

Chapter IV – Implementation

The *Marina Shores 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 improvement-related actions include traffic and other impact mitigation measures. These actions are listed in the Appendix to the Precise Plan.

Policy-Related Actions

To have the legal authority required to guide development and capital improvements in the Plan Area, the *Marina Shores 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 consistent with some current General Plan goals and policies. The General Plan Land Use Map is to be amended concurrently with adoption of the Precise Plan to ensure consistency between the General Plan and Zoning to revise/commercial/office designation to mixed use residential. When the General Plan is next updated, the Circulation Chapter should be revised to incorporate the Blomquist Street Extension and Bair Island Road each as a “primary pedestrian route” and a “bicycle route” as well as a Collector Street.

Relationship to Zoning Ordinance

The Precise Plan’s policies and guidelines are implemented by rezoning the area to the Planned Community (P) District and by adopting the Precise Plan. For any issue not addressed in the Precise Plan relevant sections of the Zoning Ordinance as determined by the Planning Director would apply. If there is a conflict between the Precise Plan or with other City Standards the Precise Plan shall prevail.

This Precise Plan supersedes the following zoning designations:

- The General Commercial (GC) zone that applies to both parcels.
- The Residential Overlay (CG-R) zone that applies to the Pete’s Harbor parcel.

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. 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 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 incorporate the Blomquist Street Extension and to widen Bair Island Road within the Plan Area. Bair Island Road will accommodate bicycle lanes and curbside parking

as well as vehicle travel lanes; Blomquist will accommodate bicycle lanes but not curbside parking within the Precise Plan Area. Consistent with previous City design studies, the Precise Plan also proposes that a roundabout be constructed at the intersection of East Bayshore Road, Blomquist, and Bair Island Road. The roundabout will aid in traffic calming, rationalize potentially confusing traffic movements, and provide an attractive gateway to the Precise Plan Area and the new Redwood Creek Bridge. Additionally, pedestrian crossings and curb returns at intersections are proposed at specific locations on Bair Island Road 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.

Affordable Housing

A minimum of 15% of the proposed number of units shall be affordable to very-low, low, or moderate income households. Of these units, at least 5% (1/3 of the required units) shall be affordable to very-low income households that do not exceed 50% of the County median income. The remaining 10% (2/3 of the required units) shall be affordable to households that do not exceed 120% of the income for San Mateo County.

The 5% very-low income units may, at the City's discretion (or with City concurrence), be located outside the Precise Plan Area in a City-approved or planned project. This requirement may be satisfied by payment to the City of an amount determined by the City as sufficient to provide for such units, or by contribution to another entity for a City-approved off-site project. Payment of funds for this purpose shall be made as part of initial phase development prior to final map approval.

The 10% moderate-income units shall be provided in the form of on-site ownership housing equal in quality to market rate housing, and proportional to the unit types and mixes proposed, incorporated as

part of Precise Plan Area development. A program to maintain these units at affordable levels in perpetuity shall be established as part of Precise Plan Area development and approved by the City prior to issuance of the initial building permit. The affordability of ownership units shall be maintained by the developer or a third-party with a long term contractual commitment to managing the units. The City shall incur no costs to manage these units.

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. The Precise Plan has been prepared in conjunction with a specific development proposal. If substantive progress – i.e. submittal of a development application — toward development consistent with the Precise Plan is not accomplished within three years of the Precise Plan's adoption, the Planning Commission shall initiate consideration of a rezoning, consistent with community objectives for the Precise Plan Area at that time. Development approvals subsequent to Precise Plan adoption shall occur at an expeditious pace, consistent with general time frames anticipated by the City.

This Precise Plan is an amendment to the City's Zoning Ordinance and covers an area of approximately 46.5 acres in the city's Bayfront. The genesis of this Plan is described in more detail under the section entitled "Precise Plan Background and Process" on page 2. The current developer master plan is shown on page 41 of the Precise Plan. This master plan is generally consistent in concept with the intent of 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.

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 will refer the submittal's building elevations to the Architectural Review Committee (ARC) for their review advice on building architecture.

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 conform with the process described below. In the event that the City later amends the content of and process for PC Permits, these amended requirements shall control.

A. 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 and no more than 45 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.

B. 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 scaled 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. Build-

ing 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, bushes and ground cover areas. Existing plant materials to be retained 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.
4. Signage plans shall consist of a signage program for the proposed development, which shall describe 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, capacity charges and 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.

Capital Improvements

Developers shall ensure that capital improvements and infrastructure needed for development is in place prior to development. This could include paying for the full cost or the partial cost, and/or involve reimbursement from the City subject to City approval. Some may be phased, subject to City approval, depending upon when demand is anticipated (see subsequent section, "Development Impacts, Monitoring, and Phasing"). Capital improvements related to development in the Precise Plan Area include:

1. Westbound Woodside to Veterans Boulevard right turn signal as an interim improvement until item #2 is completed.
2. Veterans Boulevard widening to four lanes from Chestnut to Woodside
3. Emergency vehicle traffic signal pre-emption system at Veterans Boulevard and Woodside Road, at the Alameda and Woodside Road, at El Camino Real and Whipple Avenue, at Broadway and Woodside Road, and at Middlefield and Woodside Road.
4. Pedestrian countdown display signals at Veterans Boulevard/ Whipple Avenue, El Camino Real / Whipple Avenue, Alameda/ Woodside Road, and Blomquist Street/Seaport Boulevard
5. A water tank, associated pump station, and facilities for emergency water supply
6. Participation in the capital cost of water recycling
7. Dual plumbing for recycled water in commercial buildings
8. Recycled water project infrastructure for all irrigation and commercial buildings

9. Bair Island Road area bus turn-around
10. Blomquist Street Extension and Redwood Creek Bridge
11. Pedestrian/bicycle connection under 101 Freeway
12. Blomquist Street/Maple Street Intersection:
 - a. Install roundabout
 - b. If installation of a roundabout is not feasible, northbound approach widened to include dedicated left turn lane, a shared through/right-turn lane, and initial four-way controlled stop to be upgraded to a traffic signal in the future based on significant delay thresholds
13. Blomquist Street/Seaport Boulevard Intersection: re-stripe southbound approach to include dedicated left turn lane, shared through/left-turn lane, and dedicated right turn lane.
14. East Bayshore Widening: widen from two to three lanes with improved sidewalks and bicycle lanes.

Based on City analyses and/or policies, the capital improvements listed below will need to be provided at early stages of Precise Plan Area development. Some of these improvements may serve properties outside the Precise Plan Area as well as the Precise Plan Area itself. Depending upon the type of capital improvement, the City may establish reimbursement agreements that fairly allocate the share of costs to be borne by benefiting parties.

1. **Blomquist Street Extension and Redwood Creek Bridge** – The required contribution to the Blomquist extension and bridge over Redwood Creek shall be made either prior to Final Map approval for the initial phase of development or when the funds are needed by the City to commence project construction. At a

minimum, however, 20% of the project's required contributions for the Blomquist Extension shall be provided prior to Final Map approval and the remainder shall be provided not later than Final Map approval that includes the 500th residential unit for the project.

2. **US 101 Undercrossing, Bayshore Road Widening** - A minimum of twenty percent (20%) of the project's required contributions for the widening of East Bayshore Road and the Hwy. 101 pedestrian/bike undercrossing shall also be made prior to Final Map approval for the initial phase of development. The remainder of funding contributions for roadway improvements shall be made prior to the Final Map approval that includes the 500th residential unit for the project.
3. **Recycled Water Project** – Development shall pay connection/impact fees prior to issuance of building permits for each phase of development.
4. **Off-Site Water Distribution Facilities** – Precise Plan Area development shall provide all facilities needed to serve Precise Plan build-out. Plans for these facilities shall be approved by the City prior to Final Map approval for the initial phase of development.
5. **Sewage Transmission Facilities** - Prior to Final Map approval for the initial phase of the project, Precise Plan Area development shall provide all funds required for upgrade and expansion of peak flow sewage transmission facilities needed to serve Precise Plan development and anticipated Bayfront Area and City demand.
6. **Emergency Off-Site Water Supply Facilities** - Prior to occupancy of the initial residential unit for each phase of the project, Precise Plan Area development shall provide emergency water supply storage tank(s), land, and/or other associated facilities needed

to provide for a 3-day water storage demand for the cumulative total buildout to that point, subject to City approval. A minimum increment of storage may be required by the City. The total storage requirements may be increased where future State regulations require more than a 3-day supply.

7. **Shuttle Service** - Prior to issuance of final map approval for the 500th residential unit, shuttle service to the Downtown Redwood City Caltrain Station and other destinations as determined by the City shall be provided, consistent with Precise Plan objectives and policies. Shuttle service is a key element of the Precise Plan's Transportation and Circulation policies, affecting development phasing and potential buildout.
8. **Marinas, Open Spaces, and Esplanades** - Publicly-accessible amenities and recreational facilities required by the Precise Plan shall be completed as part of the initial phase of development in each of the respective Subareas; i.e., initial phase development in the South Center (Peninsula Marina) Subarea shall include the reconfigured marina, and inner and outer esplanade walkways; initial phase development of the North Point (Pete's Harbor) Subarea shall include the reconfigured marina, inner and outer esplanade walkways, and North Point Park. Initial phase development in either subarea shall include improvement of the required recreational park/open space. The City may allow some of the esplanade and park areas to be developed in an interim manner prior to the completion of adjacent construction.

Financing & Maintenance of Capital Improvements

Capital improvements shall be financed by Precise Plan Area development, with the qualifications related to City participation noted above. Capital improvements shall be maintained by Precise Plan Area development, through an assessment district, homeowners association, and/or other adequate mechanisms as approved by the City. The developer shall provide the City with a detailed estimate

of anticipated maintenance costs for all capital facilities as well as maintenance for City review and approval.

As regards shuttle service, development shall establish a self-sustaining funding program that ensures that shuttle service will be provided in perpetuity, regardless of the possible participation of local transit agencies; i.e., if for some reason SamTrans discontinues the service vehicles, maintenance, and schedule/headways shall be provided and/or maintained by development within the Precise Plan Area.

Development Impacts, Monitoring, & Phasing

This Precise Plan (Plan) contemplates the addition of up to 1,930 dwelling units, 150,000 gross square feet (GSF) of commercial office building area, 50,000 GSF of commercial retail building space, and 200 lodging rooms. This development will not all be completed at one time but is likely to build out over years, possibly a decade or more. The Plan contemplates a residential community as the primary land use, and acknowledges that residential development criteria continues to evolve in terms of unit types, sizes, parking requirements, and other factors. However, since this Precise Plan constitutes an amendment to the City's Zoning Ordinance, and since the Precise Plan allows for, a) the addition of a significant amount of development to the Plan Area which may be occupied at greater density of habitation during the plan life, and b) reduction of traffic and water-related capital improvements based on transportation demand and water conservation efforts, among others, this Plan establishes procedures for how the City and the developer or developers will monitor vehicular trip generation and water use during the Plan life.

Traffic and Parking

The Precise Plan contains policies for land use mix, Transportation Demand Management (TDM) efforts, shuttle service and other ele-

ments that are intended to reduce traffic generation by a minimum of 15% from typical Institute of Traffic Engineers (ITE) trip generation rates, based on analyses conducted for the *Marina Shores Village Project EIR*. The Precise Plan circulation improvements and traffic shall be monitored to ensure that trip-reducing efforts are undertaken and are sufficient to meet Precise Plan objectives.

The developer shall fund TDM measures, and a permanent means of funding and maintaining TDM efforts shall be established. This includes funding a TDM coordinator through the City, contract with another agency, or contract with an appropriate transportation planning consultant.

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 residents, employees, and visitors visiting existing buildings and counts of cars going into and out of parking lots and garages (human and vehicular trips).

At the submittal of each subsequent PC Permit for each phase 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 Permit(s), including but not limited to:

1. Resident, employee, and visitor counts during the most recent 12-month period following occupation at a minimum of 90% of residential units and 80% of commercial square footage.
2. Trip counts of all trips to and from the site (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 from the previous phase(s) of development is greater than 85% of Institute of Traffic Engineers (ITE) trip generation rates for the developed land use types, the developer shall implement one of the following program options:

1. Design and implement a program, subject to City approval, including but not limited to a more aggressive TDM Program that will bring the trip generation/traffic impacts to the 85% level; or
2. Reduce subsequent amounts of development to bring traffic into conformance with the 85% standard defined above. The Planning Commission will review and recommend to City Council an amendment to the Precise Plan, as appropriate.
3. Some mix of the prior two approaches may be recommended by the Traffic Engineer and either approved by the 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. In no event shall traffic inputs exceed those anticipated in previous CEQA-related analyses and the related mitigation measures incorporated in the Precise Plan. As part of PC Permit review, the Planning Director may also determine that additional CEQA-related analysis is required if traffic exceeds the 85% threshold.

Water and Waste Water

The City of Redwood City needs to manage its resources carefully. 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 water¹ and waste water² 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 reduce demand to anticipated levels. 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. This data shall include tables and graphs showing the projected demands by building, by phases, and at final buildout. This projected demand baseline shall include all development proposed by the developer.

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 developer's expense and submitted to City, shall analyze the water use of all structures then existing.

The Monitoring Report shall contain:

1. Two latest years of water consumption from all water service accounts serving the developer's existing buildings (copies of actual bills).

1 - Water deals with the issues of water supply, water distribution and emergency supplies of water

2 - Waste water deals with the issues of sewer treatment capacity and sewer transmission capacity

2. Information needed to associate water consumption to the uses and/or buildings to be able to compare usage to initial projections and baselines.
3. Square footage of each building / facility, total and by function / use.
4. Number of meters serving the facility and the description of the meter's location/building/area served.
5. Data on any changes to existing buildings during the review period.
6. Tables and graphs to illustrate existing demand, thresholds, demand trends to illustrate whether Developer is using more or less water than the original projection.
7. Analysis of data with summaries and conclusions.

If the actual water usage determined by the monitoring report for all existing buildings and structures exceeds the projected demand baseline by 10%, the developer shall design and implement a compliance program to bring its water usage to the baseline plus 10% number. The following are the options available to the developer to achieve compliance:

1. Acquire more supply/capacity from another water provider.
2. Devise and implement a program to adjust the amount of water used in existing buildings.
3. Propose changes to the overall amount of development to bring the water use within the projected demand baseline plus 10%.
4. Propose a 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.

It is the City's intent – pending final Council decisions – to:

1. Establish 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).
2. When the State Department of Health Services (DHS) approves the Engineer's Report for the Redwood City Recycled Water Project, all uses within the Precise Plan area will be required to convert to recycled water when the system is extended to the Plan area.
3. 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, require all development within the Plan area to pay such fee(s), irrespective of the type of water that is being used.
4. Require that such recycled water provided to the Plan area shall be used for all landscaping and for non-residential interior uses, such as toilets and applicable cooling systems.

Wastewater is an outcome of water supply and the City will use its normal methodology to calculate wastewater amounts and assess needed mitigation and service fees accordingly.