





2.3. NEW STREETS

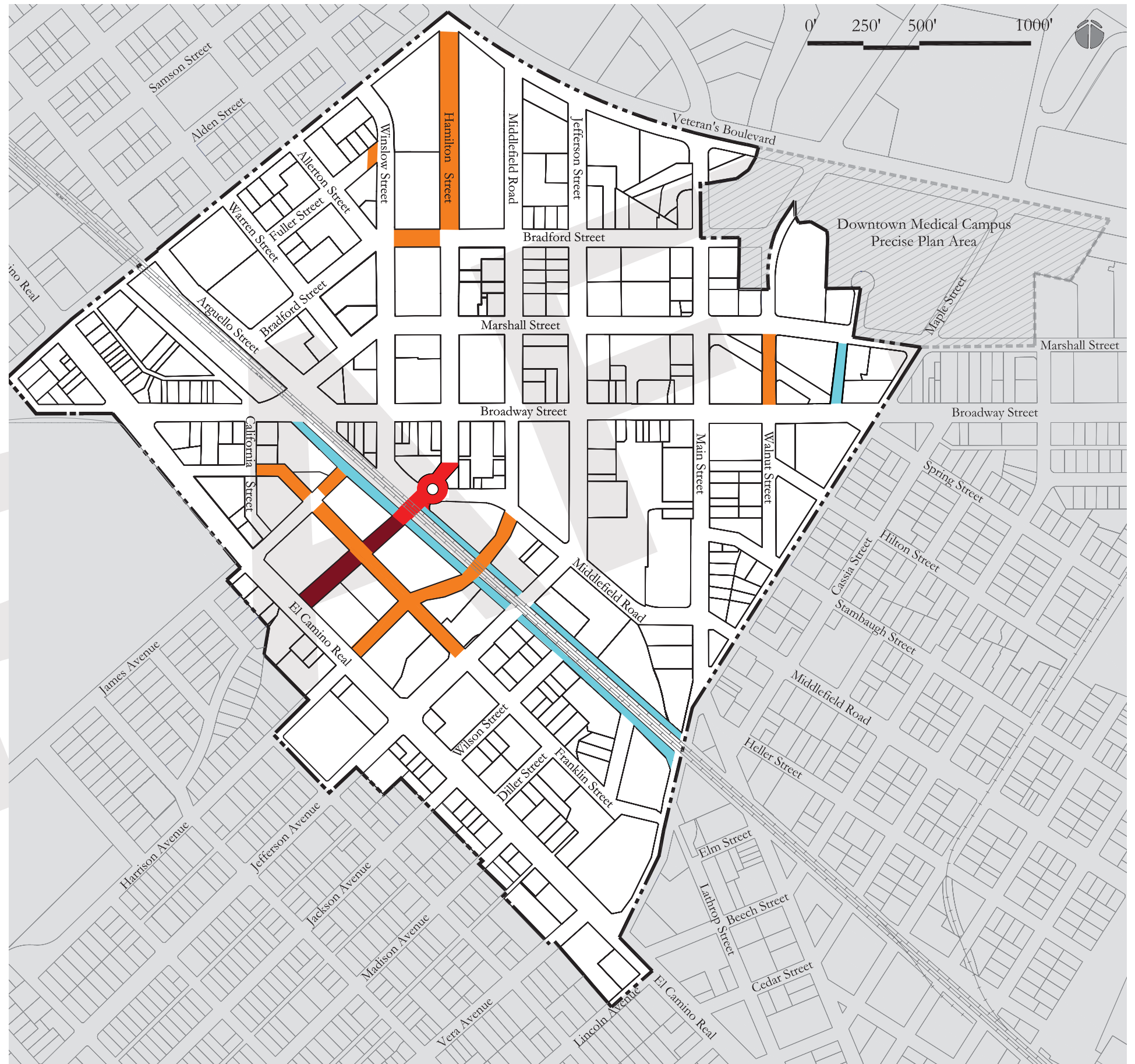
This section contains regulations designed to ensure that new streets are created where they are needed. The locations of the new streets have been selected based on the need to maintain and enhance Downtown Redwood City's interconnected, fine-grained street grid. This will improve pedestrian and bike 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 Required
-  New Downtown Core Street with Linear Green Required
-  New City Street Required
-  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 disbursement of automobile trips, new development in designated areas must provide new streets as described below.

A) Provision of New Streets

1. Standards

- a. Required New Streets shall be built by developers as development occurs in the areas where required new streets are shown on the Required New Streets Map when an affected parcel is completely redeveloped, or when an addition increases the gross floor area by 100% or more. Only the portions of the new streets which run through the project parcel shall be required to be constructed.
- b. The New Street Type for each required new street shall be as indicated on the Required New Streets Map.
- c. New streets 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 PHED Director/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 PHED Director/Designee.

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 Corridor Type. Corridor 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

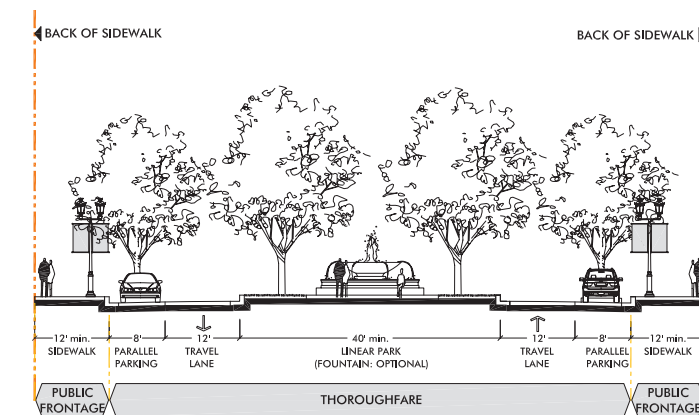
The Downtown Core Street with Linear Green will provide a centrally-located urban public open space for visitors and community members to gather surrounded by a streetscape environment to add urban amenity for their shopping experience and daily life

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

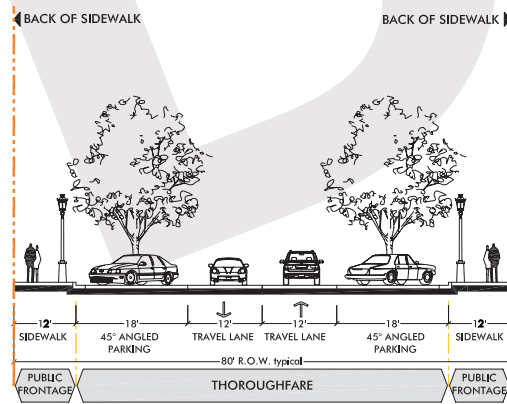
New Downtown Core Streets will provide comfortable, convenient, and safe connectivity within the retail and entertainment heart of Downtown Redwood City.

1. Standards

- The right-of-way provided for new Downtown Core Streets shall be no less than 80 feet in width.
- 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.
- Each block shall have a single species of medium, open-habit deciduous trees or flowering trees planted in parking lanes in planting wells with trees planted at a maximum spacing of 54 feet on-center.
- 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.
- A Linear Green open space comprised primarily of grassy open space shall include elements that provides amenity for pedestrians such as small pavilions for food concession, kiosks, gazebos, trellises, fountains, and benches.

2. Guidelines

There are no Downtown Core Street guidelines.



DOWNTOWN CORE STREET

C) City Street

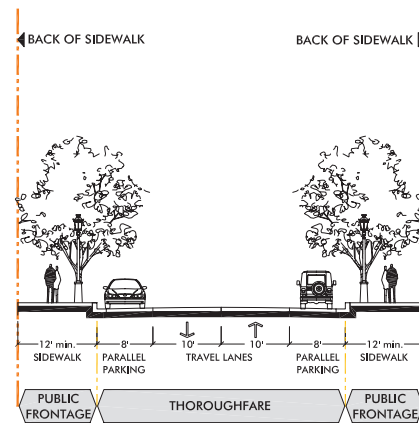
New City Streets will provide attractive and comfortable, yet versatile connections within the urban fabric.

1. Standards

- The right-of-way provided for new City Streets shall be no less than 60 feet in width.
- 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.
- Each block shall have a single species of large, open-habit deciduous trees in planting wells with tree grates maximum spacing of 40 feet on-center.
- Pedestrian-scale decorative street lighting in sidewalk maximum spacing of 80 feet on-center. Light source should be located 12-14 feet above finished grade.

2. Guidelines

There are no City Street guidelines.



CITY STREET

D) Lane

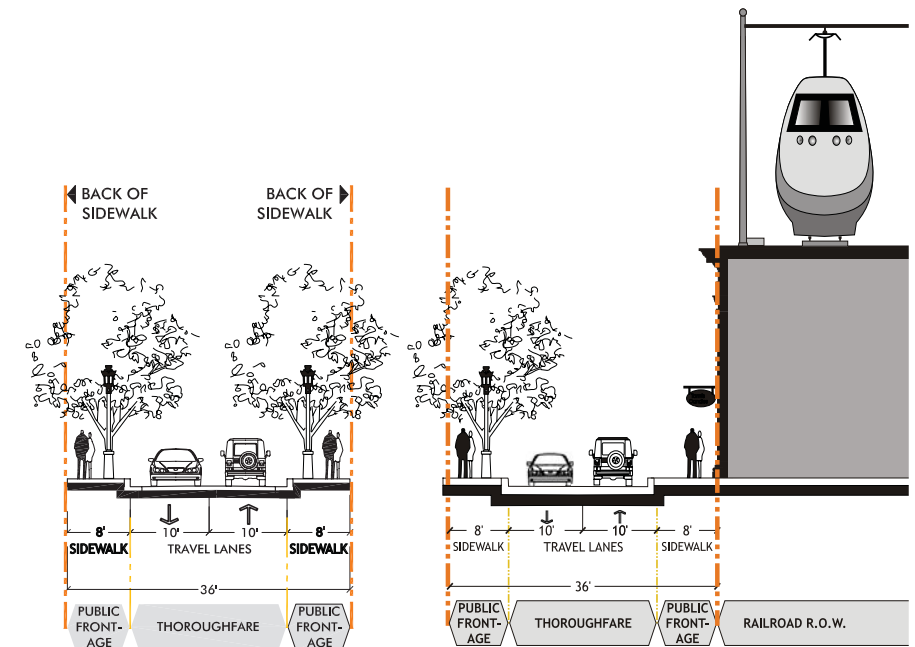
New Lanes will provide appealing passages which supply critical linkages in the Downtown fabric on a narrow right-of-way.

1. Standards

- 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.
- 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.
- When located along the Caltrain Rail Right-Of-Way, Lanes may be one-sided as shown.
- 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.



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