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Chapter I - Background, Issues, and Goals

Introduction

Downtown Redwood City has changed significantly in the last ten years. The city’s ongoing revitalization effort has facilitated new investment in a wide range of forms: renovated historic buildings, new housing and commercial space, streetscape enhancements, a parking structure, new railroad bridges, a new city hall, and soon an urban cinema and retail complex. The result is a downtown that is more attractive and economically active than it has been in decades.

Most of the investment and energy has been concentrated in the downtown core, generally along Main Street and west. The focus has been on retail, infill housing, and public facilities. However, the city’s Downtown Area Plan expands the scope of downtown-related visioning and planning significantly, notably northeast to Veterans Boulevard and Woodside Road. This area contains the Kaiser Permanente Redwood City Medical Center campus, as well as a mix of commercial service businesses, apartments, and corporate offices. As noted in the Downtown Area Plan, the Kaiser campus area is located within the Veterans Boulevard corridor, an area of mixed office and auto-oriented commercial developments. The Area Plan notes that new development should “be compatible with the fine-grain development prevalent in the downtown core area,” and, “should be designed to provide direct pedestrian connections to the downtown core area and not face its back to the core.”

Today, this area has little in the way of physical coherence. Buildings of dramatically different sizes and styles are oriented in a variety of different ways. Discontinuous and/or oddly-angled streets, vacant lots, and large surface parking lots add to the sense of incoherence. Though the area is very close to downtown, it does not reflect the image and character of downtown.

The existing medical campus is a microcosm of its surroundings, with a disjointed mix of medical buildings, support facilities, and parking areas scattered in the vicinity of the existing hospital tower. The current campus does not serve Kaiser Permanente well, nor is it consistent with the city’s vision of a greater downtown area that is attractive, urban, and supportive of transit use and district revitalization.

The Downtown Medical Campus Precise Plan contains land use, design, and circulation policies for creating a distinctive urban health care facility. The Precise Plan’s policies are consistent with the intent of City of Redwood City General Plan designations for the area, and are intended to supersede the area’s previous zoning requirements. The Precise Plan also incorporates CEQA-related mitigation measures as appropriate. The Plan’s policies focus on the issues listed below. These issues and the Precise Plan goals related to them are discussed in more detail later in this chapter.
1. Downtown Context and Economic Vitality

2. Building Orientation and Pedestrian Circulation

3. Open Space

4. Downtown Gateways

5. Redwood Creek Enhancement


7. Architectural Character and Image

Precise Plan Background and Process

The Precise Plan process began in the summer of 2001, when Kaiser Permanente brought initial development plans for a new medical office building (MOB) to the City for review. This new building would allow Kaiser to address its incremental membership growth and consolidate a number of its leased, off-site services in a single structure. In addition, state law SB1953 requires that all hospital buildings meet state earthquake safety standards by 2013. According to Kaiser, renovating the existing hospital building to meet these standards is not cost effective, nor would it result in a facility that meets current and future health care space requirements. A new hospital would need to be constructed, and significant reconfiguration of existing campus buildings, access, and parking would be required. An overall campus master plan was needed.

As part of its master planning, Kaiser has proposed to expand the building area within the campus almost threefold, from 330,850 gross square feet (GSF) of occupied building space to 948,000 GSF (not including the existing Walnut Building) and four new parking structures totaling 742,800 GSF. There are three major reasons: 1) to incorporate functions currently in existing leased off-site space elsewhere in Redwood City; 2) to accommodate future membership growth; and 3) to reflect the larger support and treatment space per patient that has become standard in the health care industry.

Kaiser needed a feasible master plan to assess its development program and site requirements in light of a projected twenty-year build-out, and to support the environmental assessment as required per CEQA. City staff worked with the Kaiser planning team to refine the initial master plan concept. Alternative locations for buildings, parking, and vehicular and emergency access were evaluated in light of Kaiser objectives. Simultaneously, the Kaiser planning and design team proceeded with detailed architectural plans for MOB 1. Planning Commission and Architectural Review Committee (ARC) meetings were held to discuss the City-preferred and Kaiser master plan concepts. Separate ARC meetings were also held to review detailed design plans for MOB 1.

The Precise Plan is a policy document not a development blueprint. It establishes the City’s development goals and objectives with the understanding that health care industry and facility needs have changed dramatically in recent years, and will likely continue to do so. Building locations and configurations are likely to change over a twenty-year build out period. The Precise Plan establishes a policy envelope for development intensity, building heights and orientation, parking, architectural design, and other factors. This policy envelope is flexible enough to allow for changes, but definitive enough to ensure that the city’s vision for a revitalized greater downtown area is achieved.

The Precise Plan Area

The Precise Plan Area is approximately 15.3 acres. It is comprised of five contiguous parcels separated by city streets. The largest parcel occupies almost the entire block bounded on the north by Veterans Boulevard, on the east by Maple Street, on the south by Marshall Street, and on the west by Walnut Street; the southwest corner of
Chapter I - Background, Issues, and Goals

this block is occupied by the 901 and 1001 Marshall Street office buildings and an associated parking structure. The second parcel occupies the east side of Maple Street between Veterans Boulevard and Marshall Street. The third parcel occupies the block bounded by Veterans Boulevard on the north, Walnut Street on the east, Bradford Street on the south, and Redwood Creek and Main Street on the west. The fourth parcel lies on the northwest corner of Bradford and Walnut Streets. The fifth parcel occupies the southwest corner of Bradford and Walnut Streets. The Plan Area map on the following page illustrates the location of these parcels.

The existing Kaiser Permanente Redwood City Medical Center has 125 health care providers and 1,262 staff serving approximately 100,000 members. It includes a full service hospital with 209 licensed beds and 203,955 GSF, outpatient medical office buildings totaling 93,393 GSF, ancillary support buildings totaling 30,502 GSF, and a 749-stall parking structure totaling 289,300 GSF. Existing features and land uses in the Plan Area include the following:

- hospital tower (seven-story) and central utility plant
- five one- to two-story medical clinics
- four one-story, concrete block administrative offices
- several modular units/temporary trailers
- parking structure at Veterans Boulevard and Maple Street (eight-story, to remain)
- eight surface parking lots (624 total parking spaces)
- Redwood Creek, a Downtown entry feature located on two sides of Main Street and Veterans Boulevard

Existing medical buildings are currently oriented in a variety of ways. The main hospital faces Veterans Boulevard to the north.

The adjacent Cypress building faces an access drive to the south. Other buildings are set back from streets with suburban-style lawns or are located on internal campus parking lots and service drives. Parking lots are located in various configurations. Some are internal, accessed from Maple Street, and others are on the periphery; e.g., a major surface lot is located at the gateway to downtown along Redwood Creek at Main Street.

Streets in the Plan Area have a variety of different roles. On the north is Veterans Boulevard. At seven lanes it is one of Redwood City's largest and most visible streets and an evolving office and retail corridor. On the south is Marshall Street, a two-lane roadway that extends to Downtown, becoming a four-lane street that functions as a parallel route to Broadway. In the easterly portion of the Plan Area is Maple Street, a two-lane roadway that extends north over the US 101 freeway to the Bayfront area, and south to Broadway and neighborhood areas beyond. On the west is Main Street, a two-lane roadway that is a gateway to Downtown. Walnut Street and Bradford Street provide local access on the west of the Plan Area. Walnut Street is currently one-way northbound south of

Existing medical buildings vary widely in terms of size, orientation, and general appearance. There is little in the way of design that unifies the campus today.
Main Street (left above) is a gateway to Downtown. Maple Street (right above) is a link north across US 101 to the Bayfront area. Marshall Street (center) is likely to experience significantly more pedestrian activity in later phases of campus development.

Spring Street; the city is considering reconfiguring Walnut to two-way to improve downtown circulation. Veterans Boulevard intersections are signalized at Maple, Walnut, and Main.

**Existing Plans and Regulations**

**General Plan.** The Strategic General Plan designates the Precise Plan area for heavy commercial use, as indicated by the General Plan Map on the following page. Land use designations in the vicinity are mixed, including light industrial, office park, high density residential, and public and quasi-public uses. The City is planning to begin preparing an update of the Strategic General Plan City in 2003.

**Redevelopment Plan.** The Precise Plan area is located within the boundaries of Redevelopment Plan #2, with development controls extending to December 31, 2027. The objectives of the Redevelopment Plan include enhancing commercial and residential areas for new investment, and improving transportation and parking facilities, including linking circulation within the area with the City street system.

**Zoning.** Two zoning districts currently apply to the Plan Area. As illustrated by the Zoning Map on page 8, Parcels I - IV are zoned CA / Central Administrative. Parcel V is zoned CB / Central Business. The CA District permits uses consistent with the function and support of a medical center. The CB District does not specifically identify medical offices, clinics, or laboratories as permitted uses.

The CA District has a maximum 60% lot coverage (Parcels I - IV); the CB District (Parcel V) has no lot coverage maximum. Neither district has maximum floor-area-ratio (FAR) standards. Maximum building heights are 75' for the CA District and 100' for the CB District. The existing hospital was built prior to the present zoning and at a height of approximately 117' exceeds the CA District limit by approximately 42'. The existing 7-story parking structure on Veterans Boulevard is 80' in height and exceeds the allowable height limit by approximately 5'.

**Context and Surroundings**

The Plan Area is bordered by a mix of land uses -- light industrial, small retail, low-rise office buildings, and other commercial businesses -- and the character of the surroundings varies in each direction. To the north across Veterans Boulevard are two shopping centers, with K-Mart and Mervyn's as the major tenants. On the east are three five- and six-story apartment buildings and a multi-
General Plan Designations
DOWNTOWN MEDICAL CENTER PRECISE PLAN
CITY OF REDWOOD CITY
story convalescent home. Further east are three- and four-story office buildings and a number of small retail outlets.

South of the Plan Area are small office buildings and retail establishments. The newer, 901 and 1001 Marshall mid-rise office buildings are immediately adjacent between Marshall Court and Walnut Street; this area is zoned for medium- to high-density office and retail space. On the west is a mix of small apartment buildings and retail shops. A mix of light industrial, small retail, low-rise offices, and other commercial uses characterizes the surrounding district.

The Plan Area is two to three blocks from the core Downtown commercial area. The intersection of Main Street and Broadway is two blocks and 900 feet from the intersection of Bradford and Main, and three blocks and 1,225 feet from the intersection of Marshall and Maple. Walking times to Downtown from these locations are from three to five minutes. However, the character of streets and frontage properties along the way do not currently encourage pedestrian circulation. Gaps in building frontages created by surface parking lots, oblique intersections, and the lack of street trees combine to make the distance seem farther than it actually is.

Precise Plan Issues & Goals

1. Downtown Context and Economic Vitality - Kaiser’s planned investment in the area dwarfs any other private developments envisioned in coming decades. Therefore, investment in this area should serve to enhance the image and character of downtown. The Kaiser Permanente campus has the potential to provide significant market support to downtown businesses, enhancing the city’s ongoing downtown revitalization efforts. Kaiser’s approximately 1,387 employees are a primary source of potential business, patronizing restaurants, shops, and cafes. Out-patients and in-patient visitors combining a trip to downtown with a trip to the campus are a smaller, yet potentially considerable, market as well.

Kaiser’s properties abut downtown. However, today’s campus is a collection of buildings and parking areas that have little relationship to one another, much less to downtown. The newly designed and developed campus should support downtown’s economic vitality in two ways: 1) site planning and building configurations should orient staff and visitors to the district, and; 2) new buildings and related site improvements should be attractive additions to the area, consistent with the level of investment the city is encouraging for new development throughout downtown.

2. Pedestrian Circulation and Building Orientation - If the campus is to play an important role in downtown revitalization consistent with Goal 1 above, campus buildings and pedestrian ways must be designed to encourage pedestrian movement between the two areas, as well as between campus buildings and adjacent city sidewalks. The center of the Kaiser medical campus is approximately 800 feet from the intersection of Broadway and Main Street “as the crow flies.” The walking distance
from the closest point of the campus to downtown - i.e., the intersection of Maple and Marshall Streets to Broadway and Main - is 1,150 linear feet, just less than 1/4 mile. This is approximately a 5-minute walk, the same as the distance between Main Street and Hamilton along Broadway. New buildings and pedestrian ways should create attractive links to and along Main Street, Maple Street and Marshall Street, the connector streets to downtown. As the campus’ only through street, Maple and Walnut should function as the main pedestrian route as well.

Sidewalks should be generous in width, see diagrams on page 17, and buildings should not crowd streets visually. Building entrances should be oriented to public sidewalks, and first floor facade designs and materials should be attractive. Building step backs should be employed as needed to maintain sunlight on sidewalks and reduce potential wind tunnel effects.

3. **Open Space** - Little usable open space is provided on the campus today. The courtyard between the Cypress and Oak medical clinics and the pharmacy is the only notable one. It is primarily used for outdoor gathering and lunchtime seating. Other seating areas are poorly situated, isolated, adjacent to unsightly facilities and/or exposed to the elements and passing traffic. The campus should incorporate a variety of functional outdoor spaces for use by staff and visitors.

Attractive, pedestrian-oriented open spaces are a key ingredient in any campus environment, educational, professional, or medical. Supporting building orientations and architectural design is essential to creating those spaces. Coherent and attractive pedestrian circulation routes are also important for encouraging transit use and reducing auto congestion, two important city goals.

4. **Downtown Gateways** - Main and Maple Streets are important in terms of circulation and downtown image. Main Street is a highly visible downtown entrance and through street, with traffic exceeding 25,000 cars per day. In recent years building renovations, new development, and streetscape improvements have significantly improved the appearance and level of activity south of Broadway. However, the relative lack of investment north of Broadway is noticeable. Older commercial buildings do not have the architectural qualities and maintenance levels that characterize other portions of downtown, creating a less than favorable impression entering the district from Veterans Boulevard.

New buildings and site improvements associated with the Kaiser campus should extend the fabric of downtown north along Main Street. Attractive, downtown-scale buildings, active, street-facing building spaces, and street trees, ornamental street lights, and other streetscape amenities should be provided. In general, Main Street should become more urban -- full width sidewalks, buildings closer to the street, etc. -- as one approaches
Broadway from the creek and bridge. The gateway properties adjacent to Redwood Creek and Veterans Boulevard are particularly visible and attractive downtown gateway buildings should be developed on both of them. The westerly gateway property is relatively small, however, and may be difficult to develop, particularly with on-site parking. Though a building is preferred, another option would be an attractive open space that highlights the creek. A downtown entrance landmark should be considered for this site or the existing open space adjacent to Veterans Boulevard.

Maple Street connects the greater downtown area to the Bayfront north of Highway 101. As new development occurs in the Bayfront, the use and visibility of Maple Street are likely to increase. Attractive buildings should frame the Maple Street intersection at Veterans Boulevard, and campus-related parking and emergency vehicle access along Maple Street should be minimized to accommodate through traffic. Traffic calming measures should be introduced to ensure that, though traffic volumes could be considerable at times, vehicle movements are slow and supportive of Maple's role as the pedestrian spine of the campus.

5. **Redwood Creek Enhancement** - Redwood Creek borders the Kaiser campus to the northwest adjacent to the intersection of Main Street and Veterans Boulevard. Kaiser surface parking lots currently abut the creek on the gateway sites. The creek has some landscaping on the east side of Main Street, but on the west looks more like a drainage facility than a natural feature of the area. Recommendations for Downtown and the Bayfront include a connecting bicycle and pedestrian path along the Creek and below the 101 freeway. Path users would cross Veterans Boulevard at-grade. A downtown docking/tie-up spot for hand boats -- canoes, kayaks, etc. -- is recommended for the creek channel adjacent to the westerly gateway site. This dock would be a future City-sponsored public improvement project.
Properties adjacent to the creek should be improved to highlight the creek as an open space amenity and element of the downtown gateway. A pedestrian path with additional landscaping, signage and lighting should be installed along the south bank. This path could serve as a principal walking route to downtown from buildings facing Veterans Boulevard, and function as part of the larger creek open space linkage to the Bayfront.

6. Parking, Drop-Off and Emergency Vehicle Access - Vehicular access to campus parking structures should be oriented to streets that can accommodate significant volumes of in/out traffic. In general, the existing street grid should be retained to allow for flexibility in terms of future traffic, pedestrian, and bicycle movements. Retaining the grid also keeps the scale of development consistent with the block sizes typical of the greater downtown area. Emergency vehicle access should be provided from streets that do not include primary access to parking or building drop-off areas.

7. Architectural Character and Image - Buildings and site conditions at the existing medical center vary widely, as noted previously, from vacant sites and temporary one-story structures to the suburban-style Cypress building, the modernist hospital tower and the traditional, office-like Veterans Boulevard parking structure. Buildings and site facilities reflect the incremental growth that has taken place over the last 30 years, and there is little in the way of architectural form to indicate that the various structures and parking areas are part of a common campus.

A primary city concern is that new buildings and site improvements complement each other to create a campus that has a coherent, attractive architectural character and image. New investment in the greater downtown area should be attractive and on display. Build-out of the campus will take place over a 22-year period, and technical requirements and architectural fashions are likely to change considerably. A rigidly-defined approach to architectural design for the entire campus is not recommended and is probably not appropriate. However, a general palette of building forms and materials should be established so that buildings are complementary and the campus has a clear, recognizable, and attractive overall image. In addition, buildings should be designed to relate to local context; i.e. Main Street's historic commercial buildings, residential/mixed-use on Marshall Street, and the larger, auto-oriented scale of Veterans Boulevard.

A related issue is the appearance and/or interim use of vacant properties. Given the visibility of the campus it is important that all properties appear actively invested in. Attractive landscaping or other design improvements should be installed on properties that remain vacant until later phases of campus development.
Chapter II - Development Standards & Urban Design Guidelines

This chapter establishes policy standards and guidelines for land use, site development, and urban design based on the goals contained in Chapter I. Development Standards are requirements for those aspects of development that are essential to achieve the goals of the Precise Plan. They include specifications for such aspects as permitted uses, building setbacks and parking. Urban Design Guidelines are strongly recommended yet discretionary policies that address more subjective considerations, such as building forms and architectural detailing. They serve as criteria for design review by City staff, Architectural Review Committee, Planning Commission and City Council. Appendix B provides a page number Standards and Guidelines reference index.

Development Standards

Standards are organized in three categories:

I. Land Use & Development Intensity

II. Building Height & Setbacks

III. Site Development & Parking

I. Land Use

The type, distribution, and extent of land uses established within the Precise Plan area are based on the goals contained in Chapter I. There are three land use subareas: 1) the “Campus Core” located to the east between Veterans Boulevard and Marshall Street, 2) the “Downtown Gateway” located along Main Street, and 3) the “Downtown Transition Area” located along Marshall Street. Land use and urban design objectives, policies, and guidelines are established for all three subareas and contained in this chapter.

The Land Use Map on the following page reflects the vision for development that integrates the Precise Plan area as part of greater Downtown Redwood City. Creation of an attractive downtown entrance along Main Street and a downtown-oriented urban health care campus are key goals. The shortage of affordable housing is a key issue in Redwood City and other peninsula cities, and the Precise Plan establishes infill housing as a Provisional yet encouraged land use in some locations.

A. CAMPUS CORE AREA

1. Permitted Uses

   a. Medical/Dental Offices and Clinics

   b. Medical Laboratories

   c. Hospitals

   d. Administrative, Business and Professional Offices

   e. Freestanding Parking Structures - ancillary to uses listed above. Parking structures fronting Marshall and Maple Streets should contain active first floor space.

B. DOWNTOWN GATEWAY AREA

1. Permitted Uses

   a. Mixed Use: Retail/Office/Residential - ground floor storefront commercial recommended. These include health care-related uses that generate pedestrian activity; e.g., retail optical sales, health education centers, library resource centers.

   b. Downtown/Storefront Commercial
Land Use Plan Areas

DOWNTOWN MEDICAL CENTER PRECISE PLAN
CITY OF REDWOOD CITY
c. Medical/Dental Offices and Clinics

d. Administrative, Business and Professional Offices

e. Freestanding Parking Structure - ancillary to uses listed above. Parking structures shall not abut Main Street, and shall be screened along the Main Street frontage by occupied building space of comparable height consistent with Precise Plan goals and policies.

2. Conditional Uses

a. Health Clubs

b. Hotels

c. Multi-Unit Residential

C. DOWNTOWN TRANSITION AREA

1. Permitted Uses

a. Medical/Dental Offices and Clinics

b. Medical Laboratories

c. Administrative, Business and Professional Offices

d. Freestanding Parking Structures - ancillary to uses listed above. Parking structures fronting Marshall and Maple Streets should contain occupied first floor space.

2. Conditional Uses

a. Health Clubs

b. Multi-Unit Residential

D. DEVELOPMENT INTENSITY - Standards listed below are for occupied space only; i.e. parking structures are additional to maximums.

1. Medical Campus - The entire Downtown Medical Campus Precise Plan area shall not exceed a maximum 1.5 FAR, or approximately 1,000,000 square feet of built space.

2. Multi-Unit Residential - minimum 20 units per acre (housing over commercial), maximum 50 units per acre.

E. INTERIM LAND USES - Vacant, unimproved sites and buildings shall not be permitted within the Precise Plan area for periods exceeding six months unless such sites and/or buildings are actively for sale. For the purposes of the Precise Plan, „vacant” sites shall be defined as lands not containing an active use that is permitted or conditional per the Precise Plan, or that is not actively in use for construction-related activity. Landscaped areas, landscaped surface parking lots, and/or other interim land uses as determined appropriate by the City shall be established on sites “banked” for later phases of medical campus development.

1. Main Street West Gateway Site - This site shall be improved as part of Phase I development. If not developed with a building or as a permanent landscaped open space, improvements shall include attractive frontage fencing, landscaping, paving, and other elements consistent with its current use as a surface parking lot. A pedestrian path and lighting shall be installed along the top of the creek bank. These improvements shall be similar to those recommended for the east gateway site, and shall be installed in conjunction with development of the east gateway site. The creek shall be accessible to the general public and shall not be fenced to prohibit access from adjacent properties.
II. Building Height & Setbacks

A. MAXIMUM BUILDING HEIGHTS - Building height is defined as the average vertical distance measured from adjacent sidewalk(s) to the top of building wall, parapet, and/or eave line. Pitched or domed roofs may qualify for a height exception; see B., “Maximum Height Exceptions.”

1. Campus Core Area - 75' / 5 stories
2. Main Street Gateway Area - 75' / 5 stories
3. Marshall Street Transition Area - 60' / 4-5 stories
4. Hospital Tower - 160' / 10 stories, within Campus Core Area only

B. MAXIMUM HEIGHT EXCEPTIONS - may be approved for the following:

1. Above Subsurface Parking - The maximum building height may be exceeded by up to 5 feet where subsurface parking is provided; subsurface structures shall extend no higher than 5 feet above finished grade.

2. Special Architectural Forms - Special architectural forms such as towers, atria and other features are encouraged and may exceed height limits subject to City review.

3. Rooftop Mechanical Equipment - May extend up to 10' above the maximum building height standard provided equipment is screened per D., below.

C. MINIMUM BUILDING HEIGHT - A minimum height of 20 feet is required in all Plan Areas to define street spaces.

D. ROOFTOP MECHANICAL EQUIPMENT - Rooftop mechanical equipment shall be screened from view from surrounding streets and properties by a parapet, segment of pitched roof, or enclosure consistent with and complementary to the architectural style and materials of the principal building.

E. FRONT/STREET SETBACKS - A distinctly urban character is desired for the Precise Plan area, and buildings should be located close to streets to frame them as public spaces and to encourage street activity. Minimum/build-to setbacks indicated below are intended to reinforce this urban character. Maximum setbacks are intended to allow segments of facades to be recessed from the frontage for entrance courts, variations in build-
Veterans Boulevard

Main Street

Maple and Marshall Streets

Setbacks & Frontage Improvements
ing mass, and other design approaches that add visual interest. In a number of locations property line/ROW locations may be modified, and building setbacks noted below are therefore measured from back of curb.

1. **Veterans Boulevard** - 40' minimum setback/build-to line, 50' maximum setback. Back of curb setback area shall consist of a 8' curbside planting strip, 10' sidewalk, and 22' back-of-walk landscape area, see diagram page 17. The 40' minimum setback may be reduced to a 20' minimum setback with the approval of a PC Permit, provided that any portion of a building occupying the area between the 20' to 40' setback line shall not exceed two stories. MOB1 and the existing parking structure are exempt from Veterans Boulevard setback requirements.

2. **Maple Street, Marshall Street** - 16' minimum setback/build-to line, 20' maximum setback. Back of curb setback area shall consist of a 12' sidewalk and a 4' raised seatwall/planter; see diagram on page 17.

3. **Walnut Street, Bradford Street** - 14' minimum setback/build-to line, 20' maximum setback. Back of curb setback area shall consist of a 10' sidewalk and a 4' raised seatwall/planter.

4. **Main Street** - 16' minimum setback/build-to line. Back of curb setback area shall consist of a 7'-6" curbside planting strip and an 8'-6" sidewalk.

5. **Redwood Creek** - Minimum setback from top of creek bank/flood limit line shall be 30' for the east parcel and 20' for the west parcel. Developer/applicant shall identify and map the creek bank/flood limit line location. The setback area shall include an attractive pedestrian walkway. No maximum setback.

F. **SIDE AND REAR SETBACKS** - Minimum building setback from adjacent property line(s) shall be 15'

G. **SPACE BETWEEN BUILDINGS** - To allow adequate space for light, air, and pedestrian ways minimum space between unattached campus buildings, including parking structures, shall be 40'

### III. Site Development & Parking

A. **BUILDING ORIENTATION** - Main building entrances shall be located on a street fronting building facade or a street fronting building corner.

B. **PARKING REQUIREMENTS**

1. **Medical and Dental Offices** - 5 stalls per 1,000 square feet of gross floor area

2. **Hospital** - 2 stalls per bed

3. **Administrative, Business and Professional Offices** - 5 stalls per 1,000 square feet of gross floor area

4. **Multi-Unit Residential** - 1.5 stalls per unit, except 1 stall per studio and one bedroom units.

5. **Other Uses** - per City of Redwood City Zoning Code.

C. **PARKING FACILITIES**

1. **Surface Parking Lots** - Surface parking lots are not recommended in the Precise Plan area. If required, the following standards apply:
a. **Location** - Lots shall be located to the side and/or rear of buildings and set back from street frontages a distance equal to or greater than that of adjacent buildings.

b. **Frontage Screening** - The perimeter of surface lots along streets and roadway shall be screened with an ornamental wall or metal fence between 30' and 42' in height. Height and design of walls and fences are subject to City review; safe sight distances between streets and driveways shall be maintained. Chain link fencing shall not be allowed.

c. **Trees** - Lots shall be planted with shade trees at a minimum ratio of 1 tree for every 3 parking stalls; a higher ratio of trees to parking stalls is desirable. "Orchard" and/or other non-typical tree layouts shall be employed as feasible to maximize screening from adjacent buildings and properties.

2. **Parking Garages and Structures** - Below-grade parking garages shall be provided as feasible for new development. Freestanding parking structures shall be designed to visually defer to and complement adjacent buildings. The following standards apply:

a. **Height** - Maximum shall be 50’ / 5 levels above grade; parking levels shall be submerged if more than 5 parking levels are required.

b. **Length** - Maximum shall be 250’. Parking structures may be longer than 250’ if a significant notch(es) is provided in the facade to create the appearance of two smaller buildings.

c. **First Level Along Street Frontage** - First floor space of parking structures located on frontages of Main Street,
Maple Street and Marshall Street east of Maple Street shall incorporate occupied office or commercial space, subject to City review.


D. **FRONTAGE IMPROVEMENTS** - Frontage improvements shall be provided to create attractive, pedestrian-oriented streets. In some instances, sidewalk improvements listed below would extend beyond public rights-of-way on to private properties. In such instances "right to pass" easements or additional right-of-way may be required.

1. **Veterans Boulevard** - Frontage improvements shall include an 8' curbside planting strip, 12' sidewalk, and 20' back-of-walk landscape/setback area. Planting strip shall include street trees per Urban Design Guidelines.

2. **Maple Street, Marshall Street** - Frontage improvements shall include a 12' sidewalk and 4' planter/setback area. Planter/setback area should incorporate a raised seatwall/planter. Street trees shall be provided within sidewalks per Urban Design Guidelines.

3. **Main Street** - Frontage improvements shall include a 7'-6" curbside planting strip and a 8'-6" sidewalk. Street trees shall be provided in sidewalks per Urban Design Guidelines.

4. **Walnut Street, Bradford Street** - Frontage improvements shall include a minimum 10' sidewalk and 4' planter/setback area. Planter/setback area should incorporate a raised seatwall/planter. Street trees shall be provided in sidewalks per Urban Design Guidelines.

*Medical center courtyards should incorporate seating, landscaping, and shade structures where appropriate.*
5. **Street Lighting** - Attractive, pedestrian-scale street lights shall be provided along all street frontages and located at approximately 80" on center.

6. **Redwood Creek** - Creek-side setback area improvements shall include, subject to City review: an 8' wide concrete or decomposed granite walkway; attractive, pedestrian-scale street lights located at approximately 40" on center; and supplemental native vegetation that creates an attractive pedestrian experience, while maintaining visibility needed for security.

**E. COMMON OUTDOOR SPACE** - In addition to pedestrian ways, two types of usable outdoor space shall be provided within the campus, a central campus green or plaza and smaller outdoor seating areas associated with individual medical/office buildings.

1. **Central Campus Open Space** - A minimum 1 acre and maximum 1.5 acre in size, shall be established for a central campus open space; see Urban Design Guidelines for design recommendations. At build out, this space shall be framed on three sides by buildings with occupied, active first floor space.

2. **Building Open Spaces** - A minimum area equal to 1% of gross floor area of medical/office buildings of 20,000 square feet or more shall be provided for outdoor sitting, sunning, lunch areas; see Urban Design Guidelines for design recommendations.

**F. OUTDOOR WALKWAYS** - On-site outdoor walkways shall be a minimum 10' and a maximum of 14' in width. Walkways shall appear as an extension of the adjacent city sidewalks through the use of similar design and materials.

G. **SERVICE AREAS** - Service areas and related materials, equipment, supplies, etc., shall be screened from view from the ground level of adjacent properties and streets. Loading docks, service bays, and mechanical facilities should be internal to buildings with bay doors that can be closed when facilities are not in use. If such areas and/or facilities must be located outside of the building, they shall be contained within attractively designed exterior enclosures. Exterior enclosures shall reflect the architectural form and materials of principal buildings and should be enhanced with vines and/or other landscape materials appropriate for the location.

H. **SITE UTILITIES AND MECHANICAL EQUIPMENT** - Above-grade utilities and mechanical equipment, such as backflow preventers, electrical cabinets, etc., shall be located away from sidewalks and other pedestrian areas. Utilities and equipment shall be screened from view by landscaping and/or equipment enclosures painted to blend with the landscape. When feasible, equipment shall be located in below-grade utility boxes.
Urban Design Guidelines

Guidelines are organized in seven categories:

I. Development Sequence

II. Building Orientation and Design

III. Pedestrian Ways and Supporting Spaces

IV. Central Campus Open Space

V. Special Locations

VI. Streets and Streetscape

VII. Site and Landscape Improvements

Plan diagrams in the following pages illustrate guidelines for the Precise Plan area. The “Urban Design Concepts” plan summarizes streetscape and building orientation guidelines. The “Concept Development Illustration” shows possible footprints for future buildings generally consistent with Precise Plan policies guidelines; this is the site plan for “the project” evaluated in the Kaiser Permanente Redwood City Medical Center Master Plan EIR. The “City Preferred Sequence” illustrates development phasing guidelines.

I. Development Sequence

The program needs of health care facilities are difficult to predict, and the phasing of campus buildings and parking structures will depend largely upon the program needs of the owner of the facility. The City of Redwood City will work to accommodate a sequence of development that ensures the efficient function of facilities consistent with the policies of the Precise Plan.

A. CITY PREFERRED SEQUENCE - The sequence listed below is consistent with community development objectives. It is understood that the major development phases identified on page 24 for each of the areas indicated below may occur in increments, rather than all at once.

1. Main Street Gateway Parcels / Vacant Sites - Main Street is a gateway to downtown. Attractive new development on frontage properties would support ongoing downtown revitalization efforts. The vacant sites at the corner of Veterans and Main, the corner of Main and Bradford, and the corner of Maple and Veterans have been unattractive elements of the area for years and should be developed as part of Phase I.

2. Campus Core / Veterans Boulevard - Veterans Boulevard has the highest traffic levels of any of the streets that border or transect the Precise Plan area. It is therefore the most visible frontage and new development would add significantly to the perceived economic development of the greater downtown area and as such should be developed as part of Phase II.

3. Marshall Street Transition - The Marshall Street frontage is a transitional area between adjacent residential and office development, the Precise Plan area, and downtown. Reserving this frontage for development last would allow for potential downtown-related uses - such as infill residential or office - if it is determined in the future that the entire Precise Plan area is not needed for medical campus development.

B. VACANT / PHASED DEVELOPMENT SITES - Vacant, unimproved sites and buildings shall not be permitted within the Precise Plan area for periods exceeding six months. Excess land areas that result from demolished buildings and/or other cam-
Urban Design Concepts

DOWNTOWN MEDICAL CENTER PRECISE PLAN
CITY OF REDWOOD CITY
Concept Development Illustration
City Preferred Sequence

1 - Main Street Gateway
Parcels / Vacant Sites

2 - Campus Core / Veterans Blvd.

3 - Marshall Street Transition

DOWNTOWN MEDICAL CENTER PRECISE PLAN
CITY OF REDWOOD CITY
II. Building Orientation & Design

A. BUILDING ORIENTATION

1. **Downtown Street Orientation** - Buildings, pedestrian ways, and street frontages should be configured to reflect a hierarchy of streets and to orient Kaiser employees and visitors to downtown Redwood City.

2. **Street Fronting Buildings** - Buildings should front major streets with highly visible and attractive main entrances and building facades, especially those streets oriented toward downtown - i.e., Main, Maple, and Marshall.

3. **Alignment with Streets** - Building walls should generally be parallel to street rights-of-way to frame streets as public spaces.

4. **Corner Buildings** - Building corners should have corner entrances and/or attractive, pedestrian-scale architectural features to frame intersections as public spaces.

5. **Relationship to Campus Open Spaces** - Building entrances and windows should be located on campus open spaces for ease of access, supervision and to encourage use.

B. BUILDING FORM AND MATERIALS

1. **Complementary Forms** - Campus buildings should be complementary in terms of architectural massing/form, materials, fenestration, rooflines, & etc.

2. **Blank Walls** - Blank, windowless walls should not be created along street frontages. If wall segments without windows are essential to internal building function, walls shall be designed with recesses, different surface material(s), and/or other approaches that complement the window pattern on adjacent wall surfaces.

3. **Facade Composition** - All building facades should exhibit a 3-part composition, with a strong base, middle, and cap. Different surface materials should be used to accent the composition.
8. **Facade Surface** - Building facades should have a strong, three-dimensional quality, particularly those along highly-visible frontages or important pedestrian routes. Recessed and/or projecting window bays and building entrances are recommended.

9. **Glass Walls** - Glass wall buildings are not recommended. However, limited expanses of glass may be appropriate for solar access at special public areas, such as lobbies, atria, and/or indoor gardens.

10. **Main Hospital Building** - The main hospital building will be the tallest, most visible building in the Precise Plan area and one of the tallest buildings in the city. It should be designed as an attractive downtown landmark with a high level of architectural design.

11. **Medical Office Building 1** - MOB 1 should establish a baseline for subsequent campus buildings in terms of urban design/building orientation, and streetscape and frontage improvements. It should have an architectural character that would be complementary to future campus buildings.

12. **Pedestrian Bridges** - Pedestrian bridges linking medical buildings and/or medical buildings and parking structures will be highly-visible and should have a high quality of architectural design and detailing, comparable to that of medical buildings.

**C. PARKING STRUCTURES**

1. **Building Connections** - Pedestrian-oriented spaces should connect campus buildings and parking structures, enhancing pedestrian access/circulation to buildings and through the campus. Space between garages and buildings should
Parking structures should be designed to complement adjacent buildings with attractive pedestrian connections.

be a minimum of 40' in width and designed as an attractive pedestrian corridor.

2. Complementary Form and Materials - Parking structures should be designed to reflect and complement principal campus buildings with related architectural forms, materials, surfaces/finishes and massing. Vehicular and pedestrian entrance locations should relate to adjacent building entrances and pedestrian ways.

3. Height - Parking structures should not exceed the height of occupied buildings. They should be significantly lower and less prominent wherever possible, appearing at least one story less in height than adjacent occupied buildings.

4. First Floor Use - Active first floor space or landscaped setbacks should be provided, depending upon whether the frontage is pedestrian-oriented or not, respectively. Parking structures fronting Main Street, Marshall, and Maple should contain occupied first floor space along the street frontage.

III. Pedestrian Ways & Open Spaces

A. GENERAL

1. Pedestrian Network - A network of attractive pedestrian circulation routes should be provided that maximizes access, employing city streets as well as on-site walks and through-building ways. Large, uninterrupted buildings and/or similar impediments that block through-campus pedestrian circulation should not be created.

2. Framing - Clearly defined, attractive, and gracious pedestrian ways and open spaces should be provided. These spaces should be intentionally framed and bordered by buildings and/or plant materials.

3. Focus/Purpose - Open spaces should be defined by buildings, and leftover and/or overly large, unprogrammed open spaces should not be created. All open spaces should have a focus, such as a building entrance, landmark, or garden/sitting area.

4. Variety of Open Spaces - A variety of attractive pedestrian-oriented spaces should be provided within the campus areas. In particular, intimate outdoor spaces should be provided with sitting areas for informal meetings, eating lunch, sunning, and waiting.

B. OPEN SPACE DESIGN

1. Common Design Elements - Pedestrian ways and open spaces throughout the campus should incorporate common
2. **Vacant/Phased Sites** - Vacant, unimproved sites and buildings shall not be permitted within the Precise Plan area for periods exceeding six months. For the purposes of the Precise Plan, “vacant” sites shall be defined as lands not containing an active use that is permitted or conditional per the Precise Plan, or that is not actively in use for construction-related activity. Excess land areas that result from demolished buildings and/or other campus “land banking” activities should be improved as attractive open spaces until such time as these lands are developed. Possible improvements include open lawn areas, landscaping, and attractive fencing. Parcels should receive regular maintenance to prevent the appearance of neglect.

### IV. Central Campus Open Space

**A. FORM**

1. **Heart of the Campus** - A large, memorable, and strongly-defined central space should be provided that serves as the heart of the campus.

2. **Spatial Form** - The central open space should have a strong geometric form(s) that is clear, recognizable, and attractive as viewed from surrounding campus buildings; e.g. square, oval, crescent, etc.

**B. DESIGN ELEMENTS**

1. **Surfacing and Amenities** - The central open space should contain contiguous and generous pedestrian-friendly surfaces (such as attractive paving and/or grass), as well as pedestrian amenities such as benches, lighting, and trash receptacles.

and/or complementary design elements. Paving materials and motifs, plant species and arrangements, lighting fixtures and arrangements, and furnishings should recur to strengthen campus image and pedestrian orientation.

2. **Destination/Focus** - Pedestrian ways should originate/terminate at a defined destination, such as a building entrance, transit stop, landmark/amenity, and/or street crossing.

3. **Composition** - Open spaces should generally have a simple composition and formal layout of paths and landscaping; clashing geometric arrangements of materials and other trendy design approaches are not recommended.

**C. SPECIAL CONDITIONS**

1. **Play Area** - A children’s play area should be incorporated in an accessible outdoor or indoor space.
2. **Functional Elements** - Functional elements within and adjacent to the central open space - drop-off driveways, major pedestrian ways, street crosswalks, etc. - should be designed to be subordinate to and enhance the overall composition of the space.

3. **Central Landmark** - The space should contain a central landmark of some kind - such as a fountain, pavilion, clock, floral/garden arrangement, and/or other form of public art - that provides a focus and memorable image and encourages use.

4. **Shade** - Shade should be provided in a variety of ways - e.g., by shade structures such as pergolas, trellises or canopies as well as deciduous trees.

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**V. Special Locations**

**A. MAIN STREET GATEWAY**

1. **Building Design** - The Main Street frontage is a gateway to downtown and buildings there should receive the highest level of design attention, with attractive building entrance(s), facade(s), and materials.

2. **Redwood Creek Open Space Easement** - A wide, gracious pedestrian access way/open space easement should be provided along the Redwood Creek frontage.

3. **Redwood Creek Frontage Design** - Adjacent buildings and building uses should enhance the Redwood Creek pedestrian way as an important downtown connection. An active/occupied first floor space, and amenities such as landscape trellises, walkway lighting, and accent landscaping, are strongly encouraged.

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**Fountains and other special design elements should be used to provide a focus for open spaces.**

4. **Parking Facilities** - Parking is not a recommended use for gateway sites, and surface parking in particular is strongly discouraged. Any parking that is provided should be screened by occupied, Main Street-oriented building space.

   a. **Parking Structures** - should not dominate the Main Street and Redwood Creek frontages. Parking structures should be attractive in design, with the architectural features and characteristics of surrounding occupied buildings. As noted elsewhere in the Precise Plan, structures on gateway sites should be lower in height than adjacent frontage buildings.
B. MARSHALL AND WALNUT STREET FRONTAGE

1. **Adjacent Context** - Building height and massing should reflect the form of recent development along Marshall to the west and in downtown.

2. **Marshall/Maple Corners** - Corner buildings at Maple Street should provide prominent corner entrances that orient pedestrians to downtown.

3. **Building Heights** - Building heights along Marshall should be no more than 4 - 5 stories, consistent with the scale of adjacent buildings to the west and in downtown.

4. **Walnut Street Pedestrian Bridge** - Pedestrian bridges are generally not recommended within the Precise Plan area; they reduce sidewalk-level pedestrian activity, can make sidewalk areas below dark and uncomfortable, and can be visual obstructions. However, a pedestrian bridge may be considered over Walnut Street to link the future hospital to medical and parking facilities provided that: a) the bridge significantly improves in-patient safety and convenience, and; b) the bridge is designed as an attractive architectural landmark.

C. MAPLE STREET FRONTAGE

1. **Downtown/Campus/Bayfront Gateway** - Maple Street is the gateway between Downtown, the medical campus, and the Bayfront. Adjacent buildings should incorporate special gateway architectural features adjacent to Veterans Boulevard.

2. **Pedestrian Character** - Buildings and streetscape should combine to create a strong, pedestrian-oriented linear open space.

D. VETERANS BOULEVARD FRONTAGE - The City is working to establish an attractive design image for the Veterans Boulevard corridor. Elements include attractive, street-facing buildings, consistent street tree plantings, and minimal frontage surface parking areas. The guidelines below reflect these City objectives.

1. **Building Scale** - Buildings should be massed and facades designed to project a strong campus image, in scale with the size and visibility associated with Veterans Boulevard.

2. **Hospital and Medical Office Building Entrances** - Main and/or supplemental building entrances should be located along Veterans Boulevard, so the frontage presents an open, accessible, and attractive appearance. Supplemental building entrances and emergency building exits should be attractive architectural features rather than simply utilitarian facilities. The main hospital entrance should be located on Veterans Boulevard or a Veterans Boulevard fronting corner. It should be an attractive and highly-visible architectural statement. If the entrance must be located on a side-street for functional reasons, its location should still be expressed architecturally on Veterans Boulevard in a dramatic and attractive way.

3. **Maple Street Gateway** - Corner buildings at Maple Street should provide prominent corner architectural features that create a gateway to the campus and Downtown.

4. **Quality Building Form and Materials** - Veterans Boulevard will be the campus’s most visible, auto-oriented frontage, and the quality of architectural materials, massing, fenestration, and general visual interest should be high for all buildings along this frontage.
VI. Streets & Streetscape

A. URBAN STREETSCAPE CHARACTER - Streets should have an appearance that is consistent with the Precise Plan area's location within the greater downtown area. Street trees and street lights should be arranged in a formal manner with a regular spacing. Tree wells, sidewalk paving surfaces and design treatments, and bordering planter areas should have a crisp architectural appearance.

1. Street Trees - Deciduous shade trees should be planted along all street frontages at a maximum spacing of 40' on center. Trees should be a minimum 36” box size at time of planting. Sycamore trees are generally recommended for their canopy/shade characteristics. However, varying shade tree species from street to street should be considered. Special trees - e.g., flowering and/or interesting forms - are recommended at campus gateway/entrance locations.

2. Street Lights - Attractive pedestrian-oriented street lights should be installed along all campus street frontages.

3. Curbside Parking - Curbside parking is recommended along all street frontages as both a pedestrian buffer and source of additional visitor parking.

4. Relationship of Trees, Lights and Parking - Trees, lights and curbside parking spaces should be designed together to create an orderly appearance and minimize conflicts. Street lights should be centered between trees to minimize light blocking. Tall-growing canopy trees that branch higher than lights should be used. Trees and lights should be located away from parked car door swing areas.

5. Above-Grade Utilities - Utilities should be undergrounded in conjunction with new construction.

B. MAPLE STREET

1. Northbound Left Turn Lane - Maintain the existing left turn lane on Maple Street at Veterans Blvd.

2. Travel Lanes - Provide two 12-foot wide travel lanes.

3. Curbside Parking - Provide two 10-foot wide shared parking/bicycle lanes for visitor parking and bicycle travel (i.e., Class III bicycle lane).

4. Sidewalks - Provide two 10 to 12-foot pedestrian sidewalks.

5. Mid-Block Crossing - If the mid-block crosswalk on Maple remains, curb bulb-outs should be provided that physically interrupt the parking lanes at the crosswalk and draw motorist attention to the crosswalk.
6. **Crosswalk Signal** - If the street becomes more pedestrian friendly, with decorative paving at crossings, etc., there may not be a need to retain the existing pedestrian crossing signal. Other measures should be considered to provide for safe and convenient pedestrian crossing.

C. **MARSHALL STREET**

1. **Sidewalks** - Sidewalks along Marshall Street should be wide and gracious; a minimum of 12 feet is recommended. If building setbacks exceed the minimum additional sidewalk space should be considered to a maximum of 15'.

2. **Parking Pockets** - Parking pockets created by locating trees in planters between parking stalls should be considered along the Marshall Street frontage. This makes streets appear narrower and sidewalks wider.

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**VII. Site & Landscape Improvements**

A. **SIGNAGE**

1. **Program and Theme** - A coordinated signage program should be created that directs pedestrians and motorists to campus destinations. A common or complementary design theme should be employed.

2. **Hierarchy of Signs** - There should be a hierarchy of signs within the design theme; e.g., larger, motorist-oriented architectural landmark signs at campus street entrances and major facilities, and smaller, pedestrian-oriented signs at walkways and open spaces.

B. **TRANSIT STOPS** - Transit stop(s) should be a focus for pedestrian ways and should incorporate significantly more amenities than typically provided by SamTrans. Attractive benches, sheltered sitting and standing areas, paving surfaces, and lighting are recommended.

C. **PLANT MATERIALS** - Landscaping and plant materials should be arranged in a generally formal and urban manner, in keeping with proximity to downtown. Emphasis should be on deciduous trees and other plant materials that maintain visibility and provide seasonal variety. Special trees - e.g., flowering and/or interesting forms - are recommended to highlight campus gateway/entrances and other special, high-visibility locations. Plants in sidewalk seatwall/planters should be low growing and formal in habit to create an attractive architectural base for adjacent buildings.

D. **BICYCLE PARKING AREAS** - A bicycle parking area with racks and room for maneuvering should be provided for each new building. Bike racks should be located to be visible and easily accessible from main building entrances. Ideally, they should be adjacent to main pedestrian circulation routes. Bike lockers
for employees should be established in unobtrusive areas, consistent with Precise Plan-related TDM recommendations.

E. PUBLIC ART - Places for public art should be provided in campus open spaces.

F. MATURE TREES - Existing heritage trees and mature trees (i.e. those with a trunk circumference of 38" or greater, per City Code) should be evaluated for incorporation in site and streetscape landscape plans. A formal, urban street tree planting approach is recommended by the Precise Plan, however, and preservation of existing trees is generally most appropriate within internal site areas.
Chapter III – Circulation Policies &
Capital Improvements

Policies reflect the analysis and findings of the Kaiser Permanente
Redwood City Medical Center EIR as appropriate, incorporating rec-
commended mitigation measures related to circulation and traffic. All
capital improvements proposed by the Precise Plan are related to
circulation.

I. Circulation Policies

A. Vehicular Circulation - Veterans Boulevard has the greatest traf-
ffic capacity and visibility of any of the streets. It should func-
tion as the vehicular “front door” to the campus, providing pri-
mary access to the main hospital and to MOB and hospital park-
ing facilities.

Marshall Street is a link to Downtown, though not a through street. It is somewhat underutilized in terms of traffic capacity today and functions primarily as a parking court. Marshall Street should be second to Veterans Boulevard in terms of access to parking facilities.

Main Street and Maple Street are through streets, and parking facility access via these streets should be minimized. Main Street is a gateway entrance to downtown, which continues to grow economically. Maple Street connects to the Bayfront area north of US 101, where significant new development is anticipated in coming years. Conflict between local, campus-oriented traffic and through traffic should be avoided by orienting parking fa-
cility access and egress locations to other streets whenever fea-
sible. Maple Street will also be a primary pedestrian route, and the street should be designed for traffic levels that are signifi-
cant yet slow-moving, with traffic calming features, such as
parking pockets, corner bulbouts and corner “chokers,” pro-
vided as appropriate.

Direct hospital emergency room access should be from streets other than Main or Maple. Walnut Street is recommended. It is a low-traffic street that offers access from a signalized intersection at Veterans Boulevard as well as indirect access from Marshall Street and from Main Street via Bradford Street.

Public rights-of-way shall be retained wherever they exist to accommodate existing and future development and circulation needs within the Precise Plan area and greater downtown area.

B. Pedestrian Circulation - Pedestrian circulation is a key aspect of a campus environment. Promoting it supports transit use and downtown revitalization as noted elsewhere in the Precise Plan. A network of attractive pedestrian circulation routes should be provided that maximizes access, employing city streets as well as on-site walks and through-building ways. Chapter II contains guidelines for pedestrian ways and spaces.

Maple Street should be a primary pedestrian route linking the east side of the Precise Plan area to Marshall Street and downtown. Public rights-of-way should be retained, as noted above. In particular, Marshall Court should be retained as a public way and improved to provide a safe and attractive pedestrian connection from Marshall Street to the center of the Core Campus Area. However, an alternative location for the direct connection from the center of the Core Campus Area to Marshall Street may be approved with a PC Permit. Street crossings should be enhanced throughout the Precise Plan area. Section III, below contains capital improvement recommendations.

C. Bicycle Circulation - There are no designated bicycle facilities in the vicinity of the Plan Area. However, this Precise Plan rec-
ommends that Maple Street be designated a bicycle route to
provide access between the Bayfront area, the Precise Plan area and Downtown. A “Class III” bike route is recommended -- i.e., a 10’ wide shared curbside parking/bike lane that provides extra space for car door opening, and bike route-related signage. Maple Street is the only one of the three city streets that provide access to the Bayfront that does not interface with US 101 on- and off-ramps.

D. **Bus Transit / Shuttle Service** - Increasing the use of Caltrain and bus transit service as an alternative to use of automobiles use is a Precise Plan objective. Frequent and reliable shuttle service is a key element. Shuttle service should be provided by the medical campus at minimum 15-minute intervals during peak periods and when at staff shift changes. Shuttle schedules should be coordinated with Caltrain schedules.

E. **Transportation Demand Management Plan** - TDM measures are intended to enhance Redwood City’s quality of life while accommodating growth and investment. They provide a framework for the mitigation and monitoring of traffic impacts, and emphasize increasing non-automobile alternatives for circulation within the greater downtown area. TDM measures are specifically focused to eliminate the need for future auto capacity-related road widenings within the Precise Plan area.

Appendix A contains a listing of TDM measures recommended by the Kaiser Permanente Redwood City Medical Center Master Plan EIR. These measures are based on the EIR “project,” and shall apply accordingly to future Precise Plan area development of the same or comparable land use type and quantity, subject to City review. The City may require different and/or additional TDM measures depending upon the type and/or quantity of development proposed, and consistent with the Mitigation and Monitoring policies.

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**II. Capital Improvements**

**A. Capital Improvements Phasing** - New curbs, gutters, sidewalks, utility undergrounding, street trees, lighting, and other street-related capital improvements required by the Precise Plan shall be installed in full-block increments. New development within a block shall require improvement of the entire block frontage.

**B. Street Widths / Plan Lines** - The Precise Plan allows for narrowing Walnut Street between Veterans and Bradford, and Bradford Street between Walnut and Main, to promote traffic calming and development of adjacent sites. Recommended minimum dimensions are listed below. Dimensions are flexible and may be changed, subject to City review, if necessary to accommodate subsurface utility conditions. Angle parking is not recommended for the west/inbound frontage of Walnut Street if it is designated as the primary emergency room access street.

1. **Walnut Street**
   a. **Right-of-Way** - 60’; 82’ w/angle parking on east side
   b. **Curb-to-Curb** - 40’; 62’ w/angle parking on east side
c. Lanes and Parking - 12' lanes, 8' parallel parking; 14' -6'
   lanes, 16'-6" angle parking stalls

d. Sidewalk - 10'

2. Bradford Street
   a. Right-of-Way - 58'
   b. Curb-to-Curb - 38'
   c. Lanes and Parking - 11' lanes, 8' curbside parking
   d. Sidewalk - 10'

Additionally, the Precise Plan recommends that Maple Street be widened along the westerly frontage to accommodate a city bike route. Recommended minimum dimensions are listed below:

3. Maple Street
   a. Right-of-Way - 68'
   b. Curb-to-Curb - 44'
   c. Lanes and Parking - 12' lanes, 10' combined bike lane
      and curbside parking (Class III)
   d. Sidewalk - 12'

C. Intersections / Pedestrian Crossings - Enhanced pedestrian crossings are recommended at the following locations. Location and configuration of corner bulb-outs to be determined by City based on assessment of right turn requirements.

1. Veterans / Maple - Corner curb bulb-outs recommended. Bulb-outs should extend approximately 6'.

2. Maple Street Mid-Block - Signalized and/or flashing crosswalk w/ 6' bulb-outs recommended.

3. Marshall / Maple - Corner curb bulb-outs at all four corners recommended. Bulb-outs should extend approximately 12' at angle parking, 6' at parallel parking.

4. Main / Bradford - Corner curb bulb-outs at all four corners recommended. Bulb-outs should extend approximately 6'. If pedestrian activity at this location is heavy, a crosswalk warning device/signal should be considered.

5. Veterans / Walnut - Corner curb bulb-outs recommended. Bulb-outs should extend approximately 12' at angle parking, 6' at parallel parking. Location and configuration to be determined by City based on assessment of right turn requirements.

D. Veterans Boulevard Median Fence - Increased pedestrian movement is anticipated between the medical campus and commercial businesses and restaurants north across Veterans Boulevard. An attractive median fence should be installed to discourage pedestrians from crossing Veterans Boulevard at locations other than designated crosswalks.

E. Utility Undergrounding - Utility undergrounding should be incorporated in new street and/or site construction consistent with City policies.

F. Maple Street Pump Station - The existing storm water pump station adjacent to Veterans Boulevard should be relocated or removed by the City to provide clear sidewalk access and improve the appearance of the area. Options include sinking the
pump in a below-grade vault/sump with above-grade controls located in a nearby location, or bypassing it by connecting to another drainage system to allow for its removal. Until the station is relocated or removed, interim improvements should be made to upgrade its appearance. The existing chain link fence should be removed and replaced with an attractive fence or wall that screen interior equipment, tools, and supplies. Masonry walls should be painted to match and/or complement MOB1. Overhead wires/utilities should be undergrounded in conjunction with MOB1 construction.
Chapter IV - Implementation

The Downtown Medical Campus Precise Plan contains both policy and capital improvements-related elements. This Chapter describes the actions and/or legal mechanisms required to put these elements into effect. Policy-related actions include amendments to the City of Redwood City General Plan, Zoning Map, and Zoning Ordinance, and establishment of street plan lines.

Capital improvements-related actions include street tree and lighting improvements, intersection and street width modifications, and pathway and landscape amenities along Redwood Creek. These actions are separate from adoption of the Precise Plan.

Policy-Related Actions

To have the legal authority required to guide development and capital improvements in the Plan Area, the Downtown Medical Campus Precise Plan must be integrated with both the General Plan and the Zoning Ordinance. Once this is accomplished, the Precise Plan will be the primary regulatory tool for the Precise Plan Area.

General Plan Consistency

The Precise Plan is generally consistent with both the General Plan goals and policies. The General Plan Land Use Map should be amended in the future to ensure consistency between the General Plan and Zoning. When the General Plan is next updated, the Circulation Chapter should be revised to incorporate Maple Street as a "primary pedestrian route" through the area as well as a Collector Street.

Zoning Consistency

The Precise Plan’s policies and guidelines are implemented by re-zoning the area to the Planned Community (P) district. For any issue not addressed in the Precise Plan relevant sections of the Zoning Ordinance would apply. If there is a conflict with the regulations of the Zoning Ordinance or with other City Standards the Precise Plan shall apply.

This Precise Plan supersedes the following zoning designations:

- The Central Administrative (CA) zone, which applied to parcels I - IV, located in the area adjacent to Veterans, Marshall, Maple, and Main.
- The Central Business (CB) zone which applies to the parcel 5, located at the southwest corner of Walnut and Bradford.

Status Of Vacant Sites and Buildings

Vacant, unimproved sites and buildings shall not be permitted within the Precise Plan area for periods exceeding six months, unless such sites and/or buildings are actively for sale. For the purposes of the Precise Plan, "vacant" sites shall be defined as lands not containing an active use that is permitted or conditional per the Precise Plan, or that is not actively in use for construction-related activity. Formal listing with a real estate broker, for-sale signs, and/or other similar criteria shall be met to indicate that property is for sale. Vacant sites shall be improved with interim landscaping or landscaped parking areas subject to approval by the zoning administrator. The applicant shall submit interim landscape and/or other improvement plans for lots that will remain vacant beyond a six-month period for review and approval by the Planning Department. A conditional use permit is not required for such a change in use. Vacant buildings shall be demolished and sites cleared and improved as noted above.
Street Plan Lines

The Precise Plan proposes to widen Maple Street within the Plan Area to accommodate bicycle lanes and curbside parking as well as vehicle travel lanes. It also proposes that Walnut Street and Bradford Street be narrowed within the Plan Area to aid in traffic calming, provide for attractive pedestrian sidewalk areas, and create additional land area for development consistent with Precise Plan policies. Additionally, pedestrian crossings and curb returns at intersections have proposed modifications to make pedestrian movement more safe and inviting. In order to provide for coordinated development of this area, plan lines for these modified streets and intersections are to be adopted as part of street dedications and/or engineering plans.

Administration

All proposed development within this Precise Plan area shall be evaluated for consistency with this Precise Plan as it exists now or as it may later be amended.

This Precise Plan is an amendment to the City’s Zoning Ordinance and covers an area of approximately 15.3 acres in the downtown, most of the land is currently owned by Kaiser Permanente. The genesis of this Plan is described in more detail under the section entitled “Precise Plan Background and Process” on page 2. Kaiser Permanente’s master plan is shown on page 23. This master plan is generally consistent with the goals, development standards and urban design guidelines of this Precise Plan. However, this Precise Plan is consciously designed to create a ‘policy envelope’ rather than one unique site plan and design for this area. Subsequent Planned Community (PC) Permit submittals will be evaluated against the Precise Plan’s goals, development standards and urban design guidelines.

Development within the Precise Plan area shall be approved by a Planned Community (PC) Permit issued in accordance with Article 52 of the Redwood City Zoning Ordinance. This PC Permit may cover the entire Precise Plan area, or only a part. All PC Permit applications shall demonstrate consistency with the goals, development standards and urban design guidelines of the Precise Plan.

Development that is already being processed under existing procedures at the time of adoption of this Precise Plan shall not be required to go through the approval procedures for the Precise Plan process outlined later in this section. Instead, the issuance of an Architectural Permit under Article 45 of the Zoning Ordinance for the building or buildings being processed shall constitute issuance of a PC Permit under the terms of this Precise Plan. Since the Precise Plan area contains no Central Business Retail (CBR) zoning, the Architectural Permit shall be reviewed and recommended by the Architectural Review Committee (ARC) to the City’s Zoning Administrator.

PC Permits for all development not in process at the time of adoption of this Precise Plan shall be reviewed by staff and recommended to the Planning Commission for final approval, consistent with Article 52 of the Zoning Ordinance. The Planning Director may also refer the submittal to the ARC for their advice.

Submittals for PC Permits made after adoption of this Precise Plan shall consist of sufficient detail to enable staff to determine conformity with the policies of this Precise Plan. Applications for PC permits shall contain the information and follow the process described below. In the event that the City later amends the content of and/or process for PC Permits, these amended requirements shall control.

Upon granting of a PC Permit, the following minor amendments to a PC Permit may be administratively approved by the Planning Director or his/her designee. Approval of minor: sign programs;
specific signs; minor site changes and minor adjustments to building materials and building uses that the Planning Director or his/her designee deems in conformance with the Precise Plan.

Public improvements that developers within the Precise Plan area shall pay for in whole or in part, based on project impacts, include:

- Addition of separate signal phase (i.e. a right turn arrow) from westbound Woodside to Veterans Boulevard. (Kaiser Master Plan EIR Mitigation Measure TR 7.1)

- Veterans Boulevard widening to four lanes from Chestnut to Woodside Road.

- A financial contribution towards an emergency vehicle traffic signal pre-emption system at Veterans Boulevard and Woodside Road and at Middlefield Road and Woodside Road.

- Pedestrian countdown display signals at Veterans Boulevard and Whipple Avenue. (Kaiser Master Plan EIR Mitigation Measure TR10-2)

- Relocation of crosswalk signals at Maple Street, if deemed necessary.

- A traffic signal or other improvements at Hansen and Veterans Boulevard, if determined necessary.

- Decorative fencing and/or landscaping within the street median on Veterans Boulevard between Maple and Walnut Streets that will function as a barrier to prevent pedestrian mid-block crossings between the Kaiser campus and Mervyns' Plaza Shopping Center in conjunction with Master Plan Phase II.

- Necessary infrastructure or a financial contribution to collect, transmit, and distribute water for increase in capacity beyond existing use.

- Necessary infrastructure or a financial contribution towards a water tank for emergency supply. (Kaiser Master Plan EIR Mitigation Measure UT-2.2)

- Necessary infrastructure or a financial contribution to collect, transmit, and treat wastewater. (Kaiser Master Plan EIR Mitigation Measure UT-3.1)

- Necessary infrastructure to allow the use of recycled water for irrigation and make a financial contribution to the implementation of a recycled water program, if adopted.

- Separate meters for landscaped areas.

- Separate meters for wastewater.

- Dual plumbing for recycled water for internal uses, such as toilets. In the case of medical use buildings, such internal use shall require the approval of Kaiser's medical staff and the Department of Health Services (DHS).

- Recycled water project infrastructure for all landscaped areas and for internal uses, such as toilets. In the case of medical use buildings, such internal use shall require the approval of Kaiser's medical staff and DHS.

PC Permit Process

1. For each PC Permit, the developer shall submit Concept Plans to City staff for review. These Concept Plans may consist of diagrammatic sketches and tracings sufficient to communicate the developer’s basic intentions. Concept Plans shall be to-scale and must at a minimum indicate building heights, entrances, basic site layout, parking supply and configuration and off-site building and access relationships. Concept Plans will not constitute formal application. City staff shall have no less
than 15 working days to review and comment on the Concept Plans prior to the developer submitting a formal application, during which time the developer shall meet and confer with City staff about refinements to the Concept Plans.

2. Depending upon results of the Concept Plan Review, applicants may elect to continue refining plans with City staff or proceed to prepare and submit a PC Permit application and start the formal application process. Plan refinement with City staff is strongly recommended as a means to work out Precise Plan inconsistencies prior to submitting a PC Permit application.

**PC Permit Content**

The Application for the PC Permit shall include a cover letter detailing the request and a narrative description of the proposed application. The application shall also include the following:

1. A site plan showing the proposed phase of development within the context of the buildings/structures then completed and those still to be built. The site plan shall show the layout of buildings, parking and open space areas and shall also include pedestrian walkways, freestanding signs, driveways, and all existing and proposed streets. The site plan shall also show all existing and proposed utilities, including power poles and lines, fire hydrants, irrigation controls and any other above ground utility of any kind. The site plan(s) shall be to-scale and fully dimensioned and shall specify the location of property lines, setbacks and easements. Site plans involving building, open space and parking area relationships shall be designed by either a licensed Architect or Landscape Architect. Additional site plan information including grade elevations, slope, and drainage and infrastructure details necessary to establish or identify the proposed improvements shall be prepared by a registered Civil Engineer.

2. Building plans shall specify the overall area of each building and/or unit as well as the proposed uses of all rooms. Building plans must contain elevations of all faces of the proposed project. The elevations of the proposed development must also include existing adjacent buildings and structures. If the proposed development is adjacent to a public street, the elevation must include buildings and structures at least two hundred feet on either side of the proposed development.

3. Landscape plans shall provide detailed information on the location, size, type and number of all proposed trees, shrubs and ground cover areas. Existing plant materials to be retained and/or removed shall also be indicated on the plans. Additional information on proposed “hardscaping” materials such as special paving surfaces, lighting, street furniture and recreational equipment shall also be shown on the landscape plans.

The applicant shall also submit a Construction and Demolition Plan for each PC Permit application that includes plans for interim improvements to vacant sites and parking lots for review/recommendation by the Architectural Review Committee or another entity designated by the Planning Commission. Vacant buildings shall also be demolished and sites cleared and improved as noted above.

4. Signage plans shall consist of a signage program for the proposed development, which shall illustrate the location, size, type, design and number of all proposed signs. Signage review shall be governed by the City Sign Ordinance, the Zoning Ordinance and the regulations governing the duties of the ARC, as they now exist or as they may be amended in the future.

5. Developer shall pay any required fees, service charges and/or deposits that are required by the City at the time of application. Nothing in this Precise Plan shall be construed as a limitation on the City to change existing fees and charges or to impose new fees and charges during the term of this Precise Plan.
Precise Plan Impacts on Traffic, Parking, Water and Wastewater

This Precise Plan (plan) contemplates the addition of 948,000 gross square feet (GSF) of building area and 742,800 GSF in parking structures. This will not all be completed at one time but is likely to build out over many years, possibly decades. The plan also contemplates a hospital campus as the land use, including a hospital, medical office buildings and parking structures. The medical profession continues to go through major changes in the way it operates. In recent years the amount of building square footage for medical providers and patients per building has increased, resulting in a decline in the number of patients and providers in each medical building. However, since this Precise Plan constitutes an amendment to the City’s Zoning Ordinance, and since the Precise Plan allows the addition of a significant amount of development (1,690,800 GSF) to the plan area which may be occupied at greater density during the plan life, this plan establishes procedures for how the City and the developer or developers will monitor vehicular trip generation, parking, water use and wastewater during the plan life.

Traffic and Parking

Developers seeking Planned Community (PC) Permits within the Precise Plan area shall, prior to any development, pay for the creation of a traffic datum baseline study that shall include:

- Collection of data on the number of employees and patients visiting existing buildings and counts of cars going into and out of existing parking lots and garages (human and vehicular trips).

The first phase of development (the development of a medical office building at the SE corner of Maple Street and Veterans Boulevard) will not require additional traffic analysis prior to issuance of a PC Permit.

At the submittal of each subsequent PC Permit for phases of development within the Precise Plan area, a traffic consultant will be hired by the City and paid for by the developer. The application for such subsequent PC Permits shall be deemed incomplete unless accompanied by the traffic analysis described following. The traffic consultant will collect data on the operation of the previous phases of development approved by the previous PC Permits, including but not limited to:

1. Patient and employee occupancy counts during the most recent 12-month period.

2. Trip counts of all parking lots and structures owned and or/controlled by the developer (daily and peak hour trips).

3. A Parking Use Study of all parking lots and structures specified by the City Traffic Engineer. The traffic consultant will count how many parking spaces are occupied and vacant at selected intervals during the study period.

If this analysis indicates that the traffic increase from the previous phases of development (i.e. the difference between the traffic datum baseline and data on the operation of the previous phases) is more than 15% higher than anticipated by the pre-development analysis, including but not limited to that anticipated (per the Project Trip Generation Estimates presented in the Kaiser
Planning Commission as part of a subsequent PC Permit, or recommended by the Planning Commission to the City Council as an amendment to this Precise Plan.

At each subsequent PC Permit submittal the required traffic and parking analysis shall review all previous development by the developer. Where such PC Permit submittals are amendments of previously approved PC Permits that do not add further square footage or intensify the uses on the site, the Planning Director may waive this requirement.

**Water and Waste Water**

The City is facing a critical water shortage. This Precise Plan, therefore, reserves the right of the City to control the total amount of water it will provide to development occurring within the Plan area. The following procedures are defined to measure the amount of water\(^3\) and waste water\(^4\) generated by development within the Precise Plan area and if more water is used than the anticipated maximum, to require that the developer or developers design and implement a program to bring it into compliance. As part of the City’s efforts to track water use, all new structures will be required to have separate meters. Landscaping will likewise be separately metered.

The developer shall either prepare, or have prepared, data that establishes a projected demand baseline for water use – both water supply and wastewater discharge — to be approved by the City. In this case, the baseline for Kaiser has been established within Addendum table A of the Kaiser Final EIR. This data shall include tables and graphs showing the projected demands. This projected

\(^2\) Other possible traffic mitigations are outlined in the Administrative Section (regarding public improvements) of the Downtown Medical Campus Precise Plan and in the Kaiser Medical Center Master Plan EIR.

\(^3\) Water deals with the issues of water supply, water transmission and distribution systems, and emergency supplies of water.

\(^4\) Wastewater deals with the issues of sewer collection and transmission, treatment, and capacity.
demand baseline shall include all development proposed by the developer.

The first building (the medical office building at the SE corner of Maple Street and Veterans Blvd.,) proposed within the plan area will be approved as described in the ‘Administration’ section to this Precise Plan. Subsequent PC Permit applications shall only be deemed complete if they include a water monitoring report, described following. This monitoring report, prepared by the developer at the developer’s expense and submitted to City, shall analyze the water use of all structures then existing. The Monitoring Report shall contain:

- Two latest years of water consumption from all water service accounts serving the developer’s existing buildings and landscaped areas (copies of actual bills)

- Provide enough information to associate water consumption to the uses and/or buildings to be able to compare usage to initial projections and baselines

- Total square footage of each building and building function broken down into the following categories: 1) hospital uses; 2) medical office and clinic space uses; 3) administrative office uses; and 4) landscape area

- Number of beds, staff, doctors, and patients and estimates of the number of visitors during the review period

- Number of meters serving the facility and landscaped areas and the description of the meter’s location/building/area served

- Data on any changes to existing buildings during the review period

- Tables and graphs to illustrate existing demand, water system thresholds, demand trends to illustrate whether Developer is using more or less water than the original projection

- Analysis of data with summaries and conclusions.

If the actual water usage determined by the monitoring report for all existing buildings, structures and landscaping exceeds the projected demand, the developer shall design and implement a compliance program to bring its water usage into compliance. The following are the options available to the developer to achieve compliance:

1. Acquire more supply/capacity from another water provider.

2. Developer may devise and implement a program to adjust the amount of water used in existing buildings and landscaped areas.

3. Developer may propose changes to the overall amount of development to bring the water use within the projected demand.

4. Combination of previous approaches.

The water usage data shall be part of the information reviewed by staff and the Planning Commission in their review of PC Permits.

At the time of the adoption of this Precise Plan, the Redwood City Council was in the process of evaluating a recycled water distribution system for delivery of Title 22 “disinfected tertiary recycled water” which meets Title 22 requirements for irrigation (Section 60304); impoundments (Section 60305); cooling (Section 60306) and “other purposes” (Section 60307). Should such a system be approved by the City Council:
1. When the State Department of Health Services (DHS) approves the City's recycled water plan, all uses within the Precise Plan area will be required to convert to recycled water when the system is extended to the Plan area.

2. When the City establishes a new water supply impact/connection fee that is based upon the cost of the new water supply, on an acre/foot basis, all development within the plan area will be required to pay, irrespective of the type of water that is being used.

3. Such recycled water provided to the Plan area shall be used for all landscaping and for internal uses, such as toilets. In the case of medical use buildings, such internal use shall require the approval of Kaiser’s medical staff and the DHS.

Wastewater will be derived from the water demand projections (per Kaiser Final EIR Addendum, Table A)\(^5\). Any necessary infrastructure improvements to sewer collection, transmission systems, treatment and capacity will be evaluated at the time of PC permit application.

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\(^5\) Possible water and wastewater mitigations are outlined in the Administrative Section (regarding public improvements) of the Downtown Medical Campus Precise Plan and in the Kaiser Medical Center Master Plan EIR.
Appendix
### Appendix A - Kaiser Permanente EIR TDM Measures

<table>
<thead>
<tr>
<th>Transportation Demand Management Measure</th>
<th>Number of Trips Credited</th>
<th>Kaiser Permanente program</th>
<th>Kp Measure</th>
<th># of Credits Due</th>
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<td># of Bicycle lockers and racks</td>
<td>1/bike/rack</td>
<td>18 bicycle lockers &amp; 5 bike rack</td>
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<td># of Showers and changing rooms for Staff and locations</td>
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<td>In fitness Center &amp; Surgery for the key staff 8</td>
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<td># of seats on KP shuttles and # of round trips to the stations With Guaranteed ride home program</td>
<td>1/roundtrip seat for peak hour</td>
<td>20 seats and five trip am- 7 round trips pm, total 12 round trips @ peak time</td>
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<td>480</td>
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<td># of seats on Altrans shuttles and # of round trips to the stations</td>
<td>1/roundtrip seat for peak hour</td>
<td>24 seat shuttle with 2 round trips am &amp; 2 round trips pm to &amp; from Hayward, Fremont &amp; RWC bart stations</td>
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<td>96</td>
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<td># of seats on KP shuttles and # of round trips to the Veterans Monument Senior Center 1455 Madison Ave.</td>
<td>1/roundtrip seat for peak hour</td>
<td>20 seats, 2 round trips morning, 2 days/week</td>
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<td>Vanpool program</td>
<td>7/each Vanpool arranged by a specific program</td>
<td>Altrans van program with 2 dedicated buses to transit stations</td>
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<td># of Carpoolers dedicated parking</td>
<td>2/each parking spot reserved</td>
<td>10 dedicated parkings</td>
<td>20</td>
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<td>Creation of preferential parking for vanpoolers</td>
<td>7 peak hour trip will be credited for each parking spot reserved</td>
<td>10 van pool preferential location dedicated. As more van pool requests are made they will be accommodated with the same preferential location</td>
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<td>70</td>
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<tr>
<td>Implementation of Vanpoolers program</td>
<td>7 peak hour trip will be credited for each van pool arranged by a specific</td>
<td>10 dedicated van pool locations.</td>
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<td>An operation of a commuter assistance center, offering on site one stop shopping for transit and commute alternatives information, if yes</td>
<td>1/for each feature added to info center/additional 1/each hour the center is staffed with live person</td>
<td>Transit info rack(1), Computer kiosk(1), Telephone with commute &amp; transit info(1), desk &amp; Chair, for personalized trip plan(1) Carpool website (1)</td>
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<td>Description</td>
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<td>1/for each connection installed</td>
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<td>more than 15% of employees have telecommute capability with internet access to KP network</td>
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<td>RWC conference rooms</td>
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<td>Provision of on site amenities</td>
<td>1/each amenity</td>
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<td>Exercise facility, Banking, Lunch discounts, Java hot coffee coupons, guaranteed ride home</td>
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<td>Combine 10 of these elements and receive an additional credit for five peak hour trips</td>
<td>5 credits for combination of 10 elements</td>
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<th>Area</th>
<th>Existing</th>
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<th>Phase I MOB1</th>
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¹ Open Areas are approximately 25% hardscape and 75% landscape.
Appendix D - Traffic Thresholds

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<th>Traffic Trips</th>
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<td>Datum + 2,510 trips</td>
<td>Datum + 4,100 Trips</td>
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1 Traffic analysis to occur prior to any construction
2 Includes allowed 15% increase in trips
Acknowledgements

City Council

Richard S. Claire, Mayor
Jeff Ira, Vice-Mayor
Jim Hartnett
Diane Howard
Colleen Jordan
Barbara Pierce
Ira Ruskin

Planning Commission

Rosanne Foust, Chairperson
Ralph A. Garcia, Jr.
Kenneth McCoy
Hilary Paulson, Secretary
Tamara Piulle, Vice-Chair
Nancy Radcliffe
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Bruce Liedstran, Community Development Services Director
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Chu Chang, Senior Supervising Civil Engineer
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