

INTRODUCTION

i.1. ESTABLISHMENT

The *Downtown Precise Plan* is established to orchestrate private and public investment actions in the Downtown. It sets forth the primary means of regulating land use and development within the Precise Plan Area (see Downtown Precise Plan Area Map, opposite). It also establishes the primary means of planning City actions and investments in support of the growth of the Downtown.

i.1.1. AUTHORITY

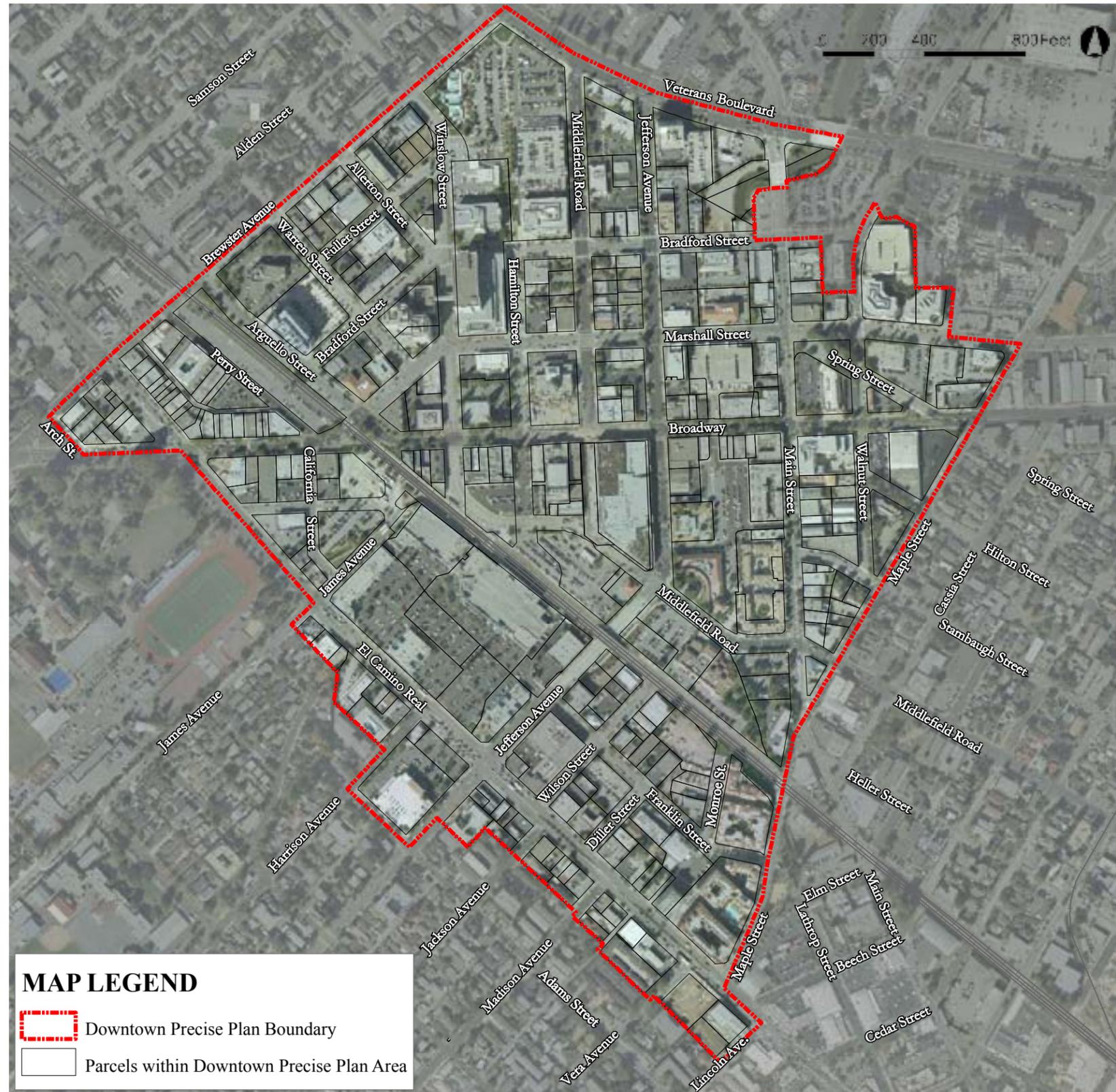
This Precise Plan is adopted under the authority of Article 52 of the *Redwood City Zoning Ordinance*, which establishes Precise Plans as an authorized mechanism for regulating land use and development in the City.

i.1.2. DOWNTOWN PRECISE PLAN AREA

The Downtown Precise Plan Area consists of approximately one hundred eighty-three acres within the City's historic center, and is generally bounded on the north by Veteran's Boulevard, on the east by Maple Street and the western edge of the Kaiser Permanente Hospital campus, to the southwest by properties located southwesterly of El Camino Real, and to the northwest by Brewster Avenue.

The entire Downtown Precise Plan Area, with the exception of some parcels southwest of El Camino Real, falls within the Downtown Subarea of the Redwood City Redevelopment Agency Project Area.

For a more precise record of the exact location of the Downtown Precise Plan Area and the parcels which are subject to its regulations, refer to the Downtown Precise Plan Area Map.



DOWNTOWN PRECISE PLAN AREA MAP

1.1.3. PURPOSE

The *Downtown Precise Plan (DTPP)* was created for the purpose of reviving the heart of Redwood City. *The Downtown Precise Plan* represents the detailed implementation of the broad policy directions contained within the *Redwood City General Plan* for the Downtown district. The regulations contained within the *Downtown Precise Plan* replace land use and development regulations previously contained within the *Redwood City Zoning Ordinance* for this portion of the City. In the event of conflicts with regulations and policies for land use and development in the DTPP area, the DTPP shall guide the decision making process for resolution. The Planning Manager will have discretion to take into consideration the vision and principles of the Precise Plan and guide the process for resolution of conflicts. The *Downtown Precise Plan* document does not replace or augment regulations pertaining to issues of building safety codes or other non-planning related codes. All applications for new construction, substantial modifications to existing buildings, and for changes in land use, shall be reviewed for conformance with the policies contained in the *Downtown Precise Plan*.

1.1.4. DOCUMENT ORGANIZATION

The Downtown Precise Plan is organized into four sections, as follows:

Introduction: The *Introduction* establishes the authority of the Plan and describes the conditions in place at the time of its adoption.

Book I: Community Intent & Guiding Principles lays out the intended outcomes of the Plan. It describes the primary goals, the envisioned form that the future district will take, and the strategy to achieve those intended results.

Book II: Development Regulations establishes the primary means of regulating land use and development on privately owned properties located within the Precise Plan Area.

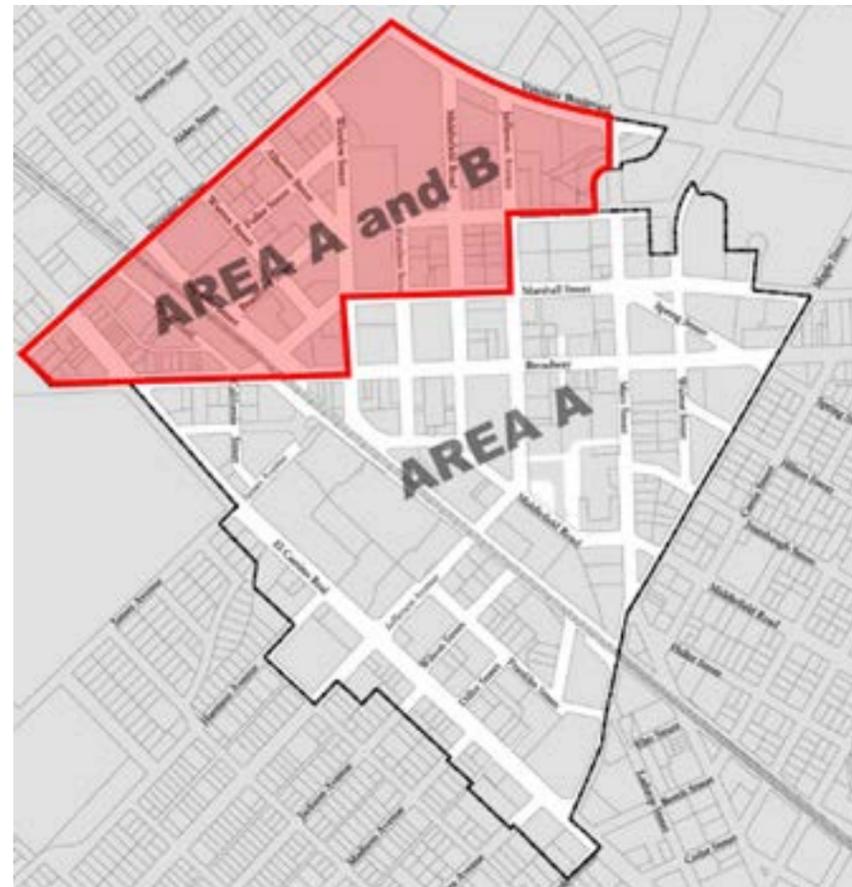
Book III: City Actions establishes the primary means of planning City actions and investments in support of the growth of the Downtown.

Appendices explain technical studies behind various aspects of the DTPP, particularly the preservation of historic resources.

1.1.5. CONFORMANCE TO THE AIRPORT LAND USE PLAN

California Government Code Section 65302.3 states that a local agency general plan and/or any effected specific plan must be consistent with the applicable airport/land use compatibility criteria contained in the relevant adopted airport land use plan (ALUP). The goals, objectives, policies, and development criteria contained herein are consistent with the applicable airport/land use compatibility criteria contained in the San Mateo County Comprehensive Airport Land Use Plan December 1996, as amended, for San Carlos Airport.

All of the Precise Plan area is located within Airport Influence Area A. Therefore, all new subdivided land for sale or lease in the planning area, since the effective date of the statute, is subject to the real estate disclosure requirements specified in Chapter 496, Statutes 2002. Aircraft operating to and from San Carlos Airport frequently fly over the DTPP area. These aircraft typically weigh less than 12,500 pounds and include single-engine piston-driven propeller aircraft, twin-engine piston-driven propeller aircraft, light turboprop aircraft, very small jet aircraft, and small helicopters. The DTPP area is also occasionally overflown by commercial jet aircraft inbound (on arrival) to San Francisco International Airport. However, these aircraft



SAN CARLOS AIRPORT INFLUENCE AREAS

are much higher in altitude over the DTPP area than the general aviation aircraft operating to and from San Carlos Airport.

The northwestern part of the Downtown Precise Plan is also within Airport Influence Area B. The configuration of Airport Influence Area B is based on federal airspace protection parameters for San Carlos Airport. Proposed development located within the Area B portion of the DTPP area is subject to Federal Aviation Administration (FAA) review. The review consists of an aeronautical study conducted by FAA staff to determine if the maximum height, building materials, and other features of the proposed development will create any airspace impacts/hazards to aircraft in flight, including affects on aircraft navigation and communications. The findings of the FAA aeronautical study should be considered by the City as part of its review and action on the proposed development.

1.1.6. ENVIRONMENTAL IMPACT REPORT

As required by the California Environmental Quality Act (CEQA), the City has prepared a written evaluation of the Precise Plan's environmental impacts. A "Program" Environmental Impact Report (EIR) was prepared due to the project's potential significant impacts. State law allows the preparation of a "Program EIR" (as opposed to a "Project" EIR) when a series of actions are related geographically and are part of a larger project. In Downtown Redwood City, future development projects implementing the Precise Plan are "related geographically" by being part of the Downtown Precise Plan area and are part of the "larger project" of the overall redevelopment of the Downtown.

The EIR analyzed the potential environmental impacts of Downtown Precise Plan implementation, and identified the measures necessary to help mitigate these impacts, in the environmental areas of aesthetics, cultural and historic resources, traffic, noise, and other CEQA-defined environmental topic areas. The EIR is important because, in the future as individual development projects are proposed for the Downtown, the developments typically will be subject to a reduced level of additional CEQA analysis as long as the proposals are consistent with the Downtown Precise Plan. The EIR will provide the programmatic CEQA coverage for developers who bring forth high-quality projects that are consistent with the community's vision, thereby saving developers both time and expense, while facilitating and expediting high-quality development Downtown. These are goals shared by the City staff and decision-makers, the development community, and Redwood City as a whole.

In cases where Historic Resources are involved, additional environmental analysis may be required per Section 2.0.3(c) of the Downtown Precise Plan.