
3.2 LAND USE AND PLANNING

Introduction

This section describes existing land uses at the Kaiser Permanente Redwood City Medical Center campus (Medical Center) and surrounding areas that potentially could be affected by the proposed Kaiser Master Plan project. The 15.3-acre Medical Center campus is considered a gateway to the City's Downtown District due to its proximity to the downtown retail core and its location between two gateway entrances into the downtown at Main Street and Veterans Boulevard and at Maple Street and Veterans Boulevard. The land uses surrounding the Medical Center include a mixture of medical-related, commercial, office, residential, and light industrial uses. EIR discussions of land use and planning generally consider compatibility of a proposed project with neighboring areas, change to or displacement of existing uses, compliance with zoning regulations, and consistency of the proposed project with relevant local land use policies.

With respect to land use conflicts or compatibility issues, one's perception of land use conflicts necessarily considers how a proposed project may affect the existing development pattern, development intensity, traffic circulation, noise, and visual setting in the immediately surrounding area. Specific environmental-related issues and their potential significance (pedestrian safety, traffic, air quality, noise, etc.) are discussed in detail in the associated topical sections of this EIR (see Section 3.3, Visual Quality; Section 3.4, Transportation; Section 3.5, Air Quality; and Section 3.6, Noise). These sections collectively indicate the Master Plan would not substantially alter the land use pattern to result in a significant land use conflict. In addition, as discussed in the Initial Study (Appendix B), no impacts would result from a physical disruption to the surrounding community or due to conflicts with any conservation plans.

Accordingly, this section focuses on the consistency of the proposed project with the applicable adopted goals and policies related to land use from the *Strategic General Plan* of the City of Redwood City, and the *Redevelopment Plan for Redevelopment Project #2*, and the regulations of Redwood City's *Zoning Ordinance*. In addition, this section will address the consistency of the proposed project with the goals and policies contained in the City's draft *Downtown Area Plan*, scheduled for adoption in 2003 and the draft *Kaiser Master Plan Urban Design Guidelines* (Appendix C) which will be incorporated into the Kaiser Master Plan Precise Plan. The Precise Plan will be adopted in whole or in part by the City Council at the time of EIR certification or shortly thereafter.

Section 3.3, Visual Quality, of this EIR also describes the proposed project's consistency with the City's Draft *Kaiser Master Plan Urban Design Guidelines*.

Setting

Land Uses

The project site is located within Redwood City's Downtown District. For the purposes of this land use discussion, the "project vicinity" encompasses approximately a one-quarter mile radius from the existing hospital, which is centrally located within the project site.

Adjacent Uses. Land uses surrounding the project site are illustrated in Figure 3.2-1 and generally include light industrial, retail/commercial, office, and residential uses. North of the project site across Veterans Boulevard are commercial uses dominated by K-Mart and Mervyns' Plaza. To the east of the Medical Center are three six-story apartment buildings and a multi-story convalescent home. To the south of the Medical Center are office buildings and small retail establishments. Fairly new, mid-rise office buildings are immediately adjacent along Marshall Street, between Marshall Court and Walnut Street. To the west of the Medical Center is a mix of small apartment buildings and retail shops. Nearby land uses show that the project vicinity contains a mix of land uses, of which Kaiser's campus makes up approximately 12 percent of the project vicinity acreage.¹

Kaiser Permanente Redwood City Medical Center. The Medical Center occupies approximately 15.3 acres and includes a seven-story Hospital, five medical office buildings (MOBs), seven administrative and support buildings, a central utility plant, a seven-story parking garage, and seven surface parking lots. The project site encompasses approximately one and a half blocks, plus parking lots at Main and Bradford Streets and the Walnut MOB, at the corner of Walnut and Bradford Streets (see Figure 3.2-1 and Figure 2-2).

Applicable Plans and Regulations

City of Redwood City Strategic General Plan. The City's *Strategic General Plan*, adopted in 1990, guides the physical development and character of the City. Figure 3.2-2 shows the General Plan land use designations for the project vicinity. Heavy commercial is the designated land use for most of the project vicinity, including the project site. Other General Plan land use designations in the project vicinity include light industrial, open space, office park (commercial), high density residential, and public and quasi-public uses² (see Figure 3.2-2). The variety of land use designations is further indication that the City intends this area to be mixed use. Because the project site is located on land designated for commercial use, the proposed project is subject to commercial land use policies of the *Strategic General Plan*.³ In addition, other general plan policies related to the development of the

¹ The area of the project site is approximately 15.3 acres, and the area of the project vicinity is approximately 126 acres.

² "Kaiser Permanente General Plan Parcel Map," provided by the City of Redwood City, Community Development Services Department, Planning and Redevelopment to EIP Associates, October 9, 2002.

³ Maureen Riordan, Senior Planner, City of Redwood City, telephone conversation with EIP Associates, November 8, 2002.

Slipsheet

Figure 3.2-1 Nearby Land Uses

Slipsheet

Figure 3.2-2 General Plan Designations

proposed project (i.e., circulation, conservation, noise, and safety) are identified in Table 3.2-3 later in this section.

The City will be updating its General Plan in the middle of 2003 and expects to complete the process by 2004.⁴ Until an updated General Plan is adopted, the current *Strategic General Plan* is the primary document guiding land use in the City of Redwood City.

Redevelopment Plan for Redevelopment Project #2. Because the project site is located in the Redevelopment Area, policies from the *Redevelopment Plan for Redevelopment Project #2* (Redevelopment Plan #2) are applicable to the Kaiser Master Plan and are presented in Table 3.2-3 later in this section. The boundaries of the Redevelopment Area generally stretch beyond the Kaiser Medical Center site from Whipple Avenue to the west, Charter Street to the east, Veterans Boulevard to the north, and El Camino Real to the south.

Developed by the Redevelopment Agency of the City of Redwood City in 1985, *Redevelopment Plan #2* is the amended *1982 Redwood City Redevelopment Plan*. In 1989, a second amendment was made to the Plan. *Redevelopment Plan #2* contains major changes to the original Redevelopment Plan, including an expanded boundary, objectives for rehabilitation of residential and commercial properties, retention of persons residing in the Redevelopment Area, and extension of development controls until December 31, 2027. The *Redevelopment Plan #2* is intended to enhance commercial and residential areas and improve circulation in the project area. Specific objectives of the plan include making property suitable for private construction and public improvements; rehabilitating the Civic Center, commercial, and residential properties; improving transportation and parking facilities including linking together circulation within the area with the City street system; providing access to landlocked parcels; and making public improvements to alleviate flooding in parts of the area.

Zoning Ordinance. The primary zoning designations in the project vicinity are commercial/business (which allows residential development above first floor retail) and multi-family residential (see Figure 3.2-3). There are also areas zoned for residential and light industrial in the vicinity of the campus.

Zoning Designations of Surrounding Land Uses. The applicable zoning districts surrounding the project site are as follows:

- CG, General Commercial District, is intended to provide a district for commercial uses which do not specialize in serving the pedestrian shopper, and is more appropriately located along thoroughfares or away from the central shopping districts where more land is available or where special facilities can be provided for the performance of their function.
- CBR, Central Business Retail, is intended to strengthen the retail vitality and economic base of the downtown area, and to concentrate retail uses downtown. Residential uses are also permitted above ground floor retail in this district.

⁴ Tom Passinisi, Principal Planner, City of Redwood City, telephone conversation with EIP Associates, October 9, 2002.

Slipsheet for Figure 3.2-3 Zoning

Slipsheet

- R-4, Multi-Family - Medium Density Residential, is intended to stabilize and maintain the residential character of the district for medium density small apartments with adequate space for cooperatively used facilities and open space.
- R-5, Multi-Family - High Density Residential, is intended to stabilize and maintain the residential character of the district for high-density apartments with a minimum of cooperatively used outdoor space and a minimum of individual service facilities.
- PF, Public Facilities, is intended to accommodate governmental, public utility, and educational facilities, such as Redwood City Hall and the San Mateo County Center.
- IP, Industrial Park, is intended to provide a set of regulations which will ensure the creation of an environment exclusively for and conducive to the development and protection of modern, large-scale administrative facilities, research institutions, specialized manufacturing organizations, and specified retail establishments all of a type in which the architecture, landscaping, and operation of the uses is such that each is a credit to other and investment in well designed and maintained plants and grounds is secured by the maintenance of the highest standards throughout the district.

Kaiser Medical Center Zoning Designations and Parking Regulations. Table 3.2-1 shows relevant zoning regulations at the Medical Center, although it is noted that the proposed project includes application for a Precise Plan that would supersede the zoning regulations of the current districts that govern the project site. The majority of the project site is zoned CA. The purpose of this district is to provide large-scale office and administrative uses and buildings to promote the development of employment and administrative activities near the central business district. Permitted uses in the CA zone include medical uses, administrative or professional office uses, medical or dental offices, clinics, and laboratories. The height limit in the CA zone is 75 feet, and the permitted lot coverage is not more than 60 percent.⁵

A small portion at the northeast corner of Walnut and Bradford Street (the Walnut MOB) is zoned CB. The purpose of this district is to promote the orderly development of the downtown business district as a central shopping facility for the whole city and surrounding area. Permitted uses in the CB zone include professional or administrative offices, retail and retail services, and residential uses above ground floor. The height limit in the CB zone is 100 feet. There is no limitation on lot coverage in the CB District.⁶

Section 30.2.2 of the City of Redwood City Zoning Ordinance requires financial services, professional, business or administrative offices generating fewer than 100 PM peak period trips to provide one parking space for each 250 square feet of floor area. In addition, medical or dental offices and clinics

⁵ City of Redwood City, Planning Department, Community Development Services, Zoning Ordinance, Ordinance No. 1130, Article 12, 2001.

⁶ City of Redwood City, Planning Department, Community Development Services, Zoning Ordinance, Ordinance No. 1130, Article 14, 2001.

would require off-street parking and loading at the rate of one space for each 200 square feet of floor area, plus five spaces per doctor. Section 30.3 requires off-street parking and loading for hospitals, not including out-patient clinics, at the rate of one space for each patient bed, plus one space per employee on the largest shift. For hospitals that have more than ten employees on the largest shift, ten percent of required parking shall be designated for carpool and/or vanpool parking. Based on these zoning requirements, the Kaiser Medical Center at full buildout would be required to provide 4,005 parking spaces.⁷

	Central Administrative (CA)	Central Business (CB)
Maximum height of building (in feet) from grade to roof level	75 ft.	100 ft.
Minimum Lot Area	6,000 sq. ft.	2,500 sq. ft.
Minimum Lot Width	60 ft. (corner lots) 50 ft. (interior lots) Every lot shall have a minimum of 35 feet of frontage on a street.	25 ft.
Maximum Site Coverage (percentage)	60%	No limitations.
Setbacks	None required.	None required.

Source: City of Redwood City Zoning Ordinance, Ordinance No. 1130, Redwood City Zoning Code 2001.

Other Plans and Policies Related to the Proposed Project

Two other noteworthy planning documents are relevant to the project site. While neither of them has yet been adopted by the City, they are expected to be approved in 2003 at the time of Kaiser Master Plan EIR Certification or shortly thereafter, and therefore will influence the City’s decisions and reviews of future development plans at the Kaiser Medical Center campus. Thus, even though CEQA requires that lead agencies consider a project’s consistency only with adopted plans and policies, information relevant to these planning documents is discussed below.

Draft Downtown Area Plan. The City recommended draft *Redwood City Downtown Area Plan*, dated October 2001 and proposed for adoption in 2003, outlines the policy guidelines for future growth and

⁷ At full buildout, the Kaiser Redwood City Medical Center hospital would have 192 licensed beds and 678 employees at the largest shift. At one space per bed and one space per employee for the daytime shift, the parking requirement under existing zoning would be 870 spaces at the Hospital. MOB’s would total 429,800 GSF of clinical space, requiring 2,149 parking spaces. At 5 spaces per doctor (assume providers), there would need to be 740 parking spaces for the 148 on-campus providers. The administrative and support buildings would total 61,500 GSF, and at one space per 250 square feet of floor area, the administrative areas would require 246 spaces. Total parking required for the Medical Center would be 4,005 spaces.

development of the Downtown District. The Downtown District is an area bounded by Whipple Avenue to the west, Woodside Expressway to the east, Veterans Boulevard to the north, and El Camino Real to the south. The Kaiser Medical Center campus, an integral 15.3-acre portion of the larger Downtown District area, is located close to the downtown retail core (an area primarily bounded by Marshall Street, Main Street, and El Camino Real). While a small portion of the project site lies within the immediate boundaries of this retail core area, the majority of the Medical Center lies within a two- to three-block walking distance (adjacent to or just southeast) of the downtown retail core.

The key aspects of the draft *Downtown Area Plan* are to create a livable neighborhood with a mix of uses; provide a variety of open space; make walkways and sidewalks pedestrian friendly; provide linkages between the Caltrain Station, Broadway, and Redwood Creek; revitalize the historic architecture of downtown; and create major gateways into the area.

Goals from the *Downtown Area Plan* are summarized below:

- Create and define an accessible, safe, attractive and convenient downtown;
- Create an economically viable downtown;
- Create a friendly environment for a diverse mix of people and uses in the downtown;
- Respect the historic character, architecture and cultural heritage of Redwood City; and
- Establish a central downtown public gathering space that serves as a focal point for the community.

Draft Kaiser Master Plan Urban Design Guidelines. The City recommended draft *Kaiser Master Plan Urban Design Guidelines*, developed to optimize the relationship of the Kaiser Medical Center to the Downtown District, serves to reinforce/reflect the objectives, goals and policies of the draft *Downtown Area Plan* by providing overall direction for the location, orientation and design of Kaiser campus structures, open space, pedestrian walkways, streetscape and landscape improvements. The guidelines contain specific City recommended objectives and policies pertaining to the urban design of the Kaiser Medical Center campus. Consequently, the discussion of the project's conformance with this planning document is presented later in Section 3.3, Visual Quality.

Impacts and Mitigation Measures

Significance Criteria

The proposed project would result in significant land use impacts if the components of the Master Plan individually or cumulatively would:

- Conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project. Applicable plans include the *Strategic General Plan*, the *Redevelopment Plan*

for Redevelopment Project #2, the Zoning Ordinance, the draft Downtown Area Plan, and draft Kaiser Master Plan Urban Design Guidelines.

As previously described in the Initial Study (attached as Appendix B), the proposed project would be comparable in use and intensity of development to surrounding land uses and therefore is not expected to result in land use conflicts with nearby land uses.

Environmental Analysis

As described in Section 3.1, for each impact, a level of significance is determined and is reported in the impact statement. Conclusions of significance are defined as follows: significant (S), potentially significant (PS), less than significant (LTS), and no impact (NI). If the mitigation measures would not diminish potentially significant or significant effects to a less-than-significant level, the impacts are classified as “significant unavoidable effects (SU).” For this section, LU refers to Land Use and Planning.

The Higher Occupancy Scenario, described in Section 2, would result in the same increase of GSF as the proposed project, and would therefore represent the same land use changes as the proposed project. In addition, the Higher Occupancy Scenario would result in the same campus configuration and project phasing as the proposed project. Therefore, conflicts with land use, plans, and zoning would be the same under the Higher Occupancy Scenario as anticipated with the proposed project and land use and planning impacts would be similar to those under the proposed project. As such, the Higher Occupancy Scenario would have similar land use impacts as the proposed project.

LU-1. Strategic General Plan – Neither the proposed project nor the Higher Occupancy Scenario would conflict with applicable policies in the Strategic General Plan. (LTS)

As presented in Table 3.2-2, providing that the Master Plan does not change significantly in the future and Kaiser development occurs as envisioned by the Master Plan, the proposed project would be consistent with applicable policies in the *Strategic General Plan*. Based on a review of the *Strategic General Plan*, eight policies relevant to the proposed project are found in the Circulation, Conservation, Noise, and Safety Elements. Project features are considered to be consistent with five of the policies; mitigation measures proposed in this EIR would ensure that the project is consistent with the other three policies.

Regarding the latter three policies, the proposed project cannot be fully evaluated for consistency with Transportation Policy PT-4, which concerns the implementation of transit-related improvements, since this is a design detail which is not addressed in the conceptual Master Plan. Nevertheless, it is expected that the project would be consistent with this policy because there are mitigation measures recommended to address traffic impacts (see Section 3.4, Transportation), which call for inclusion of on-site transit and pedestrian facility improvements. Similarly, Policy PT-5 calls for project applicants to contribute their fair share for transit improvements. It is expected that the proposed project would fulfill this policy through the project sponsor’s payment of traffic impact fees and implementation of mitigation measures

called for in Section 3.4, Transportation. Finally, Policy N-3 requires that all exterior noise sources be brought down to acceptable noise levels with adjacent uses. The design of the buildings and the mechanical equipment are not addressed in the Master Plan because of its conceptual nature and thus it cannot be definitively stated that the project would be consistent with this policy. However, because the noise analysis in this EIR (Section 3.6, Noise) proposed mitigation measures to abate noise levels from the proposed project, Kaiser is expected to comply with Noise Policy N-3. As a result, the proposed project is expected to conform with existing *Strategic General Plan* policies and have a less-than-significant effect on the plan policies.

Table 3.2-2
Consistency of Proposed Project with Applicable Policies in the Strategic General Plan

Policy	Consistent	Rationale
Circulation		
Policy PT-4. Establish site planning and architectural standards for new building projects that would incorporate transit access and orientation. Such standards would apply to both public and private building projects located along existing bus routes to enhance pedestrian access and convenient public transit.	Expected	Mitigation measures that include relocation of existing SamTrans bus stops, designation of Caltrain shuttle stops, bicycle parking spaces, benches, and other pedestrian friendly transit improvements have been included in this EIR. See Section 3.4, Transportation.
Policy PT-5. Where a new building project is located along a bus route, the developer shall be required to pay for some of the cost of providing improved bus stop facilities or, where appropriate, dedicate land for improved bus stop facilities.	Expected	The proposed project would be required to cover the cost of construction for all frontage improvements and the project's fair shares of the cost of off-site mitigation measures over and above payment of the Traffic Impact Fees.
Conservation		
Policy C-2. Foster development which, by its location and design, reduces the need for nonrenewable energy resources.	Yes	The consolidation of medical facilities at the project site and its proximity to the downtown core and other commercial/retail centers would reduce the number of vehicle trips and encourage pedestrian activity, both of which would diminish reliance on non-renewable transportation fuels. Buildings will incorporate Green Building energy conserving materials and design.
Noise		
Policy N-2. Limit the hours of operation at all noise generation sources wherever practicable, unless an emergency exists.	Yes	The Hospital provides emergency services and would operate 24-hours a day.
Policy N-3. Require all exterior noise sources (construction operations, air compressors, pumps, fans, and leaf blowers) to use available noise suppression devices and techniques to bring exterior noise down to acceptable levels compatible with adjacent land uses.	Expected	Mitigation measures that include noise suppression devices and techniques to reduce noise to acceptable levels have been included in this EIR. See Section 3.6, Noise.

(Continued)

Table 3.2-2 (Continued)
Consistency of Proposed Project with Applicable Policies in the Strategic General Plan

Policy	Consistent	Rationale
Safety		
Policy S-1. Identify structural types and land uses highly sensitive to earthquake activity, and abate or modify them to achieve acceptable levels of risk.	Yes	The replacement of the Hospital is necessary in order to meet seismic safety standards mandated by the State of California under the Alfred E. Alquist Hospital Facilities Seismic Act of 1983 (SB 1953). The purpose of this act is to assure that acute care hospitals remain fully functional after an earthquake. The Kaiser Redwood City Hospital has been identified as seismically inadequate. Since retrofit of the fully occupied, functioning hospital would not be practical or cost-effective, a full replacement of the hospital will meet current standards.
Policy S-7. New development should provide adequate access for emergency vehicles, particularly fire fighting equipment, as well as provide secure evacuation routes for the inhabitants of the area.	Yes	The Medical Center is designed to provide adequate emergency access at four locations at the Medical Center (see Figure 2-5). Pedestrian walks, which will offer evacuation routes for Medical Center employees and visitors, are adjacent to Medical Center structures throughout the campus and are along Veterans Boulevard, Main Street, Bradford Street, Walnut Street, Marshall Street, and Maple Street.
Policy S-8. New development should be designed to provide protection from potential impacts of flooding during the 100-year flood.	Yes	The project site is not within the 100-year flood zone designated by FEMA and would not place any structures within such zones.

Source: Strategic General Plan, City of Redwood City, January 22, 1990; EIP Associates.

LU-2. Redevelopment Plan for Project #2 - The proposed project and the Higher Occupancy Scenario would be consistent with applicable land use policies in the Redevelopment Plan for Project #2. (LTS)

Table 3.2-3 evaluates the project’s consistency with all applicable land use policies from *Redevelopment Plan for Project #2*. Providing the Master Plan does not change significantly from the current concepts and development occurs as proposed in the Master Plan, the proposed project would be consistent with the *Redevelopment Plan*. The proposed project fulfills the applicable Redevelopment Plan objectives through private construction in the Redevelopment Area, rehabilitation of commercial property, provision of improved parking facilities in the area, and provision of improved access and safety. Furthermore, proposed retail and commercial uses at the Medical Center, which include optical sales, prescription and over-the-counter pharmaceuticals, and food service, are consistent with the land uses envisioned by the *Redevelopment Plan*, particularly when these uses are accessible at ground floor pedestrian level.

Revitalization of the Downtown District would be further enhanced and consistent with the *Redevelopment Plan* through incorporation of the Kaiser Master Plan Urban Design policies.

**Table 3.2-3
Consistency of Proposed Project with Applicable Policies in the
Redevelopment Plan for Redevelopment Project #2**

Policy	Consistent	Rationale
All land designated in said Land Use Element as commercial may be developed and used for commercial uses including but not limited to office, retail, service, and related auxiliary uses. New developments shall conform to the requirements of the City's General Plan and Zoning Ordinance. (Section V.A (2))	Yes	The project is subject to the referenced Redevelopment Plan citation because the project site is located within an area that is designated by the General Plan as commercial. The project's commercial uses are consistent with those identified in the <i>Redevelopment Plan</i> , including office (administrative or professional offices, medical or dental offices, clinics, and laboratories), retail (including drug stores) service (restaurants and cafes), and related auxiliary uses (parking structures).
The objectives of the Redevelopment Project are to make lowlands property useful for private construction and placement of public improvements, improve circulation, rehabilitate commercial and residential properties and the Civic Center, improve transportation and parking facilities including linking together circulation within the Redevelopment Project to the City street system, providing access to landlocked parcels and safer intersections, and public improvements to alleviate flooding of parts of the Project. (Section III)	Yes	The proposed project fulfills the applicable Redevelopment Plan objectives through private construction in the Redevelopment Area, rehabilitation of commercial property, improved parking facilities in the area, improved access, and safety. With the proposed project, private construction would occur through phased replacement of various inpatient and outpatient facilities at the Medical Center. Enhanced landscaping, lighting, and signage would complement the rehabilitation and replacement of existing structures on the campus. Improved on-site parking is anticipated through the construction of four new parking structures. The proposed project would create 2,227 additional parking spaces in the Redevelopment Area. For improved circulation at the project site, the Vehicular Circulation Plan of the Kaiser Master Plan proposes the reconfiguration of Maple Street to accommodate the proposed entry plaza to the Medical Center, narrowing of Walnut Street between Veterans Boulevard and Bradford Street, but keeping it a viable vehicular and pedestrian roadway connection/link to the downtown, and the reconfiguration of Marshall Court. The proposed Vehicular Plan includes curbside parking and passenger loading zones on Maple Street.

Source: Redevelopment Plan for Redevelopment Project #2, City of Redwood City, Adopted July 19, 1982, Amended December 18, 1989; EIP Associates.

LU-3. Zoning Ordinance - *The proposed project and the Higher Occupancy Scenario would conflict with applicable height and parking requirements in the Redwood City's Zoning Ordinance. However, the proposed project would be developed under a Precise Plan that would include new height and parking standards that would accommodate the proposed development. (LTS)*

The proposed project is consistent with all permitted and accessory uses for the Central Administrative (CA) and Central Business (CB) Districts and would be consistent with the development regulations for these districts as stipulated in the *Zoning Ordinance* with two exceptions. One, the proposed height of the nursing tower (up to 160 feet) would exceed the maximum height of 75 feet in the CA District. Two, the provision of approximately 3,000 off-

street parking spaces would not satisfy the off-street parking requirements of 4,005 parking spaces. Because the proposed project would include a Planned Community District designation for the Kaiser Medical Center that would permit structures up to 160 feet and a revision of the parking standards for this project (see Table 3.2-4), impacts resulting from inconsistencies with Sections 30.2H and 30.3A would be less than significant.

**Table 3.2-4
Consistency of Proposed Project with the Zoning Ordinance**

Policy	Consistent	Rationale
Section 30.2.2B (Required Parking – Commercial Uses, Administrative Offices) Financial services, professional, business or administrative offices generating fewer than one hundred peak period trips shall provide one space for each 250 square feet of gross floor area.	No, but parking requirements to be revised per the Precise Plan.	The proposed project includes about 3,006 off-street parking spaces. Under Section 30.2.2B, 30.2.2H and 30.3A, on- and off-campus facilities in Redwood City would require 4,005 parking spaces. The proposed project includes an application to revise the parking standards to five spaces per 1,000 square feet for medical use and two spaces per bed for the Hospital, which would total 2,980 spaces.
Section 30.2.2H (Required Parking – Commercial Uses, Medical or Dental Office and Clinics) One (1) space for each two hundred (200) square feet of floor area, plus five (5) spaces per doctor.	No, but parking requirements to be revised per the Precise Plan.	See response to Section 30.2.2B above.
Section 30.3A (Required Parking – Miscellaneous Uses, Hospitals but not including out-patient clinics) One (1) space for each patient bed, plus one (1) space per employee on the largest shift. Hospitals which have more than ten (10) employees on the largest shift shall have ten percent (10%) of required parking designated for carpool and/ or vanpool parking.	No, but parking requirements to be revised per the Precise Plan.	See response to Section 30.2.2B above. Carpool and vanpool parking will be provided per the Zoning Ordinance.

Source: City of Redwood City Zoning Ordinance, Ordinance No. 1130, Redwood City Zoning Code 2001; EIP Associates.

LU-4. Draft Downtown Area Plan - The proposed project and the Higher Occupancy Scenario may not reflect the policies of the Draft Downtown Area Plan, but further review by the City would ensure that development on the campus satisfies the City's policies. (LTS)

Although the *Downtown Area Plan* has not yet been adopted, it is anticipated to be adopted in 2003. A discussion of the consistency of the Master Plan with draft *Redwood City Downtown Area Plan* policies, therefore, has also been included. The discussion below highlights the areas that the proposed Master Plan could conflict with draft *Redwood City Downtown Area Plan* policies.

Because the development details of the Medical Center are not available given the conceptual nature of the Master Plan, it cannot be definitively stated that the proposed project would fulfill and implement the *Downtown Area Plan*. Nevertheless, as future development applications are submitted at the Kaiser campus, they would be reviewed by the City to ensure consistency with the *Downtown Area Plan*.

The Master Plan would be consistent with a “park-once” strategy (Policy 4.16) by consolidating Kaiser facilities in Redwood City, to one central location. Members would only need to park once to obtain services at the Kaiser campus. Each building on the campus would have an adjacent parking structure and an on-campus shuttle service would be provided. The Master Plan would be expected to facilitate the long-term development of adequate parking for a convenient and accessible downtown (Policy 4.17). The proposed project would provide five parking structures and surface parking, or about 3,006 parking spaces for Kaiser members and staff near the downtown core, and would not result in spillover of parking demand to the downtown area. The Master Plan would also be consistent with ensuring that the downtown is barrier free and accessible to all. The proposed project would comply with the American Disabilities Act and would include curb ramps, and curb cuts, and walkways and sidewalks with appropriate widths to accommodate people with disabilities. The proposed project should also comply with policies regarding the undergrounding of utilities. Over the course of the Master Plan, the City should look for opportunities to require the project sponsor to underground existing facilities, such as the storm water pump station at the corner of Veterans Boulevard and Maple Street, that detract from the streetscape. However, this storm water pump station is an existing City facility that is not on Kaiser property.

However, with respect to the *Downtown Area Plan*, the proposed Master Plan does not explicitly address in detail how the future development would enhance the downtown core as the functional symbol of the downtown area (Policy 3.17), create a series of usable open spaces in the downtown (Policy 4.4), provide incentives for development that incorporate various usable outdoor spaces beyond the minimum requirements (Policy 4.6), and provide safe and direct pedestrian connections to and from the parking structures (Policy 4.19). While these aspects are expected to come into much greater focus as future buildings/projects are submitted to the City, the absence of discussion in the Master Plan means that these items may be inconsistent with the draft *Downtown Area Plan*.

Cumulative Analysis

LU-5. Cumulative Land Use - The proposed project and the Higher Occupancy Scenario in combination with other development in the project vicinity would not cause cumulative land use impacts for existing land uses in the Downtown Area. (LTS)

No significant cumulative land use impacts are expected in the downtown area, since the proposed project generally conforms to the *Strategic Plan* (see Impact LU-1) and future buildout of the Kaiser campus in combination with other foreseeable development in the vicinity would be expected to conform to the *Downtown Area Plan* when it is adopted in 2003.

Because the proposed project is consistent with the *Strategic General Plan* and will be required to be consistent with the *Downtown Area Plan*, Kaiser's development would not be expected to create nor contribute to significant cumulative land use impacts.