

Urban Form Features

-  El Camino Real
-  Woodside Road
-  Middlefield Road
-  Broadway
-  Veterans Boulevard

-  Major Gateways Entrances

Base Map Features



-  City Boundary
-  Sphere of Influence

Figure BE-4: Urban Form - Corridors

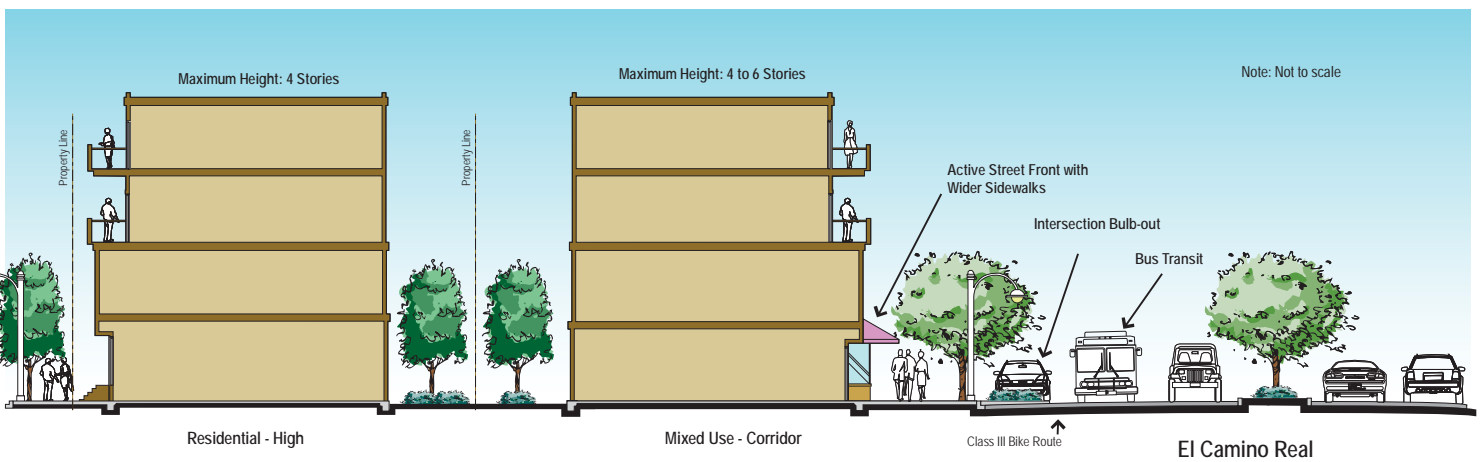
El Camino Real

El Camino Real (Spanish for The Royal Road) originally connected California’s earliest missions from San Diego to San Francisco. Today, El Camino Real (State Route 82 in Redwood City) is a regional route connecting San Jose and San Francisco. El Camino Real spans the length of Redwood City, although the urban form changes significantly along the corridor. Ample development opportunity sites on El Camino Real offer the possibility to replace low-scale, auto-oriented commercial development built for the land economics of earlier decades.

Our vision for El Camino Real is integrated with the Grand Boulevard Initiative developed by San Mateo and Santa Clara County cities in conjunction with SamTrans. The Grand Boulevard Initiative looks to transform El Camino Real from a suburban, low-density strip commercial highway to a vibrant, mixed-use, pedestrian-friendly boulevard that links regional transportation improvements and local economic development efforts. Through this vision, El Camino Real will truly become a grand boulevard, with renewed importance and improved quality. In Redwood City, El Camino Real will be updated to facilitate walkable linkages between Sequoia High School, the transportation center at the Caltrain Station, and Downtown Redwood City. To help achieve this vision, El Camino Real has a “Boulevard” street typology classification (refer to the Circulation Chapter for more details).



El Camino Real section



New development projects will emphasize pedestrian orientation in site and building design, promoting a walkable environment with active street frontages, well-scaled and designed buildings, and engaging outdoor spaces. New street tree plantings, widened sidewalks, and pedestrian-scaled lighting will transform the public streetscape to create a “great street” experience that communicates the spirit and living quality of Redwood City. The vision for El Camino Real includes development in the form of higher-intensity mixed use to provide the appropriate height relative to the width of the street, and increased opportunities to live near goods, services, transit, and entertainment. As such, denser and taller buildings are allowed along El Camino Real.



El Camino Real in Downtown Redwood City
(Villa Montgomery Apartments)

Woodside Road

Woodside Road (State Route 84) is the city’s only major east-west connection, linking U.S. 101 to Interstate 280. It is a major commercial and residential corridor, and is one of Redwood City’s most heavily traveled and highly visible streets. Woodside Road provides access from residential neighborhoods to El Camino Real and Downtown, and also serves as an important city entrance from both U.S. 101 and Interstate 280.

In 2009, uses along Woodside Road include neighborhood-serving retail and services, and the city’s highest concentration of multi-unit residential buildings. The Corridor’s character evolves along the route, with the most obvious transition at El Camino Real. Southwest of El Camino Real, Woodside Road is a landscaped suburban arterial, with planted medians, landscaped frontage properties, and special sites such as the historic Union Cemetery. At El Camino Real, the Woodside Road “fly-over” grade separation divides the neighborhoods and discourages pedestrian access. Northeast of El Camino Real, Woodside Road continues to separate neighborhoods with its freeway-like structure. Higher traffic speeds create difficulties for pedestrian and bicycle crossings.



Woodside Road’s mature trees are fundamental to the “Parkway” experience southwest of El Camino Real.

Mixed Use Land Uses

In recognition of Redwood City's continuing evolution as an urban place and the community's desire to achieve sustainable development forms, several Mixed Use land use categories are established. Mixed-use development approaches offer opportunities for people to live close to work or near transit stops, to walk to neighborhood stores and parks, to enjoy indoor and outdoor entertainment close to home, and to experience vibrant pedestrian districts.



Mixed Use - Neighborhood

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The Mixed Use - Neighborhood category accommodates moderate-scale mixed-use developments that combine residential uses with neighborhood-serving commercial storefronts. Commercial retail and services should serve the immediate neighborhoods and facilitate pedestrian-friendly environments. Single-use structure heights are limited to two or three stories, as outlined below, and combined use structure heights can extend up to four stories with proper consideration given to the scale and intensity of adjacent residential neighborhoods.

Development Standards

- Combined Use (Commercial and Residential)
 - Maximum residential density: 40 du/acre
 - Maximum commercial intensity: 1.0 FAR
 - Maximum height: 4 stories
- Single Use (Commercial)
 - Maximum commercial intensity: 0.6 FAR
 - Maximum height: 2 stories
- Single Use (Residential)
 - Maximum residential density: 40 du/acre
 - Maximum height: 3 stories

Mixed Use – Live/Work

The Mixed Use - Live/Work category facilitates a creative mix of residences and low-intensity workplaces. Live/work environments combine residential occupancy with commercial activity in the same building space, generally with the resident using the combined or adjacent commercial space for his or her business. Typical uses include artist lofts, studio spaces, small offices, and similar low-intensity uses. Creative industrial workspace areas are also permitted, provided that activities limit or confine noise, dust, and vibration impacts. Stand-alone residential development is not permitted.



Mixed Use – Live/Work

Development Standards

- Combined Use
 - Maximum residential density: 20 du/acre
 - Maximum commercial intensity: 2.0 FAR
 - Maximum height: 3 stories
- Single Use (Nonresidential)
 - Maximum intensity: 2.0 FAR
 - Maximum height: 3 stories

Mixed Use – Corridor

The Mixed Use - Corridor category allows for the reinvention of key corridors to support major transit and complementary commercial and residential uses, encouraging transit use, bicycle use, and pedestrian activity. In some places, schools may be necessary and appropriate. Development approaches allow for both horizontal and vertical mixed use. Ground-floor retail/service storefronts may be required at designated nodes. Design considerations should include sensitivity to lower-intensity residential neighborhoods behind sections of the corridor, public and private amenities, and transit accessibility features. The height of single use commercial and residential structures is limited to four stories. Combined use commercial-residential structures can extend in height up to six stories, provided privacy concerns of established neighborhoods are adequately addressed through setbacks of upper stories or other design approaches. Structured parking is allowed, provided no parking levels front directly on El Camino Real, Broadway, Veterans Boulevard, or Woodside Road.



Mixed Use – Corridor

Structures that exceed the applicable height restrictions may be permitted on Broadway or Veterans Boulevards to accentuate city

gateways, provided that any such project respects surrounding development and includes signature design quality.

Development Standards

- Combined Use (Commercial and Residential)
 - Maximum residential density: 60 du/acre
 - Maximum commercial intensity: FAR: 1.00
 - Maximum height: 6 stories
- Single Use (Commercial)
 - Maximum commercial intensity: FAR: 0.5
 - Maximum height: 4 stories
- Single Use (Residential)
 - Maximum residential density: 60 du/acre
 - Maximum height: 4 stories

Mixed Use – Downtown



Mixed Use – Downtown

The Mixed Use - Downtown category applies to Redwood City's historic Downtown core and is established to create a vibrant city center with offices, theaters, retail businesses, and restaurants serving the residences, day-time businesses, and night-time entertainment populations. In Downtown, open spaces are primarily public and urban in nature, with extra emphasis on high-quality public spaces and traditional urbanism. Parking is primarily in the form of shared public facilities. Uses specifically prohibited in Downtown, due to their incompatibility with a pedestrian-oriented mixed-use district, include vehicle sales and repair, industrial and manufacturing businesses, and wholesaling activities. Maximum heights Downtown will range from three stories at the edges, to 12 stories in the very center, with most areas having an 8 story height limit.

Development Standards¹

- Maximum density: No limit on density, with a maximum capacity of 2,500 additional units
- Height: 3-12 stories
- Maximum Intensity: No limit on FAR, with a maximum capacity of 586,000 square feet of additional nonresidential space

¹ It should be noted that the figures shown here representing maximum density and maximum intensity may be revised based on future Downtown plans. In this event, an amendment to this document will be required, subject to applicable environmental review under CEQA and an associated public review process.

GOAL BE-11:

Create memorable and engaging retail, residential, and mixed-use destinations and paths along the corridors.



Policy BE-11.1:
Sustainability Focus

Improve the corridors to create a network of “complete streets” that emphasize pedestrian orientation and safety, public transit access, safe bicycle movement, and other improvements.

Policy BE-11.2:

Improve the corridors to create a network of “green streets” that address the environmental impacts of street paving.



Policy BE-11.3:
Sustainability Focus

Plan for and accommodate mixed-use projects along corridors, where a site or sites are developed in an integrated, compatible, and comprehensively planned manner involving two or more land uses. Combine residential and office uses with commercial development to reduce automobile trips and encourage walking, and facilitate compact, sustainable development.

Policy BE-11.4:

Promote mixed-use developments that include higher-density residential units that transition sensitively with adjacent lower-density residential uses.

Policy BE-11.5:

Improve public streetscapes along the corridors, including widened sidewalks and crosswalks, protected crosswalks, regular street tree planting, bus shelters and street furniture, and pedestrian-oriented street lighting.

Policy BE-11.6:

Provide that buildings located along corridors be designed to define the public realm, activate sidewalks and pedestrian paths, and provide “eyes on the street” in accordance with the following principles:

- Emphasize pedestrian orientation in site and building design, promoting a walkable environment with active street frontages, well-scaled buildings, and usable site spaces.
- Minimize the visual impact of parking facilities on all public streets.
- Locate the frontages of buildings directly adjacent to the public sidewalk.
- Provide public open spaces for public enjoyment, and include outdoor seating or other amenities that extend interior uses to the sidewalk.

- Minimize driveways, as they interrupt the continuity of street facing building elevations; prioritize their location to side streets and alleys.
- Utilize building patterns that mix the heights of elements, and consider adjacent lower scale development as applicable.

**Policy BE-11.7:**

Sustainability Focus

Provide the appropriate density and intensity of land uses to facilitate high levels of transit use along corridors.

Policy BE-11.8:

Ensure that buildings along corridors are sensitive to adjacent neighborhoods, providing adequate scale transitions.

Policy BE-11.9:

Encourage pedestrian activity by requiring all ground-floor businesses to include transparent window fronts and, to the greatest degree possible, be oriented toward commerce.

Policy BE-11.10:

Study the feasibility of rebuilding the intersection of Woodside Road and El Camino Real as a surface intersection that establishes a stronger linkage between adjacent commercial districts and residential neighborhoods. Land currently devoted to entrance ramps could be developed as new commercial or mixed-use infill development, which may help to finance the improvements.

Policy BE-11.11:

Explore establishing minimum development intensities and/or heights along primary corridors.

GOAL BE-12:

Transform the El Camino Real Corridor into a “Grand Boulevard” that supports walking, transit, bicycling, and economic development.

**Policy BE-12.1:**

Sustainability Focus

Integrate land use and transportation planning and development to transform El Camino Real to an urban, pedestrian-friendly, and transit-oriented boulevard for residents to live, work, shop and play.

Policy BE-12.2:

Encourage the replacement of older low-scale, auto-oriented development with well-designed new projects that offer pedestrian orientation, higher densities with more efficient use of land, and continued productive economic value.

Policy BE-12.3:

Accommodate the pedestrian in all public and private improvement projects along El Camino Real.

Policy BE-12.4: Enhance the visual character of the El Camino Real Corridor by public streetscape improvements, including landscaping, coordinated street furniture and fixtures, and upgraded infrastructure.

Policy BE-12.5: Provide vibrant public spaces and gathering places along the El Camino Real Corridor.



Policy BE-12.6: Strengthen pedestrian, transit, and bicycle connections to provide convenient connectivity to the Caltrain Station.

Sustainability Focus

GOAL BE-13:

Enhance the Woodside Road Corridor as an attractive residential boulevard with walkable mixed-use neighborhood centers, a pedestrian and transit-oriented character, and consistent design elements that unify its image.

Policy BE-13.1: Promote a comprehensive streetscape and pedestrian improvement effort for Woodside Road. Design tree planting to promote pedestrian safety, comfort and a sense of security from moving traffic, and provide street lighting that focuses light at the pedestrian level.



Policy BE-13.2: Encourage the development of mixed-use neighborhood nodes as pedestrian-oriented “villages,” providing walkable destinations for shopping, leisure, and enjoyment at designated locations along Woodside Road.

Sustainability Focus

Policy BE-13.3: Increase street tree plantings in medians to strengthen the parkway character of Woodside Road, using native and drought-tolerant species to the maximum extent possible.

Policy BE-13.4: Support new higher-density residential development on Woodside Road, while ensuring that new development is sensitive to adjacent single-unit residential neighborhoods.

Policy BE-13.5: Require quality infill between existing developments, with buildings and frontage improvements that create a coherent, attractive boulevard character.

Policy BE-13.6: Reorient new development along Woodside Road, between El Camino Real and U.S. 101, away from the limited access expressway configuration to a full-access boulevard where buildings are oriented toward the street and pedestrians may cross safely, conveniently, and legally.