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CITY OF REDWOOD CITY NORTH MAIN STREET PRECISE PLAN



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with assistance from
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NORTH MAIN STREET PRECISE PLAN

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Chapter I - Background, Issues, and Goals

Introduction

The *North Main Street Precise Plan* is a regulatory document that amends the *City of Redwood City Zoning Code* and implements the *City of Redwood City General Plan*. It links *General Plan* revitalization objectives for the greater Downtown and Bayfront areas with policies to expand the city's housing supply.

A major objective of the *North Main Street Precise Plan* is to create a strong physical link between Downtown and the Bayfront via a potential Highway 101 crossing -- i.e., infill development and pedestrian- and bicycle-oriented access improvements would create a spine between these two important, evolving districts. The Precise Plan provides for increased-density infill residential and office land uses, limited locally-oriented commercial space, frontage streetscape improvements, and creation of a publicly-accessible Redwood Creek Trail segment.

Implementation of the Precise Plan is anticipated to take a number of years. New development is currently proposed on only one of the area's properties, and required capital improvements would take place as private sector development initiatives proceed on adjacent properties. However, the City may pursue future grants and other potential funding sources for enhancement of capital facilities consistent with its community development policies.

Precise Plan policies focus on four basic issues as listed below. These issues and the Precise Plan's goals related to them are discussed in more detail later in this chapter.

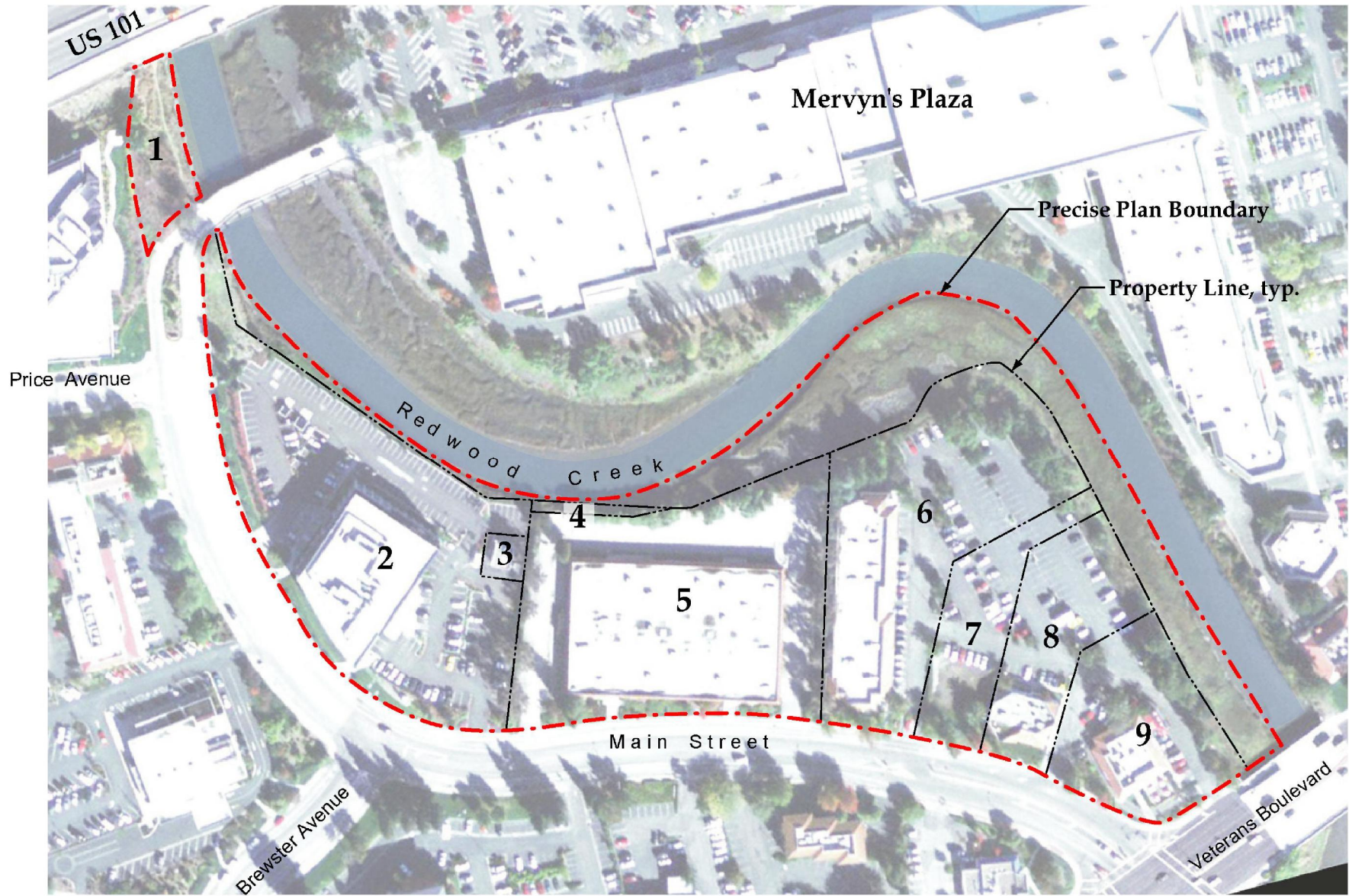
1. **The Downtown-to-Bayfront Link**
2. **Density and the Role of Infill Development**
3. **Redwood Creek Open Space and Trail**
4. **Architectural Form and Character**

Precise Plan Site and Context

The Precise Plan area is approximately 9.5 acres in size. It encompasses lands bounded by Highway 101 and Redwood Creek on the north and east, Veterans Boulevard on the south, and Main Street on the west. The area contains nine individually-owned properties, the most northerly a creek bank area owned by the City of Redwood City. Notable development includes: a vacant, one-story former school district building with subsurface parking; a vacant, recently-constructed office building (the "Niku Building"); one existing two-story medical office building; one under-construction two-story office building, and; Carl's Jr. and Straw Hat Pizza restaurants. The rear, service-oriented side of the Mervyn's Plaza shopping center is located across Redwood Creek to the north. Approximately 3.8 acres, or 40%, of the Precise Plan area is currently dedicated to surface parking.

Existing building heights range from one to three stories, and the form and orientation of buildings within the precise plan area and on adjacent properties varies; most buildings within the Precise Plan area are oriented to on-site surface parking areas. Across Main Street to the west, suburban-scale office buildings and landscaped parking lots extend to Brewster Avenue. Auto service businesses and auto dealers are concentrated to the west, extending along Price Avenue and Convention Way to the Whipple Avenue overpass.

Traffic along north Main Street is relatively light, yet the Main Street/Veterans Boulevard intersection is one of the city's busiest. Frontage sidewalks along Main and Veterans are relatively narrow, approximately 8 feet in width. There are no street trees, pedestrian-oriented streetlights, or other pedestrian amenities that encourage walking to and from Downtown, the Kaiser medical complex, or other destinations. Curbside parking is not currently permitted on Main Street in front of the Precise Plan site.



Precise Plan Area & Parcels

Existing Plans and Regulations

General Plan. The *Redwood City Strategic General Plan* designates the Precise Plan area for “Commercial-Office Park” land use, which does not allow for residential; the City is planning to complete an update of the *Strategic General Plan* in 2007.

In 2004, the City Council adopted Resolution No. 14591, amending the *General Plan* to allow development projects to exceed maximum densities of 40 units per acre if the development is within a Precise Plan area and the project demonstrates three or more of the following features:

- Superior mixed-use design
- Incorporation of affordable housing
- Incorporation of public or community facilities
- Transportation demand management
- Innovative use of shared parking
- Efficient and innovative use of infrastructure and renewable resources

Zoning. The Precise Plan area includes lands with two zoning designations. The northernmost five parcels are zoned “Industrial Park-Combined Vehicular” (IP-V), which allows office, light industrial, and auto-related land uses, but not residential. The maximum permitted lot coverage is 50%. The maximum floor-area ratio (FAR) for commercial development is 0.40; however, this may be increased to 0.70 for selected administrative, R& D, and light manufacturing uses. The maximum building height is 3 stories or 50 feet.

The southerly four parcels are zoned “Commercial General-Residential” (CG-R), a combining district which permits commercial and/or residential development consistent with the *General Plan’s* Mixed Use designation. The maximum permitted residential density is 40 units/acre; maximum permitted lot Coverage is 60%; maximum FAR for commercial development is 0.70; maximum building height is 100 feet.

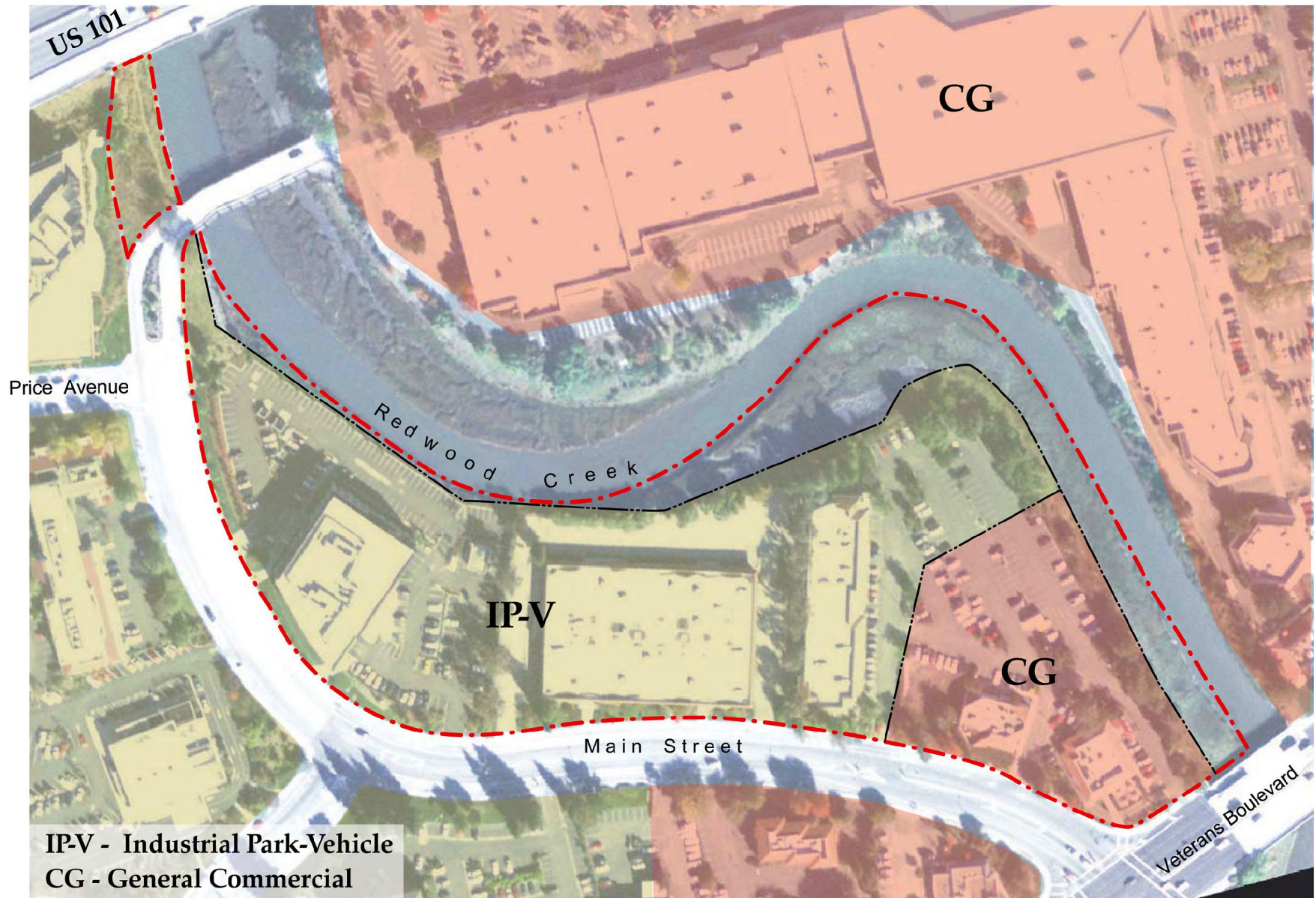
Consistent with Resolution No. 14591, the maximum density of 40 units per acre may be exceeded if projects demonstrate features related to design, affordable housing, transportation, and community resources.

Precise Plan Issues & Goals

Key development issues and goals for the Precise Plan area are:

1. **The Downtown-to-Bayfront Link** - The area north of Veterans Boulevard is likely to change dramatically in coming years, as one- and two-story buildings give way to taller, denser forms of development that reflect land values and market demand in the inner Bay Area. However, Downtown is the City’s priority location for investment and infill development and the North Main Street area is just outside the boundaries of the *Downtown Precise Plan*. There is a concern that infill development along North Main Street could set a precedent for scattering investment that is at odds with objectives to concentrate it within the Downtown core.

Nonetheless, the North Main Street area can function as a link between Downtown and future residential development along Redwood Creek north of Highway 101. A potential pedestrian and bicycle crossing would make Main Street the most direct and easily-accessible route between Downtown and the Bayfront, and a key objective of this Precise Plan is that infill development along North Main Street creates a land use and circulation link between these two areas of future development. The street frontage along North Main Street should be reshaped as a more pedestrian-oriented place, with widened walks, street-facing buildings, and other frontage amenities. A Redwood Creek Trail (see 3, below) should provide an attractive alternative route and open space resource.



Existing Zoning

- 2. Density and the Role of Infill Development** - Though just outside the *Downtown Precise Plan* boundary, the North Main Street area is less than ½ mile as the crow flies from the Downtown Redwood City Transit Center, a principal criteria used by local transit agencies and the Federal Transit Administration to define transit-oriented development. The area is located about 1/3 mile from Downtown’s Broadway/Main Street intersection.

Expanded residentially-designated land areas and higher average densities are recommended to address the City’s projected housing needs, and to take advantage of nearby commercial businesses, transit service, and US 101. Residential density should be highest closest to Downtown and adjacent to Veterans Boulevard. A small amount of locally-oriented commercial space should be provided adjacent to Veterans Boulevard to maintain a commercial frontage and provide convenient services for Precise Plan area residents.

- 3. Redwood Creek Open Space and Trail** - The portion of Redwood Creek between Veterans Boulevard and US 101 is a significant visual and environmental resource. The creek and its bank vegetation support a range of bayfront flora and fauna in close proximity to Redwood City’s most urban area. In fact, it is the only northern coastal salt marsh natural community located south of US 101 in the City. Today, however, the creek is for all intents and purposes inaccessible. Adjacent development on both the east and west sides turn its back on the creek, with parking, service, and/or loading areas located along the top of the bank.

The Precise Plan requires that new development reconfigure top-of-bank areas to incorporate a creekside trail and wetland overlook areas. The trail would connect to Veterans Boulevard on the south and Main Street adjacent to the proposed US 101 crossing on the north. Precise Plan area properties will provide through-access between Main Street and the trail to

serve area residents and visitors. Viewing over-looks will be provided at two creekside locations.

- 4. Architectural Form and Character** - Higher density generally implies taller buildings, and the Precise Plan recommends that these be located along Veterans Boulevard, where they would be consistent with other City planning efforts. These include the *Downtown Precise Plan*, which if approved would permit buildings up to 8 stories, and planned re-development of the Kaiser Permanente Medical Center, which under the *Down-town Medical Center Precise Plan* could allow for a new hospital up to 10 stories or 160 feet, and four new medical office buildings up to 5 stories or 75 feet.

A tall building form would be appropriate adjacent to the Main Street intersection, highlighting an important Downtown entrance and marking the link between Downtown and the Bayfront. Less traditional architectural forms and styles could be appropriate, as compared to infill sites Downtown or adjacent to single family residential areas along Woodside Road or El Camino Real. The *Downtown Precise Plan* specifies an architectural character for “mixed-use workplace” areas south of Veterans Boulevard that are consistent with Downtown’s mix of early 20th century neoclassical, art deco, and contemporary structures. Architectural styles for the Bayfront area north of US 101 are anticipated to have a “maritime” or other waterfront-compatible character. New buildings within the North Main Street area should complement buildings in these adjacent areas.

Architectural design must reflect the City’s “nice places” urban design policies, and though specific architectural styles are not required, the architectural features and materials of new buildings within the area should be complementary to one another.



The "Niku" Building is located on Parcel Area 2.



Tall buildings exist and will be developed in the future along Veterans Boulevard.



This vacant office building sits atop a one-level subsurface parking garage.



The Precise Plan area is located next to the only northern coastal salt marsh south of US 101.



A Redwood Creek Trail should be created along the bank of the curb/wall shown above; the Creek is lined by parking and service areas today.



Frontage sidewalks along Main Street are narrow today.

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 address permitted uses, building heights and setbacks, and parking. Urban Design Guidelines are strongly recommended yet discretionary policies which 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.

Development Standards

I. Land Use

- A. **PERMITTED USES** - Land uses are keyed to the "Land Use Areas" map on the following page.
1. **Multi-Unit Residential** – is permitted in Areas A, B, and C. Maximum density for Areas "A" and "B" shall be 44 units per acre. Maximum density for Area "C" shall be 74 units per acre. Minimum density shall be 20 units per acre.
 2. **Mixed Use** – is permitted in Area C, with storefront-scale commercial on the ground floor and residential above. Permitted commercial uses are:
 - a. **Local-Serving Retail** - shall be located in Area "C"; 2,500 square feet maximum.
 - b. **Local-Serving Restaurant** - shall be located in Area "C"; 2,500 square feet maximum.

- c. **Small-Scale Office** - medical, dental, professional and/or others compatible with a pedestrian-oriented boulevard street frontage.
3. **Office** – is permitted in Area A. Maximum floor-area-ratio (FAR) shall be 0.5.
 - B. **AFFORDABLE HOUSING** - A minimum of 15% of the total number of residential units proposed shall be affordable to very-low, low, or moderate-income households based on the County of San Mateo median income. The term for provision of affordable housing shall be consistent with current Housing Division and Redevelopment Agency standards.

II. Building Height & Setbacks

- A. **MAXIMUM BUILDING HEIGHT** - shall be 4 stories and/or 50 feet for Areas "A" and "B", and 5 stories and/or 60 feet for Area "C". Building height is defined as the average vertical distance measured from adjacent public street sidewalk(s) to the top of building wall, parapet, and/or eave line. Pitched, domed, or arched roofs qualify for a height exception in addition to those items listed under B., "Maximum Height Exceptions," below.
- 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; occupied first floor space above subsurface structures shall be no higher than 5 feet above the average adjacent public street sidewalk elevation.
 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.



Land Use Areas

3. **Rooftop Mechanical Equipment** - May extend up to 5 feet above the maximum building height standard provided equipment is screened per D., below.

C. **MINIMUM BUILDING HEIGHT** - A minimum height of two floors and/or 24 feet is required to define the Main Street and Veterans Boulevard 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 pedestrian-oriented street character is desired for Main Street, and a boulevard-scale character for Veterans Boulevard. Buildings should be located to frame both streets as public spaces and to encourage street activity; minimum/build-to setbacks are intended to reinforce street character. Maximum setbacks are intended to allow segments of facades to be recessed from the frontage for entrance courts, variations in building mass, and/or other design approaches that add visual interest.

1. **Veterans Boulevard** - minimum building setback from the ROW shall be 20 feet; maximum setback shall be 30 feet. The frontage area between buildings and curb shall incorporate a publicly-accessible sidewalk a minimum 12 feet in width.
2. **Main Street** - minimum building setback from the ROW shall be 15 feet. Maximum setback shall be 25 feet. The frontage area between buildings and curb shall incorporate a publicly-accessible sidewalk a minimum 12 feet in width.
3. **Architectural Features** - Lobbies, porches, stoops, and other attractively-designed, entry-related architectural features may extend up to 8 feet into the setback area. Submerged parking structures may also extend up to 8 feet into the setback area,

provided they are designed to also function as attractive porches, planters, and/or other complementary architectural features. Upper floor balconies may extend up to 2 feet into the setback area; up to 3 feet may be considered depending upon design and City review.

F. **SIDE SETBACKS** - Minimum building setback from adjacent property line(s) shall be 10 feet.

G. **SPACE BETWEEN BUILDINGS** - The minimum space between buildings shall be 20 feet. Buildings shall be configured so as not to “wall in” Redwood Creek.

H. **CREEKSIDE SETBACKS** - Minimum building setback from the Redwood Creek Trail shall be 25 feet, or approximately 39 feet from creek top-of-bank. Consistent with Redwood City Zoning Code Article 32.12.F, no new development, fill, grading or vegetation removal shall occur within 25 feet of creek top-of-bank unless approved by the City; construction of the paved creek trail will require City review and approval.

III. Site Development & Parking

A. **BUILDING ORIENTATION** - Buildings shall face Main Street and Veterans Boulevard. Main building entrances shall be located on (public or private) street-fronting building facades or street-fronting building corners. Supplemental building entrances should be configured to face the creek trail; i.e., significant blank, rear façade areas should not abut the creek.

B. **LOT BUILDING COVERAGE** - Maximum shall be 65%.

C. **PARKING REQUIREMENTS**

1. **Multi-Unit Residential** - An average of 2 stalls per unit including guest stalls; see Redwood City Zoning Code – Parking Ordinance Article 30.2.E.1 and .2 – for requirements by bedroom/unit type.

2. **Other Uses** - per City of Redwood City Zoning Code, Parking Ordinance Article 30.
3. **Trail Visitor Parking** – A minimum of 3 publicly-accessible on-site parking stalls shall be provided for trail users within each of the Land Use Areas A, B, and C.

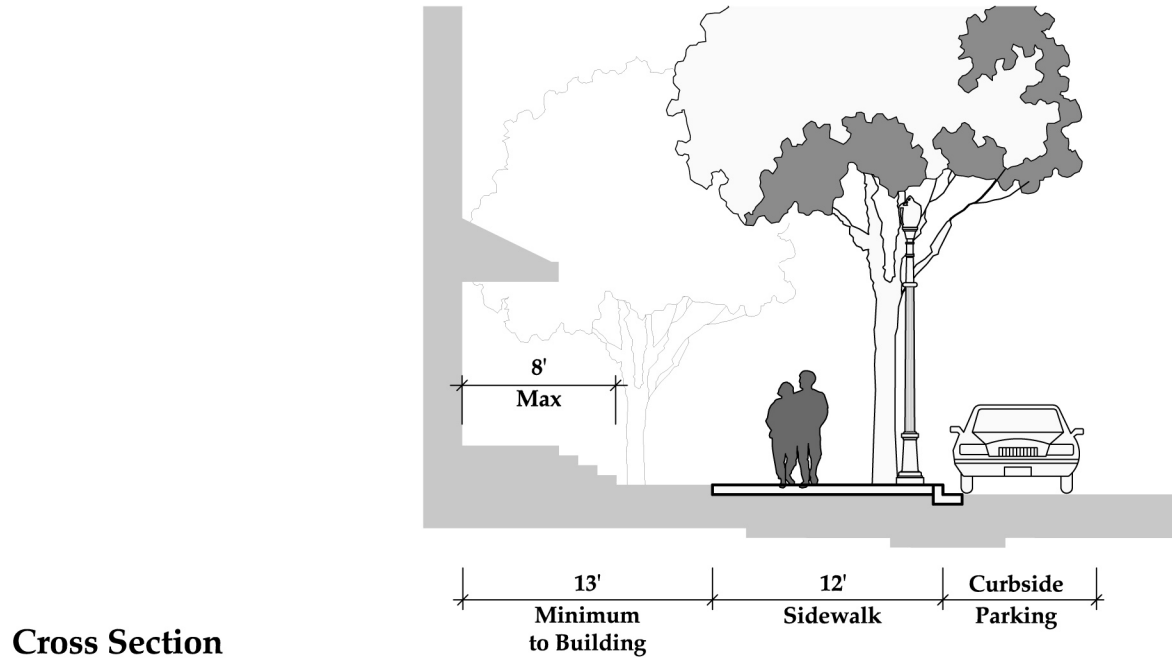
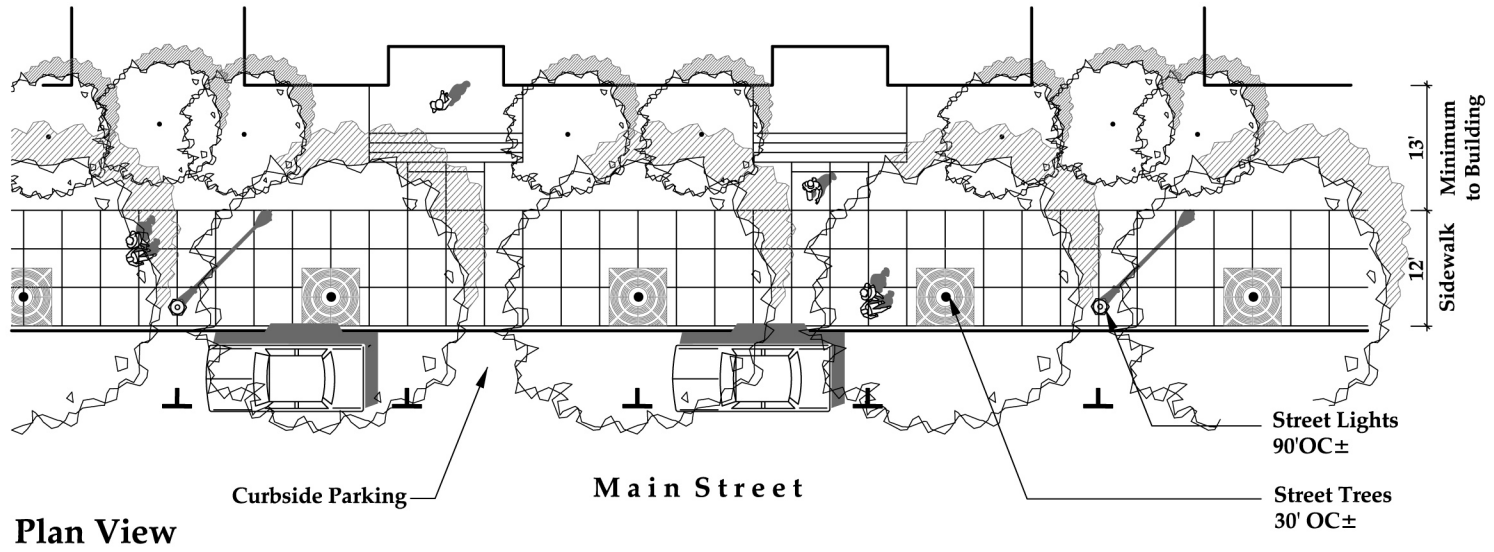
D. **SITE ACCESS** – Vehicular access to Precise Plan area properties should be in the form of private streets – e.g., incorporating street trees, street lights, and related features – rather than typical driveways. Streets and pedestrian ways should incorporate design improvements that create attractive, pedestrian-oriented public spaces and provide visual, and where possible direct, access to the Redwood Creek Trail. Private streets shall incorporate “right to pass” public easements.

1. **Private Street Configuration** – Private streets shall be shared between adjacent developments where feasible to minimize curb cuts and maximize site development potentials. Streets shall incorporate curbside parking on at least one side to provide for informal visitor parking and to promote on-site activity; sidewalks shall be provided on at least one side as well (i.e., the parking side). Deciduous street trees shall be located to highlight street/creek connections and should be planted at approximately 30 feet on center. Attractive pedestrian-scale streetlights should be located at approximately 60 feet on center.
2. **Private Street Setbacks** – shall be a minimum of 5 feet from adjacent properties and/or 10 feet from adjacent buildings to provide space for landscaping, lighting, and/or other amenities.
3. **Emergency Access** – Private streets requiring emergency access shall meet City fire access width standards.
4. **Creek Trail Connections** - A minimum of one private street connection to the Creek Trail shall be provided per project or

per Land Use Area, whichever is greater. Additional private street and/or other connections may be required per City review, depending upon project size and configuration.

E. PARKING FACILITIES

1. **Underground Parking Garages** - Below-grade parking garages shall be provided for all new residential development. Entrances, wall surfaces, and openings shall be designed in an architecturally attractive fashion, with lighting and landscaping as needed to mitigate blank walls, dark openings, long ramps, etc. Garages may extend up to a maximum of 10 feet above grade to provide for daylight and natural ventilation, but shall be screened wherever possible with usable first floor building space to minimize aesthetic impacts.
2. **Surface Parking Lots** - Surface parking lots are generally not recommended. If proposed for supplemental parking 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



Main Street Frontage

feasible to maximize screening from adjacent buildings and properties.

F. **FRONTAGE IMPROVEMENTS** - Frontage improvements shall be provided to create attractive, pedestrian-oriented streets. Some sidewalk improvements listed below extend beyond public rights-of-way to private property. In such instances “right to pass” easements or additional right-of-way may be required.

1. **Veterans Boulevard** - Frontage improvements shall include minimum 12-foot wide sidewalk, with street trees at approximately 30 feet on center and pedestrian-oriented street lights at approximately 90 feet on center. Refer to Urban Design Guidelines for street tree planting recommendations.
2. **Main Street** - Frontage improvements shall include minimum 12-foot wide sidewalk, with street trees at approximately 30 feet on center and pedestrian-oriented streetlights at approximately 90 feet on center. Refer to Urban Design Guidelines for street tree planting recommendations.
3. **Street Tree Maintenance** - Street tree pruning shall be performed only by the City or per City permit.

G. **CREEK TRAIL IMPROVEMENTS** – New development shall provide land area for a Redwood Creek Trail. A “right to pass” public easement shall be provided along the trail area as directed by the City.

1. **Trail Width** - A creek trail shall be constructed by new development along the existing top-of-bank parking area curb line. The trail shall be 14 feet wide with a clear zone (i.e., no fencing) a minimum 2 feet wide maintained adjacent to the trail; this area shall incorporate low-growing landscape materials.
2. **Surfacing and Lighting** – The trail shall have a smooth paving surface 10 feet in width, with 2-foot wide edge bands of

decomposed granite. “Green” surfacing materials will be considered subject to ADA requirements and community access considerations. Trail improvements shall include pedestrian-oriented lighting at a minimum spacing of 100 feet on center. Trail surfacing and lighting to be determined by the City, and shall be consistent from one property to the next.

3. **Other Design Options** - that provide continuous trail access shall be considered. These may include cantilevered walkways subject to review and approval by the US Army Corps of Engineers and State Department of Fish and Game.

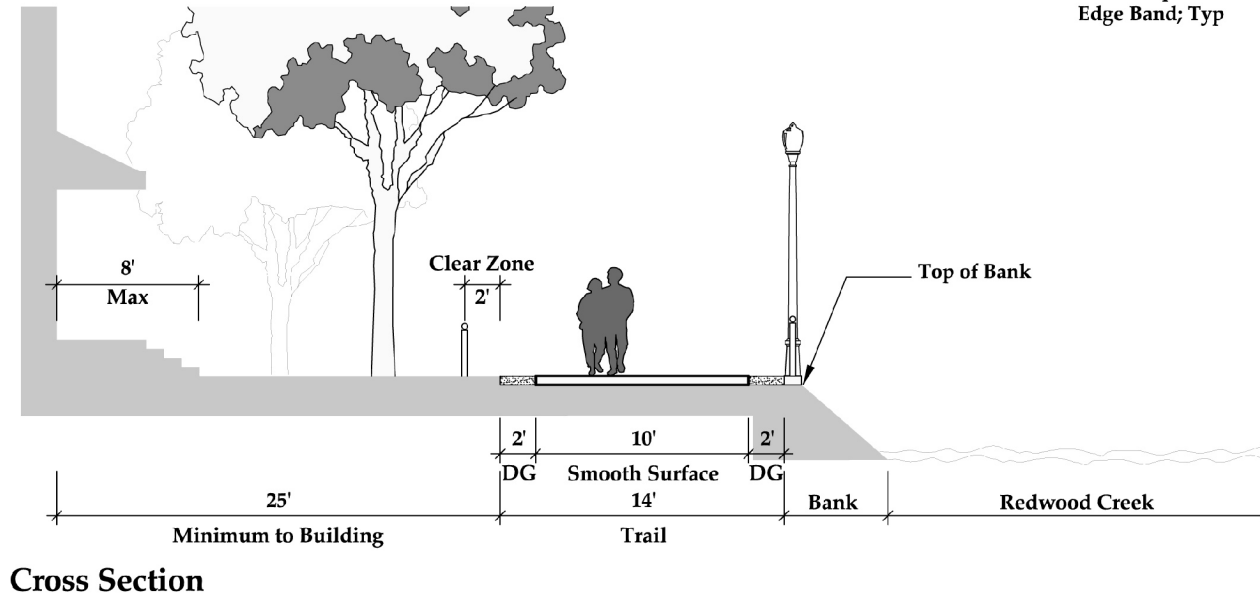
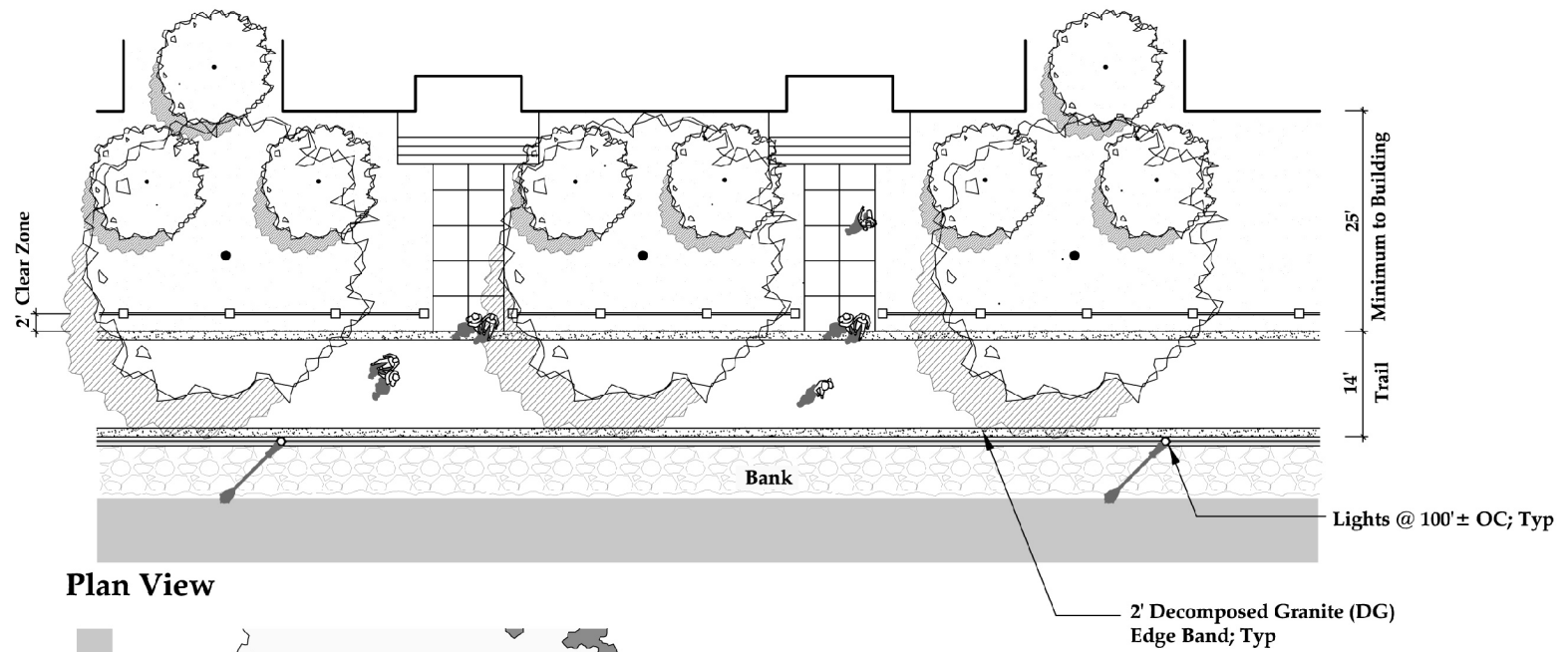
H. **COMMON OUTDOOR SPACE** - 160 square feet per unit.

I. **PRIVATE OUTDOOR RESIDENTIAL OPEN SPACE** - Private open space(s) attached to residential units such as balconies, decks, or patios shall have a minimum horizontal dimension of 6 feet. Private open spaces shall be designed to avoid direct visibility into the interiors of adjacent units. Ground level open spaces may be enclosed and secured, but shall contain an open gate or fence that allows visibility to and from the space. See Urban Design Guidelines for additional recommendations.

J. **OUTDOOR WALKWAYS** - On-site outdoor walkways shall be a minimum 5 feet and a maximum of 10 feet in width. Walkways shall appear as an extension of the adjacent city sidewalks through the use of similar design and materials.

K. **BICYCLE PARKING** - Secure bicycle parking facilities– e.g., in a shared garage or locked bicycle cage – shall be provided for residents. Minimum capacity shall be one secured parking spot per 3 dwelling units. A bike rack, hoop(s), or other facility sufficient to secure a minimum of 3 bicycles shall be provided adjacent to required trail visitor parking stalls.

L. **SERVICE AREAS** - Service areas and related materials, equipment, supplies, etc., shall be screened from view from adjacent properties and streets. Loading docks, service bays, and mech-



Creekside Frontage

anical 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.

M. SITE UTILITIES AND MECHANICAL EQUIPMENT - Above-grade public and private 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

The guidelines generally promote traditional building forms and materials, consistent with an urban village environment. The City will consider design approaches that are modernist or experimental on a case-by-case basis, provided the basic objectives of the guidelines are respected. Design of buildings should focus on creating attractive mixed-use development that stands the test of time, rather than expressing the latest trend in architectural fashion. Guidelines are organized according to the following four categories:

I. Building Orientation and Design

II. Site and Landscape Improvements

III. Special Conditions

I. Building Orientation and Design

A. BUILDING ORIENTATION AND ENTRANCES - An attractive main building entrance(s) shall be located on street-fronting facades. Ground level building entrances shall be located at regular intervals along interior pedestrian ways to encourage pedestrian activity and promote supervision and security. Entrances to individual housing units, lobbies, commercial spaces, etc., shall be located at intervals of 75 feet or less along streets and ways.

B. GENERAL BUILDING DESIGN AND MATERIALS

1. **Massing** - Buildings should exhibit a variety of massing approaches to respond to program and site context; for example, massing should vary to accent main building entrances, building corners adjacent to street intersections, and open space axes.

2. **Facade Composition** - All building facades should exhibit a 3-part composition, with base, middle, and cap. Different surface materials, textures, and/or colors should be used to accent the composition.

a. **Building Base** - The base may be as simple as a small projection of the wall surface and/or a different material or color, such as a tile panel for a storefront building. It may be created by a heavier-appearing material for the entire ground floor for a building of two or more floors, or by a setback of the upper floors.

b. **Pattern of Windows, Doors, and Surface Features** - Windows, doors, wall panels, pilasters, building bays, and storefronts should be based on a segment derived from the building's structural bay spacing. Features based on this segment should be carried across windowless walls to relieve blank, uninteresting surfaces.

Door and window openings should be aligned and composed vertically to create an interesting and attractive facade. In general, first-floor window openings should be larger, with upper-floor window openings smaller and somewhat different, yet complementary, in form.

3. **Building Entrances** - Entrances should be prominent and easy to identify. At least one of the following treatments is recommended:

a. The entrance should be marked by a taller building mass above, such as a tower, and/or within a volume that protrudes or is recessed from the rest of the building surface.

b. The entrance should be located in the center of the facade, as part of a symmetrical overall composition.

c. The entrance should be accented by architectural elements, such as columns, overhanging roofs, awnings, and ornamental light fixtures.

d. The entrance should be marked or accented by a change in the roofline or change in the roof type.

4. **Building Base Materials** - A different, richer-appearing material is strongly recommended for the building base, especially along highly-visible frontages and/or important pedestrian ways. Smooth, graffiti-resistant surfaces are preferred.

5. **Blank Walls** - Blank, windowless walls should not be created along street frontages. If wall segments without windows are essential to internal building functions, walls shall be designed with recesses, different surface material(s), and/or other approaches that complement the window pattern on adjacent wall surfaces. Incorporating landscaping at blank walls – i.e., vines and/or other plant materials that do not create security concerns – should be considered.

6. **Facade Surface Relief** - Building facades should have a strong, three-dimensional quality. Recessed and/or projecting window bays and building entrances are recommended.

7. **Side and Rear Building Facades** - should have a level of trim and finish compatible with the front facade, particularly if they are visible from adjacent streets, parking areas or residential buildings.

8. **Wall Surface Materials** - If the building mass and pattern of windows and doors is complex, simple wall surfaces are preferable (e.g., stucco); if the building volume and the pattern of wall openings is simple, additional wall texture and articulation should be considered (e.g., bricks or blocks, rusticated stucco, ornamental reliefs). Pilasters, columns, and cornices should be used to add visual interest and pedestrian scale.

The palette of wall materials should be kept to a minimum, preferably a maximum of three. Using the same or similar wall materials as adjacent or nearby buildings helps strengthen community character.

- a. **Wood Shingles, Clapboard, and Batten Board** - All wood wall and trim surfaces should be painted, in keeping with the level of finish and quality desired for the Precise Plan Area. Natural and/or stained wood surfaces may be appropriate given the character of existing areas and buildings adjacent to the *North Main Street Precise Plan* area.
- b. **Cement Stucco** - and/or painted stucco may be used in order to reduce maintenance; protective coatings should be used for painted surfaces. Highly textured stucco should not be used. Stucco surfaces should be smooth to prevent the collection of dirt and surface pollutants and deterioration of surfaces.
- c. **Stone and Stone Veneers** - may be appropriate as special material for walls, columns, sills, or base. Stone veneers should generally be formed and/or detailed to reflect traditional stone-setting techniques; e.g., “stones” or “blocks” should appear structural and load-bearing.
- d. **Precast Concrete** - may be appropriate as special material for walls, columns, sills, or base. Options in form work, pigments, and aggregates should be explored to create rich, attractive surfaces.
- e. **Ceramic Tile** - **should be considered** as an accent for stucco and concrete.
- f. **Not Appropriate:**
 - i. **Plywood panel siding** (e.g., T-111)
 - ii. **Concrete block** - or concrete masonry units (CMU)

- 9. **Windows** - are an important element of architectural composition and an indicator of building quality.
 - a. **Composition** - All windows within a building, large or small, should be related in operating type, proportions, alignment and/or trim. Unifying architectural elements such as common sill or header lines should be employed.
 - b. **Window-to-Wall Proportion** - In general, upper stories should have a window-to-wall area proportion smaller than that of ground-floor lobby/common areas.
 - c. **Window Openings** - should generally be vertical (i.e., higher than wide) in orientation, or square; if square, window panes should be square or vertical in shape. Strongly horizontal window forms are not consistent with the downtown-related character desired for the area.
 - d. **Framing and Window Inset** - Built-up sills and trim should be used to frame openings. Glass should be inset a minimum of 3 inches from exterior wall and/or face of trim to provide relief. A reduction to 2 inches may be considered based on design approach and City review.
 - e. **Shaped Frames and Sills** - should be used to enhance openings and add additional relief. They should generally be proportional to the glass area framed; e.g., a larger window should have thicker framing members.
 - f. **Mullions and Muntins** - are recommended to create multi-pane windows. Snap-in grilles or muntins should not be used. Multi-pane windows are strongly recommended for highly visible locations such as main building entrances, first floor windows, and projecting building masses that incorporate bay windows, atria, etc; design approaches that accurately create the appearance of true divided light windows may be considered. Similar to

guidelines for frames and sills, mullions and muntins should generally be proportional to the glass area framed.

- g. **Glazing** - Clear glazing is strongly recommended. Reflective glazing should not be used. If tinted glazing is used, the tint should be kept as light as possible; green, grey, and blue are recommended.

10. **Roof Design** - If employed, multiple roofs should complement one another in terms of style, pitch, detailing and materials. Roofs should be attractive in form and contribute to the visual quality of the *North Main Street Precise Plan* area when viewed from surrounding areas. Pitched and domed roofs are recommended. Non-traditional rooflines generally may be used subject to City review.

- a. **Pitched Roofs** - should generally be between 30° and 60°, and when used should generally extend across a minimum of 75% of the frontage to ensure the roof contributes significantly to the character of the building.
- b. **Roof Ridges** - should be aligned to be parallel and/or perpendicular to the street frontage.
- c. **Roof Overhangs** - are recommended. Overhangs should be a minimum of 2 feet, with additional detailing in the form of attractive cornices, support brackets, exposed beams/rafter ends, etc.
- d. **Fascia Panels** - should be substantial in dimension, and proportional to the roof they trim.
- e. **Materials:**
 - i. **Tar and Gravel, Composition, and Other Flat Roof Types** - should be screened by parapets or false-front sections of sloping roofs.

- ii. **Shingles** – should be high-quality and attractive in appearance, with a character that is complementary to nearby residential and/or office buildings.

- iii. **Metal Seam Roofing** - should be anodized, fluoro-coated or painted. Copper and lead roofs should be natural or oxidized.

- iv. **Clay, Ceramic or Concrete Tile** - is recommended for decorative roof shapes, such as parapets, domes, and turrets.

11. **Porches, Balconies, Awnings, Canopies**

- a. **Open Porches and Balconies** - are recommended. They should be integrated with the overall building design, and incorporate attractive bulkhead walls or balustrade/picket railings. They should be partially recessed into the building mass to appear and function as an integral part of living spaces rather than “tacked-on” to the building. As noted under development standards, porches and balconies shall have a minimum horizontal dimension of 6 feet to provide for a usable outdoor space.
- b. **Loggias** - Large and/or shared balcony areas should be designed as loggia/arcades, with attractive columns and other framing members.
- c. **Awnings** - are recommended for retail buildings. They should be a colorful fabric mounted over a metal Structural frame that is attractive in design. Backlit awnings that function primarily as signs should not be used. Awnings will be reviewed by the City on a case-by-case basis.
- d. **Trellises and Canopies** - Materials, colors, and form should be derived from the building architecture. Continuous canopies should provide brackets, structural

struts, and/or other forms of detailing to reflect individual storefronts and/or building bays. Canopies should contain glazing to allow views to upper facade areas.

- e. **Height and Projection** - Balconies, trellises, canopies and awnings should be a minimum of 8 feet above the sidewalk, and project no more than 7 feet out from the building wall provided 2 feet of clearance is maintained between the awning and curbline.

12. **Accent Lighting** - should be installed on buildings and incorporated into landscape setback areas and display gardens in the form of wall sconces, garden lights, or step lights in low display garden walls.

C. **RESIDENTIAL DESIGN FEATURES** - Attractive architectural detailing is essential to create a livable, pedestrian-oriented residential environment. Different types of residential buildings should be compatible in form, with high-quality design and materials.

- 1. **Architectural Features** - that add human scale, such as main entry porches, porticoes, balconies, dormers, trellises and bay windows, are recommended.
- 2. **Vertical Module** - Buildings should be designed to express the vertical modules of units within. Long facades should be divided into shorter segments a maximum of 50 feet in width. In projects with frontages of over 100 feet, modules should be defined by a deep notch, variation of architectural elements (roof form, window shapes, etc.), and/or changes in surface materials or color.
- 3. **Ground Floor Elevation** - Ground floor units should be located a minimum of 3 feet above grade to provide privacy while maintaining "eyes on the street" supervision of streets and ways.

4. **Building Entrances** - to individual units and/or building lobbies should have a clear entry sequence, extending from publicly accessible streets or ways to the private front door. The following design elements are recommended:

- a. **Open Porches and Stoops** - are recommended for first floor units. Stoops should be wide enough for residents and visitors to sit on and to make entries inviting. Open porches should have attractive bulkheads or balustrade railings and a roof that complements the pitch and materials of the main roof. Exterior stairs should be boxed and framed by attractive stepped bulkhead walls or balustrade railings. Bullnose treads are recommended. Open or "floating" exterior stairs should not be used.
- b. **Display Gardens** - should be used to accent the edge between North Main Street's publicly-accessible right-of-way and first floor units.
- c. **Ornamental Lighting** - of porches and walks should be used to highlight entrances and add security.
- d. **Freestanding Landscape Elements** - such as trellises, arbors, and special landscape materials that add character to display gardens and/or accent the building entry sequence are encouraged.
- e. **Building Lobbies** - should be designed according to the General Building Design guidelines for building entrances above. It is particularly important that lobby entrances be attractive and expansive to promote the pedestrian-oriented scale of development envisioned.

II. Site and Landscape Improvements

A. PAVING MATERIALS - recommended for pedestrian surfaces are listed below. All paving materials must meet Federal Americans with Disabilities Act (ADA) and State of California Title 24 requirements. In general, a maximum of two materials should be combined in a single application:

1. **Stone** - such as slate or granite.
2. **Brick pavers.**
3. **Concrete unit pavers.**
4. **Poured-in-Place Concrete** - All concrete walks should be tinted to reduce glare. Recommended enhancements include integral pigment, special aggregates, special scoring patterns, ornamental insets, such as tile.
5. **Other surfaces** – Deemed appropriate for a given application by the City.

B. LOW WALLS, FENCES, AND PIERS - should be used to define public / private boundaries and/or to screen surface parking areas. Walls and fences to screen parking areas and display gardens should not exceed a height of 3 feet. Walls and fences to screen usable patio and garden spaces should not exceed a height of 6 feet.

1. **Design** - Walls, fences, and piers should be designed to reflect the architectural style and materials of the principal building(s).
2. **Materials** - should be the same as or compatible with those of the principal building(s). Support post or pier materials may differ from fence materials; e.g., metal fence panels combined with masonry piers. Masonry walls and piers should have a decorative cap or coping.

3. Not Allowed:

- a. **Chain link fences** - are strongly discouraged.
- b. **Unfinished or unsurfaced concrete block walls** - are strongly discouraged. Block walls should be coated with cement stucco or similar surface.

C. PLANT MATERIALS AND LANDSCAPE TREATMENTS

1. **Plant Materials** - should be selected and placed according to their ornamental and functional characteristics, and should have low water requirements as appropriate for northern California conditions consistent with the City's water conservation guidelines or other most applicable City standard. Plant species should be "non-invasive" per State and local guidelines.
 - a. **Deciduous trees** - should be the predominant large plant material used. They should be used as street trees and located adjacent to buildings and within parking areas to provide shade in summer and sun in winter. Species should have deep roots, provide fall color, and minimal litter and other maintenance issues.
 - b. **Evergreen shrubs and trees** - should be used as a screening material along rear property lines (not directly adjacent to residences), around mechanical appurtenances, and to obscure grillwork and fencing associated with subsurface parking garages.
 - c. **Flowering shrubs and trees** - should be used where they can be most appreciated – e.g., adjacent to walks and open space areas, and/or as a frame for building entrances, stairs, and walks.
 - d. **Flowers with annual or seasonal color** - are recommended to highlight special locations, such as courtyards,

building entrances, and/or access drives. Planter boxes and pots are encouraged in residential areas.

- d. **Irrigation Systems** - Mechanical irrigation should be provided for all planted areas, and should use recycled water as consistent with City of Redwood City requirements
2. **Trees along Streets and Ways** - Trees should be provided along all publicly accessible streets and major pedestrian ways. Deciduous trees are recommended as noted above. In general, a consistent species should be used along the length of a street or way and will be designated by the City.
 - a. **Tree Wells** - Trees should be planted in curbside tree wells with a minimum horizontal dimension of 5 feet and depth of approximately 3'-6"; tree grates should be installed in sidewalk tree wells on both Main Street and Veterans Boulevard. Where possible, larger subsurface areas should be created to encourage root growth; approaches include continuous structural soil sub-grade trenches for root growth, and/or expanded tree well areas.
 - b. **Tree Size** - Street trees should be a minimum 24" box size at time of planting.
 - c. **Tree Spacing** - Trees should be located at approximately 30 feet on center.
 - d. **Street Tree Type** - Deciduous shade trees should be planted along all street frontages. Sycamore, Hackberry, Zelkova, or similar habit trees would be appropriate along Main Street for their canopy/shade characteristics and deep root growth. American Elm "Autumn Purple" is the City-designated street tree for Veterans Boulevard. Street trees will be designated by the City.
 3. **Urban Streetscape Character** - Street trees and streetlights along Main Street and Veterans Boulevard 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.
 - a. **Street Lights** - Attractive pedestrian-oriented street lights should be installed along all street frontages; bulb height should be approximately 12 feet above sidewalk elevation.
 - b. **Curbside Parking** - curbside parking is recommended along all street frontages as both a pedestrian buffer and source of additional visitor parking.
 - c. **Relationship of Trees, Lights and Parking** - Trees, lights and curbside parking spaces should be designed together to create an orderly appearance and minimize conflicts. Streetlights should be centered between trees to minimize light obstruction. 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.
 - d. **Above-Grade Utilities** - Utilities should be undergrounded in conjunction with new construction.
 - D. **BICYCLE PARKING AREAS** - A bicycle parking and/or storage area with racks and room for maneuvering should be provided. Bike racks should be located to be visible and easily accessible from the main building entrance. Ideally, they should be adjacent to main pedestrian circulation routes. Bike lockers should be established in unobtrusive areas consistent with Precise Plan-related TDM considerations.
 - E. **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 street-

scape 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. Trees to be retained require City approval of a tree protection plan prior to commencement of site work.

C. CREEK SIDE IMPROVEMENTS – New development should add amenity to the creek trail area with attractive, pedestrian-oriented patio or mini-plaza areas adjacent to the trail.

III. Special Conditions

A. CREEK EDGE DESIGN

1. **Building Orientation and Design** – The creek-facing side of buildings should be attractive, incorporating a high level of design attention that is complementary to the Main Street and Veterans Boulevard frontages.
2. **Surface Parking** – Continuous surface parking areas are strongly discouraged along the creek trail. Surface parking areas should be small and/or oriented along the side(s) of buildings and perpendicular to the creek. Parking may extend into required creekside setback areas if adequate landscape screening is provided and pedestrian access to the creek trail is not restricted.
3. **Service Access** – and service areas should not be located along the creek trail. As noted above under surface parking, service areas should be located along the side of buildings rather than adjacent to the creek trail.

B. PRIVATE STREETS – Private streets should provide pedestrian-oriented, non-typical street design approaches. Examples include special (non-asphalt) paving surfaces such as unit pavers; continuous vehicle and pedestrian surfaces separated by paving materials and/or bollards; lighting accented with building-mounted brackets or overhead guy wires.

Chapter III - Capital Improvements

Capital improvements focus on the streetscape frontage renovations needed to encourage pedestrian circulation and promote a residentially-sensitive, urban streetscape character.

1. **Frontage Sidewalks** - Frontage sidewalk along Main Street shall be replaced and widened to a minimum of 14 feet. Sidewalks shall be attractively scored and/or tinted as directed by the City. Small display gardens areas shall be located between the walk and adjacent buildings.
2. **Frontage Street Trees** - A minimum of 30 street trees shall be located along the Main Street frontage and 2 street trees shall be located along the Veterans Boulevard frontage. Consistent with Precise Plan standards and guidelines, trees along Main Street and Veterans Boulevard shall be located in sidewalk tree wells with tree grates. Tree wells/grates shall be a minimum 5 feet square (6 feet square preferred) and Title 24 compatible.
3. **Frontage Street Lighting** - A minimum of 15 pedestrian-oriented streetlights should be installed on the Main Street frontage, subject to City public works and engineering review. The City may require project applicants to provide funding for a proportional share of future lighting improvements for the easterly frontage of Main Street within the Precise Plan Area.
4. **Veterans Boulevard Crossing Improvements** - Bulb-outs, pedestrian refuges, enhanced crosswalks, and/or other pedestrian-oriented improvements determined by the City shall be constructed at the Veterans Boulevard intersection to encourage pedestrian and bicycle circulation to and from Downtown. The City may require project applicants to provide funding for a proportional share of crossing improvements for the Main/Veterans intersection. Storm drainage

engineering features shall be addressed as directed by City public works and engineering.

5. **Redwood Creek Trail and Overlooks** - A paved trail shall be created along the top of the creek bank in area(s) that is currently paved for parking; the existing parking curblin would form the outside edge of the trail. The trail shall be 14 feet in width, paved with asphalt or other surface as directed by the City; "green" paving surfaces will be considered subject to ADA requirements and community access considerations. The trail shall incorporate pedestrian-oriented lighting sufficient to provide security per City requirements. Lighting shall be shielded to minimize impacts on "dark sky" conditions and adjacent open space and residential areas. Small overlook areas as indicated by the "Land Use Areas" map shall be created at "The Point" and opposite the intersection of Main Street/Convention Way.

The Creek Trail will connect to the planned US 101 Crossing to the Bayfront, and both will likely require involvement by the US Army Corps of Engineers, State Department of Fish and Game, and County Flood Control District. It will also involve coordination among a number of different property owners, and must be built according to City of Redwood City requirements for public access and recreational facilities. Given these considerations, the Precise Plan assumes that the Creek Trail and 101 Crossing will be City of Redwood City projects, with funding, land area, and/or other forms of project participation provided by Precise Plan Area properties per City requirements. Participation in the 101 Crossing project is also anticipated to come from new development at Peninsula Marina, Pete's Harbor, Docktown, and other sites in the vicinity.

6. **Underground Utilities** – Existing above-ground utility lines shall be undergrounded in conjunction with new development per local development standards. Above-ground utilities

on City-owned properties will be undergrounded by the City in conjunction with adjacent new development.

7. **Main Street Curbside Parking** - Existing red curb marking and no parking signs shall be removed along the Main Street frontage to permit curbside parking. Parallel parking stalls shall be marked per the City of Redwood City standards.

Chapter IV - Implementation

The *North Main Street Precise Plan* contains both development policy and capital improvements-related elements. This Chapter describes the actions and/or legal mechanisms required to put new policies into effect, including amendments to the City of Redwood City General Plan, Zoning Map, and Zoning Ordinance. Capital improvements-related actions include sidewalk, street tree, lighting and pedestrian crossing improvements; these actions would be undertaken separately 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 *North Main Street Precise Plan* must be integrated with the General Plan and the Zoning Ordinance. Once this is accomplished, the Precise Plan will be the primary regulatory tool governing development in 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 as needed to revise the existing "Office Park" designation. However, for projects exceeding 40 units per acre, the City Council must make findings required per Resolution No. 14591.

Relationship to the 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 deter-

mined by the Planning Director would apply. If there is a conflict between the Precise Plan and other City standards, the Precise Plan shall prevail.

This Precise Plan supersedes the "Industrial Park Combined-Vehicular" (IP-V) and "General Commercial-Residential" (CG-R) designations.

San Carlos Airport-Related Requirements

Future development within the *North Main Street Precise Plan* area shall comply with all relevant FAA standards and criteria for safety regarding flashing lights, reflective material, land uses which may attract large concentrations of birds, HVAC exhaust vents, and any uses which may generate electrical or electronic interference with aircraft communications and/or instrumentation.

All of the *North Main Street Precise Plan* area is located within Area B of the adopted Airport Influence Area (AIA) boundary for San Carlos Airport. Therefore, all transfers of real property within the Precise Plan area are subject to the real estate disclosure requirements specified in Chapter 496, Statutes of 2002.

California Government Code Section 65302.3 states that a local agency general plan and/or any affected specific plan must be consistent with the applicable airport/land use compatibility criteria contained in the relevant adopted airport land use plan (CLUP). The goals, objectives, policies, and development criteria contained in this document 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.

Administration

All proposed new 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 in a future amended form. New development is defined as removal of existing structures and construction of new structures, and/or addition to existing gross floor area(s) of 50% or more. This 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.

This Precise Plan is an amendment to the City’s Zoning Ordinance and covers an area of approximately 9.5 acres along Main Street. Despite the fact that this Precise Plan has been prepared in response to a specific development proposal, it is consciously designed to create a ‘policy envelope’ rather than one unique site plan and design for this area. Subsequent Planned Community (PC) Permit submittal(s) 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. 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 and 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 follow the process des-

cribed 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 Planning Director or his/her designee deems in conformance with the Precise Plan.

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 Plan.
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 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 a Landscape Architect. Additional site plan information including, grade elevations, slope, rights-of-way, 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 and tree pro-

tection plans for existing trees shall be shown 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 shall be shown.

5. 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.
6. 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.

Capital Improvements

Developers shall ensure that capital improvements, infrastructure, and related efforts associated with new development are in place prior to development. This could include paying the full or 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. Improvements related to development in the Precise Plan Area include:

1. **Sidewalk widening along Main Street and Veterans Boulevard**
2. **Street trees along Main Street and Veterans Boulevard**

3. **Street lighting installation or contribution for Main Street**
4. **Intersection crossing improvements at Main Street/Veterans Boulevard**
5. **Redwood Creek Trail and overlook areas**
6. **Curbside parking along Main Street**
7. **Undergrounding of Utilities along Redwood Creek**

Acknowledgments

City Council

Rosanne Foust – Mayor
Diane Howard – Vice Mayor
Alicia C. Aguirre
Ian Bain
Jim Hartnett
Jeff Ira
Barbara Pierce

Planning Commission

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Nancy Radcliffe – Vice Chairperson
Janet Borgens
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Jeffrey Gee
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Architectural Review Committee

John Alan Spotorno – Chair
Andrew Raymundo – Vice Chair
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Thomas Gilman
Dr. Steven Howard

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Ed Everett – City Manager (former)
Peter Ingram – Interim City Manager

Community Development Department

Chu Chang – Acting Director
Jill Ekas – Planning Manager
Richard Haygood – Traffic Engineer (former)
Jon Lynch – City Engineer
Sailesh Mehra – Associate City Planner
Kristina Mateo – Secretary
Tom Passanisi – Principal Planner
Fred Shehabi – Plan Check Engineer
Pat Webb – Housing & Economic Development Manager
Valerie Young – Contract Planner

Other Participating Departments

City Attorney
City Clerk
Finance
Fire Department
Parks, Recreation and Community Services
Police Department
Public Works Services

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