. Height shall be measured from the average finished grade along the façade to the top of cornice, parapet, eave line of a peaked roof, or mansard roof ridge line (see Section 2.9. Architectural Character for regulations governing roof design). Number of floors shall include all habitable floors located above the average finished grade, and shall not include portions of the building substantially submerged or partly submerged below grade such as basements or podiums.

A) Maximum Permitted Height

The Maximum Permitted Height is established to ensure economic viability and an attractive skyline while minimizing shadows and aesthetic impacts to historic resources.

1. ***Standards***

a. Maximum permitted heights are as indicated in the Height Regulation Chart. Height for inhabited 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.

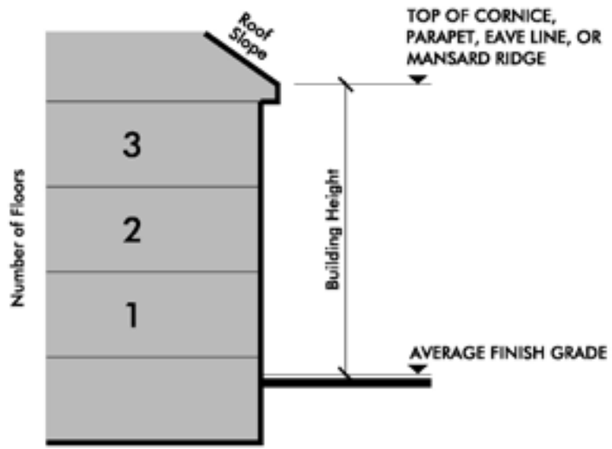
b. Habitable attics, or any other inhabited spaces located above a roof's eave line or a mansard roof's peak, are not permitted.

c. Portions of the building that extend above the primary building mass, such as dormers, roof-top cupolas, elevator and mechanical equipment enclosures, roof deck trellises, gazebos, and other similar features, shall not exceed the maximum height requirement by more than 10 feet.

d. For historic properties as indicated on the Height Regulations Map, in instances where there is a conflict between Section 2.1.3 and Section 2.7.2, the regulations in Section 2.1.3 shall prevail.

2. ***Guidelines***

There are no Maximum Permitted Height guidelines.



MAXIMUM PERMITTED HEIGHT

B) Relation to Single Family Homes

A relational height limit to single-family homes is established in order to create an appropriate height relationship where new development is adjacent to existing single-family homes.

1. ***Standards***

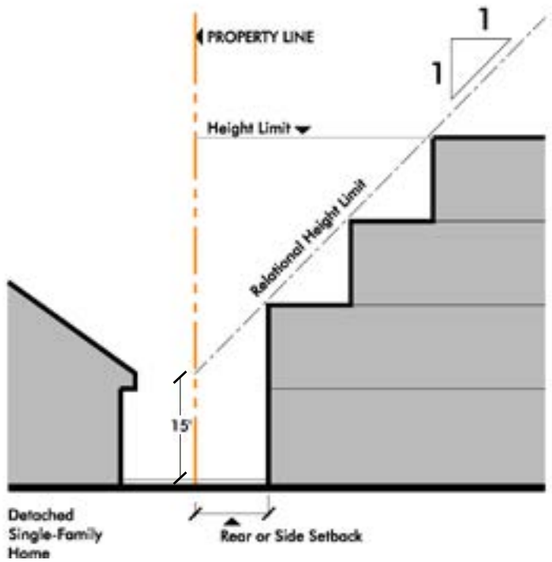
a. The relational height limit shall be required for areas as shown in the Height Regulations Chart.

b. Where the relational height limit is required, the limit is applied to new development on any parcels that abut another parcel with an existing detached single-family home.

c. The relational height limit is controlled by a 45 degree slope originating at a height of 15 feet along the applicable property line (creating a 1 to 1 height to setback ratio) as shown in the diagram below.

2. ***Guidelines***

There are no Relation to Single Family Homes guidelines.



RELATION TO SINGLE FAMILY HOMES

C) Special Corner Treatment

A Special Corner Treatment is required to emphasize corners at specified major intersections. The Special Corner Treatment uses a distinctive building element to emphasize the corner of a building in special locations such as gateways and other places of significance to the district.

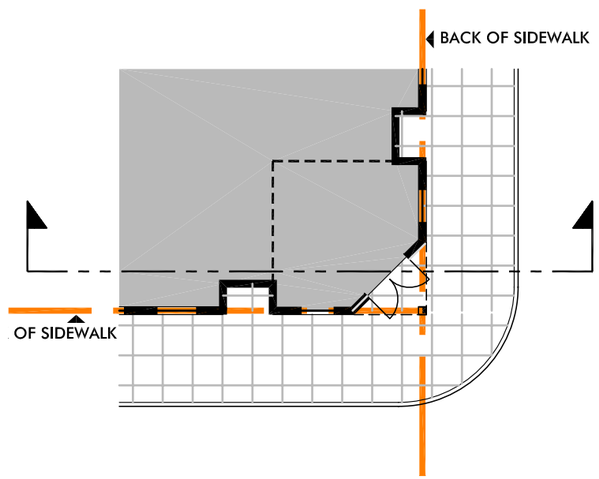
1. ***Standards***

a. Special Corner Treatments are required where indicated on the Height Regulations Map. Special Corner Treatments are prohibited at all other locations.

b. Special Corner Treatments shall be permitted to exceed the permitted maximum height by no more than 20 feet.

c. Special Corner Treatments shall have no horizontal dimension greater than 25 feet, and no less than 20 feet.

d. On parcels partially regulated by a Stepdown Height Zone, the Special Corner Treatment shall be placed in the portion of the parcel with the taller maximum height limit.

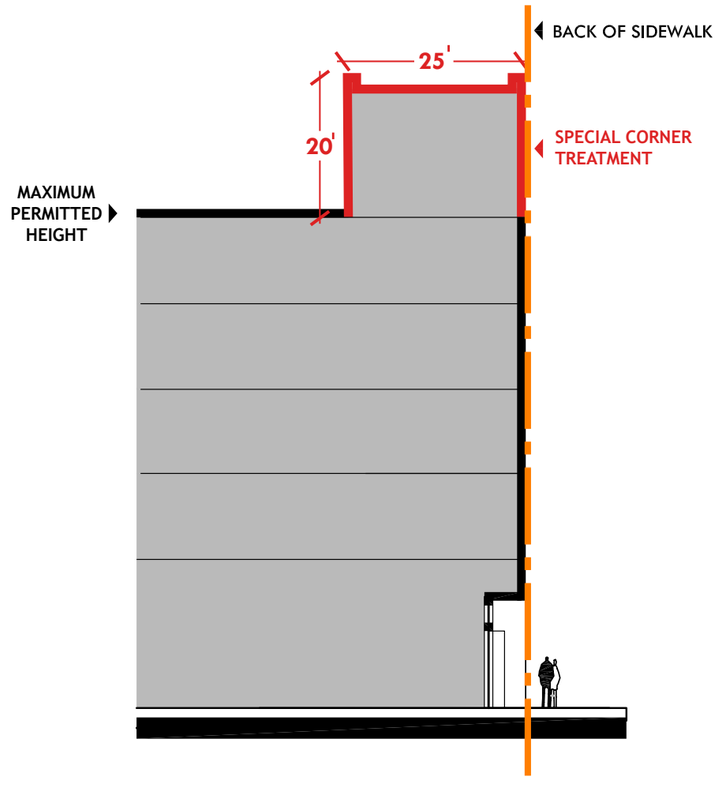


SPECIAL CORNER TREATMENT - PLAN VIEW

2. ***Guidelines***

a. The Special Corner Treatment should differentiate the corner of the building through the application of a corner tower, which is created by articulating a separate, relatively slender mass of the building, continuing that mass beyond the height of the primary building mass, and providing the top of the mass with a recognizable silhouette.

b. The Special Corner Treatment should align with building Length Articulation elements, as described in Section 2.8.3(c).



SPECIAL CORNER TREATMENT - SECTION VIEW

D) Accessory Building Height

1. ***Standards***

a. Accessory buildings, including non-dwelling units such as freestanding garages for individual residential units, service structures and tool sheds, shall not exceed one and one-half stories or 14 feet.

2. ***Guidelines***

There are no Accessory Building Height guidelines.

2.7.3. Minimum Height Regulations

Height is defined for the purposes of this Plan as the vertical extent of a building mass. Height shall be measured from the average finished grade along the façade to the top of cornice, parapet, eave line of a peaked roof, or mansard roof ridge line (see Section 2.9, Architectural Character for regulations governing roof design). Number of floors shall include all habitable floors located above the average finished grade, and shall not include portions of the building submerged or partly submerged below grade, such as basements or parking podiums.

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.

c. Existing structures which are remodeled or otherwise modified shall not be required to comply with Required Minimum Height regulations unless the gross floor area is increased by more than 100%.

d. Additions to historic resources shall not be required to comply with Required Minimum Height regulations.

e. Portions of the building that are not part of the primary building mass, such as entrance porticos, bays and stoops, are not required to meet minimum height requirements. Parking podiums, garages, and accessory buildings are not required to meet minimum height requirements.

2. ***Guidelines***

There are no Minimum Height guidelines.

B) Maximum Corner Height Required

When specified on the Building Height and Disposition Map, buildings are required to place their greatest height at designated corners in order to emphasize the importance of these locations and create attractive terminated vistas.

1. ***Standards***

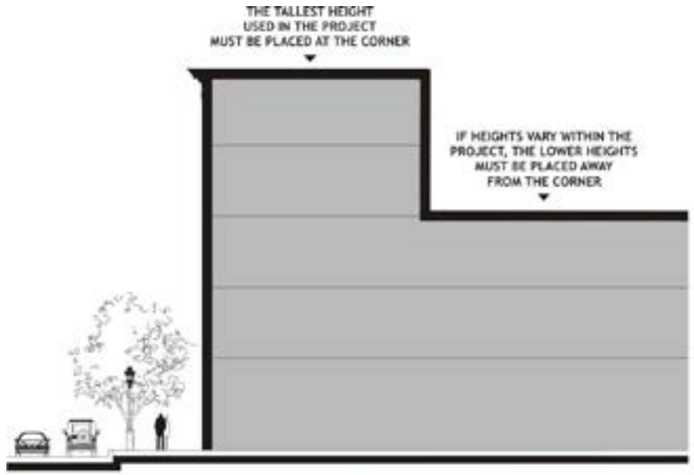
a. When indicated on the Height Regulations Map, the tallest mass of a building must be located at the designated corner, as shown in the Maximum Corner Height Required illustration.

b. The maximum building height shall be held for no less than 50 feet along both designated façades, except where the parcel dimension is less than 50 feet, in which case the maximum permitted height shall be held for the entire length of the parcel, notwithstanding required side setbacks when applicable.

c. On parcels where minimum front setbacks are required, the Maximum Corner Height treatment is not permitted to encroach into the setback area.

2. ***Guidelines***

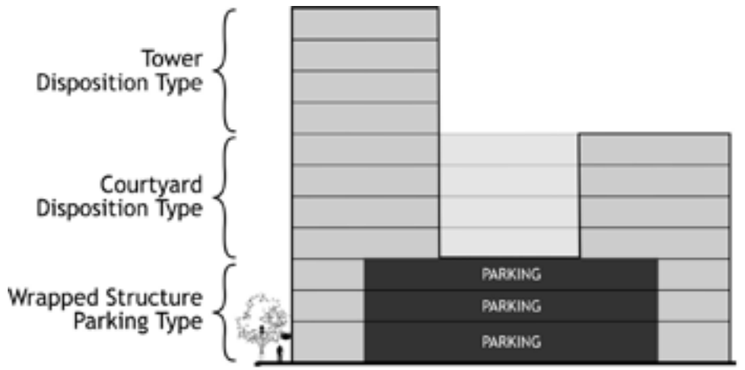
There are no Maximum Corner Height guidelines.



Maximum Corner Height Required

2.7.4. Building Disposition Type Regulations

Building disposition types have been created to ensure that building masses are "sculpted" in a way appropriate to their urban context, while also ensuring environmental sustainability and livability by increasing the opportunities for access to natural light and air. Every new building shall have a designated Building Disposition Type. Building Disposition Types shall be permitted based on Height Zone as shown in the Building Height and Disposition Chart. For projects with above grade parking facilities, Section 2.6, Parking Regulations shall determine building form for building levels with parking, while this Section will determine building form for levels *above* the parking. Permitted Disposition Types may be used in combination within one building, but in such instances all regulations of each type must be followed on the applicable building levels.



Sample Combination of Disposition Types and Parking Types - Section View

A) Rearyard

The Rearyard disposition type is intended to shift building masses forward, creating strong spatial definition for the street, and creating a relatively open central area in the back of the lot. Open spaces created by the rearyard type aren't as private as courtyards, but offer the possibility of contributing to a large, open area at the center of the block when neighboring properties are of the same type.

1. Standards

There are no Rearyard standards.

2. Guidelines

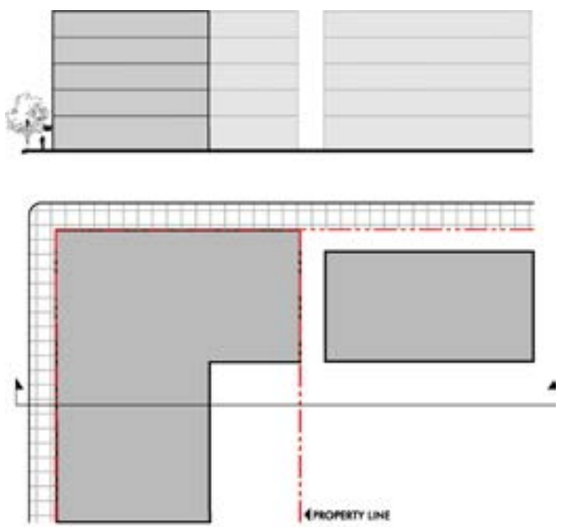
a. The Rearyard disposition type should not be used for any part of any building over 8 stories in height.

b. For lots 10,000 square feet in size or smaller, Rearyards may be no less than 800 square feet in size, and should have no dimension less than 20 feet. For lots larger than 10,000 square feet, Rearyards may be no less than 2,000 square feet in size, and should have no dimension less than 35 feet.

c. Rearyards should be open to the sky.

d. Rearyards may not contain HVAC units or any other equipment which emits noise and/or fumes.

e. Notwithstanding bay windows and other such features, building walls which face a public street or public open space should run parallel to that street or open space.



Rearyard Disposition Type

B) Courtyard

The Courtyard disposition type is intended to create private, intimate spaces which are fully enclosed or nearly fully enclosed by the project building, while still providing strong street enclosure. Open spaces created by the Courtyard type don't offer the potential for aggregation with neighboring properties, but they are much more secluded and private.

1. Standards

There are no Courtyard standards.

2. Guidelines

a. The Courtyard Disposition Type should not be used for any part of any building over 8 stories in height.

b. A building with a designated Disposition Type of Courtyard should have at least one courtyard, but may have more than one courtyard.

c. For lots 10,000 square feet in size or smaller, courtyards may be no less than 1,000 square feet in size, and should have no dimension less than 15 feet. For lots larger than 10,000 square feet, courtyards may be no less than 2,500 square feet in size, and should have no dimension less than 25 feet.

d. Courtyards should be enclosed on no fewer than two sides by the project building.

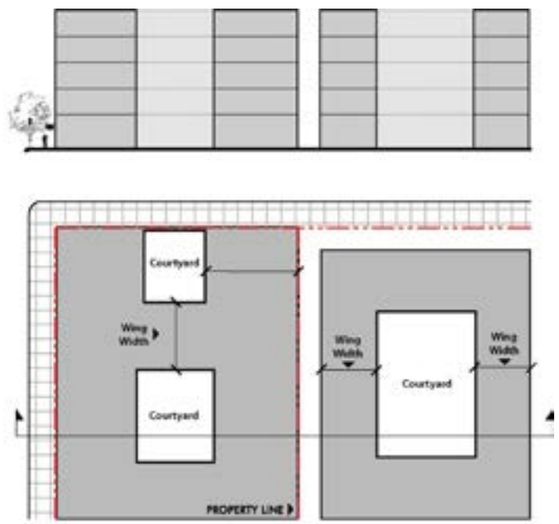
e. Courtyards should be open to the sky.

f. No building wing (see illustration for explanation) above the courtyard level should have a width of greater than 65 feet from the street to courtyard, or from courtyard to courtyard. Side or rear yards may be counted as courtyards if they meet the same size requirements described here in guideline (C). No building wing should have a width of greater than 45 feet from a side or rear property line to a courtyard.

g. Courtyards may not contain HVAC units or any other equipment which emits noise and/or fumes.

h. When possible, courtyards should be situated to maximize solar access.

i. Notwithstanding bay windows and other such features, building walls which face a public street or public open space should run parallel to that street or open space.



Courtyard Disposition Type

C) Tower

The Tower disposition type is intended to create slender buildings which maximize access to light and views and minimize shadows and the visual "bulk" of the structure. Open spaces are often provided on top of parking podiums at the base of the building. It is most appropriate for the tallest buildings.

1. Standards

There are no Tower standards.

2. Guidelines

a. The Tower Disposition Type may be used for any part of any building, with the exception that it shall not cause the lower three stories to violate frontage coverage requirements in Section 2.5.

b. Building levels which apply the Tower disposition type should be set back horizontally no less than 40 feet from other building masses at the same level, including those on surrounding parcels, and no less than 20 feet from side and rear lot lines. Towers do not need to be set back from streets, unless necessary to comply with setback requirements.

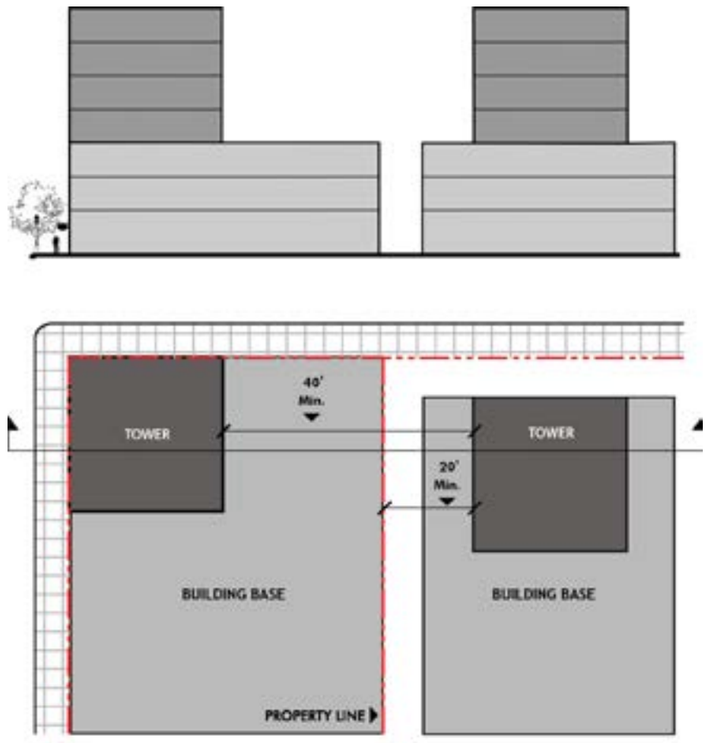
c. Towers should have no floor with a gross floor area greater than 7,000 square feet.

d. Multiple towers will be allowed on a single site, but the spacing requirements listed in guideline (b) must be followed.

e. Towers should be situated toward the street, and located away from the center of the block whenever possible.

f. When possible, towers should be situated to maximize solar access.

g. Notwithstanding bay windows and other such features, building walls which face a public street or public open space should run parallel to that street or open space.



Tower Disposition Type

D) Specialized

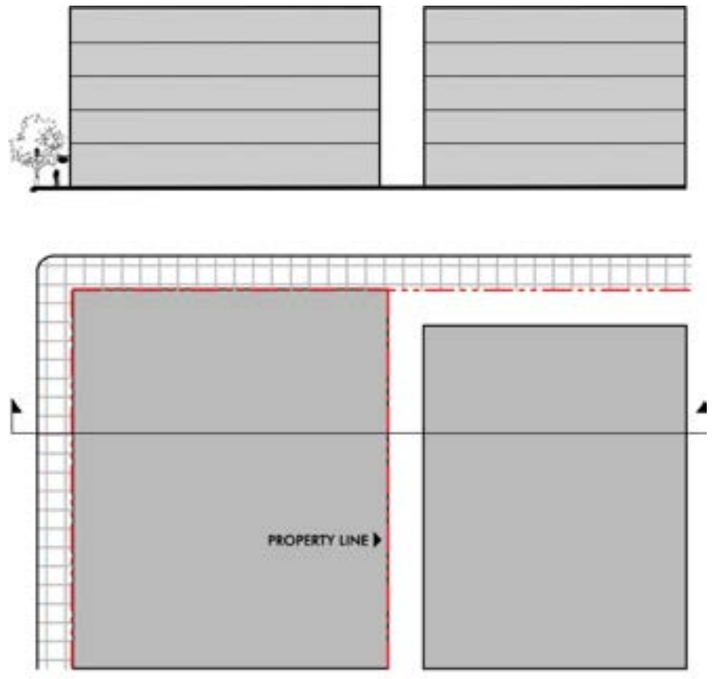
A building that is not subject to other disposition categorizations.

1. Standards

a. Specialized disposition shall not be used for General Residential uses.

2. Guidelines

a. The use of Specialized disposition should be extremely limited, and should be permitted at the discretion of the Planning Manager/ Designee based on such factors as unusual special needs of highly specialized and unique land uses, or especially small and irregularly shaped parcels.



Specialized Disposition Type

2.7.5. Shadow Impact Mitigation

It is the goal of the Downtown Precise Plan to mitigate the impact of shadows on important public space when feasible and consistent with the other goals of this Plan. The regulations set forth in prior parts of this Section, especially Maximum Height, are based in large part on this goal. The following regulations shall apply to designated shadow sensitive public open spaces (see height map) within the Downtown Precise Plan Area, although the heights in this plan have been reduced to make it self-mitigating (meaning full building out of the Plan would not cause the threshold below to be violated) and no additional reductions in height are necessary to comply.

1. Standards

There are no Shadow Impact Mitigation standards.

2. Guidelines

a. No new structure built within the Downtown Precise Plan Area should cause any of the following parcels and building elements to be more than 50% in shadow at 12:00pm on the Spring Equinox. Parcels and building elements which exceeded the shading standard at the time of the adoption of the Downtown Precise Plan shall not be subject to this policy. Maximum permitted heights have been calibrated in this Section to ensure that this guideline is met by all new development, which is studied in detail in the Environmental Impact Report. Compliance with subsections 2.7.1 through 2.7.3 of this Section shall therefore be sufficient to indicate compliance with this guideline.

- Shadow-sensitive public open spaces (Courthouse Square, Theatre Way, City Hall Park, Library Plaza, Hamilton Green, Depot Plaza, Little River Park, Redwood Creek, or City Center Plaza as shown on the Downtown Precise Plan Public Open Spaces Map) ;

- Downtown parcels with lower maximum permitted building heights adjacent to parcels with higher maximum permitted heights;

- Residential properties located outside but adjacent to the DPP area;

- Light-sensitive features on historic resources; and

- Historic facades.

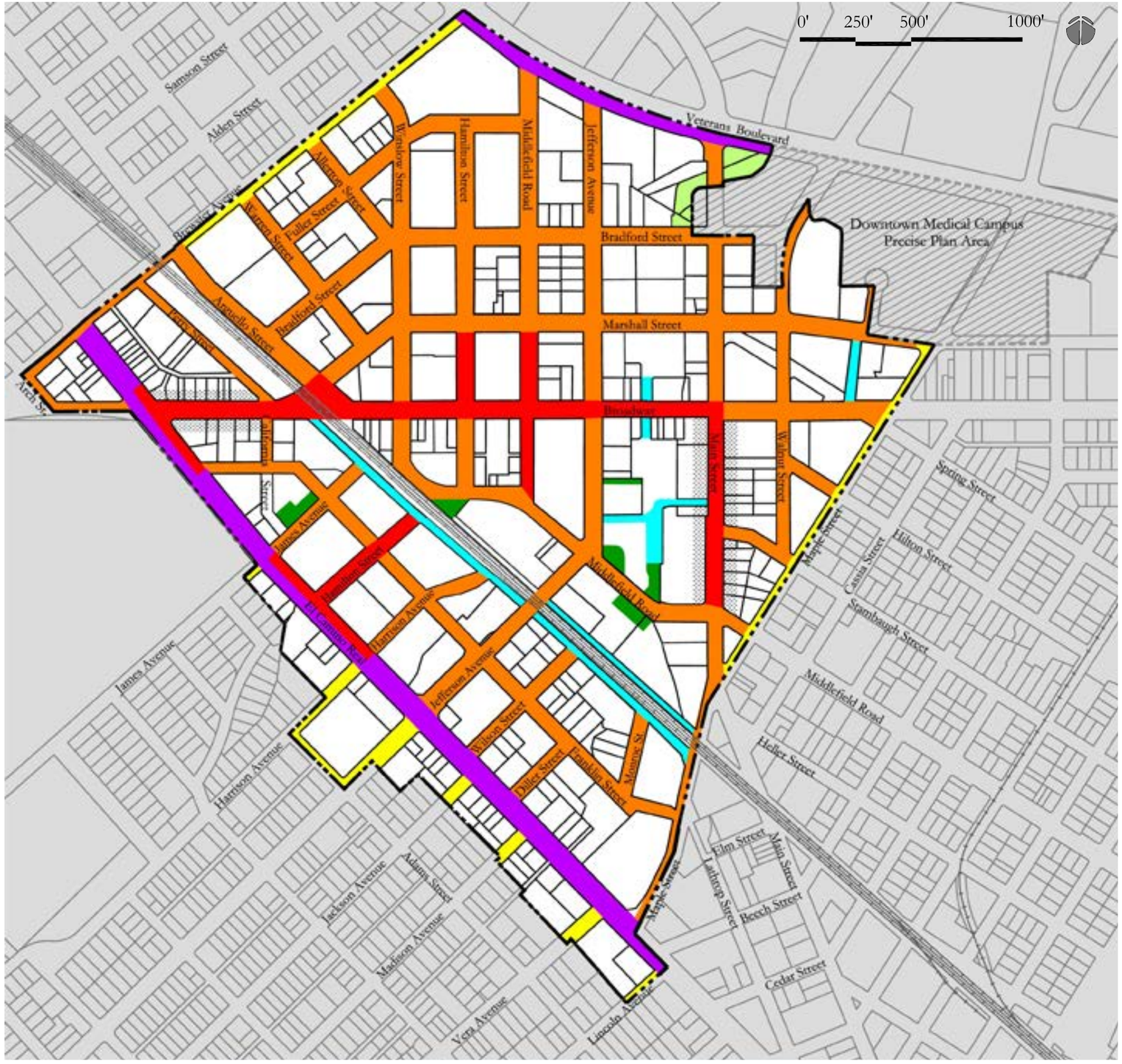
2.8. FAÇADE COMPOSITION REGULATIONS

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

MAP LEGEND

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

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



Facade Composition Regulations Map

FAÇADE COMPOSITION REGULATIONS CHART

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

Legend:
Permitted: These elements are allowed, by right, as indicated.
--- : These elements are not permitted, as indicated.
N/A: These regulations are not applicable, as indicated.

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

2.8.1. ESTABLISHMENT OF CORRIDOR TYPES

Façade composition is regulated by Corridor Type. The following Corridor Types are established for existing streets and required new streets to govern building placement as well as regulate development's frontage conditions. Regulations for each Corridor Type are applied to parcels as indicated on the Façade Composition Regulations Map. The order of the Corridor Types is given below from highest to lowest. Some regulations in the following sections will refer to primary and secondary streets. In these cases, the primary street is taken to be the higher ranked Corridor Type while the secondary street is taken to be the lower ranked Corridor Type.

A) Boulevard

- This Corridor Type was created to ensure that large streets carrying heavy automobile traffic are able to evolve into walkable, enjoyable public spaces, while still serving their vital transportation roles.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Façade Composition Map.

B) Downtown Core Street

- This Corridor Type was created to ensure that the most significant retail and civic areas are treated in a way that places the utmost priority on pedestrian comfort, convenience, and safety, as well as community building.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Façade Composition Map.

C) City Street

- This Corridor Type was created to ensure that the typical Downtown street is attractive and comfortable, while allowing enough flexibility in setbacks and other treatments to accommodate a wide variety of treatments and conditions.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Façade Composition Map.

D) Neighborhood Street

- This Corridor Type was created to ensure that streets which serve as a border between Downtown an adjacent neighborhoods are treated in a way that appropriately respects the context of the existing residential uses.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Façade Composition Map.

E) Lane

- This Corridor Type was created to allow for the creation and improvement of narrow but appealing passages which provide critical linkages in the Downtown fabric on a small amount of land.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Façade Composition Map.

F) Redwood Creek

- This Corridor Type was created to allow for the improvement of access to Redwood Creek, which has great potential but is currently underutilized.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Façade Composition Map.

G) Public Open Space

- This Corridor Type was created to ensure that when development is built directly adjacent to a public open space (without a street in-between) that appropriate access and aesthetic relationships are created between the open space and the buildings.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Building Placement and Landscaping Map.
- Regulations for Public Open Space Corridor Type shall be applied to parcels and portions of parcels adjacent to Public Open Spaces not shown on the Public Frontage Regulations Map, but created subsequent to the adoption of the DTPP.

2.8.2. GENERAL FAÇADE COMPOSITION REGULATIONS

The following standards, guidelines, and definitions shall apply to all buildings.

A) Definitions

The following definitions will apply for the purposes of this Section:

- **Façade:** All exterior building walls which are visible from the street, and which are not situated along a side or rear property line, shall be known as "Façades."
- **Sidewall:** All exterior building walls which is situated along or near a side property line.
- **Rearwall:** All exterior building walls which is situated along or near a rear property line, or which is within a courtyard.

B) Façade Height Articulation

Façade Height Articulation standards and guidelines are intended to ensure that Façades are property divided into a base, middle, and top, creating an attractive and comfortable "human scale" for Downtown buildings.

1. Standards

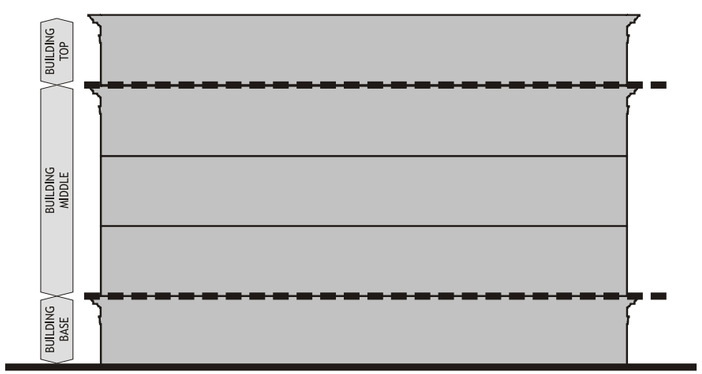
a. All Façades shall be divided into three Façade Height Articulation Elements, as follows:

- **Building Base:** The entire lowermost floor or two floors of each Façade shall be designated as the "Building Base," and shall be visibly articulated to aesthetically anchor the building to the ground.
- **Building Top:** The entire uppermost floor or two floors of each Façade shall be designated as the "Building Top," and shall be visibly articulated to aesthetically complete the building.
- **Building Middle:** The remainder of each Façade shall be known as the Building Middle.

2. Guidelines

a. For buildings with more than one Façade, such as corner buildings, Façade Height Articulation Components shall align horizontally at the corner.

b. The height of Height Articulation Elements should be consistent throughout each Façade and should not shift up and down, with the exception of buildings with variation in height, in which case the Building Tops will not be required to align where maximum heights shift.



FACADE HEIGHT ARTICULATION ELEMENTS

C) Sidewall and Rearwall Height Articulation

Sidewalls and Rearwalls tend to be less visible than Façades, and therefore regulated less rigorously than Façades. However, Height Articulation is still important for these areas and must be addressed appropriately.

1. *Standards*

a. When Sidewalls or Rearwalls are located 5 feet or more from a side or rear property line, or are visible from a public street or plaza, requirements for Side and Rear Wall Height Articulation are the same as those for Façades.

b. When Sidewalls or Rearwalls are located less than 5 feet from a side or rear property line, or are located within a courtyard, Height Articulation using flush wall treatments is permitted. Flush wall treatment Height Articulations shall consist of the following treatments:

- Integral color change (e.g. cement plaster color change, not paint); and
- Horizontal score lines matching top, bottom, and/or other lines of Façade horizontal articulation.

c. No Sidewall or Rearwall Height Articulation treatment is required for portions of Sidewalls and Rearwalls which are covered by an adjacent building and thus inaccessible and not visible.

2. *Guidelines*

There are no Side and Rear Height Articulation guidelines.

D) Façade Alignment and External Stairs

1. *Standards*

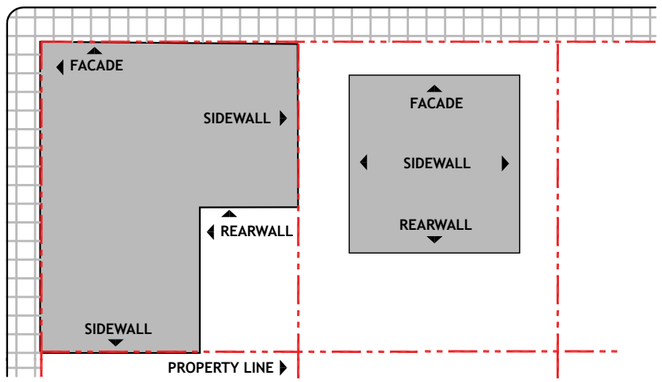
a. With the exception of mansard roofs, cornices, caps, and other such features, Façades shall be oriented vertically and shall have no slope.

b. Building Height Articulation Elements should be aligned vertically, or upper Height Articulation Elements may step back from Height Articulation Elements below. Floors or Height Articulation Elements may not project forward of floors or Height Articulation Elements below.

c. With the exception of stoops, no external stairways may be located on any Façade.

2. *Guidelines*

There are no Façade Alignment and External Stairs guidelines.



FACADES, SIDEWALLS, AND REARWALLS

2.8.3. BUILDING BASE FAÇADE COMPOSITION REGULATIONS

The Building Base is the part of the building that people come into direct contact with, and its detailing is of critical importance to the creation of high-quality urbanism. Building Bases must be divided vertically with Cap and Plinth treatments, and must be broken up horizontally with pilasters. Windows must be present in abundant quantities, and awnings and canopies are recommended to provide visual appeal and protection from the weather. For façades which do not extend to the ground or finished grade, a Building Base treatment shall not be required. The following standards and guidelines will apply to all Building Bases.

A) Cap

Building Base Caps provide a visual termination to the Building Base, creating a comfortable human scale for pedestrians.

1. *Standards*

a. A substantial horizontal articulation of the Façade shall be applied at the top of the Building Base, which will be known as the Building Base Cap.

b. Building Base Caps shall be limited to two feet (2'0") of projection into the required setback or right-of-way.

BUILDING BASE CAP

2. *Guidelines*

a. The Building Base Cap should be designed according to its Character Type.

b. The Building Base Cap should be no less than 2 feet in height.

B) Plinth

Building Base Plinths provide a visual termination to the Building Base, creating the impression that the building is solidly anchored to the ground.

1. *Standards*

a. The Building Base shall be aesthetically anchored to the ground using a Plinth treatment.

b. A Plinth treatment shall be created from the point at which the façade meets the sidewalk or other ground surface to a height between nine (9) inches and three (3) feet.

c. At areas with no front setback, or where front setbacks are treated as paved extensions of the public sidewalk, Plinth treatments shall not terminate above the sidewalk, returning to the structural material behind and creating a notch between the Plinths and the sidewalk. Plinth treatments must terminate at the sidewalk without interruption.

2. *Guidelines*

a. A Plinth should be created with one of the following treatments:

- A horizontal projection (or visible thickening) of the wall surface, which may be accompanied by a change of material and/or color.
- A "heavier" design treatment, such as a darker color and/or stronger, more permanent material, for the Plinth portion of the façade than for the portions above.

b. A combination on Plinth treatments may be used across a single façade.

PLINTH

C) Building Base Length Articulation

Building Base Length Articulations will be used to break up long wall masses, further improving the scale and creating a series of "bays" to which Private Frontage treatments can be applied.

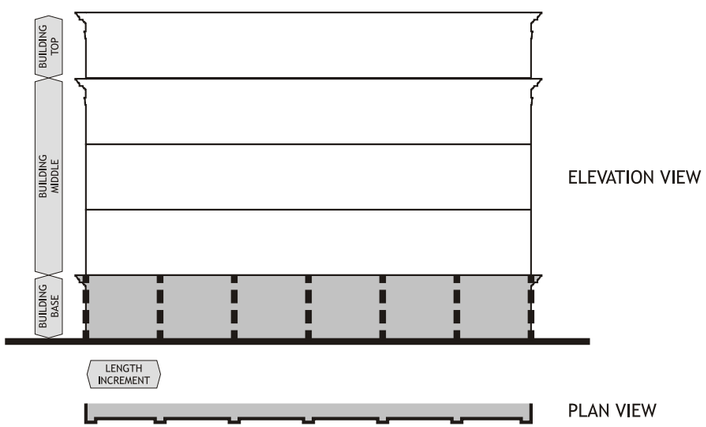
1. ***Standards***

a. The Building Base shall be articulated horizontally with a Building Base Length Articulation in order to create comfortable human-scaled interface with the Public Frontage.

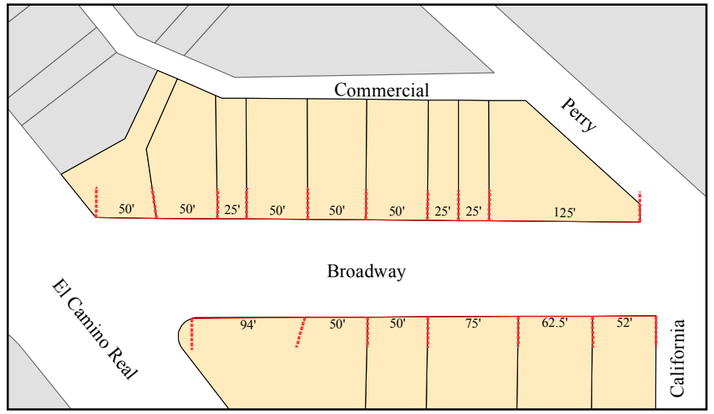
b. The maximum Building Base Length Articulation Increment shall be as shown in the Façade Composition Regulation Chart, according to Corridor Type.

c. Historic Parcelization: In order to highlight the Downtown's historic small-scale character, special requirements for Building Base Length Articulation shall be applied to Storefront frontages along portions of Main Street and Broadway as shown to the right. The Building Base Length Articulation along these corridors shall be articulated based on the historic parcelization pattern as shown on the Broadway and Main Street Historic Parcelization Graphics. This articulation shall be clearly expressed with entrance doors, display windows, awnings, columns, and other elements. This requirement shall also be applied to assembled parcels.

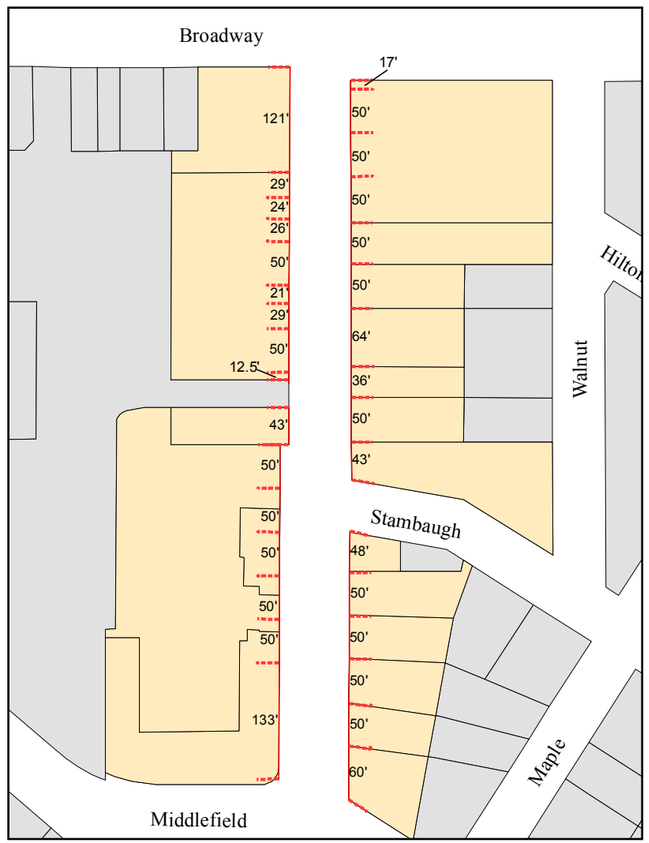
d. The measurement of the Building Base Length Articulation Increment shall be from centerline to centerline of articulations.



Building Base Length Articulation



Broadway Historic Parcelization



Main Street Historic Parcelization

2. ***Guidelines***

a. The Building Base Length Articulations should be created using a pilaster. Building Base Pilasters should have the following characteristics:

- The horizontal width of a protruding pilaster or pier should be at least 18 inches wide, but should not exceed 4 feet in width.
- The depth of the protruding pilaster should be at least 12 inches.
- A Plinth treatment, as described above.
- A cap treatment, such as a darker color, a visible thickening, a crown mold, or a column capital.

Building Base Pilaster

D) Windows

Windows are important to visually organizing a façade and for promoting interaction between the public realm and the private realm.

1. *Standards*

There are no windows standards.

2. *Guidelines*

a. Guidelines for ground-floor windows shall be determined by Frontage Type.

b. For buildings with a two-story high Building Base, guidelines for second-floor windows shall be the same as the windows guidelines for the Building Middle.

E) Awnings and Canopies

Awnings and canopies can create visual appeal and protect pedestrians from the weather.

1. *Standards*

There are no awnings and canopies standards.

2. *Guidelines*

a. Ground floor awnings and canopies are encouraged to protect pedestrians from summer heat and winter rain.

b. These items should be located no lower than 8 feet above the sidewalk, and below the Building Base Cap.

c. Awnings and canopies should project no more than 6 feet into the setback or public right-of-way, and should not interfere with street trees, lights, or other vertical infrastructure.

d. Colored fabric mounted awnings supported by a metal structural frame or permanent architectural awnings utilizing materials from the building architecture are both acceptable. Internally illuminated fabric awnings should not be used.

e. Discrete awnings or canopies should be used for each Building Base Bay, rather than one continuous run-on awning. Awnings should not cover up Building Base Pilasters.

f. Awnings should have a valance and should return to the building from the valance at a 45 degree angle. Awnings that are rectangular in section should not be used.

F) General Private Frontage Regulations

1. *Standards*

a. All street-facing or public open space-facing portions of the ground floor façade between Building Base Length Articulation elements shall be known as a Building Base Bay. Each Building Base Bay shall have one designated Private Frontage type. One Building Base Bay may not be divided between two Frontage Types, establishments, or dwelling units.

b. A property's permitted Private Frontage Types are determined by Corridor Type as shown within the Façade Composition Regulation Chart. All permitted Frontage Types for a single Corridor Type are allowed either alone or in combination with any other permitted Frontage Type within a single building or along the property frontage of the specified Corridor Type. All portions of the ground floor of all Façades shall have a frontage designation. Buildings may use any combination of permitted Frontage Types.

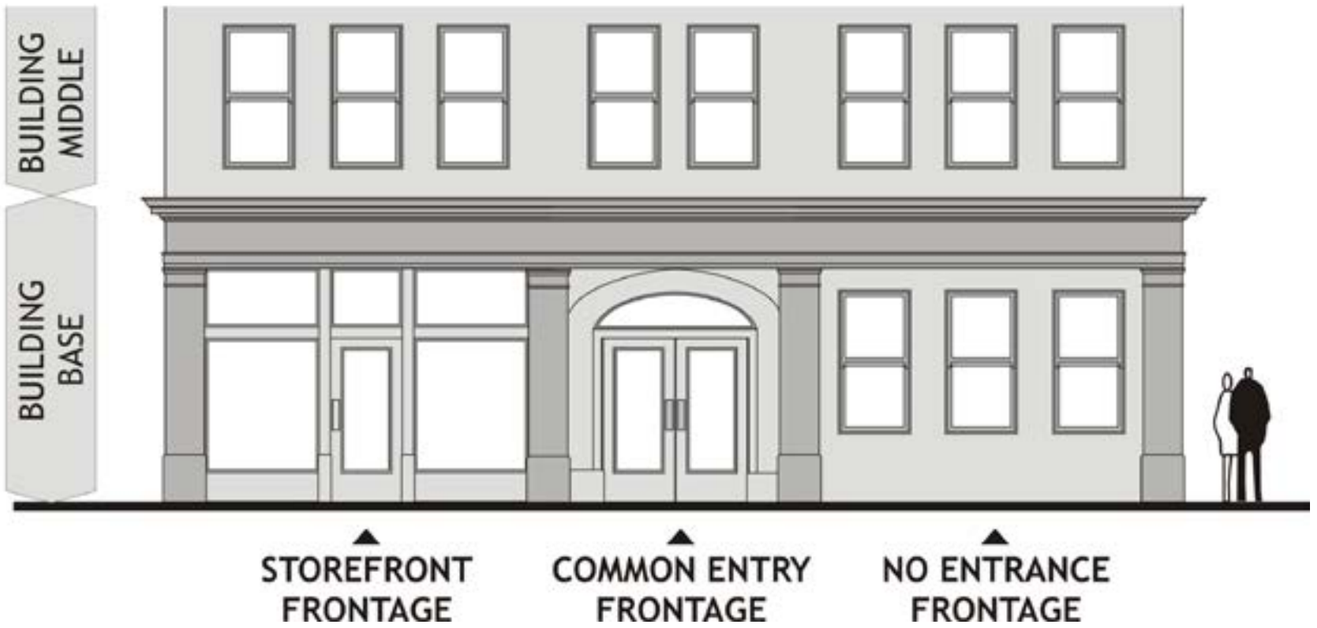
c. On corner parcels where multiple Corridor Types intersect, the Corridor Type hierarchy (as defined in Section 2.8.1.) shall determine the parcel's Primary and Secondary Street. The higher order Corridor Type is designated as the Primary Street while the lower order Corridor Type is designated as the Secondary Street. At the corner, the Primary Private Frontage treatment for the front setback area shall extend along the entire length of the Primary Street's back of sidewalk. The Secondary Private Frontage shall extend along the remainder of the Secondary Street's back of sidewalk. Corner Parcels must locate an entrance(s) along Primary Streets. Entrances are permitted, but not required along Secondary Streets.

2. *Guidelines*

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

2.8.4. Building Base – Private Frontage Type Regulations

A property's permitted Private Frontage Types are determined by Corridor Type as shown on the Facade Composition Regulations Map and Facade Composition Regulations Chart. Regulations for each permitted Private Frontage Type shall be as follows.



Sample Arrangement of Frontage Types

A) Storefront

The Storefront is a Frontage Type used to display wares and provide access to individual ground-level commercial uses.

1. Standards

a. Storefront Private Frontage shall be used to access an individual ground-floor establishment of the Entertainment, General Retail, Neighborhood Retail, Personal & Business Services, Office, Workshop, or Live/Work use groups, or Conditional Uses when deemed appropriate by the Planning Manager/Designee.

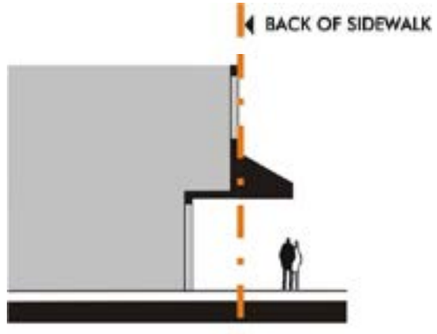
b. A minimum 3 foot zone behind the window glazing must provide an unobstructed view of the establishment's goods & services.

c. Entrances shall be constructed at sidewalk grade.

d. If applicable, setback areas shall be paved and treated as extensions of the public sidewalk.

2. Guidelines

a. Storefront design should vary from establishment to establishment, and Storefronts may have their own architectural character, colors, and materials distinct from the rest of the building.



Storefront Frontage - Section View

b. Each Storefront bay should contain the following elements:

- One entrance. Business occupying more than one bay, when permitted per Section 2.2.3, may be permitted to provide only one Storefront bay with a door, while the remaining Storefront bays may exclude doors.
- Clerestory and/or transom windows. Where height permits, they should be used above doors and display windows to provide a continuous horizontal band or row of windows across the upper portion of a Storefront.
- A Building Base Plinth treatment.
- A sign band. This should be at least 24 inches high, spanning the width of the Storefront and located above the display windows and below the clearstory or transom.
- Clear-glass display windows. These should be framed within pilasters, a Building Base Plinth treatment, and a sign band.

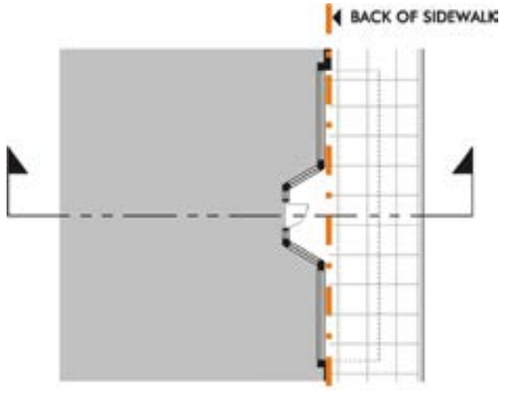
c. Frontage treatments should completely enclose the building area behind. With the exception of doors and operable windows, the building area within should not be open to the outside, creating a "breezeway" or "building on stilts" effect.

d. Storefront pilasters and Building Base Pilasters should have a maximum spacing of 15 feet within Storefront frontage areas.

e. Recessed entrances are permitted with a maximum width of 12 feet. The wall surface from the beginning of the recess to the door should be situated at approximately a 45 degree angle. The surface area created by the recessed entry must be treated as extensions of the sidewalk space.

f. Windows within Storefront frontage should conform to the following guidelines.

- Glazing ratio: Overall wall composition within should contain at least 50%, but no more than 80% glazing

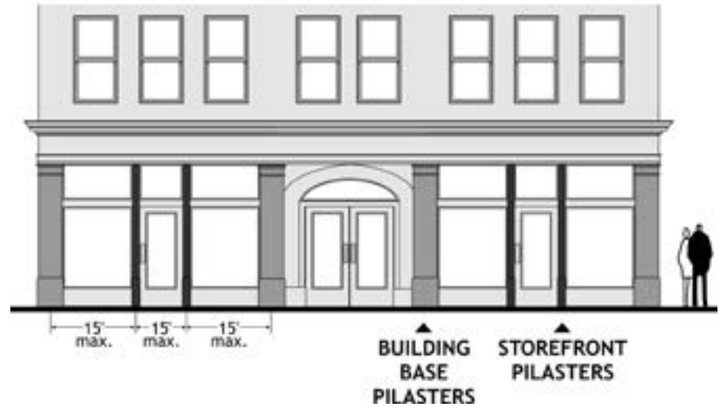


Storefront Frontage - Plan View

- Proportion: A vertical proportion of window panes or window openings (3:2 to 2:1 height: width ratio) should be used. Openings may be composed of a series of vertically proportioned panes or frames.
- Arrangement on façade: Storefront windows should generally maintain a consistent horizontal and vertical alignment.
- Depth of glazing: Window frames shall not be flush with walls. Glass should be inset a minimum of three (3) inches from the surface of the exterior wall and/or frame surface to add relief to the wall surface.
- High quality materials should be used such as crafted wood, stainless steel, bronze, and other ornamental metals. No form of siding, such as lap siding or stucco, should ever be used within a Storefront bay.
- Clear glass should always be used.

g. Doors within Storefront frontage should conform to the following guidelines.

- Doors at Storefronts should include windows of substantial size that permit views into the establishment.
- Doors at Storefronts should match the materials, design and character of the display window framing.
- Detailing such as carved woodwork, stonework, or applied ornament should be used, to create noticeable detail for pedestrians and drivers. Doors may be flanked by columns, decorative fixtures or other details.
- If utilized, rollup security doors should be detailed to conceal door housings and tracks and provide an attractive and finished appearance for all exposed components. The roll-up door housing should not protrude more than 6 inches from the building façade plane.



Storefront Elements

B) Storefront with Dining Alcove

The Storefront with Dining Alcove is a Frontage Type used to accommodate outdoor dining and to provide access to individual ground-level restaurants and similar uses.

1. Standards

a. Storefront with Dining Alcove Private Frontage shall be used to access an individual ground-floor restaurant or cafe.

b. Storefronts with Dining Alcove shall feature a large recessed alcove, spanning the entire width of its frontage bay, but no larger that 25 feet wide or 12 feet deep.

c. Not more than one Storefront with Dining Alcove bay shall be associated with an establishment.

d. A minimum 3 foot zone behind the window glazing must provide an unobstructed view of the establishment's goods & services.

e. Entrances shall be constructed at sidewalk grade.

f. Dining alcoves may not rely on adjacent buildings for enclosure.

g. If applicable, setback areas shall be paved and treated as extensions of the public sidewalk.

h. Each Storefront with Dining Alcove must include an entrance.

2. Guidelines

a. Storefront design should vary from establishment to establishment, and Storefronts may have their own architectural character, colors, and materials distinct from the rest of the building. (See Graphic in Section 2.8.4.A.2.a)

b. Each Storefronts with Dining Alcove bay should contain the following elements:

- One entrance. Business occupying more than one bay, when permitted per Section 2.2.3, may be permitted to provide only one Storefront bay with a door, while the remaining Storefront bays may exclude doors.
- Clerestory and/or transom windows. Where height permits, they should be used above doors and display windows to provide a continuous horizontal band or row of windows across the upper portion of a Storefront.
- A Building Base Plinth treatment.
- A sign band. This should be at least 24 inches high, spanning the width of the Storefront and located above the alcove and below the clearstory or transom.

c. Frontage treatments should completely enclose the building area behind. With the exception of doors and operable windows, the building area within should not be open to the outside, creating a "breezeway" or "building on stilts" effect.

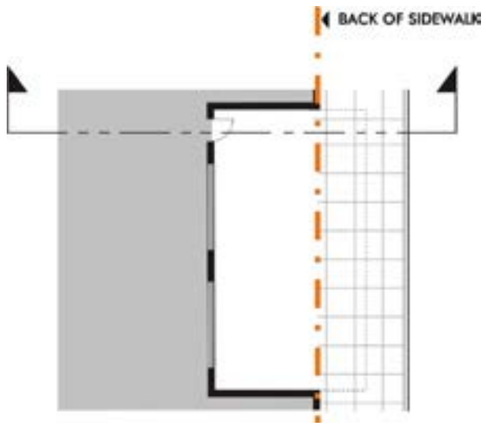
d. Storefront pilasters and Building Base Pilasters should have a maximum spacing of 15 feet within Storefront with Dining Alcove frontage areas.

e. Windows within Storefront frontage should conform to the following guidelines.

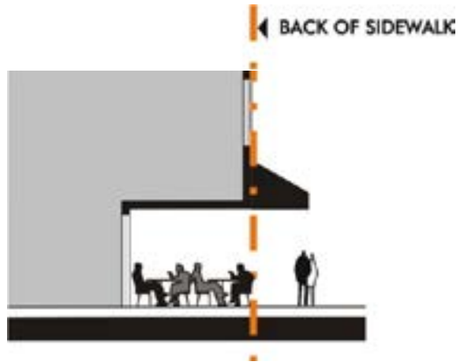
- Glazing ratio: Overall wall composition within should contain at least 50%, but no more than 80% glazing.
- Proportion: A vertical proportion of window panes or window openings (3:2 to 2:1 height: width ratio) should be used. Openings may be composed of a series of vertically proportioned panes or frames.
- Arrangement on façade: Storefront windows should generally maintain a consistent horizontal and vertical alignment.
- Depth of glazing: Window frames shall not be flush with walls. Glass should be inset a minimum of three (3) inches from the surface of the exterior wall and/or frame surface to add relief to the wall surface.
- High quality materials should be used such as crafted wood, stainless steel, bronze, and other ornamental metals. No form of siding, such as lap siding or stucco, should ever be used within a Storefront bay.
- Clear glass should always be used.

f. Doors within Storefront frontage should conform to the following guidelines.

- Doors at Storefronts should include windows of substantial size that permit views into the establishment.
- Doors at Storefronts should match the materials, design and character of the display window framing.
- Detailing such as carved woodwork, stonework, or applied ornament should be used, to create noticeable detail for pedestrians and drivers. Doors may be flanked by columns, decorative fixtures or other details.
- If utilized, rollup security doors should be detailed to conceal door housings and tracks and provide an attractive and finished appearance for all exposed components. The roll-up door housing should not protrude more than 6 inches from the building façade plane.



Storefront with Dining Alcove Frontage - Plan View



Storefront with Dining Alcove Frontage - Section View

C) Grand Marquee

The Grand Marquee Frontage Type which may be used to accentuate the entrance of a movie theater or live performance theater with a seating capacity of 500 persons or greater.

1. Standards

a. Grand Marquee Private Frontage shall be used to access an individual movie theater or live performance theater with a seating capacity of 500 persons or greater.

b. Grand Marquee frontage shall feature a large recessed entryway, spanning its entire frontage bay, but no larger that 25 feet wide or 25 feet deep.

c. If applicable, setback areas shall be paved and treated as extensions of the public sidewalk.

d. Each Grand Marquee frontage bay must include an entrance.

e. There may be no more than one Grand Marquee frontage bay per Façade.

2. Guidelines

a. A large canopy featuring a Marquee Sign, as described in Section 2.10, should be part of this Frontage Type. This canopy may project no more than 12 feet into public right of way or three feet inward of the face of the curb, whichever is less, and may not interfere with streetlights, street trees or other vertical infrastructure.

b. Entrances should incorporate one or more of the following treatments:

- Marked by a taller mass above, such as a modest tower, or within a vertical volume that protrudes slightly from the rest of building surface.

c. Accented by special architectural elements, such as ornate columns.

d. Decorative event poster cases.

e. Frontage treatments should completely enclose the building area behind. With the exception of doors and operable windows, the building area within should not be open to the outside, creating a "breezeway" or "building on stilts" effect.

f. Recessed entryways should feature enhancements such as: special paving materials such as ceramic tile; ornamental ceiling treatments, such as coffering; decorative light fixtures; and attractive decorative door pulls, escutcheons, hinges, and other hardware.

g. Entrances should feature multiple doors in a row, incorporating high quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals as appropriate to the architectural Character Type.

D) Grand Portico

A portico is a roofed entrance supported by columns appended to the primary plane of the building's front façade used to provide shared access to lobbies serving civic or hotel uses.

1. Standards

a. Grand Portico Private Frontage shall be used to access uses in the Civic or Lodging use groups.

b. The portico may encroach into the front setback area, but may not encroach into the public right of way.

c. Each Grand Portico frontage bay must include an entrance.

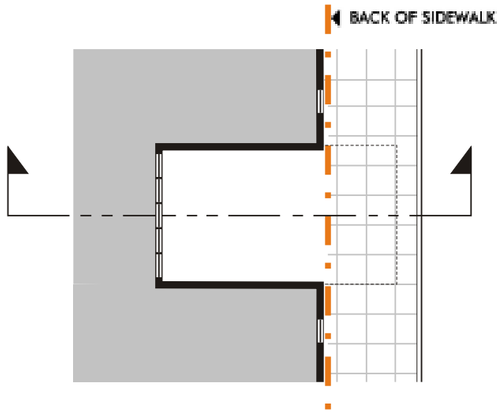
d. There may be no more than one Grand Portico frontage bay per Façade.

2. Guidelines

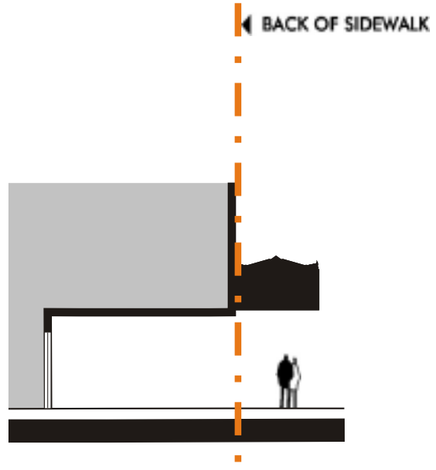
a. Entrances should incorporate one or more of the following treatments:

- Marked by a taller mass above, such as a modest tower, or within a vertical volume that protrudes slightly from the rest of building surface;

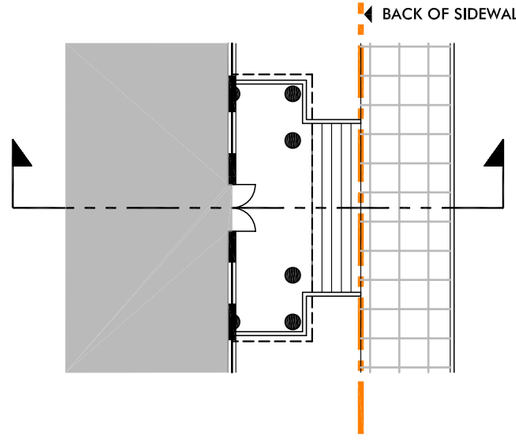
- Accented by special architectural elements, such as columns, overhanging roofs, awnings, and ornamental light fixtures;



GRAND MARQUEE FRONTAGE - PLAN VIEW



GRAND MARQUEE FRONTAGE - SECTION VIEW



GRAND PORTICO FRONTAGE - PLAN VIEW

- Indicated by a recessed entry or recessed bay in the Façade. Recommended treatments include special paving materials such as ceramic tile; ornamental ceiling treatments, such as coffering; decorative light fixtures; and attractive decorative door pulls, escutcheons, hinges, and other hardware.

- Sheltered by a projecting canvas or fabric awning, or as a permanent architectural canopy utilizing materials from the primary building.

b. Frontage treatments should completely enclose the building area behind. With the exception of doors and operable windows, the building area within should not be open to the outside, creating a “breezeway” or “building on stilts” effect.

c. Windows within Grand Portico frontage should conform to the Building Middle window guidelines in Section 2.8.5(E).

d. Doors within Grand Portico frontage should conform to the following guidelines:

- Doors should be flanked by columns, decorative fixtures, or other details.

- Doors should incorporate high quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals as appropriate to the architectural Character Type.

E) Common Entry

A Common Entry is a Frontage Type used to provide shared access to lobbies serving residential, office, or hotel uses.

1. Standards

a. Common Entry Private Frontage shall be used to provide shared access for uses of the Personal & Business Services, Office, General Residential, Specialized Residential, Lodging, Live/Work, or Civic use groups, or Conditional Uses when deemed appropriate by the Planning Manager/Designee.

b. Common Entry frontages shall be located at the primary street façade of the building, shall be easily visible and recognizable, and shall be architecturally treated in a manner consistent with the building architectural character.

c. Setback areas must be landscaped in accordance with Section 2.5. When landscaping Common Entry setback areas, an edge treatment must be selected from those permitted for the given Corridor Type in Section 2.5 and applied to the setback area in accordance with the specified edge treatment’s regulations.

d. Each Common Entry frontage bay must include an entrance.

e. There may be no more than one Common frontage bay per Façade.

2. Guidelines

a. Entrances may be inset up to 5 feet from the primary building wall.

b. Entrances to upper-story uses should incorporate one or more of the following treatments:

- Located in the center of the façade between Storefronts, as part of a symmetrical composition.

- Aligned with prominent façade elements of upper stories, such as an expressed or embedded entrance tower.

- Accented by architectural elements such as clerestory windows, sidelights, and ornamental light fixtures, and identified by signage and/or address numbering.

- Indicated by a recessed entrance, vestibule or lobby distinguishable from Storefronts.

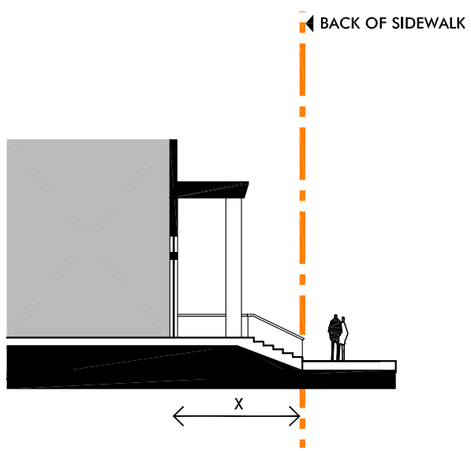
c. Frontage treatments should completely enclose the building area behind. With the exception of doors and operable windows, the building area within should not be open to the outside, creating a “breezeway” or “building on stilts” effect.

d. Windows within Common Entry frontage should conform to the Building Middle window guidelines in Section 2.8.5(E).

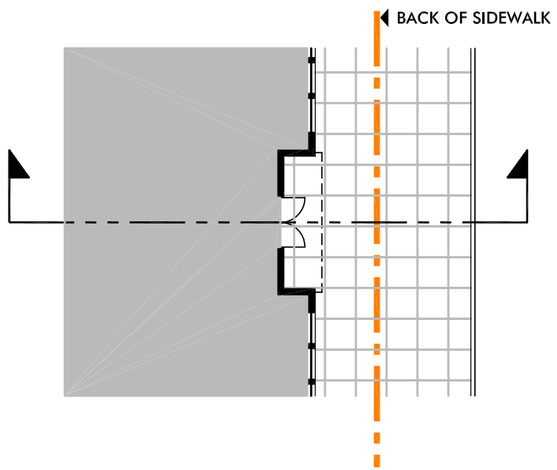
e. Doors within Common Entry frontage should conform to the following guidelines:

- Doors should be flanked by columns, decorative fixtures or other details.

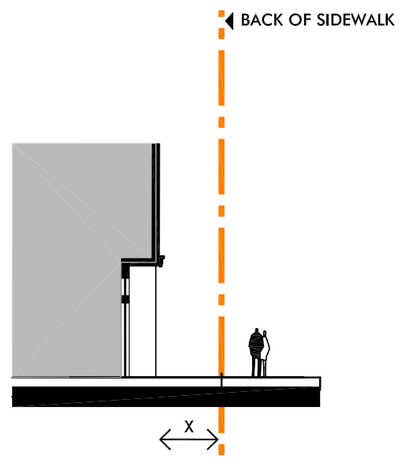
- Doors should incorporate high quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals.



GRAND PORTICO FRONTAGE - SECTION VIEW



COMMON ENTRY FRONTAGE - PLAN VIEW



COMMON ENTRY FRONTAGE - SECTION VIEW

F) Stoop

A Stoop is an entrance stairway to provide access to an individual residential unit projecting from the face of the building to the sidewalk.

1. Standards

a. Stoop Private Frontage shall be used to access an individual dwelling unit in the General Residential use group.

b. Setback areas must be landscaped in accordance with Section 2.5. When landscaping Stoop setback areas, an edge treatment must be selected from those permitted for the given Corridor Type in Section 2.5 and applied to the setback area in accordance with the specified edge treatment's regulations.

c. Each Stoop frontage bay must include an entrance.

2. Guidelines

a. Stoop entrances should be elevated no less than 5 feet above sidewalk grade.

b. Stoops may feature a portico at the top of the stair, or the landing and door may be recessed into the building.

c. Stoops should be oriented perpendicular to the street.

d. Stoops may encroach into the front setback area, but may not encroach into the public right-of-way.

e. Frontage treatments should completely enclose the building area behind. With the exception of doors and operable windows, the building area within should not be open to the outside, creating a "breezeway" or "building on stilts" effect.

f. Windows within Stoop frontage should conform to the Building Middle window guidelines in Section 2.8.5(E).

g. Doors within Stoop frontage should conform to the following guidelines:

- Doors should be flanked by columns, decorative fixtures or other details.
- When multiple adjacent units employ Stoop frontage, doors should vary in color and/or design from unit to unit where possible, to further distinguish the individual identity of each residence.

G) Recessed Stoop

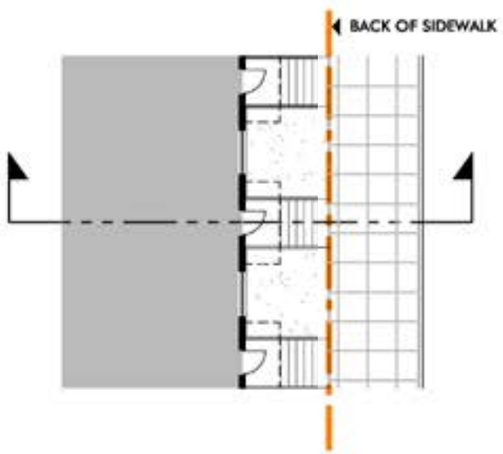
A Recessed Stoop is an entrance recessed into the face of the building to provide access to an individual residential unit.

1. Standards

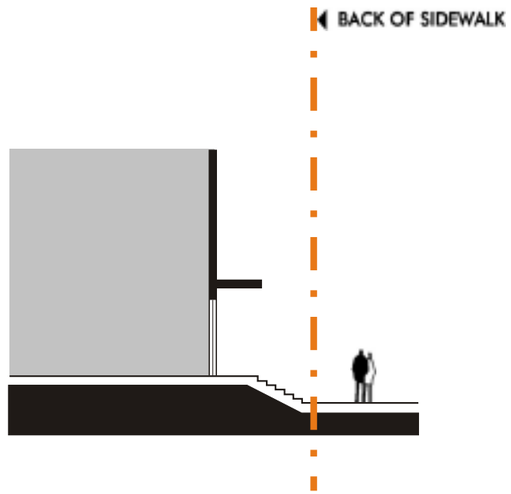
a. Recessed Stoop Private Frontage shall be used to access an individual dwelling unit in the General Residential use group.

b. Setback areas must be landscaped in accordance with Section 2.5. When landscaping Recessed Stoop setback areas, an edge treatment must be selected from those permitted for the given Corridor Type in Section 2.5 and applied to the setback area in accordance with the specified edge treatment's regulations.

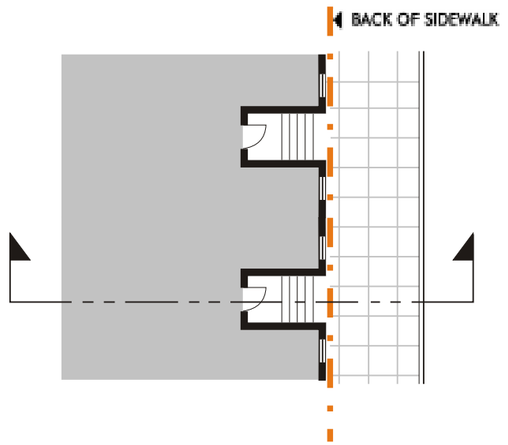
c. Each Recessed Stoop frontage bay must include an entrance.



Stoop Frontage - Plan View



Stoop Frontage - Section View



Recessed Stoop Frontage - Plan View

2. *Guidelines*

a. Recessed Stoop entrances should be elevated no less than 4 feet above sidewalk grade.

b. Windows within Recessed Stoop frontage should conform to the Building Middle window guidelines in Section 2.8.5(E).

c. Stair openings should be flanked by columns, decorative fixtures or other details.

H) Porch

A Porch is a roofed space, open along two or more sides and adjunct to a building, commonly serving to shelter an entrance and provide a private outdoor space appended to an individual residential unit.

1. *Standards*

a. Porch Private Frontage shall be used to access an individual dwelling unit in the General Residential use group.

b. Setback areas must be landscaped in accordance with Section 2.5. When landscaping Porch setback areas, an edge treatment must be selected from those permitted for the given Corridor Type in Section 2.5 and applied to the setback area in accordance with the specified edge treatment's regulations.

c. Each Porch frontage bay must include an entrance.

2. *Guidelines*

a. Porch entrances should be elevated no less than 2 feet above sidewalk grade.

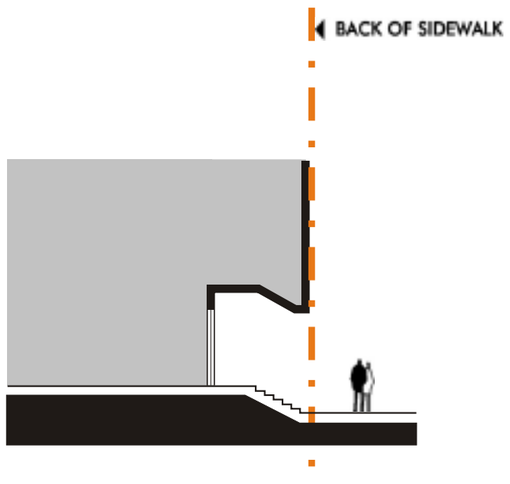
b. When expressed as a separate mass appended to the primary front building plane, the Porch may encroach into the front setback zone.

c. Frontage treatments should completely enclose the building area behind. With the exception of doors and operable windows, the building area within should not be open to the outside, creating a "breezeway" or "building on stilts" effect.

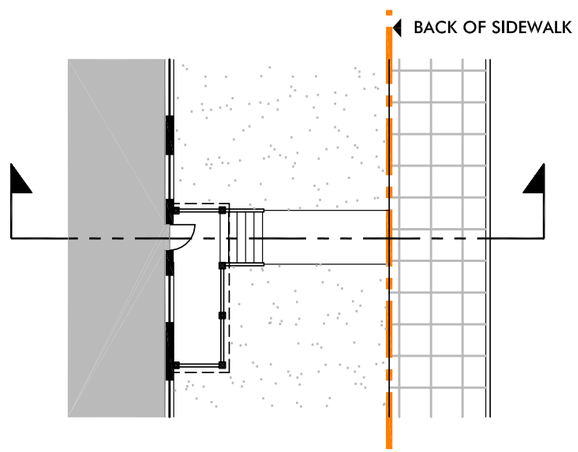
d. Windows within Porch frontage should conform to the Building Middle window guidelines in Section 2.8.5(E).

e. Doors within Porch frontage should conform to the following guidelines:

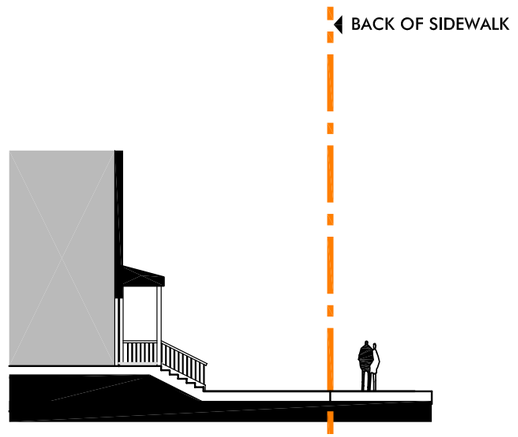
- Doors should be flanked by columns, decorative fixtures or other details.
- When multiple adjacent units employ Porch frontage, doors should vary in color and/or design from unit to unit where possible, to further distinguish the individual identity of each residence.



Recessed Stoop Frontage - Section View



Porch Frontage - Plan View



Porch Frontage - Section View

I) Secondary Entrance

A Secondary Entrance is an entrance which is less used than the primary entrance, for a secondary means of public access or access from a private parking lot.

1. Standards

a. Setback areas must be paved or landscaped in accordance with the Private Frontage type used for the main entrance of the associated use.

b. Each Secondary Entrance frontage bay must include an entrance.

2. Guidelines

a. For parcels occupying more than one Corridor Type, Secondary Entrances shall not face the highest order Corridor Type.

b. Secondary entrances, such as side or rear building entries shall not be more architecturally prominent or larger than the front entry.

c. Side or rear building entrances should be visible and easy to find, but visually secondary to main entrances.

d. The design of the side or rear entrances should be architecturally related to the front entry, such as in use of materials and proportions.

e. Secondary entrances should be enhanced with detailing, trim and finish consistent with the character of the building.

f. Frontage treatments should completely enclose the building area behind. With the exception of doors and operable windows, the building area within should not be open to the outside, creating a “breezeway” or “building on stilts” effect.

g. Windows within Secondary Entrance frontage should conform to the Building Middle window guidelines in Section 2.8.5(E).

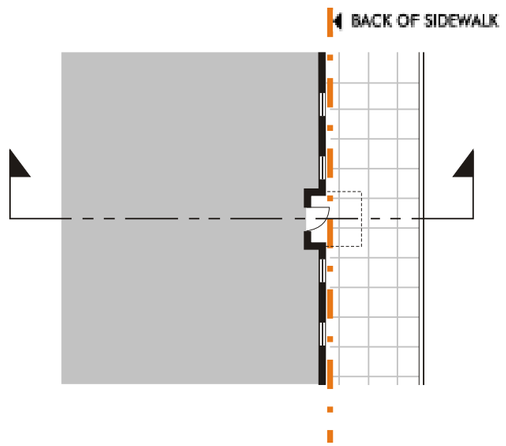
J) Service Entrance

A Service Entrance is an entrance which is used exclusively for the loading and unloading of wares, or as a fire exit, but which is not used for public access.

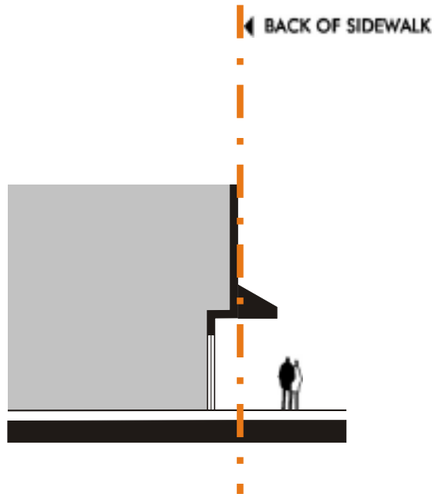
1. Standards

a. Setback areas must be paved or landscaped in accordance with the Private Frontage type used for the main entrance of the associated use.

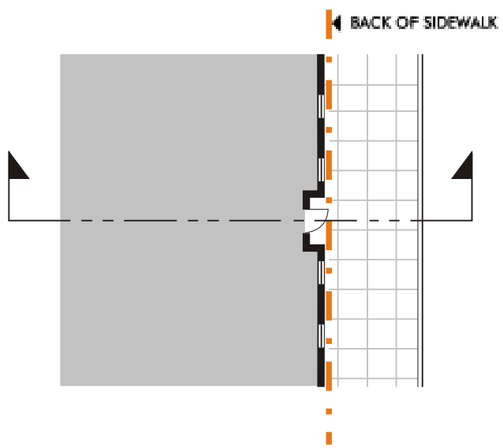
b. Each Service Entrance frontage bay must include an entrance.



Secondary Entrance Frontage - Plan View



Secondary Entrance Frontage - Section View



Service Entrance Frontage - Plan View

2. *Guidelines*

a. Service entrance doors should be non-descript, and should not attract attention. Door windows or ornamented or molded surrounds should be avoided.

b. For parcels occupying more than one Corridor Type, Secondary Entrances shall not face the highest order Corridor Type.

c. Portions of the building Façade containing service or truck doors visible from the public street shall be designed to include attractive and durable materials and be integrated into the architectural composition of the larger building Façade design. Architectural treatments, materials, and colors shall be extended from building Façade areas into the Service Entrance frontage containing truck doors to avoid creating a gap in architectural expression and to maintain a high quality appearance.

d. Loading and services entrances should not intrude upon the public view or interfere with pedestrian activities.

e. If utilized, rollup security doors should be detailed to conceal door housings and tracks and provide an attractive and finished appearance for all exposed components. The roll-up door housing should not protrude more than 6 inches from the building façade plane.

f. Windows within No Entrance frontage should conform to the Building Middle window guidelines in Section 2.8.5(E).

K) Garage Entrance

A Garage Entrance provides access for vehicles into a parking garage.

1. *Standards*

a. Setback areas must be paved in accordance with Section 2.6.3.

b. Each Garage Entrance frontage bay must include a garage entrance.

2. *Guidelines*

a. For parcels occupying more than one Corridor Type, Secondary Entrances shall not face the highest order Corridor Type.

b. For residential garage doors at mixed-use buildings and for all commercial use Garage Entrance doors, single-car garage doors are strongly recommended to avoid projecting an automobile-dominated appearance to the street or alley.

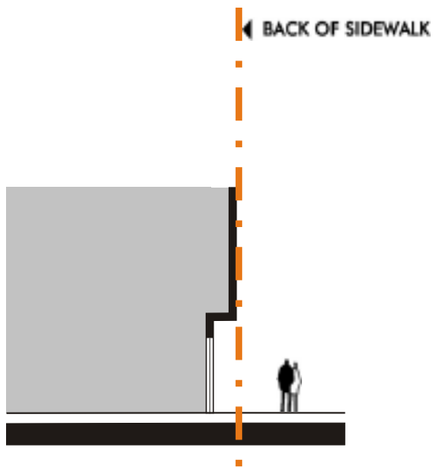
c. Door design treatments such as ornamental panelization or vertically proportioned segmentation and detail should be used to minimize the apparent width of the entrance – in accordance with the selected architectural character.

d. Framing elements such as trellises above openings and ornamental framing around the edges of openings are recommended.

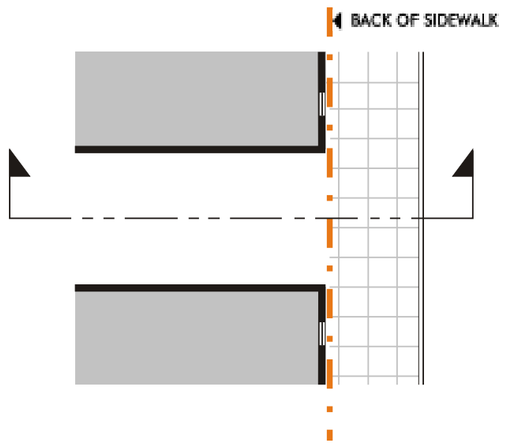
e. Where double car width doors are used, a width of eighteen feet (18'-0") should not be exceeded.

f. At Live/Work frontages, garage or studio doors should be compatible with a residential character. Large featureless doors should be avoided. Glazed multi-panel doors may also be used to impart a residential scale.

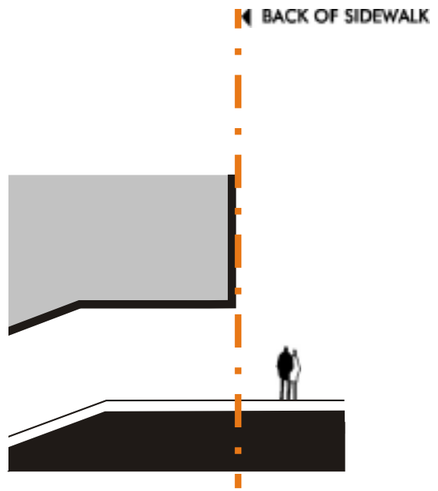
g. At Garage Entrances of Parking Podiums and Freestanding Parking Structures: Vehicle entrances should be treated with architectural articulation and landscape materials, to "mark" an important and frequently used common entrance and make it easily recognizable. Architectural treatment of Garage Entrance openings should include "notching" the mass of the structure or podium at the entry, applying architectural framing to the opening, trellising with or without plant materials, ornamental door grillework, ornamental lighting and signage, etc., consistent with the architectural character of the building.



SERVICE ENTRANCE FRONTAGE - SECTION VIEW



GARAGE ENTRANCE FRONTAGE - PLAN VIEW



GARAGE ENTRANCE FRONTAGE - SECTION VIEW

L) No Entrance

The No Entrance Frontage Type shall be assigned to parts of the Building Base which contain no entrances and cannot be associated with any of the other Frontage Types as described in this section.

1. Standards

a. Setback areas must be paved or landscaped in accordance with the Private Frontage type used for the main entrance of the associated use.

2. Guidelines

a. Large expanses of "blank" façade walls should not appear on buildings and structures. Where visible façade segments are not "active" with frequent Storefronts or other entrances, other design treatments or articulations must be used to maintain visual interest and a sense of security for pedestrians. The following elements may be used, as may others not listed here, provided they meet the same intent:

- Wainscots
- Decorative light sconces
- Statuary
- Bas relief panels
- Murals

b. Frontage treatments should completely enclose the building area behind. With the exception of doors and operable windows, the building area within should not be open to the outside, creating a "breezeway" or "building on stilts" effect.

c. Windows within No Entrance frontage should conform to the Building Middle window guidelines in Section 2.8.5(E).

2.8.5. Building Middle Façade Composition Regulations

The Building Middle usually makes up the largest part of the Façade and therefore sets the tone for the overall appearance of the building. Building Middles must be given a cap treatment, and on larger buildings must be broken up horizontally. Windows must be present in abundant quantities and must provide order and structure to the composition of the façade. The following standards and guidelines will apply to all Building Middles.

A) Cap

Building Middle Caps provide a visual termination to the Building Middle, providing a strong accentuation to the Building Top.

1. Standards

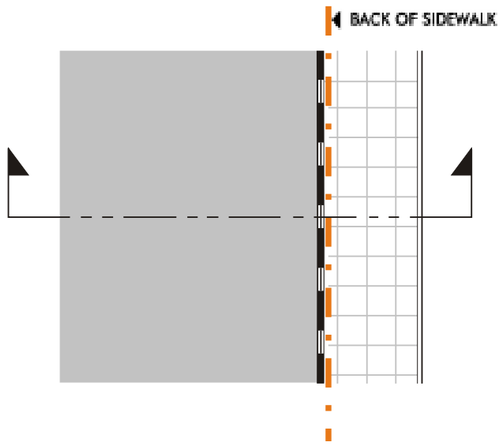
a. A substantial horizontal articulation of the Façade shall be applied at the top of the Building Middle, which will be known as the Building Middle Cap.

b. Building Middle Caps shall be limited to two feet (2'0") of projection into the required setback or right-of-way.

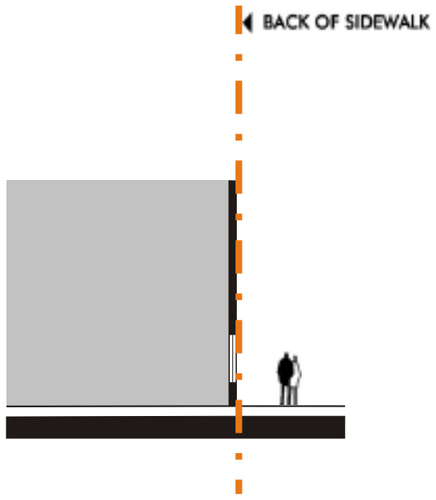
2. Guidelines

a. The Building Middle Cap should be designed according to its Character Type.

b. The Building Middle Cap should be no less than 3 feet in height.



No Entrance Frontage - Plan View



No Entrance Frontage - Section View

Building Middle Cap

B) Length Articulation

Building Middle Length Articulations are established break up long Façades into more comfortable increments, without creating designs that are “busy” and over articulated.

1. Standards

a. The maximum Façade Length Articulation Increment shall be as shown in the Façade Composition Regulations Chart according to Corridor Type.

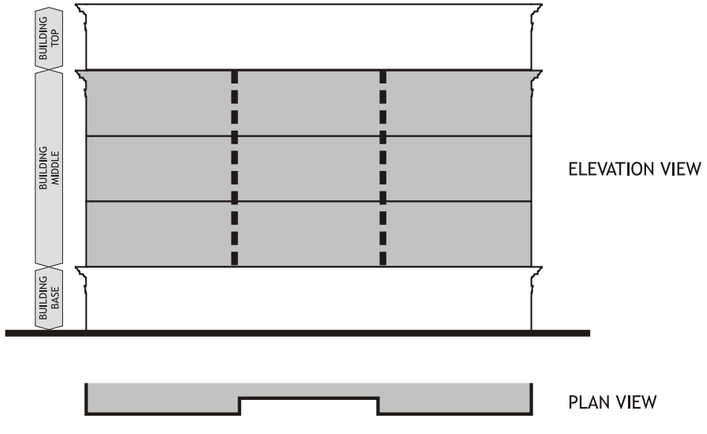
b. Measurement of the horizontal increment shall be from corner to corner for façade offsets, or from centerline to centerline for other articulations.

c. Façade Length Articulations must be aligned vertically with Building Base Length Articulations.

2. Guidelines

a. The Building Middle Length Articulations should be created using façade offsets, which are slight recesses in the wall plane (see Building Middle Length Articulation Graphic).

b. The depth of a façade off set shall be a minimum of one foot, and should not be more than 5 feet. The offset should be vertically straight and should run the full height of the Building Middle.



Building Middle Length Articulation

C) Bay Windows

A Bay Window is a portion of the façade which projects from the primary wall plane over a setback or public right-of-way.

1. Standards

a. Bay Windows are allowed on all Building Middle Façades.

b. Bay Windows shall not project more than 3 feet into the required setback, required stepback, or right-of-way.

c. Bay Windows shall not have a width greater than 10 feet.

d. Bay Windows shall have a minimum height clearance of eight feet (8’-0”) above the sidewalk below.

e. No more than 70% of any façade may consist of Bay Windows.

f. Bay Windows may encompass only one floor, or may extend vertically over two or more floors.

2. Guidelines

a. Bay window jambs should be trimmed with a single vertical jamb casing that extends from the window sash to the corner of the bay. Siding should not be used.

b. Below the window, a decorative panel may accentuate the bay. When Bay windows span more than one floor, these should be treated as spandrel panels which emphasize the verticality of the bay window.

c. Tops of Bay Windows should be accentuated by a compound cornice, a decorative roof, or some other attractive architectural element.

d. The bottom of Bay Windows should be accentuated by brackets, corbels, or a similar architectural element which appears to structurally support the bay.

D) Balconies

A Balcony is a small private open space which gives individual units access to the outdoors.

1. Standards

a. Balconies are allowed on all Building Middle Façades.

b. Balconies shall not project more than 3 feet into the required setback, stepback, or right-of-way.

c. Balconies shall not have a width greater than 15 feet.

d. Balconies shall have a minimum height clearance of eight feet (8’-0”) above the sidewalk below

e. No more than 50% of any façade may consist of balconies.

2. Guidelines

a. Placement of balconies should be vertically and horizontally aligned with other balconies, windows, and similar façade elements.

b. Alcoves may be used in conjunction with balconies to increase the usability of this element, while providing shadow and visual interest to the façade composition.

c. Balconies should be constructed of trim materials appropriate to its designated style, not with wall cladding materials.

E) Windows

Windows are important to visually organizing a façade and to promoting interaction between the public realm and the private realm.

1. Standards

There are no Building Middle Windows standards.

2. Guidelines

a. Overall wall composition within for Building Middles should contain at least 30%, but no more than 60% glazing.

b. A vertical proportion of window panes or window openings (3:2 to 2:1 height: width ratio) should be used. Openings may be composed of a series of vertically proportioned panes or frames.

c. Windows should generally maintain consistency in size, shape, and location across a façade. Unifying patterns should include a common window lintel line and sill line, as well as aligned vertical centerlines of windows and doors, creating a harmonious pattern across the street wall.

d. Window frames should not be flush with walls. Exact minimum inset will vary by Architectural Character Type.

2.8.6. Building Top Façade Composition Regulations

The Building Top is intended to provide a "crown" to the building. Building Tops must be given a cap treatment, and on larger buildings must be broken up horizontally. Windows must be present in abundant quantities and must provide order and structure to the composition of the façade. For buildings or portions of buildings less than 4 stories in height (from street level to roof), a Building Top treatment shall not be required. The following standards and guidelines will apply to all Building Tops.

A) Cap

Building Top Caps provide a grand completion to the Façade,

1. ***Standards***

   a. A substantial horizontal articulation of the Façade shall be applied at the top of the Building Top, which will be known as the Building Top Cap.

   b. Building Top Caps shall be limited to six feet (6'0") of projection into the required setback or right-of-way.

2. ***Guidelines***

   a. The Building Top Cap should be designed according to its Architectural Character Type.

   b. The Building Top Cap should be no less than 4 feet in height.

   c. The location, spacing, materials, and colors of exposed downspouts, gutters, scuppers, and other visible roof drainage components should be incorporated into the architectural composition of the Façade and roof; haphazard placement should be avoided. Downspouts should be concealed within walls.

Building Top Cap

B) Length Articulation

Building Top Length Articulations are established to break up long Façades into more comfortable increments, without creating designs that are "busy" and over articulated.

1. ***Standards***

   a. The maximum Façade Length Articulation Increment shall be as shown in the Façade Composition Regulation Chart according to Corridor Type.

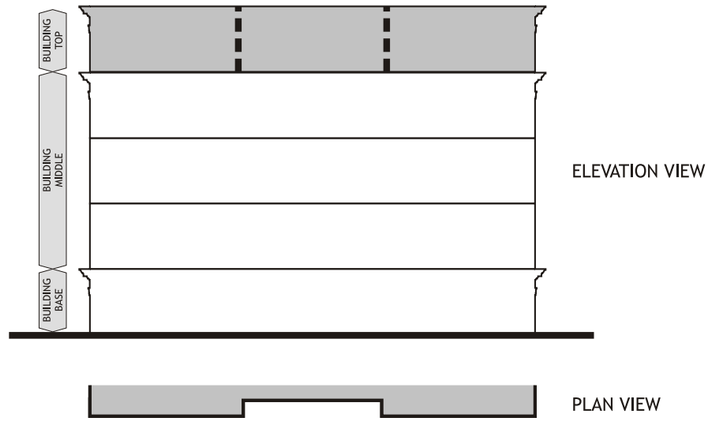
   b. Measurement of the horizontal increment shall be from corner to corner for façade offsets, or from centerline to centerline for other articulations.

   c. Façade Length Articulations must be aligned vertically with Building Middle Length Articulations.

2. ***Guidelines***

   a. The Building Top Length Articulations should be created using façade offsets, which are slight recesses in the wall plane (see the Building Top Length Articulation Graphic).

   b. The depth of a façade off set shall be a minimum of one foot, and should not be more than 5 feet. The offset should be vertically straight and should run the full height of the Building Top.



Building Top Length Articulation

C) Aesthetic Differentiation

Aesthetically differentiating the Building Top from the rest of the Façade can help crown the building in an attractive manner.

1. ***Standards***

   There are no aesthetic differentiation standards.

2. ***Guidelines***

   a. The Building Top should be aesthetically differentiated from the Building Middle. The differentiation may be significant or subtle. Possible approaches include variations in color, materials, ornamentation, or window size or shape.

D) Balconies

A Balcony is a small private open space which gives individual units access to the outdoors.

1. ***Standards***

   a. Balconies within the Building Top shall not project into the right-of-way or required setback, but shall be accommodated by slightly stepping back the Building Top.

2. ***Guidelines***

   a. Placement of balconies and balcony railing posts should be symmetrical and vertically and horizontally aligned with other balconies, windows, and similar façade elements.

E) Windows

Windows are important to visually organizing a façade and to promoting interaction between the public realm and the private realm.

1. Standards

There are no Building Top Windows standards.

2. Guidelines

a. Overall wall composition within for Building Tops should contain at least 30%, but no more than 80% glazing.

b. A vertical proportion of window panes or window openings (3:2 to 2:1 height: width ratio) should be used. Openings may be composed of a series of vertically proportioned panes or frames.

c. Windows should generally maintain consistency in size, shape, and location across a façade. Unifying patterns should include a common window lintel line and sill line, as well as aligned vertical centerlines of windows and doors, creating a harmonious pattern across the street wall.

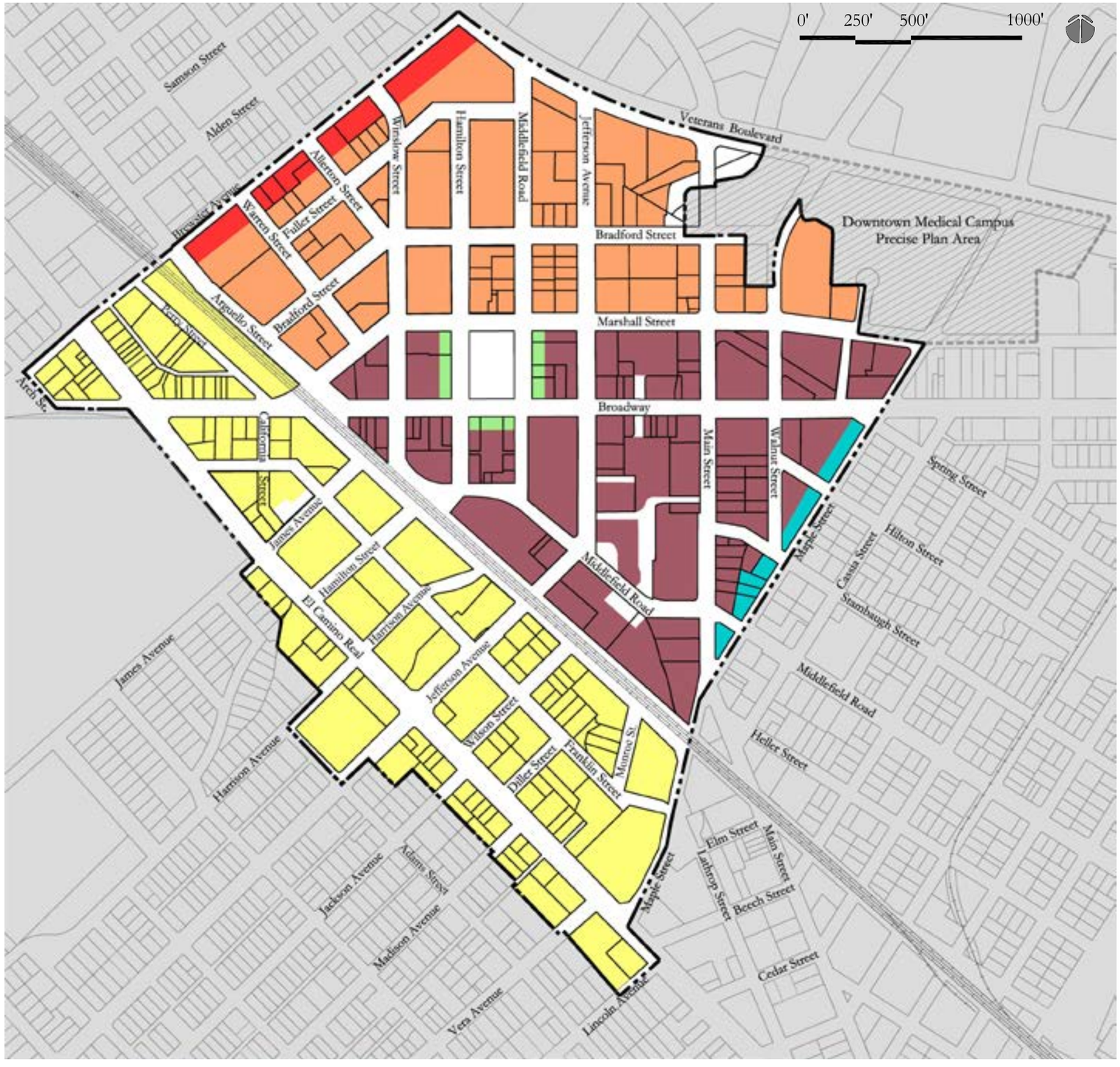
d. Window frames should not be flush with walls. Exact minimum inset will vary by Architectural Character Type.

2.9. ARCHITECTURAL CHARACTER REGULATIONS

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

MAP LEGEND

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



ARCHITECTURAL CHARACTER REGULATIONS MAP

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

Legend:
Permitted : These elements are allowed, by right, as indicated.
--- : These elements are not permitted, as indicated.

2.9.1. Architectural Character Zones

The following Architectural Character Zones are established to regulate architectural character. The Architectural Character Chart indicates which Character Types may be applied within each Architectural Character Zone.

A) Historic Downtown Core

- This zone is intended to reinforce the ornate, traditional, and eclectic character of the oldest district in Redwood City.
- Includes parcels as designated on the Architectural Character Zones Map.

B) Stambaugh-Heller Transition

- This zone is intended to provide for a graceful transition to the historic Stambaugh-Heller neighborhood west of the Downtown Core.
- Includes parcels as designated on the Architectural Character Zones Map.

C) Courthouse Square

- This zone is intended to strongly reflect the classical and art deco character provided to Courthouse Square by the historic Courthouse and the Fox Theatre.
- Includes parcels as designated on the Architectural Character Zones Map.

D) El Camino Corridor

- This zone is intended to echo the Spanish Colonial history of the El Camino Real Corridor.
- Includes parcels as designated on the Architectural Character Zones Map.

E) Mezesville Transition

- This zone is intended to provide for a graceful transition to the historic Mezesville neighborhood east of Downtown.
- Includes parcels as designated on the Architectural Character Zones Map.

F) North of Marshall District

- This zone is intended to encourage a wide variety of styles, including contemporary styles.
- Includes parcels as designated on the Architectural Character Zones Map.

2.9.2. General Definitions and Regulations

The following standards, guidelines, and definitions shall apply to all Character Types.

A) Roofs

1. *Standards*

There are no Roofs standards.

2. *Guidelines*

a. The following roof materials shall be permitted, when they conform to the accompanying guidelines, as specified for each applicable Character Type.

- **Tile:** When "Tile" is referenced hereafter, it will specifically mean authentic terra cotta barrel tiles. Simulated products, particularly stamped sheet metal, should not be used.
- **Slate:** Concrete tile is an acceptable substitute, but exaggerated high-relief surface textures should not be used.
- **Sheet Metal Shingles:** This includes copper, zinc, and alloys. Corrugated sheet metal is not an acceptable substitute.
- **Standing Metal Seam Roofing:** Finishes should be anodized, fluorocoated or painted. Copper, zinc, and other exposable metal roofs should be natural or oxidized. Corrugated sheet metal is not an acceptable substitute.
- **Wood Shakes or Shingles:** Asphalt shingles are an acceptable substitute. Projects using asphalt shingles should use the highest quality commercial grade materials, and be provided with adequate trim elements. Lightweight asphalt shingles should not be used.
- **Tar and Gravel, Composition, or Elastomeric Roofs:** These materials should only be used at flat roof locations, and should be screened from view from adjacent buildings and sites by parapet walls. Light, reflective colors are recommended to minimize heat gain within the buildings.

b. The following guidelines will apply to rooftop equipment and screening:

- All building mechanical equipment located on roofs should be screened from view.
- Roof mounted equipment such as cooling and heating equipment, antennae, and receiving dishes should be completely screened by architectural enclosures that are derived from or strongly relate to the building's architectural expression, or enclosed within roof volumes.
- Screening of on-site mechanical equipment should be integrated as part of a project's site and building design and should incorporate architectural characters, colors and other elements from the roof and façade composition to carefully integrate screening features. Picket fencing, chain-link fencing and exposed sheet metal boxes are not permitted.
- To reduce glare, light colored roofs (including "cool roofs") should be completely screened from view as seen from adjacent streets, sites or buildings by architectural enclosures that are derived from the building's architectural expression, such as parapet walls or other screening treatment.
- Roof-mounted equipment such as antennae and receiving dishes should be located behind parapets, recessed into the slope of roof hips or gables, or enclosed within roof volumes.
- Materials, architectural characters, colors and/or other elements from the Façade composition should be used to integrate the screening into the building's architecture.
- In the design of screening enclosures, use dimensional increments of window spacing, mullion spacing, or structural bay spacing taken from the façade composition.
- Mechanical equipment, including utilities and trash enclosures, should be incorporated into the architecture of the building and included as a part of the building proper. Where equipment is not included as a part of the building, architecturally related screening enclosures should be used.

c. When appropriate for the applied Character Type, mansard roofs should conform to the following design guidelines:

- When used, mansard roofs should fully encompass the Building Top vertically, and should be applied to the entirety of all façades horizontally.
- Mansard roofs should include an edge termination at the peak, which should serve as the Building Top Cap.
- The maximum slope of a mansard roof should be no steeper than three feet of rise for every two feet of run (3:2).

B) Wall Cladding

1. *Standards*

There are no Wall Cladding standards.

2. *Guidelines*

a. For the purposes of this section, the term "wall" shall mean the primary surface of a façade excluding roofs, overhangs, openings, moldings, and ornament.

b. For the purposes of this section "accent" materials shall be a wall cladding material that covers no more than 15% of a façade within its Building Height Articulation Component.

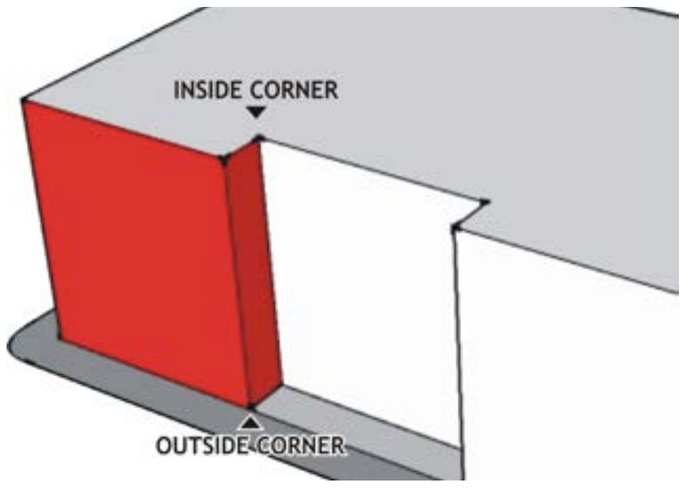
c. Materials used should be appropriate to the architectural character and building type. Nothing in this subsection should be interpreted to override the guidelines in Section 2.9.2.

d. Authentic materials and methods of construction should be used to the degree possible. Where simulated materials are used for reasons of economy, they should be durable and should closely match proportions, surface finishes, and colors of original materials. Below, acceptable substitutes are listed for each applicable permitted material.

e. Vertical changes in wall cladding materials should take place on inside corners (not outside corners). See the Inside and Outside Corners illustration for further clarification. Horizontal changes in wall cladding materials should take place at cornices, belt courses, and other such horizontal ornament.

f. Wall cladding should be applied directly to, and fully enclose, building wall surfaces. Cladding should not be suspended outward of the building wall, as screening, grating, or other such treatments. If solar access is an issue, awnings, canopies, blinds, recessed windows, and other treatments are more appropriate to the Downtown urban setting.

g. The following wall cladding materials and acceptable substitute materials shall be permitted, when they conform to the accompanying guidelines, as specified for each applicable Character Type.



Inside and Outside Corners

- **Brick:** Full size brick veneer is preferable to thin brick tile. When used, brick veneers should be mortared to give the appearance of full-depth brick. Detailing should avoid the exposure of sides of veneer tiles; wrap-around corner and bullnose pieces should be used to further minimize the appearance of veneer. Bricks should be primarily rectangular and horizontally oriented and arranged in a Flemish Bond or Stretcher Bond pattern. Red, yellow, tan or other lighter-colored brick should be used, as they are characteristic brick colors in Redwood City and its region. An antigraffiti coating should be applied at the ground floor level.

- **Wood:** Horizontal sidings such as clapboard, tongue-in-groove, small wood shingles and shakes, and scalloped shingles are acceptable. Larger, more rustic architectural characters of shingles and shakes should not be used. Certain Character Types may specify particular types of siding. Vertical siding such as board and batten should not be used. Trim elements such as edgeboards should be used with all wood siding types. Fiber-Cement or Cementitious Siding (exterior siding products composed of Portland cement, ground sand, cellulose fiber and sometimes clay, mixed with water and cured in an autoclave) are an acceptable substitute for wood siding when used in the formats described above. Extra care must be taken to insure that installing workers are properly trained, proper tools are used for cutting, and non-rusting hardware is used for fastening. Earlier generation wood siding substitute products such as hardboard, oriented-strand board and asbestos board should not be used. "T1-11" plywood panel siding is not recommended. At Storefronts and Building Base Length Articulation, all wood used should be treated as trim, as described below.

- **Stucco:** Close attention should be paid to detail and trim elements for a high quality installation; for EIFS, high-density versions should be specified at the ground floor level to resist impacts. Very stylized or highly textured surface textures are not recommended. Finishes should be smooth and troweled. The pattern of joints should be architecturally coordinated with the overall façade composition, and sealant colors should be coordinated with surface and other building colors. An anti-graffiti coating should be applied at the ground floor level. Cement plaster or stucco-like finishes such as EIFS are acceptable substitutes.

- **Stone:** Stone cladding such as limestone, granite, and marble should be used. Stone veneers, cast stone, and terra cotta are acceptable substitutes. Precast concrete resembling stone may be used with care, and improperly simulated or contradictory finishes should not be used – for example, use of molded concrete or other materials to simulate a random rubblestone wall appearance while being still "panelized" with visible straight-line panel joints. Stone pieces should be primarily rectangular and horizontally oriented and arranged in a Flemish Bond or Stretcher Bond pattern. Glass fiber reinforced concrete (GFRC) or fiber-reinforced plastics (FRP) may be used if their appearance closely approximates the type of stone which they are intended to substitute. An antigraffiti coating should be applied at the ground floor level.

- **Ceramic Tile:** Glazed and unglazed tile may be used as wall cladding. Tiles should be primarily rectangular and horizontally oriented and arranged in a Flemish Bond or Stretcher Bond pattern. Grout color should be coordinated with tile and other building colors.

- **Terra Cotta:** Terra cotta tile may be used as wall cladding. Tiles should be primarily rectangular and horizontally oriented and arranged in a Flemish Bond or Stretcher Bond pattern. Grout color should be coordinated with tile and other building colors.

- **Metal:** This includes profile and other sheet, rolled and extruded metal. As wall cladding, these wall systems should be used as a secondary or accent materials. A high quality, non-fading coating system or paint such as Kynar, Tnemec, etc. is recommended. Where used, sheet metal should be detailed with adequate thickness to resist dents and impacts, and should have trim elements to protect edges.

- **Glass:** When used as a wall cladding material, "Glass" will hereafter refer to glass curtain-walls, or a portion of a façade of one story or greater height consisting of 100% glazing and mullions, where glazing panels may either be transparent windows or opaque spandrel panels. Glass should not be used as a primary wall cladding material.

C) Trim

1. Standards

There are no Trim standards.

2. Guidelines

a. For the purposes of this section, the term "trim" shall mean parts of the façade which provide substantial surface relief, ornamentation, which highlights openings. Examples include overhangs, window and door surrounds, lintels, sills, moldings, and cornices. Storefronts, bay windows, and dormer faces should always be clad in trim materials, and not wall cladding materials.

b. Materials used should be appropriate to the architectural character and building type. Nothing in this subsection should be interpreted to override the guidelines in Section 2.9.3.

c. Authentic materials and methods of construction should be used to the degree possible. Where simulated materials are used for reasons of economy, they should be durable and should closely match proportions, surface finishes, and colors of original materials.

d. Wall cladding materials should never be visible between a door or window and its jamb casing.

e. The following trim materials and acceptable substitute materials shall be permitted, when they conform to the accompanying guidelines, as specified for each applicable Character Type.

- **Wood:** Trim should be smooth milled wood, without visible grain when painted. At Storefronts and Building Base Length Articulation, all wood used should be treated as trim—no siding of any sort should be used. Fiber-reinforced plastics (FRP), cast glass fiber composites ("fiberglass") may be used in molded reproductions of carved wooden architectural ornamentation such as column capitals and bases, architectural columns, cornices, and other trim. Their appearance must closely approximate the type of painted wood element for which they are intended to substitute, and must be coordinated in color and composition with the selected architectural character. They should be located above or away from highly-trafficked areas. For simple wooden trim elements, such as corner boards, fiber-cement, or cementitious boards are acceptable substitutes. Corner boards should have a width:height ratio of no more than 1:16 (measured per floor), and window and door jamb casing boards should be no less than 1" x 4".

- **Stucco:** Close attention should be paid to detail and trim elements for a high quality installation. Finishes should be smooth and troweled. The pattern of joints should be architecturally coordinated with the overall façade composition, and sealant colors should be coordinated with surface and other building colors. At the ground floor level, window and door trim elements should not be made from stucco. They should instead be made of wood, metal, terra cotta, or other contrasting durable materials as appropriate to the applicable architectural Character Type. "Lug sills" (protruding window sills) should not be formed of rigid foam or other substrates sprayed with stucco or other wall finish material. They should instead be constructed with a permanent material such as painted wood, painted FRP, metal, precast concrete, GFRC, terra cotta, or stone. Cement plaster or stucco-like finishes such as EIFS are acceptable substitutes. An anti-graffiti coating should be applied at the ground floor level.

- **Stone:** As well as wall cladding, these materials should be used as a wall base or wainscot materials and for copings, trim, and special decorative elements. Stone veneers, cast stone, and terra cotta are acceptable substitutes. Precast concrete resembling stone may be used with care. Glass fiber reinforced concrete (GFRC) or fiber-reinforced plastics (FRP) may be used if their appearance closely approximates the type of stone which they are intended to substitute. An antigraffiti coating should be applied at the ground floor level.

- **Polished Metal:** Polished metals such as brass, copper, and stainless steel may be used as trim material.

- **Ceramic Tile:** Glazed and unglazed tile may be used as trim material. Grout color should be coordinated with tile and other building colors.

- **Terra Cotta:** Terra cotta tile may be used for trim material. Grout color should be coordinated with tile and other building colors.

- **Wrought Iron**: Wrought iron may be used as a trim material, and should always be painted black.

D) Exposed Parking Garage Materials and Design

1. *Standards*

There are no Exposed Parking Garage Materials and Design standards.

2. *Guidelines*

a. Parking Garage Building Bases must conform to all Façade Composition and Architectural Character regulations applicable to their Corridor Type and Character Zone as put forth in Sections 2.8 and 2.9.

b. Building Middles and Building Tops which consist of exposed parking garages, when permitted in Section 2.6, shall be clad in the following manner:

- **Precast Concrete:** The location and spacing of panel and expansion joints should be incorporated into the façade composition. Castings should be shaped to form architectural profiles that create bases, cornices, pilasters, panel frames, and other elements contributing to façade composition and human scale. Cement type, mineral pigments, special aggregates, and surface textures should be exploited in precast concrete to achieve architectural effects. Grout and sealant colors should be coordinated with castings and other building colors. An antigraffiti coating should be applied at the ground floor level and wherever exposed façade surfaces may be accessible from upper floors through wall openings.

- **Poured-in-Place Concrete:** Long surfaces of uninterrupted flat concrete walls shall not be used. The use of textured form liners, pigments, stains, and/or special aggregates should be used to create rich surfaces. At a minimum, the design of exposed concrete walls should incorporate the location and spacing of formwork tie-holes, expansion joints and control joints into the Façade composition. To the degree possible, formwork should shape architectural profiles of walls that create bases, cornices, pilasters, panel frames, and other elements contributing to façade composition and human scale. Concrete walls may also be clad with other finish materials such as stucco and patterned to match other building walls. An anti-graffiti coating should be applied at the ground floor level and wherever exposed façade surfaces may be accessible from upper floors through wall openings.

- **Concrete Block:** Where concrete blocks are used as the primary wall surface material for a parking structure, creativity in selecting block sizes, surface textures, stacking/bonding patterns, and colors should be used. To avoid an institutional (i.e. "project" or "prison") appearance, a plain stack-bond block pattern of standard size blocks should not be used. Decorative treatments such as alternating block courses of differing heights, alternating surface textures (e.g. precision face and split face) and/or compositions of colored blocks should be used, along with matching cap and trim pieces. Grout colors should be coordinated with block and other building colors. An antigraffiti coating should be applied at the ground floor level and wherever exposed façade surfaces may be accessible from upper floors through wall openings.

E) Windows

1. *Standards*

There are no Windows standards.

2. *Guidelines*

a. Where multi-pane windows are utilized, “true divided light” windows or sectional windows should be used, especially at the ground floor. “Snap-in” muntins (i.e. detachable vertical or horizontal glass plane dividers or glass pane dividers sandwiched between layers of glass) should not be used in commercial, mixed-use, or civic buildings.

b. If horizontal or vertical aluminum sliding windows are used, assemblies with extrusions and frame members of minimum one and one-half inches (1.5”) exterior width dimension should be used to avoid an insubstantial “cheap motel” appearance common to aluminum sliding windows.

c. Windows should not be obstructed by screening, grating, or other such treatments. If solar access is an issue, awnings, canopies, blinds, recessed panes, and other treatments are more appropriate to the Downtown urban setting.

F) Color

1. *Standards*

There are no General Color standards.

2. *Guidelines*

a. Primary building colors, used at building walls, garden walls, and other primary building elements, should be restrained and neutral in hue. Stark, extreme colors such as white or black should not be used as primary wall colors.

b. Secondary color should complement the primary building color, and may be a lighter shade than the body color, or use more saturated hues. Secondary color can be used to give additional emphasis to architectural features such as Building Bases or wainscots, columns, cornices, capitals, and bands; or used as trim on doorframes, Storefront elements, windows and window frames, railing, shutters, ornament, fences, and similar features.

c. Accent colors may be more saturated in color, or brighter in tone, and used to highlight special features such as doors, shutters, gates, ornament, or Storefront elements. Bright colors should be limited to retail establishments, and used sparingly at fabric awnings, banners, window frames, or special architectural details. A restrained use of bright colors allows display windows and merchandise to catch the eye and stand out in the visual field.

d. Colors should be compatible with other buildings in the surrounding area. Colors of adjacent buildings should be taken into consideration, especially where new structures are adjacent to historic buildings.

e. Vertical changes in color should take place on inside corners (not outside corners). See the Inside and Outside Corners illustration in Section 2.9.2(B) for further clarification. Horizontal changes in color should take place at cornices, belt courses, and other such horizontal ornament.

f. Fluorescent colors should not be used on building materials.

2.9.3. Permitted Architectural Character Types

This section contains discussion of the distinct Architectural Character Types required for the Plan Area’s Architectural Character Zones. These Architectural Character Types are included to reinforce both the predominant eclectic nature of building fabric in the project area, and the strong preferences for an appropriate aesthetic for all new buildings and development.

All new construction must select an Architectural Character Type which is permitted within its Architectural Character Zone, and comply with the regulations for that Architectural Character Type. As with the rest of the DTPP, Standards are mandatory for buildings claiming designation of that Architectural Character Type. Guidelines are strongly encouraged, and following them represents the easiest path to project approval, but are not mandatory.

It should be noted that the photos in the following pages are illustrative and should not be construed as regulatory. Not every aspect of every photo is in perfect conformance with every regulation in this plan. Rather, the photos are simply intended to provide visual support to the guidelines for each Architectural Character Type.

This section deals with aspects of building design which overlap those in Section 2.8 Façade Composition. In instances where there is a conflict between Section 2.9 and Section 2.8, the regulations in Section 2.8 shall prevail.

A) Neoclassical

The Neoclassical Character Type is monumental and civic. It is inspired by the late 19th and early 20th Century revivals of classical architecture, brought to prominence in Redwood City and the rest of the United States by influences such as the Chicago World's Fair of 1892. Styles which have inspired the Neoclassical Character type include Neoclassical, Beaux Arts, French Second Empire, Italianate, Richarsonian Romaesque, and certain English Colonial styles such as Georgian. This Character Type should be applied with the intent of conveying a sense of permanence, solidity, and civic importance.

1. Standards

a. The Neoclassical Character Type shall be permitted as shown on the Architectural Character Chart.

2. Guidelines

a. Roofs may be flat, or may be of a mansard type.

b. Where roofs are visible, slate should be used.

c. Wall cladding materials should be stone, ceramic tile, brick, or stucco. Only one primary material should be used within each Façade Height Articulation Element, but materials may vary from Element to Element.

d. Trim materials should be stone, ceramic tile, wrought iron, or stucco. Multiple trim materials may be used.

e. The forms, proportions, and ornamentation of window and door frames, columns, pilasters, capitals, and cornices should be taken from the Classical orders.

f. Building Base and Building Middle Caps shall be simple horizontal belt courses, an ornamented frieze, or a classical cornice. Building Top Caps should be full entablatures (architrave, frieze, and cornice) properly detailed and proportioned according to the Classical orders.

g. Bay windows should be polygonal in plan. The angles of the inside corners of the bay should be 135 degrees.

h. Building Middle and Building Top window shapes should be simple and rectangular. Windows may have arched tops.

i. Building Middle and Building Top windows should be clear and should not be tinted, should be inset a minimum of 6 inches from the adjacent wall plane, and should be of the double- or single-hung type.

j. Building Middle windows should have a simple sill and lintel, although more ornate window trim will be allowed. Building Top windows should feature a prominent molded sill, lintel, and surround.

k. When stucco wall cladding is used, colors should be white, gray, or light earth tones. Only one primary wall color material should be used within each Façade Height Articulation Element, but colors may vary from element to element.

B) Victorian

The Victorian Character Type is inspired primarily by a subset of Victorian architecture known as "Queen Anne," which was dominant in the Bay Area for many years and still characterizes the area today in the minds of many. The Victorian Character Type was also inspired by a wide range of residential styles popular during the late 19th Century and the first years of the 20th Century, such as Edwardian, Eastlake, Greek Revival, National Folk, and Steamboat Gothic.

1. Standards

a. The Victorian Character Type shall be permitted as shown on the Architectural Character Chart.

2. Guidelines

a. Roofs should be eclectic and varied, organized around a hipped roof or cross-gabled arrangement. A prominent steeply-pitched gable (centered or to one side) should dominate the top of the front façade. Turrets with steeply pitched conical roofs are encouraged at corners. Flat roofs should not be used.

b. Roofing may be slate, wood shakes or shingles, or standing metal seam.

c. Wall cladding should be wood or brick. When wood is used, acceptable siding types are clapboard, tongue-in-groove, and scalloped shingles. Types of siding should vary among Height Articulation Elements (Building Base, Building Middle, Building Top). A typical arrangement is scalloped shingles in the Building Top, clapboard below in the Building Middle, and tongue-in-groove in the Building Base (excepting Pilasters and Storefronts, which should be treated as trim).

d. Where wood is the wall cladding material, trim materials should be wood. Where brick is the wall cladding material, trim materials should be stone, ceramic tile, or terra cotta.

e. Façades should be richly ornamented. Gables should feature carved bargeboards. If a front porch is used, it should be decorated with elaborate latticework. Porches and stoops should include spindles.

f. Building Base and Building Middle Caps shall be simple horizontal belt courses, an ornamented frieze, or a cornice. Building Top Caps should be cornices. All cornices should be properly executed and proportioned according to the classical Doric, Ionic, or Corinthian orders.

g. Bay windows should be used generously, and should be polygonal in plan. The angles of the inside corners of the bay should be 135 degrees. At corners, Bay Windows may be round, forming a turret.

h. Window shapes should be simple and rectangular or may have arched tops. Gable windows may have exotic shapes appropriate to Victorian architecture.

i. Building Middle and Building Top windows should be clear and should not be tinted, should be inset a minimum of 3 inches from the adjacent wall plane, and should be of the double- or single-hung type.

j. All windows should feature prominent sills and lintels and ornate surrounds with a composition of base, shaft, and ornamental cap.

k. Rich multi-color combinations of wall and trim colors may be used.

l. Porches, gables, protruding window bays, angled or rounded corners, and turrets should be used to create complex surfaces. Ornate portico or aedicules should be used to give emphasis to entry doors.

C) Craftsman

The Craftsman Character Type draws from architectural styles that emerged after the turn of the 20th century to satisfy tastes for greater simplicity and natural forms, especially in residential buildings. Influences included Shingle Architectural of the East Coast, the Arts and Crafts movement, Prairie and Foursquare homes, and California Bungalows.

1. Standards

a. The Craftsman Character Type shall be permitted as shown on the Architectural Character Chart.

2. Guidelines

a. Front Façades should have a central pitched gable roof perpendicular to the street, or a gable parallel to the street with a dormer above. Dormers may feature a shed roof or a gable. On larger buildings, the primary roof may be hipped, with a series of gables and/or dormers to add visual complexity and interest.

b. Roofing should be wood shakes or shingles.

c. Wall cladding should be wood or stucco. When wood is used, acceptable siding types are clapboard or small singles. Only one primary cladding material should be used within each Façade Height Articulation Element, but materials may vary from element to element.

d. Trim materials should be wood for walls clad in wood, or stucco for walls clad in stucco, with the exception that rafter tails, roof brackets, and similar features should always be wood. Brick may be used for columns, Building Base Pilasters, or Plinths.

e. Craftsman tapered columns or grouped columns should be incorporated into each façade in locations such as entryways, porches, balconies, or dormers. Front Façades featuring a gabled dormer should also use scaled down but similarly ornamented ant pitched gables at entrances.

f. Building Base and Building Middle Caps should be simple horizontal belt courses, a milled wooden molding, an ornamented frieze, or a cornice. Building Top Caps should be deep roof overhangs featuring exposed rafter tails or ornamental brackets. The soffit (i.e. the underside surface of the roof overhang) should be designed as a visible feature and incorporated into the overall architectural composition.

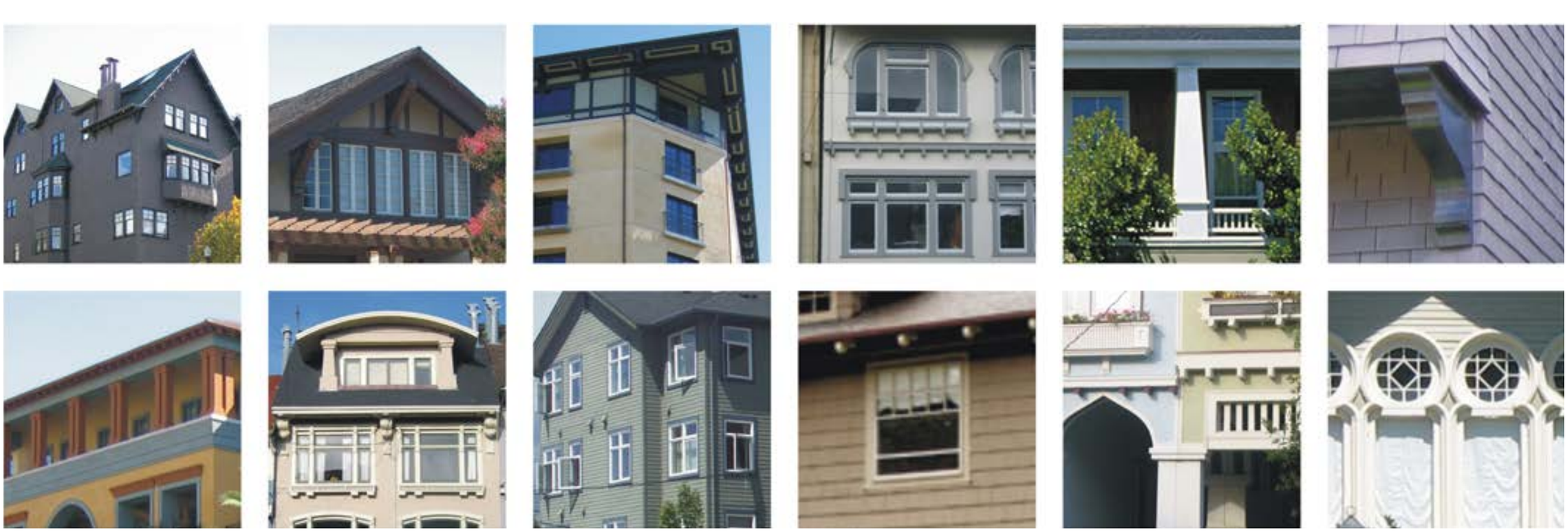
g. Bay windows should be polygonal in plan. The angles of the inside corners of the bay should be 135 degrees.

h. Window shapes should be simple and rectangular.

i. Building Middle and Building Top windows should be clear and should not be tinted, should be inset a minimum of 3 inches from the adjacent wall plane, should be of the double- or single-hung or casement type.

j. Window should feature simple sills, lintels, and surrounds.

k. Colors should be stained wood, white, tan, or rich earth tones. Only one primary wall color material should be used within each Façade Height Articulation Element, but colors may vary from element to element.



D) Mediterranean

The Mediterranean Character Type is inspired by the Mediterranean Revival style, and related styles such as Spanish Colonial Revival, Monterey, and Spanish Eclectic, which first became popular in California beginning in the 1920s. The historic heritage of the California Missions, the exotic imagery of Spain and Mexico in movies, and California's climate being likened to that of the Mediterranean regions of Europe were sources of inspiration for this school of design.

1. Standards

a. The Mediterranean Character Type shall be permitted as shown on the Architectural Character Chart.

2. Guidelines

a. Roofs should be hipped or gabled. Gabled roofs should have a low pitch. Flat roofs with parapet walls with a shaped top profile may be mixed in with hipped and gabled types.

b. All visible roofing materials should be tile.

c. Stucco should be the primary wall cladding material. Wood (clapboard or tongue-in-groove) or stone may be used as accent wall cladding materials.

d. Trim materials should be ceramic tile, terra cotta, wrought iron, or dark painted or stained wood. Multiple trim materials may be used.

e. Building Base and Building Middle Caps shall be simple horizontal belt courses or a cornice. Building Top Caps should be deep roof overhangs featuring brackets, corbels, or other expressed roof overhang supports. The soffit (i.e. the underside surface of the roof overhang) should be designed as a visible feature and incorporated into the overall architectural composition. Soffit beams, coffers, light fixtures and other design articulation are encouraged.

f. Bay windows should be polygonal in plan. The angles of the inside corners of the bay should be 135 degrees.

g. Window shapes should be simple and rectangular or may have arched tops.

h. Building Middle and Building Top windows should be clear and should not be tinted, should be inset a minimum of 6 inches from the adjacent wall plane, and should be of the double- or single-hung type.

i. Building Middle and Building Top windows should feature a prominent but simple sill and lintel.

j. Wall colors should be white or light earth tones such as cream, ochre, or tan. Only one primary wall color material should be used within each Façade Height Articulation Element, but colors may vary from element to element.

E) Art Deco

The Art Deco Character Type is inspired by Art Deco and its related architectural styles—such as Streamline Moderne, WPA Moderne, Art Moderne, and Roadside Moderne. Related exotic decorative architectural styles such as Gothic and Egyptian have also influenced this character type. Art Deco first emerged as a shift in architectural and commercial fashion in between the First and Second World Wars, inspired by changes in machine technology and popular taste.

1. Standards

a. The Art Deco Character Type shall be permitted as shown on the Architectural Character Chart.

2. Guidelines

a. Roofs should be flat, with an ornamented parapet.

b. Building Base and Building Middle Caps shall be simple horizontal belt courses or an ornamented frieze. Building Top Cap should be an ornamented frieze or shaped parapet. Ornamented friezes should feature bas reliefs. Shaped parapets should have a stepped “wedding cake” pinnacle over the main building entrance.

c. Wall cladding should be brick, stone, stucco, terra cotta, or ceramic tile. Only one primary cladding material should be used within each Façade Height Articulation Element, but materials may vary from element to element.

d. Trim materials should be stucco, ceramic tile, terra cotta, or polished metal. Multiple trim materials may be used.

e. Ornamental spandrel panels should be applied above and below windows and as Building Top Caps, creating the appearance of vertical bands. Bas relief ornamental motifs of Art Deco—such as fan-like shapes, zigzag elements, sunbursts, chevrons, stepped arches, and stylized foliage—should be used. Glass blocks may also be used as ornamentation.

f. Verticality should be emphasized with angled or stepped pilasters running vertically through the entirety of Height Articulation Components, or the entire façade located between each vertical row of windows, or every other vertical row of windows. These pilasters should terminate in one of the following manners:

- Terminate just above the bottom of the Building Top Cap, or run through the Building Top Cap and terminate several inches above it. In either case, the face of the pilasters should sit at least 3 inches forward of the face of the Building Top Cap in plan, creating the impression of a buttress.
- Terminate directly below the Building Top Cap, creating the impression of a supporting column. In this case, the face of the pilasters should be flush with the face of the Building Top Cap in plan, and should be capped with a base relief capital featuring and two-dimensional ionic capital or other Art Deco motif.

g. Building Base and Building Middle Caps shall be simple horizontal belt courses or a stepped cornice. Building Top Caps should be ornamented friezes featuring ornamental spandrel panels.

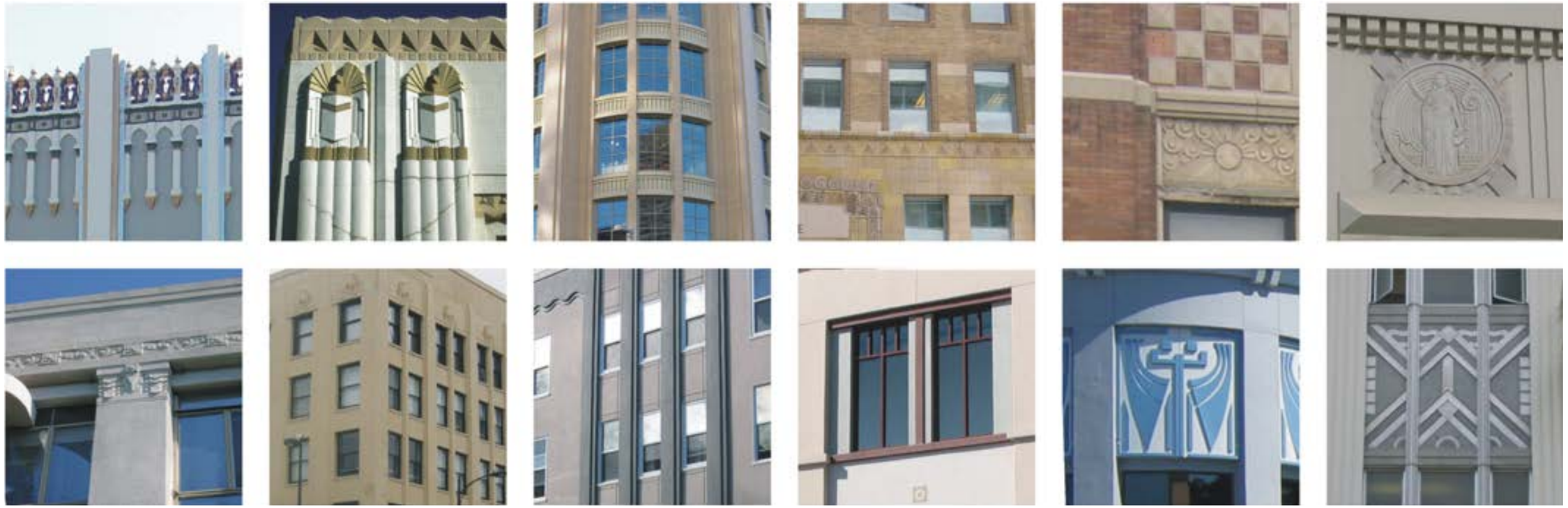
h. Bay windows should be polygonal in plan. The angles of the inside corners of the bay should be 135 degrees.

i. Window shapes should be simple and rectangular.

j. Building Middle and Building Top windows should be clear and should not be tinted, should be inset a minimum of 3 inches from the adjacent wall plane, and should be of the double- or single-hung type.

k. Building Middle and Building Top windows should feature a prominent but simple sill and little or no surround and lintel.

l. Wall colors should be limited to white, tan, or light pastel colors. Only one primary wall color material should be used within each Façade Height Articulation Element, but colors may vary from element to element.



F) Contemporary

For the purposes of this Plan, the Contemporary Character Type is inspired by architectural characters from the mid-20th Century to today, such as Modernism and Post-Modernism. The Contemporary Character Type does not mean "anything goes." It has as thorough a set of guidelines as the other Character Types, and must still conform to the Façade Composition regulations in Section 2.8. The Contemporary Architectural Character Type is unique not because it has lower standards, but because its guidelines draw upon contemporary building materials, modern construction methods, and simple geometric forms to create a visual identity that is strongly distinct from the historically-inspired Character Types.

1. ***Standards***

a. The Contemporary Character Type shall be permitted as shown on the Architectural Character Chart.

2. ***Guidelines***

a. Flat roofs may be used, or shaped roofs may be treated as geometric forms or volumes that may "stand out." Examples include barrel vaults, angled planes, curved planes, and extended overhangs. Mansard roofs may also be used.

b. Roofing may be tile, slate, wood shakes or shingles, sheet metal shingles, or standing metal seam.

c. Wall cladding may be brick, stucco, wood, ceramic tile, terra cotta, or metal. Glass may be used as an accent cladding material (e.g. a vertical bay or the Building Top may be expressed as a curtain wall) but should not cause its respective Building Height Articulation Component to exceed the glazing limit set forth in Section 2.8. Multiple cladding materials may be used within each Façade Height Articulation Element or materials may vary from element to element.

d. Trim materials should be stucco, ceramic tile, or polished metal. Multiple trim materials may be used.

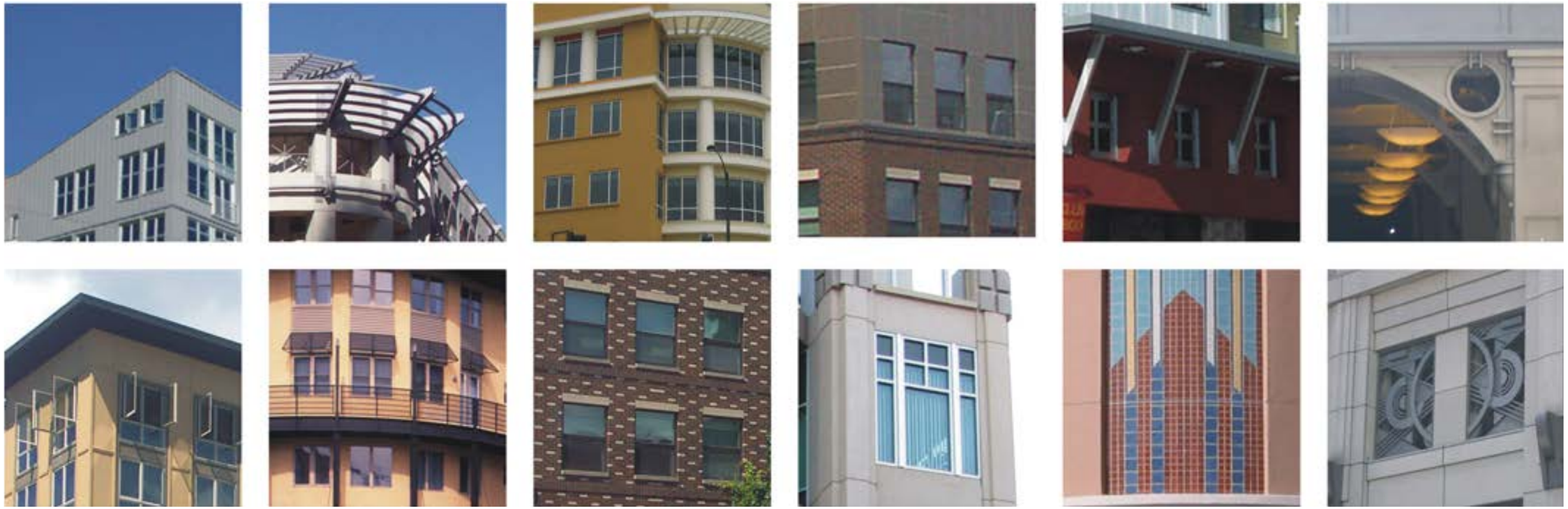
e. Building Base and Building Middle caps may be horizontal belt courses, ornamental friezes, or cornices. Building Top Caps may be ornamental friezes, cornices, or deep roof overhangs featuring brackets, corbels, or other expressed roof overhang supports. When roof overhangs are used, the soffit (i.e. the underside surface of the roof overhang) should be designed as a visible feature and incorporated into the overall architectural composition.

f. Bay windows should be polygonal or rectangular in plan, and the angles of the inside corners of the bay should be 135 or 90 degrees.

g. Window shapes should be generally simple and rectangular, but may have angled or arched tops. Round windows may be used as a secondary window type.

h. Building Middle and Building Top windows may be clear or tinted (if tinted glazing is used, light tints and green, gray or blue hues should be used), should be inset a minimum of 3 inches from the adjacent wall plane, and should be of the double- or single-hung type, casement, or sliders.

i. Building colors should be composed of contrasting hues and tones, with individual building elements or forms emphasized through use of an accent color. Strong, saturated hues should be used to play off of neutral hues. Multiple wall colors may be used within each Façade Height Articulation Element or colors may vary from element to element.



2.10. SIGNAGE REGULATIONS

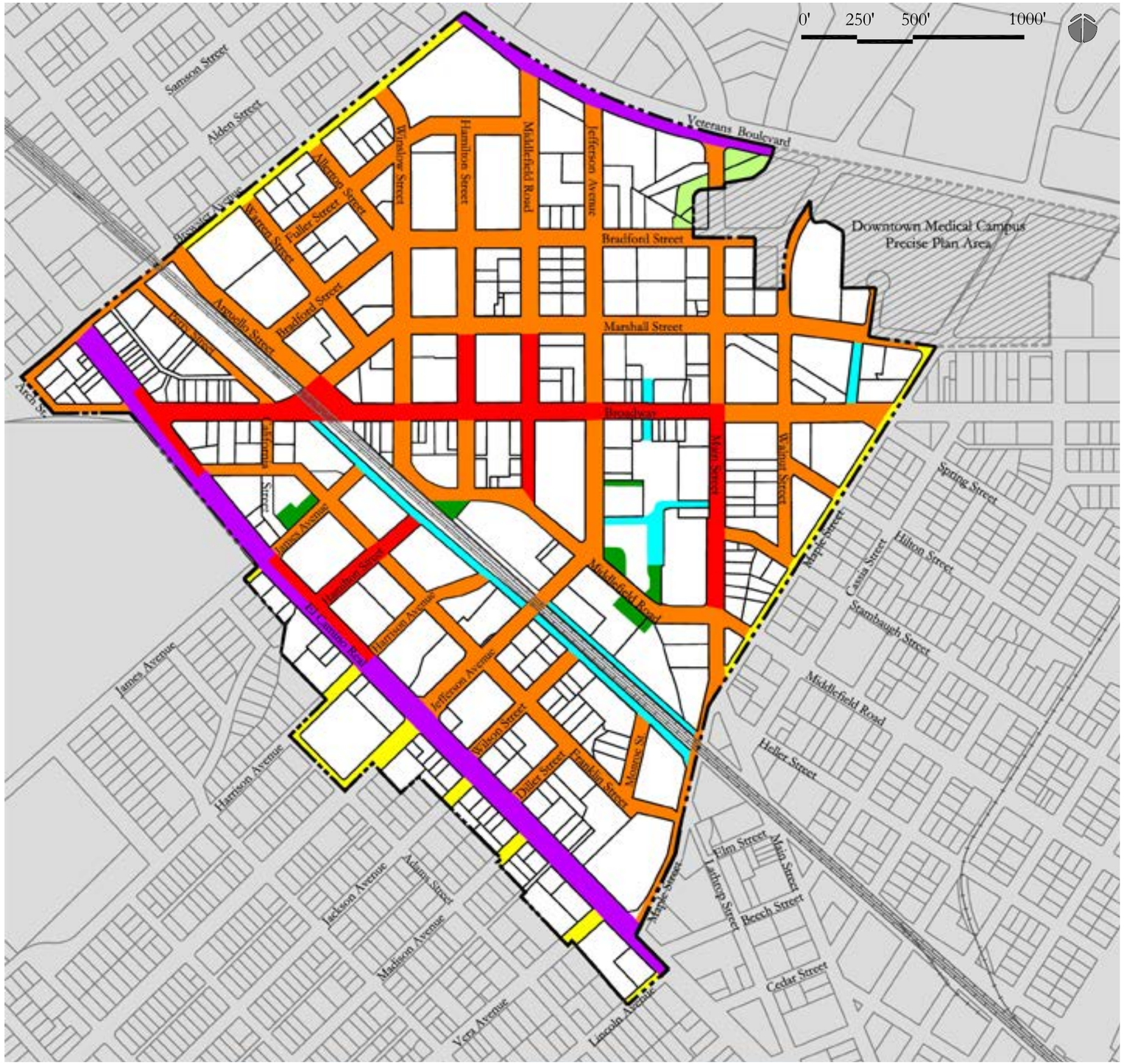
This section contains standards and guidelines for signage to ensure that signs installed in the Precise Plan Area are consistent with the overall quality and character of new development anticipated for Redwood City's Downtown. Regulations include permitted sign types as well as sign size, location,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

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

MAP LEGEND

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

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



SIGNAGE REGULATIONS MAP

SIGNAGE REGULATIONS CHART

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

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

2.10.1. ESTABLISHMENT OF SIGNAGE CORRIDOR TYPES

Signs are regulated by Corridor Type. The following Signage Corridor Types are established for existing streets and required new streets to govern the design and placement of new signs. Regulations for each Corridor Type are applied to parcels as indicated on the Signage Regulations Map.

A) Boulevard

- This Corridor Type was created to ensure that large streets carrying heavy automobile traffic are able to evolve into walkable, enjoyable public spaces, while still serving their vital transportation roles.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Signage Regulations Map.

B) Downtown Core Street

- This Corridor Type was created to ensure that the most significant retail and civic areas are treated in a way that places the utmost priority on pedestrian comfort, convenience, and safety, as well as community building.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Signage Regulations Map.

C) City Street

- This Corridor Type was created to ensure that the typical Downtown street is attractive and comfortable, while allowing enough flexibility in setbacks and other treatments to accommodate a wide variety of treatments and conditions.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Signage Regulations Map.

D) Neighborhood Street

- This Corridor Type was created to ensure that streets which serve as a border between Downtown an adjacent neighborhoods are treated in a way that appropriately respects the context of the existing residential uses.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Signage Regulations Map.

E) Lane

- This Corridor Type was created to allow for the creation and improvement of narrow but appealing passages which provide critical linkages in the Downtown fabric on a small amount of land.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Signage Regulations Map.

F) Redwood Creek

- This Corridor Type was created to allow for the improvement of access to Redwood Creek, which has great potential but is currently underutilized.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Signage Regulations Map.

G) Public Open Space

- This Corridor Type was created to ensure that when development is built directly adjacent to a public open space (without a street in-between) that appropriate access and aesthetic relationships are created between the open space and the buildings.
- Regulations for this Corridor Type are applied to bordering parcels and portions of parcels as designated on the Signage Regulations Map.

2.10.2. GENERAL SIGNAGE REGULATIONS

The following standards and guidelines shall apply to all signs, regardless of type.

1. Standards

a. Sign types not listed in this section are not permitted.

b. For each establishment, one and one-half (1 ½) square feet of total sign area shall be allowed for each linear foot of street frontage. This standard shall be known hereafter as the Linear Frontage Ratio. Unless otherwise noted, all signs (including temporary signs) shall count toward the total sign area permitted based on the Linear Frontage Ratio. For multi-tenant buildings, each establishment shall be calculated individually. For corner establishments, each façade shall be calculated individually. Permitted sign area based on the linear frontage of one establishment or façade shall not be placed on another establishment or façade.

c. Signs shall not be animated unless otherwise noted in this Section 2.10, or the sign is owned and/or operated by the City of Redwood City (if permitted under Chapter 3, Article II of the Redwood City Municipal Code (Redwood City Sign Ordinance)).

d. Commercial messages which identify, advertise, or attract attention to a business, product, service, or event or activity sold, existing, or offered elsewhere than upon the same property where the sign is displayed are expressly prohibited unless the sign is owned and/or operated by the City of Redwood City (if permitted under Chapter 3, Article II of the Redwood City Municipal Code (Redwood City Sign Ordinance)).

e. In the event of a conflict between this Section and any other City code, the provisions of this Section shall apply.

f. Signage displayed on the public right-of-way (i.e. portable menu board signs) shall be addressed pursuant to Chapter 3, Article II of the Redwood City Municipal Code (Redwood City Sign Ordinance), as amended.

g. All issues not specifically addressed herein shall be addressed pursuant to Chapter 3, Article III of the Redwood City Municipal Code (Redwood City Sign Ordinance), as amended.

h. The following definitions shall apply to the Signage Regulations section:

- **Animation**: More than one change in sign's message or lighting within a single twenty-four (24) hour period. An electronic sign as defined Chapter 3, Article II of the Redwood City Municipal Code (Redwood City Sign Ordinance) is an animated sign.
- **Exposed Incandescent Bulb Illumination:** The illumination of a sign by incandescent bulbs which are mounted directly to the face of the sign.
- **Exposed Neon Tube Illumination:** The illumination of a sign by neon tubes which are mounted directly to the face of the sign.
- **External Illumination:** The illumination of a sign by projecting light on to the face of the sign from a light source located outside of the sign, such as "gooseneck" lamps.
- **Halo Illumination:** The illumination of a sign by projecting light behind an opaque letter or emblem which results in the appearance of ring of light around the unilluminated letter or emblem.
- **Internal Illumination:** The illumination of a sign by projecting light on a translucent panel from a light source located inside of an enclosed sign cabinet.
- **Window Area:** Any window pane or group of window panes contained entirely within glazing separators (muntins, mullions, piers, columns, etc.) of one and one quarter (1 ¼) inches or greater in width. Multiple window panes divided by glazing separators less than one and one quarter (1 ¼) inches in width shall be considered to be a single window area.

i. With the exception of Building Identification Wall Signs, no sign shall be located above the ground floor.

2. *Guidelines*

a. In general, only natural construction materials such as wood, metals, ceramic, and stone should be used for signs. Synthetic materials should only be used if they are designed to resemble the recommended natural materials. Plastic or acrylic panels are strongly discouraged.

b. Illumination should consist of incandescent, halogen, neon, LED, and metal halide light sources only. High pressure sodium, low pressure sodium, and fluorescent lighting are strongly discouraged.

c. Contrasting colors should be used between the color of the background and the letters of symbols used. Light letters on a dark background or dark letters on a light background are most legible.

d. Colors or color combinations that interfere with the legibility of the sign copy should be avoided. Too many colors can confuse the message of a sign.

e. Fluorescent colors should be limited to ten (10) square feet of sign area per façade per establishment.

f. Sign design, including color, should be appropriate to the establishment, conveying a sense of what type of business is being advertised.

g. The location of all permanent signs should be incorporated into the architectural design of the building. Placement of signs should be considered part of the overall façade design. Sign locations should be carefully considered, and align with major architectural features.

h. Storefront signage should help create architectural variety from establishment to establishment. In multi-tenant buildings, signage should be used to create interest and variety.

i. All signs (including temporary signs) should present a neat and aligned appearance.

j. All signs (including temporary signs) should be constructed and installed utilizing the services of a professional sign fabricator.

2.10.3. Sign Type Regulations

A property's permitted sign types are determined by Corridor Type as shown on the Signage Regulations Chart. When a property fronts multiple Corridor Types, multiple Sign Types may be combined on that property.

A) Grand Projecting Sign

Grand Projecting Signs are tall, large, vertically oriented signs which project from the building perpendicular to the façade and which are structurally integrated into the building.

1. *Standards*

a. Only one (1) Grand Projecting Sign shall be permitted per establishment.

b. The area of Grand Projecting Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.

c. Grand Projecting Signs shall be no taller than thirty (30) feet from the bottom-most part of the sign to the tallest part of the sign.

d. Grand Projecting Signs may use animation provided such animation consists of flashing lights or chase lights only.

e. Grand Projecting Signs shall project no more than six (6) feet from the façade of the building.

f. No portion of a Grand Projecting Sign shall be lower than twelve (12) feet above the level of the sidewalk or other public right-of-way over which it projects.

g. Letter width shall not exceed two-thirds (2/3) of the sign width.

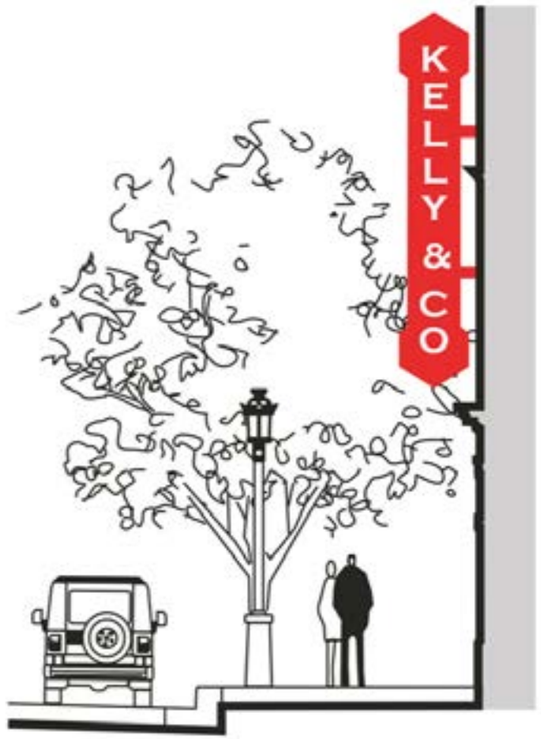
h. No portion of a Grand Projecting Sign shall extend more than ten (10) feet above the roofline.

2. *Guidelines*

a. Materials used in Grand Projecting Signs should be metal and paint only.

b. Grand Projecting Signs should be illuminated by exposed neon tube illumination or exposed incandescent bulb illumination only.

c. Letters should be oriented right-side-up and stacked in a single upright row with the first letter being at the top of the sign and the last letter being at the bottom.



Grand Projecting Sign

B) Marquee Sign

Marquee Signs are large, canopy-like structures mounted over the entrance to a theater.

1. Standards

a. Marquee Signs shall only be located directly above the primary public entrance of the theatre.

b. Only one (1) Marquee Sign shall be permitted per establishment.

c. The area of Marquee Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.

d. Marquee Signs shall have no more than three (3) faces. The total area of all faces of a marquee sign shall not exceed five hundred (500) square feet.

e. Marquee Signs may use animation provided such animation consists of flashing lights or chase lights only.

f. Marquee signs shall project no more than twelve (12) feet from the façade of the building.

g. No portion of a Marquee Sign shall be lower than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

2. Guidelines

a. Materials used in Marquee Signs should be metal and paint only with the exception that plastic or acrylic may be used for readerboards.

b. Marquee Signs should be illuminated by exposed neon tube illumination or exposed incandescent bulb illumination only, with the exception that readerboards may use internal illumination.

Marquee Sign

C) Grand Wall Sign

Grand Wall Signs are large signs located on, and parallel to, large unfenestrated building wall areas.

1. Standards

a. Grand Wall Signs shall only be located on unfenestrated wall areas of two thousand (2,000) square feet in size or greater unless the sign is owned and/or operated by the City of Redwood City (if permitted under Chapter 3, Article II of the Redwood City Municipal Code (Redwood City Sign Ordinance)).

b. Only one (1) Grand Wall Sign shall be permitted per establishment per façade.

c. The area of Grand Wall Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.

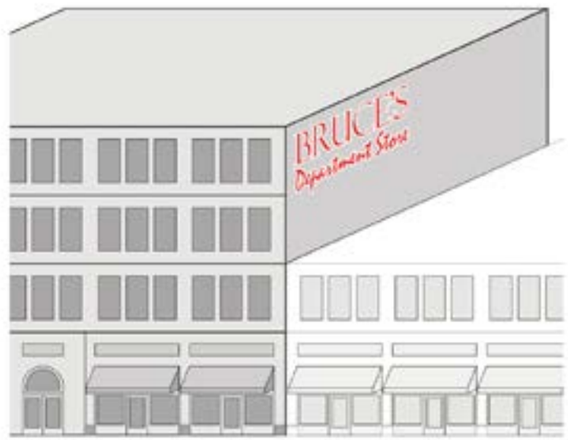
d. The total area of a Grand Wall Sign shall not exceed one thousand (1,000) square feet or twenty-five percent (25%) of the total wall area, whichever is less.

e. Grand Wall Signs shall project no more than one (1) foot from the façade of the building.

2. Guidelines

a. Materials used in Grand Wall Signs should be wood, ceramic, metal, or paint only.

b. Grand Wall Signs should be illuminated by external illumination only.



Grand Wall Sign

D) Wall Sign

Wall Signs are signs which are located on, and parallel to, a building wall.

1. Standards

a. Wall Signs shall only be mounted on a wall area within the Storefront Frontage.

b. No Wall Sign shall exceed one hundred fifty (150) square feet in size.

c. The following types of establishments may use animated Wall Signs: night clubs, movie theaters, and live performance theaters with a capacity of greater than two hundred (200) persons. Animation for such establishments shall consist of flashing lights or chase lights only.

d. Wall Signs shall project no more than one (1) foot from the façade of the building.

2. Guidelines

a. Materials used in wall signs should be wood, ceramic, metal, and paint only with the exception that movie theaters or live performance theaters with a capacity of greater than two hundred (200) persons may use plastic or acrylic may be used for readerboards. Wall signs may also be painted directly onto the façade of the building or inscribed into the façade of the building.

b. Wall signs should be illuminated by external illumination, exposed neon tube illumination, exposed incandescent bulb illumination, or halo illumination only.

c. Where individual letters are used, letters should be three dimensional, created by raised letter forms mounted to the building façade or sign panel, or by incised openings cut out from the sign panel.

Wall Signs

E) Blade Sign

Blade Signs are signs which are oriented perpendicularly to the building façade and which are suspended under a bracket, armature, or other mounting device.

1. Standards

a. Blade Signs shall only be mounted on the wall area below the second floor.

b. No Blade Sign shall exceed sixteen (16) square feet in size.

c. Blade Signs shall project no more than four (4) feet from the façade of the building.

d. No portion of a Blade Sign shall be lower than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

2. Guidelines

a. Materials used in Blade Signs should be wood, metal, and paint only.

b. Blade Signs should be illuminated by external illumination only.

Blade Sign

F) Projecting Sign

Projecting Signs are cantilevered signs which are structurally affixed to the building and oriented perpendicularly to the building façade.

1. Standards

a. Projecting Signs shall only be mounted on wall area below the second floor level.

b. No Projecting Sign shall exceed sixteen (16) square feet in size.

c. Projecting Signs shall project no more than four (4) feet from the façade of the building.

d. No portion of a Projecting Sign shall be lower than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

2. Guidelines

a. Materials used in Projecting Signs should be wood, ceramic, metal, and paint only.

b. Projecting Signs should be illuminated by external illumination, exposed neon tube illumination, exposed incandescent bulb illumination, or halo illumination only.

Projecting Sign

G) Awning Face Sign

Awning Face Signs are signs applied to the primary face of an awning, including sloped awning faces and vertical "box" awning faces.

1. Standards

a. No Awning Face Sign shall exceed twenty percent (20%) of the area of the awning face.

b. Awning Face Signs shall project no farther from the building than its associated awning.

c. No portion of an Awning Face Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

2. Guidelines

a. Awning Face Signs should consist of vinyl or paint applied directly to the awning.

b. Awning Face Signs should be illuminated by external illumination only.

H) Awning Valance Sign

Awning Valance Signs are signs applied to the awning valence.

1. Standards

a. Lettering for Awning Valance Signs shall include one (1) line of lettering not to exceed two-thirds (2/3) the height of the valance or twelve (12) inches, whichever is less.

b. Awning Valance Signs shall project no farther from the building than its associated awning.

c. No portion of an Awning Valance Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

2. Guidelines

a. Awning Valance Signs should consist of metal, or vinyl or paint applied directly to the awning.

b. Awning Valance Signs should be illuminated by external illumination only.

I) Awning Side Sign

Awning Side Signs are signs applied to the side panel of an awning.

1. Standards

a. The area of Awning Side Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.

b. Lettering for Awning Side Signs shall not exceed twelve (12) inches in height with total sign area not to exceed twenty percent (20%) of the area of the awning side area.

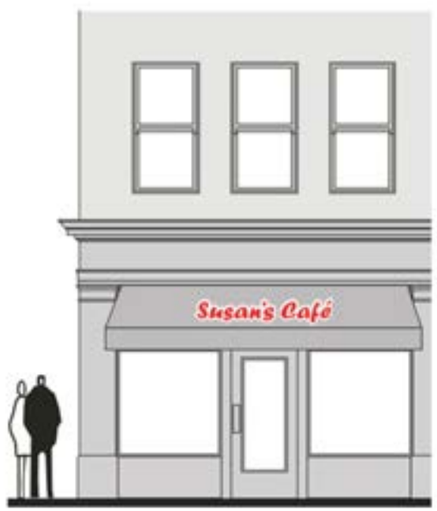
c. Awning Side Signs shall project no farther from the building than its associated awning.

d. No portion of an Awning Side Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

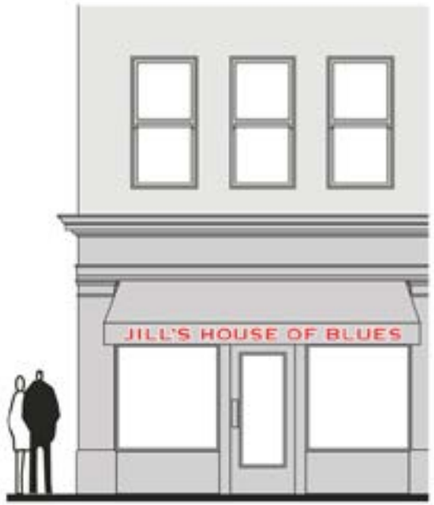
2. Guidelines

a. Awning Side Signs should consist of vinyl or paint applied directly to the awning.

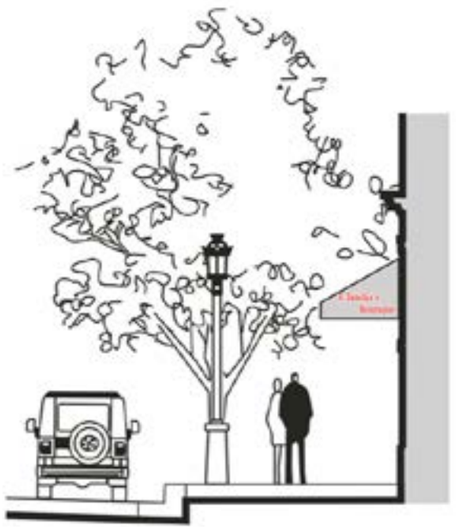
b. Awning Side Signs should be illuminated by external illumination only.



Awning Face Sign



Awning Valance Sign



Awning Side Sign

J) Above Awning Sign

Above Awning Signs are signs which are mounted partially or entirely above the upper edge of a valance of an awning and oriented parallel to the building wall surface.

1. Standards

a. Above Awning Signs shall not exceed one and one-half (1 ½) times the valance height, and width shall not exceed two-thirds (2/3) of the awning width.

b. Above Awning Signs shall project no farther from the building than its associated awning.

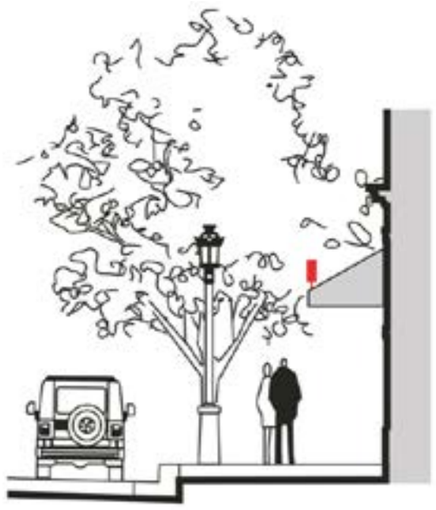
c. No portion of an Above Awning Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

d. Lettering for Above Awning Signs shall include one (1) line of lettering only.

2. Guidelines

a. Materials used in Above Awning Signs should be wood, metal, and paint only.

b. Above Awning Signs should be illuminated by external illumination, exposed neon tube illumination, exposed incandescent bulb illumination, or halo illumination only.



Above Awning Sign

K) Under Awning Sign

Under Awning Signs are signs which are suspended under an awning, perpendicular to the building Façade.

1. Standards

a. Under Awning Signs must be located adjacent to a public entrance from a city sidewalk.

b. No more than one (1) Under Awning Sign shall be permitted per establishment per façade.

c. The area of Under Awning Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.

d. No Under Awning Sign shall exceed three (3) square feet in size.

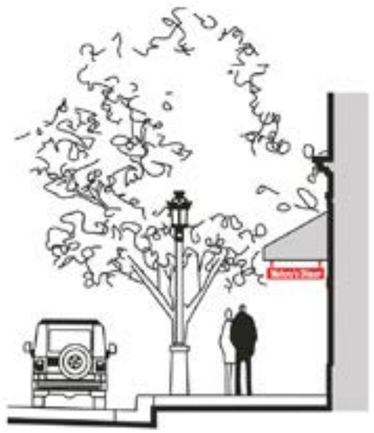
e. Under Awning Signs shall project no farther from the building than its associated awning.

f. No portion of an Under Awning Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

2. Guidelines

a. Materials used in Under Awning Signs should be wood, metal, and paint only.

b. Under Awning Signs should be illuminated by external illumination only.



Under Awning Sign

L) Canopy Fascia Sign

Canopy Fascia Signs are signs which are mounted to the front or side fascia of a canopy and contained completely within that fascia.

1. Standards

a. The height of Canopy Fascia Signs shall not exceed two-thirds (2/3) the height of the fascia or twelve (12) inches, whichever is less.

b. The width of Canopy Fascia Signs shall not exceed two-thirds (2/3) of the canopy width.

c. Canopy Fascia Signs shall project no farther from the building than its associated canopy.

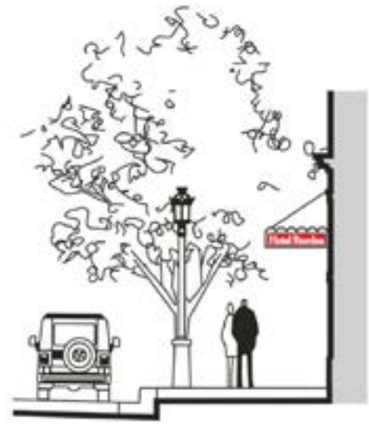
d. No portion of a Canopy Fascia Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

e. Canopy Fascia Signs shall consist of only one (1) line of lettering articulated as individual letters mounted directly to the canopy.

2. Guidelines

a. Materials used in Canopy Fascia Signs should be metal and paint only.

b. Canopy Fascia Signs should be illuminated by external illumination or exposed neon tube illumination only.



Canopy Fascia Sign

M)Above Canopy Sign

Above Canopy Signs are signs which are mounted partially or entirely above the front fascia of a canopy and oriented parallel to the building wall surface.

1. Standards

a. The height of Above Canopy Signs shall not exceed one and one-half (1 ½) times the height of the fascia or twenty-four (24) inches whichever is less.

b. The width of Above Canopy Signs shall not exceed two-thirds (2/3) of the canopy width.

c. Above Canopy Signs are permitted only above the front fascia of a canopy.

d. Above Canopy Signs shall project no farther from the building than its associated canopy.

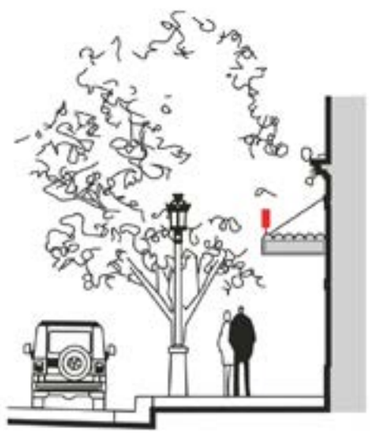
e. No portion of an Above Canopy Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

f. Lettering for Above Canopy Signs shall include only one (1) line of lettering using individual letters only.

2. Guidelines

a. Materials used in Above Canopy Signs should be wood, metal, and paint only.

b. Above Awning Signs should be illuminated by external illumination, exposed neon tube illumination, exposed incandescent bulb illumination, or halo illumination only.



Above Canopy Sign

N) Under Canopy Sign

Under Canopy Signs are signs which are suspended under a canopy, perpendicular to the building Façade.

1. Standards

a. No more than one (1) Under Canopy Sign shall be permitted per establishment per façade.

b. Under Canopy Signs must be located adjacent to a public entrance from a City sidewalk.

c. The area of Under Canopy Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.

d. Under Canopy Signs shall not exceed three (3) square feet in area.

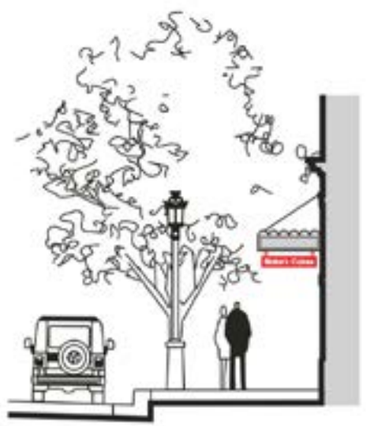
e. Under Canopy Signs shall project no farther from the building than its associated canopy.

f. No portion of an Under Canopy Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

2. Guidelines

a. Materials used in Under Canopy Signs should be wood, metal, and paint only.

b. Under Canopy Signs should be illuminated by external illumination only.



Under Canopy Sign

O) Recessed Entry Sign

Recessed Entry Signs are signs which are oriented parallel to the building façade and which are suspended over a recessed entry.

1. Standards

a. No Recessed Entry Sign shall exceed twenty (20) square feet in size.

b. Recessed Entry Signs shall not project beyond the façade of the building.

c. No portion of a Recessed Entry Sign shall be lower than eight (8) feet above the level of the sidewalk.

2. Guidelines

a. Materials used in Recessed Entry Signs should be wood, metal, and paint only.

b. Recessed Entry Signs should be illuminated by external illumination only.

Recessed Entry Sign

P) Window Sign

Window Signs are signs which are applied directly to a window or mounted or suspended directly behind a window.

1. Standards

a. Window Signs shall be permitted on windows below the second floor level only.

b. No more than twenty-five percent (25%) of any individual window area shall be covered or otherwise occupied by signage.

c. The letter height of each Window Sign shall not exceed twelve (12) inches and must be taller than four (4) inches.

2. Guidelines

a. Ground floor Window Signs should consist of vinyl or paint applied to the glass, neon mounted or suspended behind the glass, or framed and mounted paper signs.

b. Ground floor Window Signs should be illuminated by exposed neon tube illumination only.

Window Sign

Q) Building Identification Canopy Fascia Sign

Building Identification Canopy Fascia Signs are signs which are mounted to the front or side fascia of a canopy, contained completely within that fascia and oriented parallel to the building wall surface and which announce the name of a building.

1. Standards

a. Building Identification Canopy Fascia Signs shall be located only on the fascias of a canopy above the primary building entrance and shall be located entirely within the canopy fascia.

b. Only one (1) canopy per façade may have Building Identification Canopy Fascia Signs.

c. The area of Building Identification Canopy Fascia Signs shall not count towards the total sign area permitted based on linear frontage.

d. Building Identification Canopy Fascia Signs shall not exceed one (1) line of lettering not to exceed two-thirds (2/3) the height of the fascia or twelve (12) inches, whichever is less.

e. Building Identification Canopy Fascia Signs shall project no farther from the building than its associated canopy.

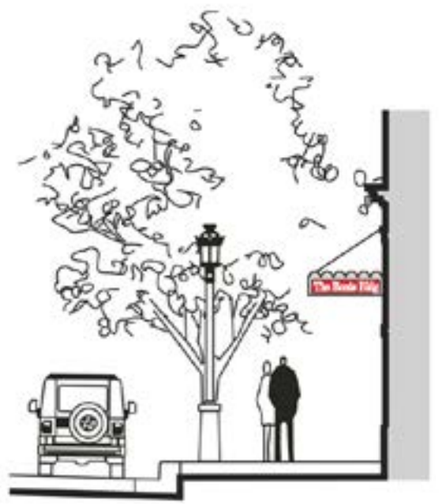
f. No portion of a Building Identification Canopy Fascia Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

g. Lettering for Building Identification Canopy Fascia Signs shall include only one (1) line of lettering using individual letters only.

2. Guidelines

a. Building Identification Canopy Fascia Signs should consist of metal letters, vinyl or paint applied to canopy, or may be inscribed into the canopy.

b. Building Identification Canopy Fascia Signs should be illuminated by external illumination only.



Building Identification Canopy Fascia Sign

R) Building Identification Wall Sign

Building Identification Wall Signs are signs located on, and parallel to a building wall which announce the name of a building.

1. Standards

a. Building Identification Wall Signs shall be located only on the Building Base Cap or the Building Top Cap, or above the entrance to main building lobby.

b. Only one (1) building identification wall sign shall be permitted per building per street-facing façade. For Tower disposition types, one building identification wall sign shall be allowed in the Building Top Cap on each façade of the tower.

c. The area of Building Identification Wall Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.

d. Building Identification Wall Signs shall be no taller than twenty-four (24) inches in height.

e. Building Identification Wall Signs shall project no more than one (1) foot from the façade of the building.

2. Guidelines

a. Building Identification Wall Signs should be inscribed into the façade, painted onto the façade, or constructed of individual metal letters.

b. Building Identification Wall Signs should be illuminated by external illumination or halo illumination only.

S) Building Identification Window Sign

Building Identification Window Signs are signs applied directly to a window or mounted or suspended directly behind a window.

1. Standards

a. Building Identification Window Signs shall only be located on a transom window above a primary entrance, or the glazed area of primary door.

b. Only one (1) Building Identification Window Signs shall be used per building per street-facing façade.

c. The area of Building Identification Window Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.

d. No more than twenty-five percent (50%) of any individual window area shall be covered or otherwise occupied by signage.

e. The letter height of each Building Identification Window Sign shall not exceed twelve (12) inches and must be taller than four (4) inches.

2. Guidelines

a. Building Identification Window Sign should consist of vinyl or paint applied to the glass only.

b. Building Identification Window Sign should not be illuminated.

T) Temporary Window Sign

Temporary Window Signs are signs which are applied directly to a window or mounted or suspended directly behind a window and are designed, constructed and intended for display on private property for a period of not more than ninety (90) consecutive days per year. Examples include “grand opening”, “special sale,” and seasonal signage.

1. Standards

a. Temporary Window Signs shall be located only on ground floor windows on building façades which face a public street or a parking lot.

b. Temporary Window Signs may not exceed six (6) square feet in size.

c. Temporary Window Signs shall not cause the total amount of the window area covered with signage to exceed twenty-five percent (25%).

d. Temporary Window Signs which satisfy the Temporary Window Sign standards and guidelines, and the General Signage Regulations standards and guidelines do not require a permit.

2. Guidelines

a. Temporary Window Signs should be constructed of paint applied directly to the glass or framed paper signs placed behind the glass.

b. Temporary Window Signs should not be illuminated.

Building Identification Wall Sign

Building Identification Window Sign

Temporary Window Sign

U) Temporary Wall Sign

Temporary Wall Signs which are located on, and parallel to, a building wall and are designed, constructed, and intended for display on private property for a period of not more than ninety (90) consecutive days per year. Examples include “grand opening”, “special sale,” and seasonal temporary banner signage.

1. Standards

a. Temporary Wall Signs shall only be mounted on a wall area below the second floor level which faces a public street or a parking lot.

b. A maximum of one (1) Temporary Wall Signs is allowed per establishment.

c. No Temporary Wall Signs shall exceed thirty-two (32) square feet in area.

d. Temporary Wall Signs shall project no more than one (1) foot from the façade of the building.

2. Guidelines

a. Materials used in Temporary Wall Signs should consist of a flexible vinyl material with grommet holes installed around the edges to accommodate attachment to a building.

b. Temporary Wall Signs should not be illuminated.

Temporary Wall Sign

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BOOK III: CITY ACTIONS

The revitalization and success of Downtown will be supported by the city actions and investments outlined in this chapter of the *Downtown Precise Plan.* City actions and investments can be strategically timed, scheduled and directed to specific areas and projects to further revitalization, unlike private investment, the order or timing of which cannot be directly controlled or prioritized. The intertwining of regulatory control (contained in Book II) with the strategic investment of limited public resources (planned in this chapter, Book III) is intended to accelerate the revitalization process and add to the appeal and success of Downtown as a great place.

City actions will be guided by the *Goals and Principles* described in Book I, which are flexible enough to allow for opportunities that cannot be predicted, and clear enough to prioritize actions and investments on an ongoing basis. As vision becomes reality and Downtown is revived as the "heart of the City" and developed as the primary entertainment center of the Peninsula, new and different actions may be required and implemented. Planned projects will be undertaken as opportunities and resources permit.

It is important to note that none of the past or future projects should be considered silver bullets. No project on its own can create a dynamic, vibrant, economically sustainable urban district. If one notices that a record-breaking swimmer eats a high-protein diet, he cannot switch to a high-protein diet and expect gold medals to naturally follow. Just as there are many factors behind a champion athlete's success, many factors must be present for Downtown's ultimate potential to be realized.

Over $50 million has been committed by the city and its Redevelopment Agency in the past several years to jumpstart the revitalization of Downtown. The developer of the Cinema Block expended an additional $75 million to construct 85,000 square feet of new restaurant and retail uses as well as a 20-screen, 4,200 seat state-of-the-art movie complex. Book III begins with a brief look at some of the most important recent investments, and is followed by a detailed discussion of several projects and programs which can help Downtown along its path to revitalization.

SUMMARY OF RECENTLY COMPLETED AND POTENTIAL FUTURE PROJECTS

3.1. RECENTLY COMPLETED PROJECTS

While this plan reaffirms the commitment to the revitalization of Downtown, sharpens the vision, and takes a strong step toward making it a reality, it does not represent a dramatic change of course for Redwood City. The City's commitment to Downtown is strong and long-running. In particular, the last twelve years have seen a series of well-designed and well-executed projects which have improved Downtown significantly. The dedication to Downtown has been steady, and can be expected to remain so.

The following projects were developed and implemented as part of the Downtown revitalization program, and were completed prior to approval of the Downtown Precise Plan.

3.1.1. Public Open Spaces

A primary community objective established in the Downtown Precise Plan is the integration of the public and private realm to provide a network of great public open spaces that connect to and complement Broadway and to offer up a sequence of unfolding places that inspire people to walk and to linger in the center of the city. The existing network of public open space is discussed in Section i.2.5, and proposed new public spaces are discussed in Section 3.2.1. The following Section contains a record of the recently complete projects which demonstrate a long-standing commitment to the creation of well-designed parks and plazas in the best locations and in meaningful quantities.

A) Post Office Paseo

The outdoor space adjacent to the post office on Jefferson Avenue, once a muddy and overgrown vacant lot, was improved in 2008 to function as a safe, well-lit pedestrian walkway connecting the Main Street parking lot to the Cinema block. The space includes a mini-plaza, an outdoor café, and a mini-park, as well as an innovative demonstration site for stormwater runoff best management practices. In addition, care was taken to preserve existing trees and incorporate them into the new design.

Post Office Paseo (Before)

Post Office Paseo (After)

B) Courthouse Square

In 2005, the City demolished the San Mateo Courthouse Annex building in order to restore the visibility and prominence of the primary iconic landmark of Redwood City, the 1910 San Mateo County Courthouse building. The renovation of the historic Courthouse Building, now occupied by the San Mateo History Museum, included the reconstruction of the historic portico of the 1910 San Mateo County Courthouse building, and the provision of a public open space in the same location as once existed in front of the Courthouse building. The new plaza, completed in 2007, is designed to accommodate formal and informal gatherings, and functions as the community's primary "outdoor living room" in the center of the City.

Courthouse Square (Before)

The plaza at Courthouse Square features a large, decoratively paved plaza at the foot of the Courthouse portico. Two semi-enclosed pavilions flank the central plaza space, framing views of the Courthouse and Fox Theatre, while providing shade and incorporating vendor kiosks which offer food service and other activity-generating offerings. The pavilions and kiosks are surrounded by comfortable tables and chairs, and are outfitted with night lighting to allow activity to occur on warm evenings. A series of ornamental fountain bowls featuring water cascading into two basins at the main plaza level define the edge of the central space along with stair-like "seating edges" and add the pleasing sound of falling water to the plaza experience.

Courthouse Square was the centerpiece of a group of Downtown projects which were awarded a *Charter Award* for Outstanding Urban Design by the Congress for the New Urbanism in 2007.

Courthouse Square (After)

3.1.2. Civic Art

The public realm can be enhanced by well-sited civic art. Sometimes, civic art is purely for enjoyment, and sometimes it serves a utilitarian function in an attractive way. In either instance, civic art makes the city a more enjoyable place and is an important part of the urban fabric.

A) Wayfinding Program

The Wayfinding Program, completed in 2007, assists visitors in finding their way into and around Downtown. Giving equal emphasis to vehicles and pedestrians, signage unique to Redwood City directs visitors to key destinations and parking facilities within the Downtown. The program also directs visitors into the Downtown from perimeter roads, arterials, and freeway off ramps. "You Are Here" maps are also strategically placed throughout the Downtown to help orient people to their destinations in relation to where they have parked.

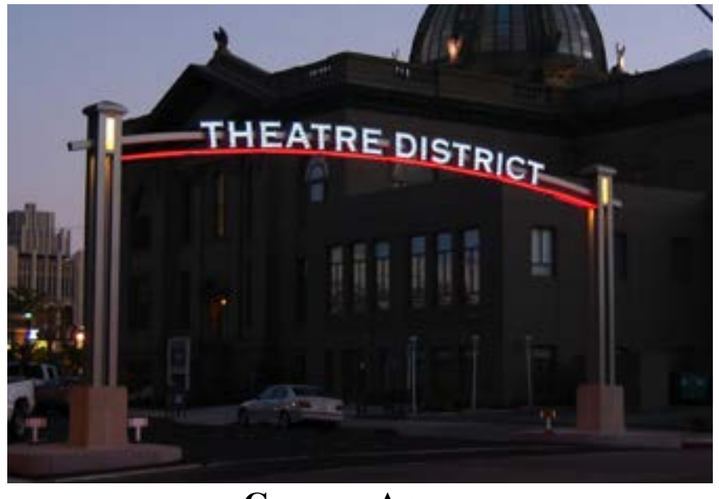
In addition, a "Path of History" self-guided walking tour was recently installed in 2010, featuring signage and plaques highlighting Downtown's unique historic places and important past events.

Wayfinding Signs

B) Gateway Arches

In the early to mid 20th Century, a gateway arch welcomed travelers on El Camino Real to Redwood City. In the 1990s replicas were installed on Broadway at both ends to serve the same purpose. The arches mimic the historic arch, with some moderns twists, and are brightly lit with neon at night, contributing to Downtown's image as an entertainment district.

The Theatre District arch was installed in 2008 on Middlefield at Marshall to welcome visitors into the "Core of the Core," as well as to assist visitors parking at the County Center in finding their way to the center of Downtown. The arch is festively lit with red neon and white incandescent bulbs, and is intentionally one-sided, creating a feeling of being distinctly within, or outside of, the entertainment district.



Gateway Arches

C) Clock Tower

About 30,000 cars per day pass along the edge of Downtown on El Camino Real. While this represents a huge pool of potential customers for Downtown businesses, the peculiarities of Downtown's configuration makes it difficult to capitalize on this potential economic resource. Broadway intersects El Camino at an odd angle, making visibility into the Downtown area difficult, and the deflected intersection of Broadway at the railroad tracks—coupled with the design of Arguello Plaza—creates the impression that Broadway's commerce extends for only one block. The clock tower was installed in the late 1990s to announce Downtown's presence to passersby and to entice them into the area.

Clock Tower

3.1.3. Complete Streets

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

Several improvements have been made recently which improve the functioning of Downtown's streets in all of these areas.

A) Pedestrian Connectivity, Safety, and Convenience

Broadway, 2600 Block

This segment of Broadway runs from the Caltrain railroad tracks on the east to El Camino Real on the west, and is an important gateway into Downtown. To enhance the Downtown experience along this street, several improvements were made to the roadway. The roadway was converted from four lanes to two lanes, and the parallel street parking was replaced with diagonal street parking. These changes created a smaller roadway with slowed traffic, improved conditions for bicycle travel, and made a more pleasant atmosphere for walking and outdoor dining. Painted bulb-outs and highly visible markings were also added to the crosswalks to improve pedestrian access and safety. Also, painted bulb outs were added along the outdoor cafes, creating a buffer between restaurant patrons and passing traffic.

Broadway, 2100 and 2200 Blocks

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

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

These streetscape improvements were part of a group of Downtown projects which were awarded a *Charter Award* for Outstanding Urban Design by the Congress for the New Urbanism in 2007.

Middlefield Road

In 2003 Middlefield Road, between Main Street and Jefferson Avenue, was narrowed from 4 lanes to 2 lanes in order to calm traffic. This enhanced pedestrian safety in an area which is heavily walked due to adjacent uses, such as City Hall, the Library, and restaurants. In 2010 the street was enhanced further by the installation of mid-block bulbouts and a high-visibility mid-block crosswalk.

Theatre Way

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

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

Theatre Way II

The improvements put in place on Middlefield between Broadway and Veterans Boulevard in 2007 focused on remaking Middlefield as an inviting gateway into the "Theatre District." The intersection of Veterans and Middlefield has been improved with pedestrian-scale lighting, banners, and signage directing visitors to the theatres as well as to the free parking located at the County Garage during the entertainment peak hours. The walk from the garage to the theatres has been enhanced with pedestrian scale signage, improved access ramps, and "You Are Here" maps, as well as dynamic and festive lighting features.

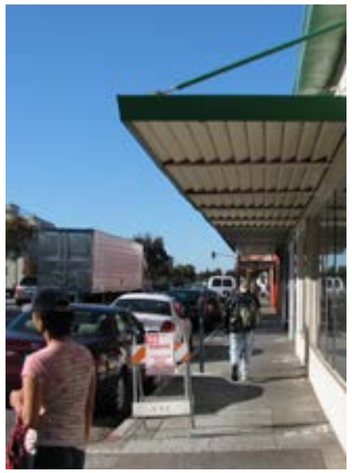
Broadway, 2600 Block

Broadway, 2100-2200 (Before and After)

Theatre Way

El Camino Real, 700 Block

The Grand Boulevard Initiative is a collaboration of 19 cities, San Mateo and Santa Clara counties, and local and regional agencies united to improve the performance, safety, and aesthetics of El Camino Real. Redwood City is deeply involved in the effort, and has taken a leadership position by completing work on one of the first improvement projects in the county. The project, completed in 2010, included the narrowing of the roadway, widening of the sidewalks, the planting of three rows of Chinese Elm trees, new street lighting, bicycle parking, and benches, among other improvements. This block serves as a model for the entire Downtown Redwood City segment of El Camino, which the City hopes to improve similarly in the coming years.



El Camino Real, 700 Block (Before and After)

Theatre Way II

B) Traffic Calming and Bicycle Facilities

Jefferson Avenue

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

Winslow Street

In 2009, Winslow Street—from Brewster to Broadway—was resurfaced and narrowed from four automobile travel lanes to two. In addition, full Class II bicycle lanes were added. These bike lanes tie in to a larger network in the area which has been incrementally growing over the past several years. Also, Winslow Street between Broadway and Middlefield was improved by the addition of on-street parking, and by converting parallel parking to diagonal where space permitted. Space was also reserved in the parking lanes of this section for the future addition of street trees.

Jefferson Avenue (Before and After)

Winslow Street (Before and After)

C) Automobile Connectivity Improvements

Jefferson Avenue Undercrossing

This undercrossing was completed in July 1999, funded from rail bonds passed in the 1980s. The undercrossing increased safety and improved travel time by creating a grade separation between the Caltrain, automobiles, and pedestrians. The Jefferson Underpass allows motorists, bicyclists, and pedestrians to move freely beneath the railroad tracks without delays due to trains. The Underpass provides both an aesthetic and functional facility that fits with the historical character of Redwood City.

In recognition of its design, the Jefferson Undercrossing received a Merit Award from the local chapter of the American Public Works Association.

Jefferson Undercrossing

3.1.4. Housing

Encouraging the construction of housing, both market-rate and affordable, in Downtown has been a goal of the City for several years. The City and its Redevelopment Agency, along with private sector partners, oversaw the creation of 353 units between 1997 and 2009. These units were created through three quality projects which have set an excellent template for future housing in Downtown.

A) City Center Plaza

This mixed-use project was constructed in 1997 and has a total of 81 units, all of which are affordable. City Center Plaza residents have great access to many Downtown amenities including shopping, public services, and transportation. In addition to the excellent location, City Center Plaza also has onsite child care, a community room, and a computer room for homework tutoring and adult classes. This development's mixed-use design consists of ground floor shops and popular restaurants, which create an active pedestrian-oriented public realm. The residential units located above the ground floor shops help to keep eyes on the street, which increases safety and creates a pleasant Downtown streetscape.

The excellent design and location of this project has earned it the Gold Nugget Award from the Pacific Coast Builders Conference, and the 2000 San Mateo County Sustainability Award.

City Center Plaza

B) Franklin Street Apartments

The Franklin Street mixed-use project was built in 2000 and fronts onto El Camino Real. This development contains 206 units with 15% affordable for very-low and moderate income households and 1,600 square feet of ground floor retail. The Franklin Street Apartments embraces the concept of Transit Oriented Development (TOD) by placing high density housing on the El Camino Real Corridor and within walking distance to the SamTrans bus depot, the Caltrain station, plus Downtown employment, retail, and entertainment services. In addition to having a good location, the mixed-use design of the Franklin Street Apartments creates an active ground floor by providing retail spaces fronting onto El Camion Real and Maple Street.

The Franklin Street Apartments is recognized with helping San Mateo County win the 2002 National Award for Smart Growth Achievement from the Environmental Protection Agency.

Franklin Street Apartments

C) Villa Montgomery

Villa Montgomery is a 100% affordable housing mixed-use building, with 58 units and ground floor retail. This building is located directly across from the Franklin Street Apartments on El Camino Real, which creates a gateway feel when entering Downtown. Similar to the Franklin Street Apartments, Villa Montgomery's location on El Camino Real provides its residents with easy access to public transit and services within a short walk to the Downtown Core. Villa Montgomery has underground parking which allows the building to front right up to the sidewalk, creating an active ground floor with its shops. Other amenities offered within the building are a computer room, community room, and a courtyard with a play structure. Behind the primary building, 8 Habitat for Humanity townhouses were also constructed.

The overall design and location of this building has earned it multiple awards such as LEED NC Gold Certification, the 2007 Grand Boulevard Award, and Honorable Mention for Green Residential Building from Sustainable San Mateo.

Villa Montgomery

3.1.5. Downtown Anchors and Activity Generators

An "anchor" is a large retail or entertainment establishment which generates significant foot traffic for its neighbors. As a rule, anchorless retail centers are rarely successful. A downtown today, on one level, is a retail, restaurant, and entertainment "center." Very well documented research and experimentation in the retail/restaurant/entertainment center (also known as "lifestyle center") industry shows that anchors are essential to success. A Downtown without anchors remains vulnerable to a competing nearby center with such anchors. Cities must pursue both nighttime anchors and daytime anchors, and must insure that they are properly located and designed in the heart of the district.

A) The Cinema Block

Completed in 2006, the Cinema Block has been a driving force behind Downtown Redwood City's revitalization. This project consists of a single building that occupies the entire block and provides 85,000 square feet of retail. The building is anchored by Cost Plus World Market, several restaurants, and most notably a 20 screen, 4,200 seat, state-of-the-art Century Theaters cinema. The building itself is designed to be welcoming and accessible to pedestrians, as well as architecturally complimentary to nearby historic resources. An internal corridor is used for product delivery and waste storage, freeing the outside of the building to have active shop fronts on all four sides.

The Cinema Block was named the Best Commercial/Mixed-Use project on the San Francisco Peninsula in 2006 by the San Francisco Business Times.

The Cinema Block

B) Downtown Events Programming

Downtown Events Programming has been a major force in helping to revitalize Downtown and bring together the community. The summer programming is especially popular with events such as music, movies, dancing, art festivals, live theater, farmers markets, parades, and more. In addition to the busy summer programming, Downtown also hosts a number of events during the fall, winter, and spring; such as the Zoppe Family Circus, Latino Film Festival, Hometown Holidays, Fiestas Patrias, and a number of other cultural events. Since its inception in 2007 the Downtown programming has grown from 45 events and 29,000 attendees to 83 events and more than 100,000 attendees. With more than 75% of the attendees spending money at each event, the Downtown programming is a great asset to businesses within Downtown. The programming has brought positive media coverage to Redwood City through television, online, and newspapers and has began to attract private sponsors.

The Downtown events programming has won several awards, including; the 2007 Diamond Award for the San Mateo Arts Council for Art programming; four awards in 2008 from the California Park and Recreation Society for economic impact, community solution, marketing plan and an overall award, which is their most presitigeous of the year; and the 2009 Economic Impact award from the California Park and Recreation Society.

Downtown Events

3.1.6. Public Facilities

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

A) Parking Management

During the construction of the Cinema Block and Courthouse Square, it was clear that parking demand would soon be rising. In a proactive manner, the City revamped the management of all public parking in the Downtown in order to better accommodate new levels of visitation. Parking occupancy surveys revealed that prime spaces, such as those on Broadway, were congested, while other areas, such as Marshall Garage and side-street areas, were underutilized. Prices were structured in a manner that enticed people into less-used parking areas with lower prices, while discouraging overcrowding in the most desirable areas with slightly higher prices. In addition to adding to the convenience of Downtown visitors by freeing up on-street spaces in the Core for those who wanted them the most, this also helps to reduce Downtown traffic congestion by eliminating the need to "cruise" while waiting for a space to become available. This is a benefit to pedestrians, diners, and cyclists, too. Finally, in the Core of Downtown, multi-space parking meters replaced the old single-space parking meters. This added convenient payment methods such as credit card and cell phone options, while also reducing sidewalk clutter.

The Downtown Redwood City Parking Management Plan, adopted in 2005 and fully implemented in 2007, was named 2008's Parking Program of the Year by the California Public Parking Association.

Multispace Parking Meters

B) Jefferson Garage

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

Jefferson Garage

C) City Hall

The roughly 50,000 square foot City Hall was completed in 1997. This new building replaced the previous City Hall, which was outdated, too small, and seismically unfit. The design of the New City Hall included architectural features which were complimentary to the nearby historic library, such as brick and terra cotta siding, matching cornice height, and a tile roof. A distinctive Council Chambers tower was included, which serves as a local landmark. The small open space at Jefferson and Middlefield was improved by providing mature landscaping and preserving heritage trees, which created a welcoming entrance for the public. A new hardscape plaza was also created to provide room for pedestrian access, outdoor cafes, and to serve as a venue for public events.

City Hall

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3.2. POTENTIAL FUTURE PROJECTS

In addition to recently completed projects, the City will invest in other capital improvements or will work jointly with the private sector and other public agencies to create public spaces and streetscape conditions that will create a beautiful setting for the City's most civic and most vibrant district. It is important to note that the future projects shown here are merely suggestions, and are conceptual in nature. Additional feasibility studies may be necessary, including environmental review, and detailed designs need to be developed before any of these projects can proceed. Furthermore, the City may identify other opportunities as economic and development conditions change over time. Nevertheless, these suggested future projects are deemed to be worthy of consideration and would be very important steps in carrying forth the vision of the Downtown Precise Plan.

3.2.1. Public Open Spaces

In Section 1.1.1(C), it is stated as one of the primary goals of the DTPP to create a network of great public open spaces. This section will suggest new public open spaces in order to improve proximity, and a series of improvements to existing parks to improve their usefulness where needed. Section 3.2.2 will suggest a series of "Complete Streets" improvements which are designed, among other things, to improve accessibility to public open spaces.

A) Proposed New Public Open Spaces

While the vast majority of Downtown properties currently have good proximity to a wide range of public open spaces, there will be a need for additional public open space area to maintain the City' standard of 3 acres per 1,000 residents. The following suggested new public open spaces are intended to increase access to public open space, as well as to take advantage of natural features, create important linkages, and create focal points in the urban fabric.

Depot Plaza

Depot Plaza will be a small public plaza adjacent to the Catrain platform on the east side of the railroad tracks. It is intended to serve several purposes, including creating public open space, providing circulation space for future increases in train ridership, and creating a strong link between the Caltrain Station and the heart of Downtown.

Hamilton Green

If the redevelopment of Sequoia Station is pursued by its owners, Hamilton Street will be continued out to El Camino Real, linking this vital regional connection with Caltrain, Depot Circle, and Courthouse Square. The two new blocks of Hamilton would feature a linear green, at least 40 feet in width, with a fountain, seating, walkways, and other features.

Franklin Park

About 1/3 of an acre is owned by the City's Redevelopment Agency at Franklin and Maple Streets which is currently situated as a lightly-used gravel parking lot. This site is close to existing Downtown housing and other possible housing sites, and has excellent proximity to Redwood Creek. It is recommended that this property be redesigned as a park, with lawn, good lighting, seating areas, sidewalks along Maple and Franklin streets, landscaping, and good access to the creek.

Redwood Creek Park

Redwood Creek was the impetus for Redwood City's founding, but it was placed in a box culvert in the 1930s and has been out of sight for decades. It leaves the culvert beginning at Bradford Street and continues for about 550 feet in a "quasi-natural" state to the edge of the DTPP area. This represents a tremendous potential resource, but access is currently difficult, and the condition of the creek banks and adjacent City-owned land is poor. It is recommended that the banks be improved and that walking paths be placed along both sides of the creek, featuring lighting, seating, and trees. Furthermore, the corner of Veterans Boulevard and Main Street offers an opportunity for a small green which should be pursued.

B) Existing Public Open Spaces to be Improved

Little River Park

Little River Park is another point at which a Downtown creek daylights. It currently features a small green with seating at the corner of James and California streets which is simple but pleasant. The back side of the park, however, features an unimproved and overgrown creek bank backing up to a commuter parking lot. It is recommended that the banks on both sides of the creek be improved to a sustainable riparian state and better integrated into the park. It is also required in Section 2.8 that if the commuter parking lot is redeveloped as transit-oriented development, a wide paved walkway shall be placed between the creek and the new buildings, and the buildings shall treat the walkway and the park as frontage, rather than as a back side.

Sequoia High School Open Space

Sequoia High School is located at the corner of El Camino Real and Broadway, directly adjacent to the DTPP area. At that corner, the campus features a large park-like open space, about 7 acres in size. The space is lovely and peaceful, and offers a substantial retreat from the hustle and bustle of Downtown at a remarkably convenient location. It is strongly recommended that the City work with the school district in order to allow the community to better utilize this asset. Increased maintenance is needed, as well as other improvements such as more seating, more lighting, more entry points, and improved signage which reflects the fact that it is open for anyone to enjoy at any time.

Broadway / Spring Parklet

At the corner of Spring and Broadway is a tiny parklet*. While small, it is located in an area which lacks many other open space opportunities, and it provides a welcome shady retreat from the heat of summer. It is recommended, however, that benches be added to expand its use to include rest and relaxation, and that lighting be added to expand its usability into the evening hours. It is also recommended that if the adjacent grocery store site is redeveloped, a wide paved walkway be placed between the parklet and the new buildings, and that the buildings treat the walkway and the parklet as frontage in order to improve visibility and safety.

Brewster / Arch Parklet

Brewster / Arch Parklet is an enjoyable triangular green created by the convergence of Broadway, Brewster, and Arch streets. It is currently well-maintained and attractive, and does not need much in the way of improvement. It is recommended, however, that more seating be added, perhaps at the base of the large tree at the center of the green. This would add a better opportunity for escape from urban excitement than the current benches near the street, and would also serve as a comfortable, slightly elevated vantage point. Also, improved lighting would be a substantial improvement, especially as new Downtown residents seek to use the parklet at night.

** A "parklet" is a small park-like public open space which is less than a quarter of an acre in size and which has no formal park programming or park facilities. Some parklets simply offer a touch of greenery for aesthetic and traffic control purposes, others offer opportunities for relaxation and passive recreation. Despite their small sizes, they are each an important piece of the urban fabric due to their ability to provide relief from the abundance of hard surfaces that tend to accumulate in downtown areas. Parklets also represent an efficient use of remnant pieces of land in built-out areas with few new open space opportunities.*

Brewster / Arch Parklet

SEQUOIA HIGH SCHOOL OPEN SPACE

C) Existing Public Open Spaces to be Removed

Spring / Marshall Parklet

The Downtown Precise Plan calls for the rearrangement of streets and blocks in the area bounded by Main, Broadway, Maple, and Marshall streets in order to create better development sites and to eliminate circulation confusion in the area. As part of this restructuring, the small parklet bounded by Spring, Marshall, and Walnut streets would be removed. This parklet is very underutilized, and is not necessary to ensure that properties in the area are within a 3 minute walk to a public open space.

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 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.

POTENTIAL PUBLIC OPEN SPACE PROJECTS

3.2.2. Complete Streets

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

A) Pedestrian Connectivity, Safety, and Convenience

While the occasional paseo or trail can provide a convenient pedestrian shortcut, the Downtown pedestrian network consists overwhelmingly of sidewalks and crosswalks. Ensuring that these facilities are properly sited and designed is one of the key elements to ensuring that Downtown is a walkable place. Sidewalks should not only be available and safe, but also must be comfortable and inviting. Walking should never be a chore in Downtown Redwood City. Also, consideration should be given to sidewalk users with wheelchairs or visual impairments.

The following design guidelines should be followed as closely as possible in all street improvement projects: Both sides of all streets should have sidewalks. Sidewalks should be lined with trees, well-lit at night, and of adequate width. All tree species and street light types should match those required of private development in Section 2.4. All vertical infrastructure, such as lights, sign posts, benches, and trash cans should have a high-gloss black finish. On-street parking should be in place whenever space permits, as it provides a very important physical barrier between pedestrians and traffic. At intersections, all approaches should have a crosswalk whenever possible—pedestrians should not need to cross the street three times just to continue on a straight path unless necessary due to unusual circumstances. In addition, each approach should have a wheelchair ramp and sound devises for walkers with hearing impairments. High-visibility "continental" crosswalks, with large white bars perpendicular to the roadway, similar to those on Jefferson at Middlefield, should be used. While "bulbouts" are often a good technique, they should be considered indispensible on the widest streets in order to shorten crossing distances and minimize the time that pedestrians share a space with vehicles. Block lengths—and distances between safe and legal pedestrian crossings—must also be short, ideally ranging from 200 to 300 feet in length, and not exceeding 400 feet except in the most unusual of circumstances.

While much of Downtown Redwood City has been brought up to these levels, some areas have not. The following list of suggested projects should be pursued subsequent to the adoption of the DTPP as resources permit:

- Intersection of Main Street and Marshall: Reconfigure to a standard 4-way signalized intersection.
- Intersection of Main Street and Stambaugh: Explore the possibility of adding a crosswalk across Main Street for one or both Stambaugh approaches.
- Intersection of Maple and Franklin: Add crosswalks across Maple Street. Also, add sidewalks to the bridge over the creek on Lathrop Street.
- Broadway, from El Camino Real to Perry Street: Widen sidewalk to maximum possible extents, plant uniform street trees, upgrade lighting.
- Broadway, from Arguello to Hamilton: Replace lighting and trees to meet new standards (see Section 2.4), convert parking to parallel along entire length of the block, widen sidewalks to maximum extents, match concrete color and other design elements to the blocks of Broadway between Jefferson and Hamilton.
- Broadway, from Jefferson to Walnut: Replace lighting and trees to meet new standards (see Section 2.4), convert parking to parallel along entire length of the block, widen sidewalks to maximum extents, match concrete color and other design elements to the blocks of Broadway between Jefferson and Hamilton.
- Broadway, from Walnut to Beech: Replace lighting and trees to meet new standards (see Section 2.4), convert parking to parallel along entire length of the block, widen sidewalks to maximum extents, match concrete color and other design elements to the blocks of Broadway between Jefferson and Hamilton. City Hall Alley, from Jefferson to Main Street: Add sidewalks on both sides, add a crosswalk at Jefferson.
- El Camino Real, from Broadway to Lincoln: The City should coordinate with Caltrans and other agencies in order to pursue the grand boulevard vision for El Camino Real. Replace lighting and trees to meet new standards (see Section 2.4), add parallel parking wherever possible, widen sidewalks to maximum extents. Controlled intersections on El Camino should be located no further than 400 feet apart, in a manner similar to north Van Ness Avenue/Highway 101 in San Francisco, to reduce El Camino's barrier effect to pedestrians. Where spacing between controlled intersections cannot be brought down to 400' or less, midblock crossings should be added to keep the distance between safe and legal crossings to 400' or less. In particular, fully controlled intersections should be considered at Harrison and Madison, if not additional locations. All crosswalks should be equipped with bulbouts and accessibility features.
- Hamilton, from Broadway to 150' south of Broadway: Add street trees in parking lane, add street lights.
- Hilton Street, from Walnut to Maple: Add sidewalk and parallel parking to south side.
- Middlefield, Maple to Main Street: Add bulbouts, lighting, and street trees.
- Walnut Street, from Broadway to Marshall: Add sidewalk and parallel parking to west side.
- Winslow, from Broadway to Hamilton: Add street trees in parking lane, add street lights.

B) 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 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, from Broadway to Lincoln: Sign as a Class III shared facility, and add "sharrows" to outermost automobile travel 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.

Bike Lane on Winslow Street

C) Traffic Calming

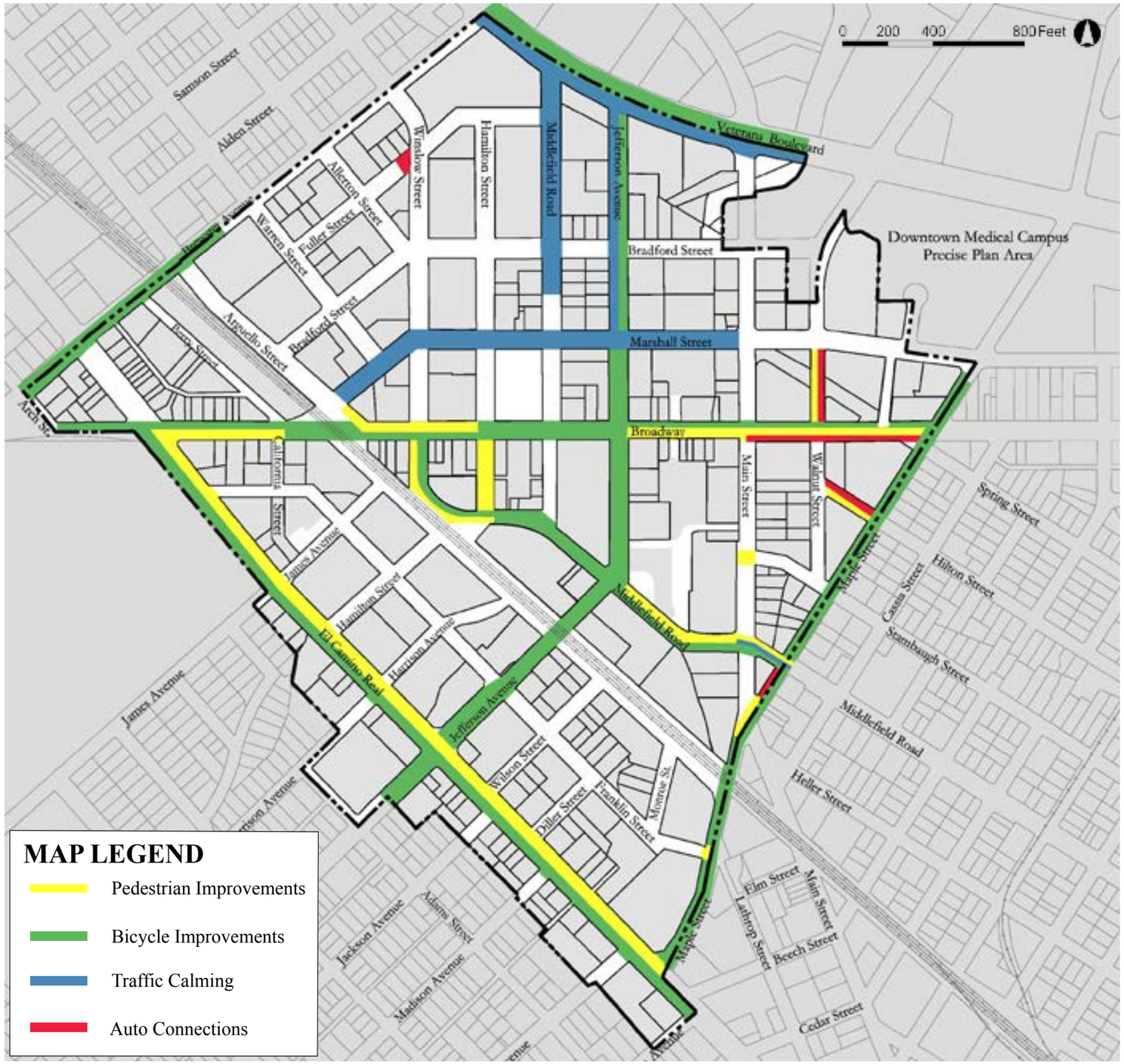
Several Downtown streets could benefit from traffic calming, which is a method of slowing traffic speeds through techniques such as modified lane configurations and narrower lane widths. This will improve safety for pedestrians, bicyclists, and motorists, and make Downtown quieter and more comfortable for residents, workers, and shoppers. The following list of suggested projects should be pursued subsequent to the adoption of the DTPP as resources permit:

- Middlefield, from Veterans to about 150' south of Bradford: Remove left turn lane, convert parking to diagonal.
- Middlefield, Maple to Main Street: Narrow to one travel lane in each direction, with a central left turn lane.
- Jefferson Avenue, from Marshall to Veterans Boulevard: Reconfigure from 4 travel lanes to 2 travel lanes with a center left turn lane and diagonal parking on the east side, matching the configuration from Middlefield to Marshall.
- Marshall Street, from Arguello to Spring: Reconfigure from 4 travel lanes to 2 travel lanes with a center left turn lane and diagonal parking.
- Veterans Boulevard, from Brewster to Main Street: Reconfigure from 6 travel lanes to 4 travel lanes.

D) Automobile Connectivity Improvements

While pedestrians have the priority in Downtown, automobiles are also an important mode of transportation. The Downtown street network should allow for short, direct routes between trip origins and destinations. This will disburse trips, avoiding excessive use of key streets like Jefferson and lowering overall vehicle miles traveled. The following list of suggested projects should be pursued subsequent to the adoption of the DTPP as resources permit:

- Intersection of Fuller and Winslow: Remove the cul-de-sac, allowing for right turns only from Fuller onto Winslow, as well as from Winslow onto Fuller.
- Broadway, from Walnut to Beech: At Maple, remove the channelization of traffic onto Spring Street and reconfigure into a standard 4-way intersection, allowing westbound Broadway traffic to proceed into the heart of Downtown without impediments or confusion. Move the transition from 4 lanes to 2 lanes to the block between Cassia and Beech.
- Walnut Street, from Broadway to Marshall: Restore 2-way traffic.
- Hilton Street, from Walnut to Maple: Restore 2-way traffic.
- Maple Street, from Main Street to Middlefield: Restore 2-way traffic.



Potential Complete Streets Projects

3.2.3. Transit

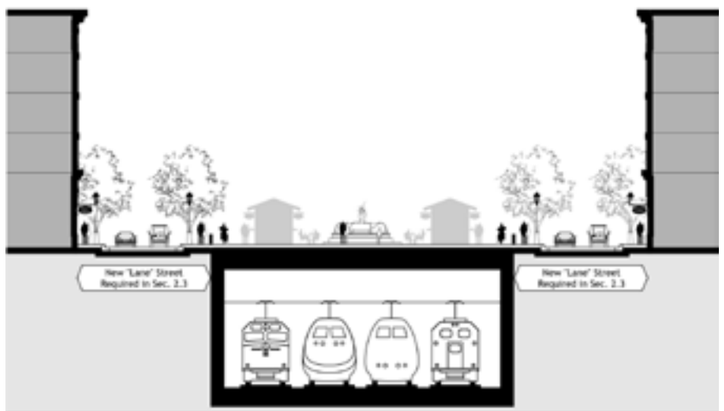
Transit needs downtowns, and downtowns need transit. Downtown Redwood City is fortunate to have a Caltrain commuter rail station at its core, as well as a busy bus depot operated by SamTrans. As Downtown grows, it will rely more heavily on transit to connect it with the rest of Redwood City, the Peninsula, and the Bay Area. As this mutually beneficial relationship is reinforced, it will help to make Redwood City an environmentally sustainable community, an economically robust urban district, and a neighborhood which provides for a variety of transportation needs, rather than simply those of motorists.

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 Joint Powers Authority which operates Caltrain plans on 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 require the addition of two tracks, for a total of four through the entire length of the corridor. 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. 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 represents, impacts from an incompatible grade separation would negatively affect Redwood City for decades, possibly centuries.



Grade Separation - Covered Trench

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 HSR Authority has stated that the Peninsula 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 Milbrae/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 deboarding 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 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 across the railroad right-of-way at-grade in the DTPP Area:

- Brewster Avenue.
- Broadway, which should also be straightened 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 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.
- 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.

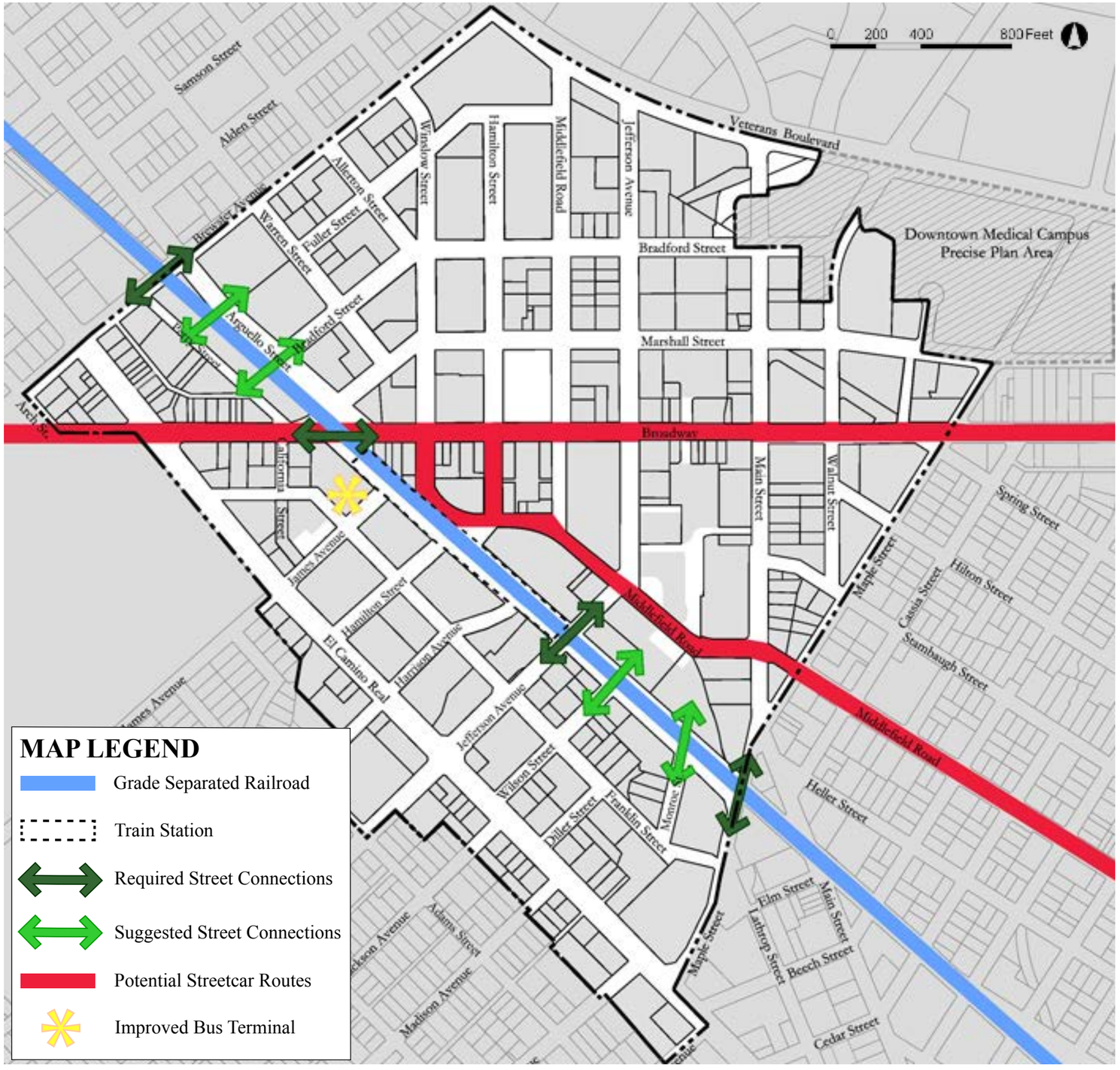
B) Streetcars

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.

Streetcars: Modern (Above) and Heritage (Below)



Potential Transit Projects

C) SamTrans Bus Terminal improvements

Currently, an active bus terminal—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 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 terminal in order to better integrate the facility with its changing surroundings.

While a detailed study will be required, it is recommended that the facility remain in its current location in order to maintain a strong intermodal connection—especially with the prospect of future links to statewide high-speed 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.

3.2.4. Other Potential Public Improvements

Several additional opportunities exist for public improvements which would benefit Downtown and assist in the acceleration of its present renaissance. Projects warranting further study, and possible action, include the following:

A) Connectivity to Inner Harbor

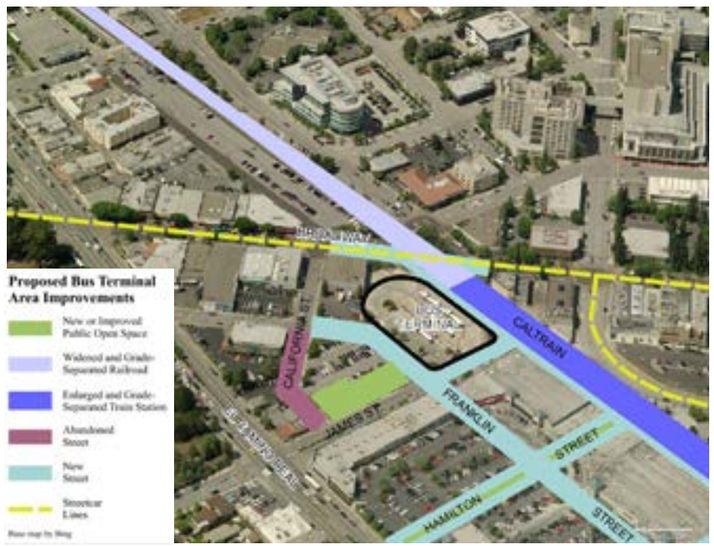
Downtown Redwood City is a little more than ½ of a mile away from an area known as the "Inner Harbor." The Inner Harbor is area at the convergence of creeks, wetlands, marinas, high-tech offices, and an emerging neighborhood. Despite Downtown's enviable geographic proximity to the Inner Harbor, it is effectively impossible to travel between the two areas except by a complicated automobile trip. Redwood Creek provides a direct physical link, but a walking route is not available due to the unimproved nature of the creek, inaccessible adjacent land uses, and Highway 101. It is recommended that the City identify ways to from a strong walkable connection along Redwood Creek between Downtown and the Inner Harbor in order to create a dynamic synergy between these two districts.

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)).
- An open space.
- 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.



Proposed Bus Terminal Area Improvements

The Inner Harbor

Main Street Parking Lot

C) Connectivity to City Gateways

As part of the City's recent General Plan process, a need for enhanced connections between city gateways and Downtown was identified. It is recommended that routes leading to Downtown from major points of entry to Redwood City be improved with comprehensive streetscapes and signage.

D) Additional Public Parking

Although increased emphasis is being given to pedestrians, bicyclists, and transit riders, many Downtown residents, workers, and visitors will also continue to use automobiles. The district currently has an adequate supply of parking, but as Downtown grows, its parking supply will need to 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, 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 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 public parking garage. It is recommended that the City develop a strategy for dealing with such a circumstance, including identification of an appropriate site or sites.

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A P P E N D I C E S

APPENDIX 1: HISTORIC RESOURCES PRESERVATION STRATEGY

A1.0. INTRODUCTION

Downtown Redwood City is one of the oldest communities in the Bay Area region, giving it a rich heritage and a substantial endowment of historic buildings. The history of Downtown Redwood City is fascinating and essential in gaining a true understanding of its historic resources.

A team of oxen make their way toward Redwood City in the mid 1800s.

A1.0.1. A Short History of Downtown Redwood City

The land that eventually became Downtown Redwood City was once part of a vast Spanish rancho owned by the Arguello family, which was used for grazing cattle and horses and for providing missions in the area with supplies of food and animal hides.

When California became part of the United States, the redwoods in the Santa Cruz Mountains were logged for use in construction to the north in rapidly growing San Francisco. Initially, the logs, cut from the redwood forests along the peninsula skyline, were dragged overland by oxen teams. Soon, however, a deep-water channel off the bay was discovered in what is now Downtown Redwood City. A wharf or "embarcadero" was established at the point furthest inland which was still navigable for shipping lumber to San Francisco. The availability of water transport greatly increased the efficiency of the lumber trade. A small village consisting of the homes of laborers connected with the redwood trade and supporting business sprang up around the wharf.

Simon Mezes

However, the settlers did not own the land. The land was owned by Simon Mezes, who had received the land as payment for successfully defending the Arguello family's title before the US Land Commission in 1853. Rather than fight the fact that a town had sprung up, Mezes ordered surveys and drew up a subdivision map for a formal town, and called it "Mezesville." Mezes' map determined the streets, blocks, and lots of Downtown Redwood City. Although Redwood City has far outgrown Mezes' original tract, the streets in that central area are still about as he drew them.

Because of its large business base, Redwood City was selected to become the County Seat when San Mateo County was established in 1856. When San Mateo County needed land for a courthouse, Mr. Mezes offered to donate any block the county supervisors might select. The block chosen was on Broadway between Hamilton and Middlefield, where the Historic Courthouse is today. The first Courthouse was ready for occupation in 1858.

The coming of the railroad through Redwood City in 1863 also caused profound changes. Land values spiraled upward and the Peninsula's first commuters, wealthy San Franciscans, came south to build large homes. Many town improvements were made, most importantly to roads, leading the citizens to petition for incorporation in 1867. The State of California approved the incorporation, and Redwood City became the first incorporated city in San Mateo County on March 27, 1868.

The Port of Redwood City, near Main Street and Broadway, in 1892.

A new and expanded courthouse had just been completed when the infamous earthquake of 1906 struck. Damage was so extensive that only the dome and rotunda section could be salvaged. During reconstruction, members of the local Order of Oddfellows allowed the use of their hall on Main Street for county offices and a courtroom. The Courthouse reopened in 1910 and still occupies the block donated by Mezes. As development continued through the 1920s, the hub of commercial activity shifted west from Main Street to Broadway. Around this time, the port of Redwood City was moved out of Downtown, further out towards the Bay to its present location, due to silting problems.

Downtown during the 1930s.

Redwood City exploded in population following World War II. The town expanded outward, annexing territory toward the Bay and inland toward the Santa Cruz Mountains. San Mateo County grew rapidly in population, and the county government built many large institutional buildings in the Downtown area. As regional shopping malls, freeways, and suburban sprawl siphoned energy away from Downtown, the area stagnated and declined. During this period, many historic buildings fell into disrepair or were lost altogether.

The 1964 Downtown Development Plan called for the demolition of most historic buildings, including the Historic Courthouse (lower left).

The City's 1964 Downtown Development Plan, in an attempt to revitalize the area, called for the destruction of nearly every remaining historic structure, including the Bank of San Mateo County/Fitzpatrick Building/Young's Drugs cluster at Broadway and Main (now part of the Main Street Historic District) which was slated to be replaced by a 10-story office tower. Even the County Courthouse was to be demolished to make way for a department store.

Fortunately, the funding did not exist to enact this plan. By the 1980s, the community had begun to gain a new appreciation for its built legacy and many efforts were made to preserve historic resources. Many civic improvements were made in Downtown, slowly reversing the economic decline and the deterioration of historic buildings that it engendered. A new main fire station was built on Marshall Street in 1987, and historical Fire Station No. 1 was restored and converted into the Main Library Branch in 1988. The 1990 General Plan included a very strong Historic Resources Element, and formal historic districts have been established to better preserve strong clusters of historic buildings. In 2006 the Historic Courthouse was restored (including a complete reconstruction of the columned portico) after being obscured and deformed for more than 60 years by an annex, and a new Courthouse Square was constructed on the site of the original town square. Today Downtown is the heart of the community, and its historic resources are one of its most important qualities.

In 2005 (left) the Historic Courthouse was deformed and hidden. Today (right) it is beautifully restored and is the center of community life, bridging a proud past with a promising future.

A1.0.2. The Historic Resource Preservation Goals of the Downtown Precise Plan

Simply stated, the Downtown Precise Plan (DTPP) has two primary goals with regard to the preservation of historic resources:

A) Actively encourage and promote the preservation of Redwood City's historic resources.

Rather than simply hope for preservation, or passively encourage it—the City of Redwood City intends to use the Downtown Precise Plan as a very strong tool to manifest the greatest degree of preservation feasible.

B) Reduce deferred judgment as much as possible.

Typically, decisions on what changes may be made to historic resources are determined on a case-by-case basis, deferring judgment on many such matters to a future time. However, to provide a sense of security to the local preservation community, the DTPP attempts to provide as much guidance in advance as possible. This will have the added benefits of not giving a false sense of entitlement to those who would prefer to completely remove historic resources in order to maximize their property's development potential, and to provide clear development rules to those wishing to build on or near historic sites in an appropriate manner.

A1.0.3. Historic Resources Preservation Strategy

To accomplish these goals, the Downtown Precise Plan employs a two-part strategy:

A) Reconnaissance Survey

An extensive reconnaissance survey of all known and potential historic resources in the DTPP area, as well as the immediately adjacent parcels (called the "Area of Influence") was conducted. It is impossible to preserve historic resources if they have not been identified. In addition to identification, the reconnaissance survey rated the significance and integrity of the resources, which is useful in determining appropriate preservation methods.

B) Regulations

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

A1.1. RECONNAISSANCE SURVEY

In order to best preserve historic resources and ensure compatibility of future development, a full reconnaissance survey of historic resources was undertaken. A series of tables showing every historic resource and potential resource identified during the reconnaissance survey process is located in section A.1.3.

Below, the varying methodologies used and the important findings obtained during the reconnaissance survey are discussed by geographic area.

A1.1.1. DTPP Area Methodology and Findings

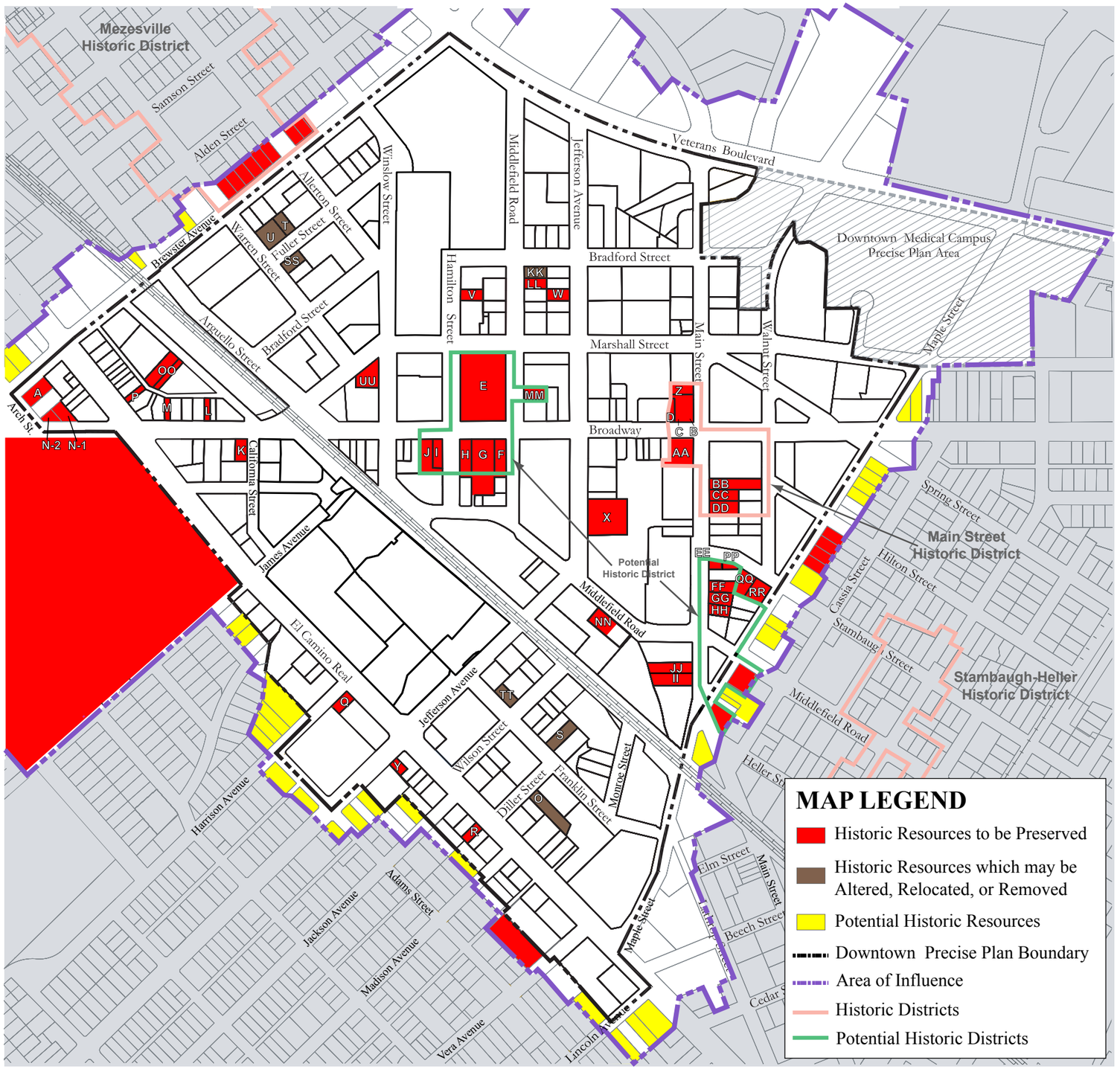
To best preserve resources with a minimum of deferred judgment, every property in the DTPP Area was studied, all resources were identified, and all necessary documentation was completed. The significance, integrity, and context of the resources were all used to aid in the development of appropriate regulations.

A) Historic Resources to Be Preserved

In all, forty properties were found to have historic resources of very high significance and integrity. All of them have had full documentation, using the standard DPR (Department of Parks and Recreation) form process. Many of them are unique building types, or representative of once common building types which are now rare. Their condition is good, and the integrity of their character defining features is strong. For many of these the historic context is strong as well. Two particularly strong concentrations occur around Courthouse Square and along Main Street. Broadway also has a fair number of resources, particularly where it overlaps Main Street and Courthouse Square. Other resources were identified which are significant in their own right, but not as part of a cluster.

It is the strong preference of the local community that these forty resources be preserved. Therefore, they are shown on the Historic Resources Reconnaissance survey Map as "Resources to Be Preserved" and are colored red. Regulations have been created to maximize their potential for preservation, exempting them from certain use regulations, reducing parking requirements, and strictly directing their modification and expansion.

Impacts that result from changes to these properties which follow the DTPP regulations have been properly identified and mitigated in the EIR. Impacts which result from demolition or modifications *not* allowed in the DTPP are not the current policy of Redwood City and such impacts have not been properly identified—meaning projects on historic sites that do not comply with the DTPP would require a DTPP amendment and full environmental review.



Historic Resources Reconnaissance Survey Map

B) Historic Resources Which May be Altered, Relocated, or Removed

The reconnaissance survey process also allowed for the acknowledgement of resources, if any, with such low significance, integrity, and historic context that the impacts of their potential removal (individually and cumulatively) should be assessed, and if the impacts are acceptable, their removal should be allowed in the DTPP.

Seven (7) such properties were identified. All of them have had full documentation, using the standard DPR form process. All are detached single-family homes found to be lacking integrity or not to be rare in their style or building typology. Most importantly, their historic context has been eradicated with the passage of time. Their neighborhoods disappeared as the residential uses of surrounding properties have gave way to the expansion of Downtown in the mid-20th Century. Many similar homes exist in much better context in other neighborhoods, such as nearby Mezesville and Stambaugh-Heller, and many of the homes in those neighborhoods are in better condition and have a higher degree of integrity.

These seven properties are shown on the Historic Resources Reconnaissance Survey Map as "Historic Resources Which May be Altered, Relocated, or Removed" and are colored brown. In all seven of these cases, it was considered most appropriate to publically identify that the resources appeared to lack sufficient significance, integrity, and context to warrant aggressive preservation and to identify all impacts of their potential removal (individually and cumulatively) so that Redwood City's policy makers may make an open and public decision based on the best available information.

A1.1.2. Area of Influence Methodology and Findings

The Area of Influence (AOI) consists of all parcels **outside** of, but immediately adjacent to, the DTPP Area boundary. The AOI is not regulated by the DTPP and is not expected to ever be. Nevertheless, a reconnaissance survey was conducted to ensure that appropriate measures have been taken within the DTPP area to minimize impacts on the neighborhoods adjacent to the DTPP boundary. All structures fifty years of age or older were examined, and the structures with the highest significance and integrity were identified as historic resources and properly documented. Structures with unclear but possible significance and integrity were identified as potential resources so that the impact of development within the DTPP Area these properties could be considered.

A) Resources to Be Preserved

In all, fifteen properties were found to definitively have historic resources of high significance and integrity. Their condition is good, the integrity of their character defining features is strong, and one (Forester's Hall) is an example of an unusual assembly hall building type. The historic context is good, as well. Four of the properties form a small concentration on Maple Street between Stambaugh and Hilton Streets, and eight along Brewster are part of the Mezesville Historic District.

Although these sites are not regulated by the DTPP, these fifteen properties are shown on the Historic Resources Reconnaissance survey Map as "Historic Resources to Be Preserved" and are colored red for reference. Future development on these sites, which will take place under the control of other zoning regulations and procedures (**not** the Downtown Precise Plan) should take appropriate measures fully document these resources and preserve them.

B) Potential Resources

The identification process also identified 33 properties with structures which are 50 years old or more, and may have sufficient significance and integrity to warrant classification as a historic resource. Because the AOI is not regulated by the DTPP, a full evaluation was not justified. Rather, future development applications on these sites will trigger a more thorough review process, which will determine their significance and integrity, and, if applicable, rules for their modification and expansion.

These properties are shown on the Historic Resources Reconnaissance survey Map as "Potential Resources" and are colored yellow. While in-depth analysis was not conducted on the potential resources, their identification did clearly show high concentrations of possible resources along the Maple, Brewster, and western boundaries of the DTPP, and demonstrated the need to ensure that future development on the DTPP sides of these boundaries should be sensitive to impacts it may have on the AOI properties. This helped identify appropriate setbacks, building heights, and architectural character for the DTPP properties adjacent to sensitive AOI areas.

The Secretary of the Interior's Standards for Historic Rehabilitation

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

A1.2. REGULATIONS

Land use regulations can have a dramatic impact—positive or negative—on the preservation of historic resources. Often communities inadvertently undermine their preservation goals with well-intended but poorly structured zoning. Redwood City has tried to be sensitive to this, and has developed several special regulations in the DTPP to promote the preservation of historic resources and to ensure that new development on non-historic sites is compatible with nearby historic resources.

A1.2.1. Resource Regulations

Two sets of regulations have been created to specifically promote the preservation of historic resources themselves and to guide future development on their parcels. One of these regulations give historic resources lenience on requirements that are often tough for them to meet, and the second regulation adds requirements to historic parcels in order to ensure preservation while allowing growth and expansion when appropriate.

A) Parking Reductions

The DTPP requires that all new development provide new parking. However, most of Downtown Redwood City's historic resources were constructed prior to widespread automobile use, and therefore tend to have less parking on-site than would typically be required of new development. In addition, small and narrow parcels—usually without alley access—make the addition of parking difficult. Therefore, to help preserve these historic resources, the DTPP reduces the minimum parking requirements on their sites by 50%, as long as the historic resource is preserved. These regulations are contained in Section 2.6.2(A)(1)(b) of the DTPP.

B) Additions or Modifications to Historic Resources (AMHR) Regulations

The United States Secretary of the Interior is responsible for safeguarding the country's historic resources. To do this, the office of the Secretary of the Interior has established standards (known as the Secretary of the Interior Standards for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or SIS) which all local and state governments must comply with when restoring, reconstructing, or otherwise impacting historic resources (see inset on previous page). The SIS are flexible and open to interpretation, however, it is up to local communities and states to determine what is compliant and what is not within their jurisdictions. Typically, determinations of what type of modifications to historic structures are compliant with the SIS are made on a case-by-case basis as developer applications are submitted. For Downtown Redwood City, however, most of these determinations have now been made in advance, in order to better ensure preservation of resources by providing consistency, clarity, and certainty to the process.

Each historic resource has been analyzed independently to identify appropriate modifications, if any, and these findings have been turned into separate standards and guidelines for each historic property within the DTPP Area. These *standards* and *guidelines*—which are called the Additions or Modifications to Historic Resources (AMHR) regulations and which can be found in Section 2.1.3 of the DTPP—have been written with the intent of ensuring compliance with the SIS. AMHR *standards* are mandatory and projects which are determined by staff and the Historic Resources Advisory Committee (HRAC) to not comply with them will be rejected. The AMHR *guidelines* are recommended and are the path to easiest approval. Projects which are determined by staff and the HRAC to conform to the *standards* listed in this section, but not to the *guidelines*, will be subjected to additional HRAC and CEQA review.

It should be noted that impacts that result from changes to these properties which follow the AMHR regulations have been properly identified and mitigated in the DTPP EIR. Impacts which result from demolition or modifications *not* allowed in the AMHR regulations are not the current policy of Redwood City and subsequent impacts have not been properly identified—meaning projects on historic sites that do not comply with the DTPP would require a DTPP amendment and full environmental review.

While the AMHR standards and guidelines for each historic property are unique and are based on the particular nature of that resource, similar resources were approached in a similar manner. Below is an explanation of the five basic approaches taken. In the complete historic reconnaissance survey table at the end of this appendix, the approach used for each resource is shown in the column called "Type of Protection."

Type A. *Resources with which the Type A approach was used are large, detached civic building and unique single family homes. The Diller-Chamberlain Stone, due to its high sensitivity, was also approached this way. Significant façade modifications or attached additions are strongly discouraged. In addition, neighboring properties are required to keep building heights very low near these resources and utilize very similar architectural character. Type A resources are colored red on the Historic Resources Reconnaissance survey Map.*

Type B. *The Type B approach was used most often within the DTPP Area. Resources with which the Type B approach was used are on various national, state, and local historic registries, and have a high degree of significance, integrity, and context. Historic façades should be maintained and not be modified, but additions are allowed. However, the additions must be set back from historic façades in order to minimize their visual impact. Although not part of the AMHR regulations, it is useful to note that because Type B resources are strongly clustered, neighboring properties are required to keep building heights very low near these resources and utilize very similar architectural character. Type B resources are also colored red on the Historic Resources Reconnaissance survey Map.*

Type C. *Resources with which the Type C approach was used are on various national, state, and local historic registries, and have a high degree of significance and integrity. They are similar to Type B properties, except most of them have a very poor historic context and none are part of a significant cluster of historic resources. Historic façades should be maintained and not be modified, but additions are allowed. The additions must be set back from historic façades in order to minimize their visual impact, although setbacks aren't required to be as large as Type B, due to the lack of strong historic context. Type C resources are also colored red on the Historic Resources Reconnaissance survey Map.*

Type D*. The Type D approach was used very little. Properties with which the Type D approach was used are not on any national or state historic registries, but have been noted as being of local interest. Historic significance, integrity, and/or context are very low for all of them. Therefore, the structures may be altered, relocated, or removed. The impacts of their potential removal (individually and cumulatively) have been assessed in the EIR. However, their preservation is still encouraged in the AMHR regulations, and in the event of removal the City is developing a strategy to aid in their relocation by securing a new site for them. Type D properties are colored brown on the Historic Resources Reconnaissance survey Map.*

C) Additional Impact Mitigation Measures for Historic Resources

For projects on sites containing historic resources, additional measures which could lessen the impacts of projects upon historic resources and better ensure compliance with the SIS were identified in the Environmental Impact report and were included in Section 2.1.4 of the DTPP. These measures include review by a qualified preservation professional, documentation of removed historic elements, etc.

A1.2.2. Non-Resource Regulations

While most of Downtown Redwood City's parcels do not contain a historic resource, they are still affected by the historic resource preservation strategy. This is due to importance of *compatibility* in historic preservation. Therefore, regulations have been built into the DTPP to ensure compatibility of new development with nearby historic resources. The effect of development near historic resources (including non-contributing properties within historic districts) is thoroughly studied in the Environmental Impact Report.

In particular, three additional regulatory tools were used to ensure that new development on non-historic sites is compatible with historic resources:

A) Mandatory Front Setbacks

For parcels near concentrations of historic single family homes with established front setbacks, the building disposition and landscaping regulations in the DTPP require new development along "Neighborhood Street" corridor types to have a minimum front setback of ten feet, in order to maintain compatibility with nearby historic resources. Areas where mandatory front setbacks were established in order to accomplish these goals are as follows:

Brewster Street. *The Mezesville Historic District includes several historic single-family homes along Brewster Street. These homes all have well-established front setbacks which contribute to their character. In addition, later developments have been required by the City to respect this pattern. Therefore, to preserve this historic pattern as the area grows, front setbacks of no less than ten feet will be required of all parcels within the DTPP Area fronting on Brewster Street between Arguello Street and Veterans Boulevard.*

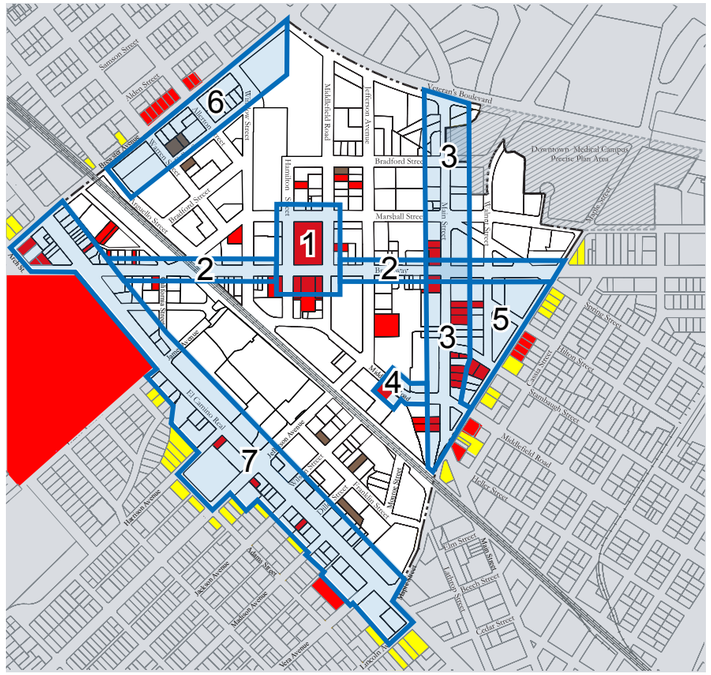
Maple Street. *The majority of properties along Maple Street within the Area of influence were found to have historic resources or potential historic resources. Most of these properties also have well-established front setbacks which contribute to their character. In addition, later developments have been required by the City to respect this pattern. Therefore, to preserve this historic pattern as the area grows, front setbacks of no less than ten feet will be required of all parcels within the DTPP Area fronting on Maple Street between Marshall and Main Streets.*

West of El Camino. *Many of the properties west of El Camino Real in the Area of Influence were found to have potential historic resources. Most of these properties also have well-established front setbacks which contribute to their character. In addition, later developments have been required by the City to respect this pattern. Therefore, to preserve this historic pattern as the area grows, front setbacks of no less than ten feet will be required of all parcels within the DTPP Area fronting on side streets west of El Camino Real between James Avenue and Lincoln Avenue.*

B) Height Reductions

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

1. Courthouse Square Area. *The Courthouse Square area features a strong cluster of historic resources, including two of Redwood City's most substantial: the Fox Theater and the Historic San Mateo County Courthouse. These two buildings provide half of the aesthetic "enclosure" of Courthouse Square and set a three-story tone for this space. Both buildings are listed on the National Register of Historic Places and their entire interiors and all façades are to be preserved. In this area maximum permitted heights were significantly reduced in order to reduce the aesthetic impact on these resources. The first 60 feet of parcel depth along Hamilton Street and Middlefield Road, from Marshall Street to 150 feet south of Broadway, will only be allowed three stories in height. Additionally, the front 150 feet of parcel depth along Broadway, from Hamilton to Middlefield, will also be restricted to three stories in height.*



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

2. Broadway Corridor. *Broadway has been Downtown Redwood City's primary street for at least 70 years. Traditionally, heights were varied here, with three stories being the highest height. While most of its historic building stock has been destroyed, many resources remain and the low-rise character is still dominant, despite the long-standing 100' height limit. Therefore, to preserve this historic scale as the area grows, the front 40 feet of all parcels fronting on Broadway through the entire DTPP area (with the exception of Courthouse Square, as described above) will only be allowed three stories in height.*

Broadway at Main, looking west, circa 1915. The pattern of varied heights, topping out at three stories, is evident.

3. Main Street Corridor. *In addition to being Redwood City's first commercial core, Main Street has its highest concentration of historic resources, including a formally recognized historic district. As with Broadway, heights were traditionally varied here, with three stories being the highest height. While most of its historic building stock has been lost on the west side south of the Sequoia Hotel, much of it remains on the east side, and the low-rise character is still dominant throughout. Therefore, to preserve this historic scale as the area grows, the front 40 feet of all parcels fronting on Main Street through the entire DTPP area will only be allowed three stories in height.*

4. Library Area. *While the Library is not part of a cluster, it is very near the Main Street cluster and is among Redwood City's most treasured historic resources. In addition to being Redwood City's long-time fire house and a successful adaptive reuse project, the*

building was designed by acclaimed San Francisco architect Timothy Pflueger early in his career. Therefore, to provide appropriate prominence to this structure, the area abutting it and its plaza and connecting it to the Main Street corridor will only be allowed three stories in height for the first 40 feet of parcel depth, and the entire area behind the Library will be restricted to 3 stories.

5. Stambaugh-Heller Transition Area. *Immediately southwest of the heart of Main Street is the historic Stambaugh-Heller neighborhood. Originally known as the Eastern Addition, it was the first expansion of Mezes' original plat. While much insensitive and inappropriate infill development occurred in the mid-20th Century, causing the loss of many historic homes, many original homes remain. The area has one of Redwood City's highest concentrations of Victorian residential architecture, as well as a formally recognized historic district. While the economic development and growth of Downtown is likely to benefit Stambaugh-Heller by stimulating reinvestment in the area, it is important to provide for a graceful transition from the larger scale of Downtown to the historic neighborhood. Therefore, maximum heights in the area between Broadway, Main Street, and Maple Street have been reduced to 5 stories, and along Maple Street a 10 foot setback is required, and the next 20 feet of frontage may only rise to 3 stories.*

6. Mezesville Transition Area. *While the entirety of Mezes' original plat was called Mezesville, today only the part between Brewster Street and Whipple Avenue goes by that name. While some insensitive infill development has occurred, many historic homes remain and the neighborhood contains a formally recognized historic district. Like Stambaugh-Heller, it is important to provide for a graceful transition from the larger scale of Downtown to the historic Mezesville neighborhood. Therefore, maximum heights in the area between Brewster, Arguello, Fuller, and the Hamilton alignment have been reduced to 5 stories, and along Brewster Street a 10 foot setback is required, and the next 20 feet of frontage may only rise to 3 stories.*

7. El Camino Real Transition Area. *For more than two hundred years, El Camino Real has been a critical land connection between Peninsula settlements. In Redwood City, is also serves as the boundary between the mixed-use Downtown area and the residential-oriented areas to the west. While El Camino itself does not have many historic structures immediately fronting it, it does have historic importance and does serve as an important transition point between major variations in the built environment. In addition, the areas to the west have many potential historic resources and should be treated with sensitivity. Therefore, maximum heights for the first 20 feet of parcel area along the eastern side of El Camino has been reduced to 4 stories. All parcels on side streets west of El Camino (between James and Lincoln) shall have a 4 story height limit for the entire parcel, with the exception that the front 30 feet of depth for all street frontage will be limited to 3 stories, and a 10 foot deep front setback is required.*

Non-Clustered Resources. *While many of Downtown's historic resources are clustered together as discussed above, some are not. Examples include Elgin's Auto Supply at 55 Perry Street and the historic lumber worker housing at 620 Jefferson Avenue. Where historic resources were not strongly clustered, and their historic context was no longer sufficiently intact, no reductions were made to maximum permitted height of the neighboring properties.*

C) Historic Parcelization

In order to maintain and enhance the unique, eclectic, small-scale storefront character of 800 and 900 blocks of Main Street and the 2600 block of Broadway, special requirements for Building Base Length Articulation have been created. The bases of new buildings on these blocks will be required to be articulated at the location of historic parcel boundaries, creating an irregular storefront rhythm similar to the early 20th Century, after Mezes' original lots had been split, merged, and rearranged. Maps in the DTPP show the location of early 20th Century parcel boundaries, and required that future development incorporate ground floor "articulation" at these locations. This articulation will be expressed with columns, pilasters, awnings, and other architectural elements. This requirement will apply even if parcels are assembled, maintaining the historic eclectic and small-scaled character of these streets even in the presence of wider and newer buildings.

The dimensions used for these regulations are a representation of the parcelization in place during the early 20th Century. To determine the historic parcelization pattern for Broadway and Main Street, City staff utilized San Mateo County Parcel Maps, historic City of Redwood City Insurance Maps, and modern Redwood City GIS data. These sources were cross-referenced to create the most historically accurate yet practical regulations for preserving the historic development pattern. The list below highlights how each of these resources was used.

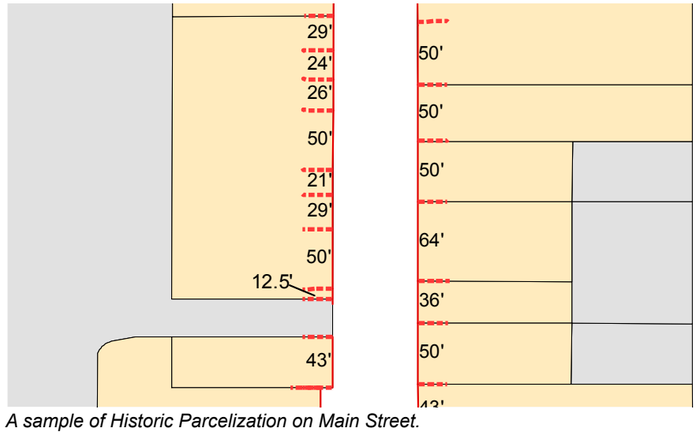
The Original "Mezesville" Plat. *Simon Mezes' original plat from 1854 determined the streets, blocks, and parcels of early Downtown Redwood City. Although Redwood City has far outgrown Mezes' original tract, many of the streets in that central area are still about as he drew them, and some original parcels remain. This was the logical starting point.*

San Mateo County Parcel Maps. *A total of four County parcel maps were used. While these maps were created from 1971 to 1992, they displayed historic subdivisions and lot measurements dating back to the late 1800s.*

Redwood City Insurance Maps. *This insurance map book, still in the possession of the Planning, Housing, and Economic Development Department, was created in 1919 and shows how early waves of development altered Mezes' original parcel pattern. It also includes periodic updates as new development came into the Downtown from the 1920s to the 1960s.*

The original "Mezesville" plat.

Redwood City GIS. *Redwood City's Geographic Information System (GIS) was used to place the historic subdivision patterns onto the current Downtown parcel configuration. This was critical to understanding how the historic patterns relate to the current pattern. This final step also showed where it was appropriate to ignore the historic parcel configuration to avoid conflicts with historic buildings (for example, it would be inappropriate to alter the façade of the Sequoia Hotel in order to reflect Mezes' three original parcels on that site).*



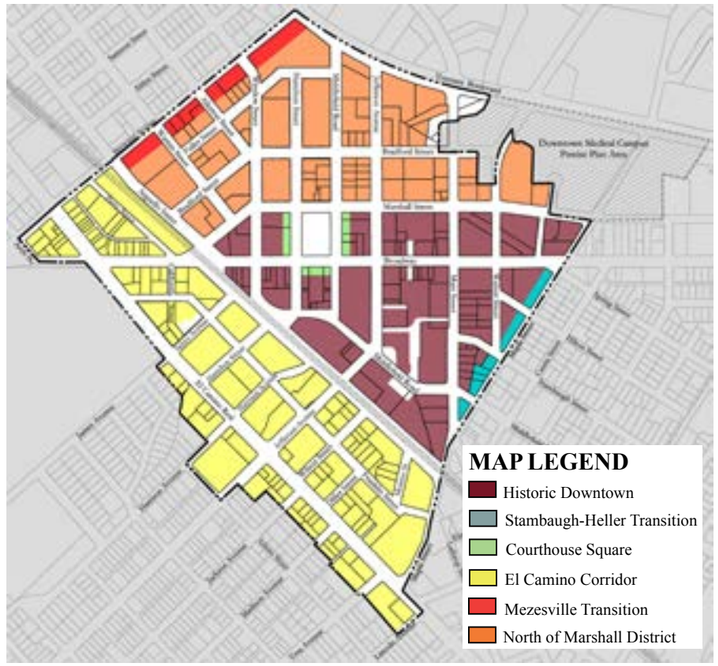
A sample of Historic Parcelization on Main Street.

D) Historic Architectural Character

All properties in the DTPP Area are subject to Architectural Character regulations. These regulations aim to create architectural character in new projects that is compatible with the established patterns in the various parts of Downtown, as well as with the expressed aesthetic preferences of the community as outlined within the Community Character workshop held during the creation of the DTPP.

In areas with high concentrations of historic resources and historic importance, the architectural character regulations require new development to use architectural treatments that are complimentary to the historic resources in the vicinity. Outside of areas with high concentrations of historic resources, buildings designed using contemporary styles are welcome so long as they positively contribute to the spatial and compositional characteristics that reinforce the pedestrian scale of streets and blocks, avoid creating visual monotony and "blank" façades as experienced from the pedestrian walking environment, and maintain well-structured transitions between public and private spaces. The details of the Architectural Character regulations can be found in Section 2.9 of the DTPP.

Considering the historic resources reconnaissance survey and the desires of the residents of Redwood City as expressed in a large Community Character Workshop, Downtown has been broken down into six architectural "character zones," which are described briefly, below:



Architectural Character Areas

Historic Downtown Core. *This area has the greatest number of Downtown's historic resources. It is the birthplace of Redwood City and contains its most important public spaces. For the Historic Downtown character zone, appropriate architectural character and styles were identified as those that built strongly on the context of historic architecture within the Downtown core. In new buildings, incorporation of traditional pedestrian-scaled elements, historically-inspired ornamentation, and a palette of natural materials such as brick, stone, and wood are encouraged.*

Stambaugh-Heller Transition. *A character zone has been identified where the Historic Downtown character zone abuts Maple Street. In addition to the character types appropriate for the Historic Downtown Core district, residential-oriented character types are also appropriate for this character zone in order to create a good transition between Downtown and the historic Stambaugh-Heller residential neighborhood.*

Courthouse Square. *The ensemble created by heavily-used and very formal public gathering space flanked by the city's two largest historic buildings makes Courthouse Square a very special architectural component of Downtown. A small character zone, focused on Art Deco and Neoclassical Revival styles, has been created at the perimeter of Courthouse Square in order to enhance this important area.*

El Camino Corridor. *El Camino Real has a very long history and a varied role within Redwood City. As the "King's Highway" during the Spanish colonial period, it provided access between the missions from San Francisco to San Diego. While El Camino itself does not have an abundance of historic structures, it does contain the 1920s Mediterranean-inspired campus of Sequoia High School. Therefore, in the El Camino Corridor character zone, an expression of Mediterranean and Classical styles is seen as representative of the history of the regional El Camino corridor and local context. Mediterranean and Classical styles will also express a strong announcement of the city to corridor traffic and contribute to a graceful transition from Downtown to the neighborhoods to the west.*

Mezesville Transition. *A character zone has been identified where the Historic Downtown character zone abuts Brewster Street. Traditional, residential-oriented character types are encouraged for this character zone in order to create a good transition between Downtown and the historic Mezesville residential neighborhood.*

North of Marshall District. *The North of Marshall District character zone is an area that saw most of its development occur in the mid to late 20th Century. Architecturally, it is an area of transition in relation to the historic center, with architectural character and styles that incorporate materials and imagery of contemporary design. No particular style is dominant, and historic pre-World War II styles in particular have very little representation here. Greater flexibility is allowed here than in other places because compatibility isn't as significant of an issue as it is elsewhere in the Downtown Precise Plan Area.*

E) Additional Impact Mitigation Measures for Non-Historic Properties

For non-historic sites adjacent to a historic resource or within a historic district, additional measures which could lessen the impacts of projects upon historic resources and better ensure compliance with the SIS were identified in the Environmental Impact report and were included in Section 2.1.4 of the DTPP. These measures include review by a qualified preservation professional, documentation of removed historic elements, etc.

A1.2.3. Historic Project Review Process

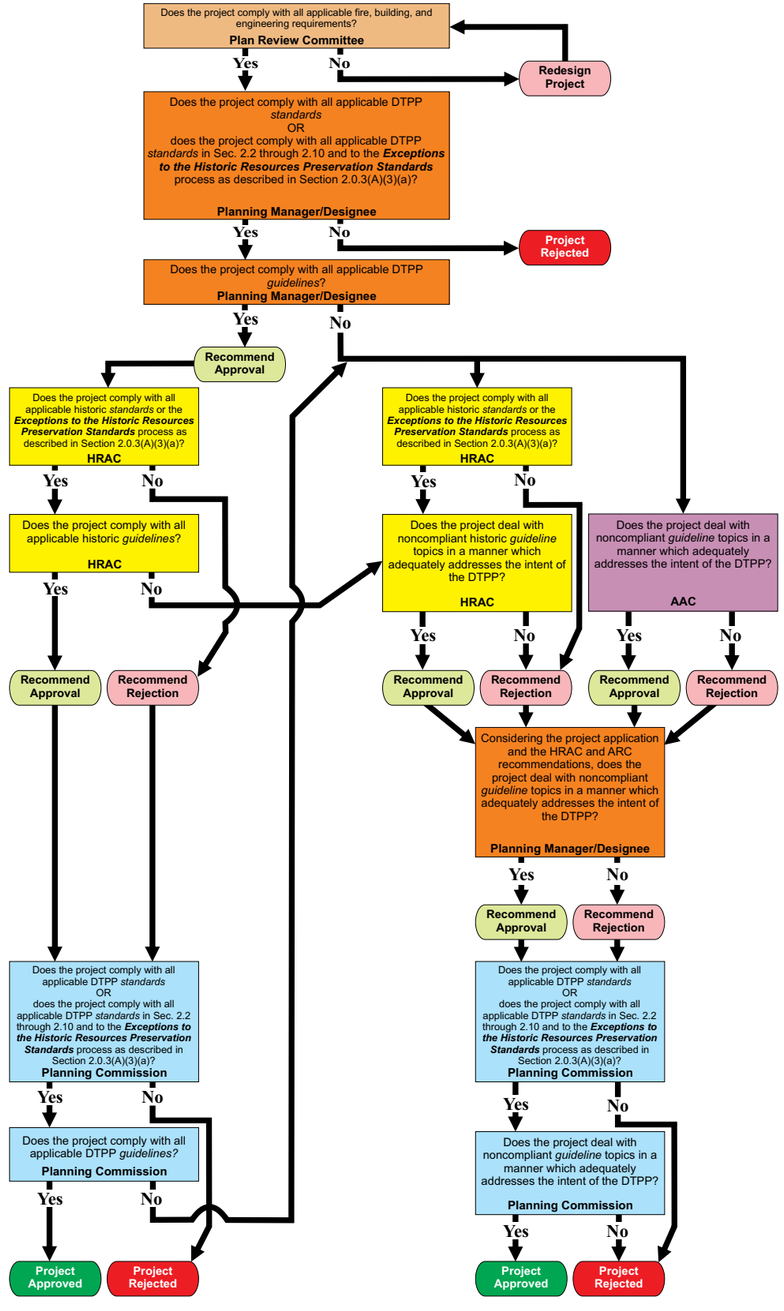
To help in visualizing which of the preceding regulations may apply to the various types of projects that may be proposed in Downtown, a chart has been created which shows most (although not all) possible outcomes of the project review process.

How the Process Works

If there is a historic resource on the site, then staff will closely review the proposal to ensure that all Additions and Modifications to Historic Resources (AMHR) in Section 2.1 of the DTPP have been complied with. If staff determines that the proposed project has complied with the applicable AMHR standards, and the Historic Resources Advisory Committee (HRAC) agrees, then the project may proceed through to the rest of the DTPP regulations and the standard project review process.

Projects on historic sites which do not conform to the AMHR standards will be subjected to additional review including findings that deviating from the standards is necessary, an evaluation for conformance the SIS by a qualified professional, and environmental review. Projects on historic sites which deviate from the guidelines will be evaluated by the HRAC and a qualified professional for conformance to the SIS. In such cases additional environmental review may be necessary.

For projects on sites which do not contain a historic resource, but which are adjacent to a historic resource or are located within a historic district, Section 2.1.4 requires that a qualified professional review the application for its potential impacts on the resource or district and identify modifications which would be necessary to avoid impacts.



Historic Project Review Process

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A1.3. COMPLETE RECONNAISSANCE SURVEY TABLES

A series of tables showing each historic resource and potential resource identified during the reconnaissance survey process, as well as detailed information about them, have been created and are included in the following pages. Included is a number key which corresponds to the Historic Resources Reconnaissance Survey Map, descriptions of the property, and photographs.

Chart Legend

CR: California Register
NR: National Register
N/A: Not Applicable

Please refer to Section A1.2.1(c) for an explanation of "Type of Protection."

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
A	201	Arch	N/A	052195100 & 052195090	Downtown Precise Plan Area	1940	Historic Resource	CR 5S2: Individual property that is eligible for local listing or designation.	Originally Safeway Market	Art Deco	Attached commercial	C	
B	2000	Broadway	N/A	052374180	Downtown Precise Plan Area	1900	National Register	NR 1D: Contributor to a listed district. NR 5S1: Is separately listed or designated under an existing local ordinance, or is eligible for such listing or designation.	Originally Bank of San Mateo County	Queen Anne / Neo-Classical	Attached commercial	B	
C	2020	Broadway	N/A	052374100	Downtown Precise Plan Area	1905	National Register	NR 1D: Contributor to a listed district. NR 5S1: Is separately listed or designated under an existing local ordinance, or is eligible for such listing or designation.	Fitzpatrick Building	Richad-sonian Roman-esque / Chicago School	Attached commercial	B	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
D	2022	Broadway	2020 Broadway 2024 Broadway	052374100	Downtown Precise Plan Area	1928	National Register	NR 1D: Contributor to a listed district. NR 5S1: Is separately listed or designated under an existing local ordinance, or is eligible for such listing or designation.	Originally San Mateo County Building and Loan Association	Neo-Classical	Attached commercial	B	
E	2200	Broadway	N/A	052367010	Downtown Precise Plan Area	1903	National Register	NR 1S: Separately listed. NR 5S1: Is separately listed or designated under an existing local ordinance, or is eligible for such listing or designation.	Historic San Mateo County Courthouse	Neo-Classical	Detached institutional	A	
F	2201	Broadway	2205 Broadway 810 Middlefield	052365040	Downtown Precise Plan Area	1928	Appears eligible for National Register	CR 3S: Appears eligible for National Register as an individual property through survey evaluation.	East wing of Fox Theatre complex	Gothic Revival	Attached commercial	A	
G	2215	Broadway	2211 Broadway 2219 Broadway 2223 Broadway 2225 Broadway	052365090	Downtown Precise Plan Area	1928	National Register	NR 1S: Separately listed. NR 5S1: Is separately listed or designated under an existing local ordinance, or is eligible for such listing or designation.	Fox Theatre	Gothic Revival	Attached commercial / single screen movie theater	A	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
H	2227	Broadway	2225 Broadway 823 Hamilton	052365020	Downtown Precise Plan Area	1929	Appears eligible for National Register	CR 3S: Appears eligible for National Register as an individual property through survey evaluation.	West wing of Fox Theatre complex	Gothic Revival	Attached commercial	A	
I	2301	Broadway	2303 Broadway	052362090	Downtown Precise Plan Area	1922	Of Historic Interest	CR 3D: Appears eligible for National Register as a contributor to a National Register Eligible District through survey evaluation.	The Mayers Building / Originally California Pacific Title Insurance Company	Italianate / Beaux Arts	Attached commercial	B	
J	2317	Broadway	N/A	052362080	Downtown Precise Plan Area	1934	Of Historic Interest	CR 3D: Appears eligible for National Register as a contributor to a National Register Eligible District through survey evaluation.	The Sequoia Building / Originally Montgomery Ward	Italianate	Attached commercial	B	
K	2603	Broadway	N/A	052322070	Downtown Precise Plan Area	1937	Of Historic Interest	CR 5S2: Individual property that is eligible for local listing or designation.	The Andrew Building / Originally Bank of America	Art Deco	Attached commercial	B	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
L	2620	Broadway	N/A	052321080	Downtown Precise Plan Area	1922	Of Historic Interest	CR 5S2: Individual property that is eligible for local listing or designation.	Originally Enterprise Bakery	Italianate	Attached commercial	B	
M	2650	Broadway	N/A	052321120	Downtown Precise Plan Area	1933	Of Historic Interest	CR 5S2: Individual property that is eligible for local listing or designation.	Originally Redwood Pastry Shop	Italianate	Attached commercial	B	
N-1	2726	Broadway	2730 Broadway 2732 Broadway	52195070	Downtown Precise Plan Area	Circa 1925	Potential Resource	CR 5S3: Appears to be individually eligible for local listing or designation through survey evaluation.	2726 Broadway	Art Deco / Spanish Eclectic	Attached commercial	C	
N-2	2734	Broadway	2738 Broadway 2740 Broadway 2744 Broadway	52195080	Downtown Precise Plan Area	1926	Potential Resource	CR 6Z: Found ineligible for National Register, California Register, or local designation through survey evaluation.	2734 Broadway	Spanish Eclectic	Attached commercial	C	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
O	28	Diller	N/A	053176150	Downtown Precise Plan Area	1912	Potential Resource	CR 6Z: Found ineligible for National Register, California Register, or local designation through survey evaluation.	28 Diller	Craftsman	Detached single family home	D	
P	753	El Camino Real	N/A	052321160	Downtown Precise Plan Area	1925	Potential Resource	CR 6Z: Found ineligible for National Register, California Register, or local designation through survey evaluation.	753 El Camino Real	Mediterranean	Attached commercial	C	
Q	1100	El Camino Real	N/A	053045230	Downtown Precise Plan Area	1941 - 1942	Historic Resource	CR 5S3: Appears to be individually eligible for local listing or designation through survey evaluation.	Roy's Drive-In Cleaners	Modern / Roadside	Attached commercial	C	
R	1322	El Camino Real	N/A	053063090	Downtown Precise Plan Area	1929	Potential Resource	CR 5S3: Appears to be individually eligible for local listing or designation through survey evaluation.	The Record Man	Art Deco / Art Moderne	Semi-attached commercial	C	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
S	127	Franklin	N/A	053173090	Downtown Precise Plan Area	Circa 1895	Of Historic Interest	NR 5S3: Is not eligible for separate listing or designation under and existing or likely local ordinance, but is eligible for special consideration in local planning.	The Holmquist House	Queen Anne	Detached single family home	D	
T	303	Fuller	N/A	052331130	Downtown Precise Plan Area	1919	Of Historic Interest	CR 5S3: Appears to be individually eligible for local listing or designation through survey evaluation.	The Smith Bungalow	Craftsman	Detached single family home	D	
U	321	Fuller	N/A	052331080	Downtown Precise Plan Area	1897 - 1907	Of Historic Interest	CR 6L: Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.	321 Fuller	Queen Anne	Detached single family home	D	
V	627	Hamilton	N/A	052344140	Downtown Precise Plan Area	1863	National Register	NR 1S: Separately listed. NR 5S1: Is separately listed or designated under an existing local ordinance, or is eligible for such listing or designation.	The Lathrop House	Steamboat Gothic	Detached single family home	A	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
W	620	Jefferson	N/A	052347090	Downtown Precise Plan Area	1890	Listed in Historic Resource Inventory	NR 5S3: Is not eligible for separate listing or designation under and existing or likely local ordinance, but is eligible for special consideration in local planning.	Hanson Lumber Company Employee Housing	National Folk	Detached single family home	A	
X	855	Jefferson	N/A	053131190	Downtown Precise Plan Area	1934	Historic Resource	CR 5D3: Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation. CR 5S2: Individual property that is eligible for local listing or designation.	Redwood City Post Office	Spanish Revival	Detached institutional	A	
Y	1217	Jefferson	N/A	053045230	Downtown Precise Plan Area	1904	Of Historic Interest	CR 6L: Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.	1217 Jefferson	Dutch Colonial	Detached single family home	C	
Z	726	Main	N/A	052374140	Downtown Precise Plan Area	1859	Redwood City Landmark	NR 5S1: Is separately listed or designated under an existing local ordinance, or is eligible for such listing or designation. NR 1D: Contributor to a listed district.	Originally Diller-Chamberlain Store	Classical False Front	Attached commercial	A	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
AA	800	Main	804 Main 816 Main 2001 Broadway 2005 Broadway 2013 Broadway	053131050	Downtown Precise Plan Area	1912	Historic Resource	CR 2D: Contributor to a district determined eligible for the National Register by the Keeper. Listed in the California Register.	Sequoia Hotel	Neo-Classical	Attached hotel / commercial	B	
BB	831	Main	835 Main	053233230	Downtown Precise Plan Area	1895	Historic Resource	CR 2D: Contributor to a district determined eligible for the National Register by the Keeper. Listed in the California Register. NR 5S1: Is separately listed or designated under an existing local ordinance, or is eligible for such listing or designation.	Alhambra Theater / Masonic Temple	Italianate	Attached assembly hall / commercial	B	
CC	839	Main	N/A	053233130	Downtown Precise Plan Area	Circa 1882	Historic Resource	CR 2D: Contributor to a district determined eligible for the National Register by the Keeper. Listed in the California Register.	IOOF Hall	Italianate	Attached assembly hall / commercial	B	
DD	851	Main	847 Main 849 Main	053233120	Downtown Precise Plan Area	1922	Historic Resource	CR 2D: Contributor to a district determined eligible for the National Register by the Keeper. Listed in the California Register.	Originally Clifton Motor Co.	Neo-Classical	Attached commercial	B	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
EE	901	Main	100 Stambaugh	053135010	Downtown Precise Plan Area	1910	Listed in Historic Resource Inventory	CR 3D: Appears eligible for National Register as a contributor to a National Register Eligible District through survey evaluation. NR 5S3: Is not eligible for separate listing or designation under and existing or likely local ordinance, but is eligible for special consideration in local planning.	William P. Jamieson Building	Neo-Classical	Attached multifamily residential / commercial	B	
FF	917	Main	921 Main	053135120	Downtown Precise Plan Area	Circa 1925	Listed in Historic Resource Inventory	CR 3D: Appears eligible for National Register as a contributor to a National Register Eligible District through survey evaluation. NR 5S3: Is not eligible for separate listing or designation under and existing or likely local ordinance, but is eligible for special consideration in local planning.	917 - 921 Main	Psuedo-Gothic	Attached commercial	B	
GG	929	Main	N/A	053135260	Downtown Precise Plan Area	1922	Listed in Historic Resource Inventory	CR 3D: Appears eligible for National Register as a contributor to a National Register Eligible District through survey evaluation. NR 5S3: Is not eligible for separate listing or designation under and existing or likely local ordinance, but is eligible for special consideration in local planning.	Originally Sunshine Grocery Store	Neo-Classical	Attached commercial	B	
HH	935	Main	N/A	053135270	Downtown Precise Plan Area	1920	Listed in Historic Resource Inventory	CR 3D: Appears eligible for National Register as a contributor to a National Register Eligible District through survey evaluation. NR 5S1: Is separately listed or designated under an existing local ordinance, or is eligible for such listing or designation.	Originally Flynn's Ford Agency	Neo-Classical	Attached commercial	B	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
II	1018	Main	N/A	053137020	Downtown Precise Plan Area	1857	Redwood City Landmark & State Point of Historic Interest	NR 5S1: Is separately listed or designated under an existing local ordinance, or is eligible for such listing or designation.	John Offerman House	Greek Revival	Detached single family home	A	
JJ	1020	Main	N/A	053137020	Downtown Precise Plan Area	Circa 1880	Listed in Historic Resource Inventory	NR 4S2: May become eligible for separate listing in the National Register when more historical or architectural research is performed on the property.	John Dielman House	Queen Anne	Detached single family home	A	
KK	605	Middlefield	N/A	052347060	Downtown Precise Plan Area	1933	Potential Resource	CR 6Z: Found ineligible for National Register, California Register, or local designation through survey evaluation.	605 Middlefield	Tudor	Detached single family home	D	
LL	611	Middlefield	N/A	052347050	Downtown Precise Plan Area	1891	Listed in Historic Resource Inventory	NR 5S1: Is separately listed or designated under an existing local ordinance, or is eligible for such listing or designation.	611 Middlefield	Queen Anne	Detached single family home	A	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
MM	727	Middlefield	N/A	052368030	Downtown Precise Plan Area	1910	Listed in Historic Resource Inventory	CR 3D: Appears eligible for National Register as a contributor to a National Register Eligible District through survey evaluation.	Originally Pacific Telephone and Telegraph Building	Spanish Revival	Attached commercial	B	
NN	1044	Middlefield	N/A	053134060	Downtown Precise Plan Area	1921	Redwood City Landmark	NR 3S: Appears eligible for separate listing.	Old Fire Station No.1 / Main Public Library	Italian Renaiss-ance	Detached institutional	B	
OO	55	Perry	53 Perry	052321270 & 052321260	Downtown Precise Plan Area	1929	Of Historic Interest	CR 6L: Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.	Elgin's Auto Supply and Machine Shop Service	Spanish Revival	Attached commercial	C	
PP	114	Stambaugh	N/A	053135020	Downtown Precise Plan Area	1919	Listed in Historic Resource Inventory	CR 3D: Appears eligible for National Register as a contributor to a National Register Eligible District through survey evaluation.	Holmquist Hardware	Neo-Classical	Attached commercial	B	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
QQ	116	Stambaugh	N/A	053135040	Downtown Precise Plan Area	1906	Listed in Historic Resource Inventory	NR 5S3: Is not eligible for separate listing or designation under and existing or likely local ordinance, but is eligible for special consideration in local planning.	Eugene Mourot House	Dutch Colonial	Detached single family home	A	
RR	142	Stambaugh	N/A	053135050	Downtown Precise Plan Area	1906	Redwood City Landmark	NR 4S2: May become eligible for separate listing in the National Register when more historical or architectural research is performed on the property.	Fred and Hannah Kirste House	Queen Anne	Detached single family home	A	
SS	530	Warren	N/A	052332010	Downtown Precise Plan Area	1902	Listed in Historic Resource Inventory	NR 5S3: Is not eligible for separate listing or designation under and existing or likely local ordinance, but is eligible for special consideration in local planning.	530 Warren	Queen Anne (Transitional)	Detached single family home	D	
TT	103	Wilson	N/A	053171040	Downtown Precise Plan Area	Circa 1900	Of Historic Interest	NR 5S1: Is separately listed or designated under an existing local ordinance, or is eligible for such listing or designation.	103 Wilson	Queen Anne	Detached single family home	D	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
UU	700	Winslow	704 Winslow 706 Winslow 710 Winslow 234 Marshall	052361030	Downtown Precise Plan Area	Circa 1945	Of Historic Interest	CR 5S2: Individual property that is eligible for local listing or designation.	The Falcone Building	Art Moderne	Attached commercial	C	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
N/A	508	Adams	N/A	053042080	Area of Influence	1948	Potential Resource	N/A	508 Adams	Midcentury	Detached multi-family	N/A	
N/A	524	Adams	N/A	053042180	Area of Influence	1925	Potential Resource	N/A	524 Adams	Spanish Revival	Detached single family home	N/A	
N/A	702	Allerton	N/A	052283120	Area of Influence	1883	Resource	CR 5D1: Contributor to a local district that is listed or designated locally.	702 Allerton	Open Gable Cottage	Detached single family home	N/A	
N/A	193	Arch	N/A	052191130	Area of Influence	Circa 1950	Potential Resource	N/A	193 Arch	Midcentury Medical Building	Detached commercial	N/A	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
N/A	415	Arch	N/A	052211060	Area of Influence	1920	Potential Resource	N/A	415 Arch	Craftsman	Detached single family home	N/A	
N/A	421	Arch	N/A	052211050	Area of Influence	1923	Potential Resource	N/A	421 Arch	Craftsman	Detached single family home	N/A	
N/A	701	Arguello	N/A	052272150	Area of Influence	Circa 1955	Potential Resource	N/A	701 Arguello	Midcentury	Attached commercial	N/A	
N/A	634	Brewster	N/A	052283110	Area of Influence	1939	Resource	CR 5D1: Contributor to a local district that is listed or designated locally.	634 Brewster	Tudor	Detached single family home	N/A	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
N/A	702	Brewster	N/A	052278060	Area of Influence	1915	Resource	CR 5D1: Contributor to a local district that is listed or designated locally.	702 Brewster	Queen Anne	Detached single family home	N/A	
N/A	710	Brewster	N/A	052278070	Area of Influence	1907	Resource	CR 5D1: Contributor to a local district that is listed or designated locally.	710 Brewster	Queen Anne	Detached single family home	N/A	
N/A	718	Brewster	N/A	052278080	Area of Influence	1922	Resource	CR 5D1: Contributor to a local district that is listed or designated locally.	718 Brewster	Craftsman	Detached single family home	N/A	
N/A	726	Brewster	N/A	052278090	Area of Influence	1914	Resource	CR 5D1: Contributor to a local district that is listed or designated locally.	726 Brewster	Bungalow	Detached single family home	N/A	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
N/A	734	Brewster	N/A	052278100	Area of Influence	1914	Resource	CR 5D1: Contributor to a local district that is listed or designated locally.	734 Brewster	Bungalow	Detached single family home	N/A	
N/A	840	Brewster	N/A	052275120	Area of Influence	Circa 1955	Potential Resource	N/A	Liquor Store / Mr. Frogs	Midcentury	Attached commercial	N/A	
N/A	1040	Brewster	N/A	052191110	Area of Influence	Circa 1955	Potential Resource	N/A	Bischoff's Medical Supplies with original sign	Midcentury	Detached commercial	N/A	
N/A	1784	Broadway	N/A	053205230	Area of Influence	Circa 1955	Potential Resource	N/A	Market	Midcentury	Attached commercial	N/A	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
N/A	1794	Broadway	N/A	053205150	Area of Influence	Circa 1945	Potential Resource	N/A	1794 Broadway	Midcentury	Attached commercial	N/A	
N/A	1612	El Camino Real	N/A	053094080	Area of Influence	Circa 1955	Potential Resource	N/A	NBS Motors / Collision Center	Midcentury	Detached commercial	N/A	
N/A	160	Harrison	N/A	053041220	Area of Influence	Circa 1960	Potential Resource	N/A	160 Harrison	Midcentury	Detached multi-family	N/A	
N/A	164	Harrison	N/A	053041230	Area of Influence	1925	Potential Resource	N/A	164 Harrison	Craftsman	Detached single family home	N/A	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
N/A	180	Harrison	N/A	053041240	Area of Influence	1951	Potential Resource	N/A	180 Harrison	Craftsman	Detached single family home	N/A	
N/A	202	Harrison	N/A	053041250	Area of Influence	1936	Potential Resource	N/A	202 Harrison	Craftsman	Detached single family home	N/A	
N/A	130	Jackson	N/A	053045130	Area of Influence	1912	Potential Resource	N/A	130 Jackson	Craftsman	Detached single family home	N/A	
N/A	1269	Jefferson	N/A	053045220	Area of Influence	1930	Potential Resource	N/A	1269 Jefferson	Tudor	Detached single family home	N/A	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
N/A	1303	Jefferson	N/A	053043300	Area of Influence	1926	Potential Resource	N/A	1303 Jefferson	Tudor	Detached single family home	N/A	
N/A	1304	Jefferson	N/A	053042180	Area of Influence	1925	Potential Resource	N/A	1304 Jefferson	Spanish Revival	Detached single family home	N/A	
N/A	121	Lincoln	N/A	053094070	Area of Influence	1908	Potential Resource	N/A	121 Lincoln	Queen Anne	Detached single family home	N/A	
N/A	133	Lincoln	N/A	053094050	Area of Influence	1945	Potential Resource	N/A	133 Lincoln	Midcentury	Detached multi-family	N/A	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
N/A	138	Lincoln	N/A	053093090	Area of Influence	1926	Potential Resource	N/A	138 Lincoln	Spanish Revival	Detached single family home	N/A	
N/A	1101	Main	N/A	053142040	Area of Influence	1931	Resource	NR 5S1: Is separately listed or designated under an existing local ordinance, or is eligible for such listing or designation. CR 3D: Appears eligible for National Register as a contributor to a National Register Eligible District through survey evaluation.	1101 Main	Gothic	Attached commercial	N/A	
N/A	1102	Main	1104 Main	053138010	Area of Influence	Circa 1950	Potential Resource	N/A	1102 Main	Streamline Moderne	Attached commercial	N/A	
N/A	450	Maple	N/A	053142120	Area of Influence	1940	Potential Resource	CR 6Z: Found ineligible for National Register, California Register, or local designation through survey evaluation.	450 Maple	Utilitarian	Attached commercial	N/A	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
N/A	522	Maple	N/A	053141070	Area of Influence	1883	Potential Resource	N/A	522 Maple	Queen Anne	Detached single family home	N/A	
N/A	526	Maple	N/A	053141080	Area of Influence	1948	Potential Resource	N/A	526 Maple	Craftsman	Detached single family home	N/A	
N/A	620	Maple	N/A	053238090	Area of Influence	Circa 1885	Resource	NR 5S3: Is not eligible for separate listing or designation under and existing or likely local ordinance, but is eligible for special consideration in local planning.	620 Maple	Queen Anne	Detached single family home	N/A	
N/A	628	Maple	N/A	053238100	Area of Influence	1903	Resource	NR 5S3: Is not eligible for separate listing or designation under and existing or likely local ordinance, but is eligible for special consideration in local planning.	628 Maple	Neo-Classical	Detached single family home	N/A	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
N/A	636	Maple	N/A	053238110	Area of Influence	1905	Potential Resource	N/A	636 Maple	Queen Anne	Detached single family home	N/A	
N/A	640	Maple	N/A	053238120	Area of Influence	Circa 1940	Potential Resource	N/A	640 Maple	Early 20th Century Industrial	Detached commercial	N/A	
N/A	722	Maple	N/A	053237060	Area of Influence	1922	Potential Resource	N/A	722 Maple	Tudor	Detached single family home	N/A	
N/A	734	Maple	736 Maple	053237070	Area of Influence	1922	Potential Resource	N/A	734 Maple	Craftsman	Detached single family home	N/A	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
N/A	746	Maple	N/A	053237090	Area of Influence	Circa 1940	Potential Resource	N/A	746 Maple	Early 20th Century Industrial	Attached commercial	N/A	
N/A	750	Maple	N/A	053237090	Area of Influence	1940	Potential Resource	N/A	750 Maple	Craftsman	Detached single family home	N/A	
N/A	1204	Middlefield	N/A	053142080	Area of Influence	1913	Resource	NR 5S1: Is separately listed or designated under an existing local ordinance, or is eligible for such listing or designation. CR 3D: Appears eligible for National Register as a contributor to a National Register Eligible District through survey evaluation.	Foresters' Hall	Neo-Classical	Attached assembly hall / commercial	N/A	
N/A	122	Vera	122-130 Vera	053064140	Area of Influence	1946	Potential Resource	N/A	Montgomery Villas motor court	Midcentury	Detached multi-family	N/A	

Map Letter	Primary Address		Other Addresses	APN	Location	Year Built	Type of Resource	Historic Resource Status Code(s)	Name or Original Use	Style	Building Type	Type of Protect-ion	Photo
N/A	702	Warren	N/A	052278110	Area of Influence	1910	Resource	CR 5D1: Contributor to a local district that is listed or designated locally.	702 Warren	Foursquare	Detached single family home	N/A	

APPENDIX 2:
PUBLIC OPEN SPACE ANALYSIS

The following information is intended to clarify and support discussions of public open space within the Downtown Precise Plan.

Shadow Sensitive Public Open Spaces

Of the 23 public open spaces serving the Downtown area, 10 are designated as "Shadow Sensitive." Shadow sensitive public open spaces are shown on the Height Regulations Map in Section 2.7 of this plan. Maximum permitted building heights have been reduced near these spaces in order to ensure that they maintain an appropriate level of sunshine, helping to keep them usable and enjoyable throughout the year. Shadow impacts on these spaces were assessed in Section 6 (Aesthetics) of the Downtown Precise Plan Environmental Impact Report (EIR).

Public open spaces which were not classified as shadow sensitive were excluded for the following reasons:

- Outside of the area regulated by the Downtown Precise Plan
- Not owned or operated by the City of Redwood City
- Planned to be removed in the future
- Less than 1/10 of an acre in size
- Located in the interior of a block

Public Open Space Inventory

A complete inventory of public open spaces was conducted as part of the preparation of this plan. In order to have a full understanding of public open spaces which will be accessible to future Downtown development, this inventory included spaces within the DTPP area, as well as those outside but within an easy walk of DTPP Area properties. This inventory took into account the Parks and Recreation Needs Assessment inventory which was conducted in May of 2008 for the entire city, but includes addition public open spaces which were excluded from that report. This data is shown in the upper table (right).

An analysis, using Redwood City Geographic Information Systems (GIS), was conducted to understand how far each Downtown parcel was from a public open space. In particular, walking distances were used as a measure to determine proximity of existing and future development to public open spaces. This data is shown in the table at bottom right.

Public Open Space Inventory

Name	Facilities Description	Controlling Agency	Estimated Size in Acres
Courthouse Square	Plaza, fountains, removable stage, permanent food vendor kiosks, movable tables and chairs.	City / County	0.59
Arguello Plaza (May be Removed)	Plaza, benches.	City	0.19
Brewster / Arch Parklet	Lawn with large tree, benches.	City	0.13
Broadway / Arguello Parklet	Lawn with shade trees and benches.	City	0.06
Broadway / Spring Parklet	Lawn with shade trees.	City	0.03
City Center Plaza	Plaza with shade trees and outdoor cafe.	City	0.25
City Hall Courtyard	Garden with large trees and seating walls.	City	0.27
County Center Plaza	Plaza with fountain.	County	0.34
County Parklet	Lawn with benches and shade trees.	County	0.11
Depot Plaza (Proposed)	Plaza with shade trees and outdoor cafe.	City	0.23
Franklin Park (Proposed)	Lawn with shade trees and benches.	City	0.19
Hamilton Green (Proposed)	Lawn with fountains and benches.	City	0.44
Library Plaza	Plaza with seating walls and movable tables and chairs.	City	0.17
Little River Park	Lawn, picnic tables, and creek.	City / SamTrans	0.27
Main Street Park	Lawn with shade trees.	City	0.23
Orien Elementary School Playground	Playground and lawn.	RC School District	0.79
Post Office Paseo	Plaza, lawn, stormwater management demonstration site, shade trees, and benches.	City / Post Office	0.19
Redwood Creek Park (Proposed)	Lawn, shade trees, creek, creekside walking paths, and benches.	City	1.17
Roselli Mini-Park	Lawn and shade trees.	City	0.44
Sequoia High School Open Space	Lawn, ballfield, large grove of trees.	Seq. Union H. Sch. Dist.	7.10
Spring / Marshall Parklet (May be Removed)	Lawn with large trees.	City	0.22
Theatre Way	Shared-space street with one auto lane, wide sidewalks, dining terrace, outdoor cafes, benches, ornamental light fixtures, and removable bollards for occasional traffic closures.	City	0.54
Theatre Way Parklet	Lawn.	City	0.04

Proximity Analysis

Measure	Current	Proposed
Total Public Open Space Acres Accessible to DTPP Pedestrians	11.96	13.47
Total Public Open Space Acres Within DTPP Boundary	3.72	5.04
Public Open Space Acres Outside DTPP, but Walkable to DTPP	8.24	8.43
Total Hardscape Acres Accessible to DTPP	2.61	2.41
Total Softscape Acres Accessible to DTPP	9.36	11.06
Parcel Acres Within a 1 Minute Walk of Public Open Space	60.7%	67.2%
Parcel Acres Within a 3 Minute Walk of Public Open Space	96.2%	99.2%
Parcel Acres Within a 5 Minute Walk of Public Open Space	100%	100%

Public Open Space Definitions

The following terms were used to describe public open spaces in the Downtown Precise Plan, and are defined here for reference:

- Hardscape – A landscaped area treated primarily with pavers, stone, brick, or concrete.
- Garden – A space occupied primarily by flowers and other ornamental plantings.
- Paseo – A narrow, linear space used primarily as a passage for pedestrians.
- Parklet – A small park-like public open space which is less than a quarter of an acre in size and which has no formal park programming or park facilities.
- Playground – A space used primarily for children's play.
- Plaza – A hardscaped space used primarily for public gathering and civic events.
- Softscape – A landscaped area treated primarily with lawn, flowers, plants, and shrubs.

APPENDIX 3: ACKNOWLEDGEMENTS

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Shadow Analysis

Metropolitan Planning Group

Historic Resources Analysis

Circa: Historic Property Development

Special Thanks

The City of Redwood City would like to thank all those who participated in the community workshops and who otherwise contributed to the development and implementation of this document.

DTPP Adoption and Amendments

DATE	SUMMARY	RESOLUTION
January 24, 2011	DTPP EIR Certification	15086
	DTPP Adoption	15087
	General Plan Amendment consistent with the DTPP	15088
September 10, 2012	Provide additional clarity, improved flexibility, and alternative land use designations	15209
July 22, 2013	Provide additional clarity and improved flexibility, and to remove the Theatre Way extension and Depot Circle concept to adapt to change in the plans for the future nature of the Caltrain railway.	15287
May 23, 2016	Reserve 15% of Maximum Allowable Residential Development for Affordable Housing	15495
September 12, 2016	Preserve and expand active ground floor uses 1. Expand the "Active Ground Floor Uses" requirement to Main Street between Broadway and Middlefield 2. Incentivize active ground floor uses by: a. Requiring a use permit for inactive ground floor uses based on criteria b. Expanding where general retail and entertainment uses are permitted c. Simplifying and modernizing the regulations by identifying active uses, clustering similar uses, removing outdated uses, clarifying applicability, and adding graphics 3. Establish a 3-month timeframe for a ceased nonconforming use to be re-established	15523
	Expand Main Street Historic District and designate the following properties as historic landmarks: 1. 847-849 Main Street 2. 935 Main Street 3. 1101 Main Street	15524
November 28, 2016	Amend the definition of "large project" to include any project over 35 ft. in height or 3 stories, and remove the Use Permit process requirements and instead refer to the Zoning Ordinance process.	15542
June 11, 2018	Amend the Maximum Allowable Development (MAD) office cap from 500,000 to 574,667 net new square feet of gross floor area (74,667 sq. ft. of which to be located at 851 Main Street).	15675