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#GreatDowntowns

BERKELEY DOWNTOWN AREA PLAN /
PUBLIC SPACE / CODE / PTDM

CULTIVATING PLACE

SUPPORTING THE REGION

GROWING PARTNERSHIPS





Source: berkeleyside.com



11/24/97 - The Berkeley Bart Station



CONTEXT

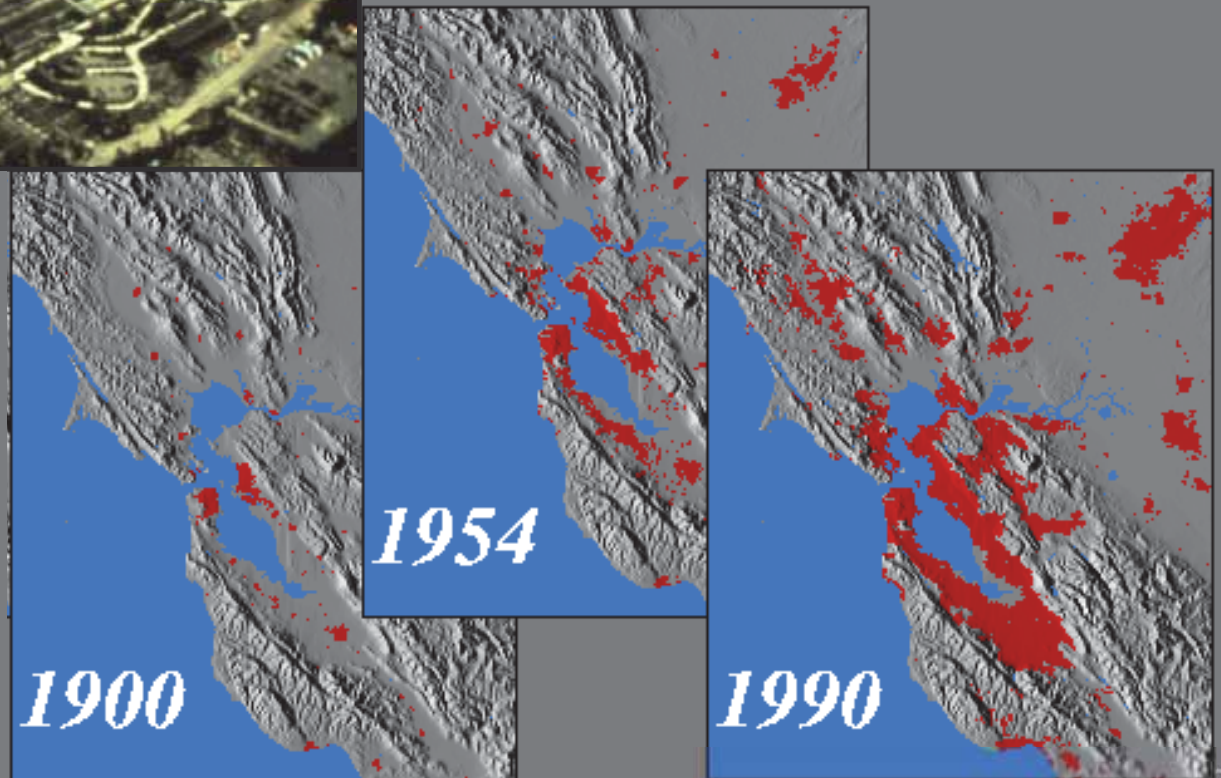
LATE 19TH CENTURY: RAIL/STREETCAR END-OF-LINE



EARLY 20TH CENTURY: REGIONAL RETAIL DISTRICT



LATE 20TH CENTURY: AUTO-ORIENTED SPRAWL



LATE 20TH CENTURY:
DISINVESTMENT







Housing



PROCESS / PRODUCTS

PROCESS

- **City-UC Settlement (2005)**
- **Advisory Committee (2005-2007)**
 - *Education / Orientation*
 - *Vision / Strategic Statements*
 - *Objectives / Policies*
 - *Implementing Measures*
- **Planning Commission (2006-2008)**
 - *Policy Refinement*
 - *Development Feasibility*
- **Council Adoption (2009 DAP)**
 - *Referendum Signature Drive*
 - *Council Rescinds 2009 DAP*
 - *Controversial Items Placed on Ballot*
- **Advisory Referendum (2010 -- 64% to 36%)**

MORE PROCESS

- **Implementing Projects (2008-2010, MTC funded)**
 - *Street & Open Space Improvement Plan*
 - *Development Code & Design Guidelines*
 - *Parking TDM Program*
- **Planning Commission (2006-2008)**
 - *Policy Refinement*
- **Council Adoption (2012)**
 - *DAP, SOSIP, Code, Guidelines, PTDM, Fee Programs*

MORE PROCESS

- **Another Referendum (2012, 74% to 26%)**
- **2016 shift in City Council**

PROCESS

- a) ORIENTATION
- b) VISION
- c) POLICY
- d) IMPLEMENTATION



*DOWNTOWN
AREA PLAN*

1 - INTRODUCTION



2 - ENVIRONMENTAL

SUSTAINABILITY



3 - LAND USE

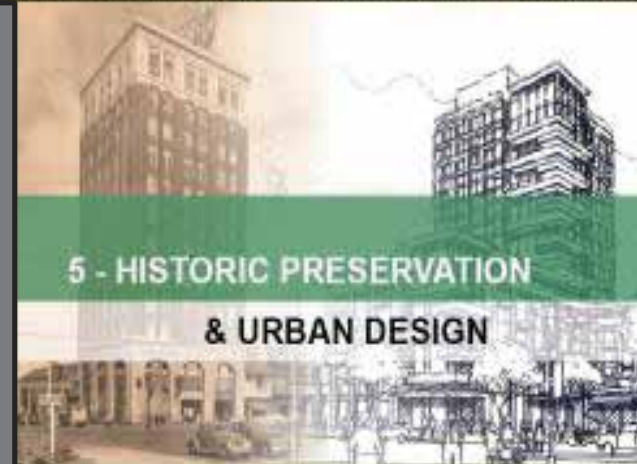


4 - ACCESS



AREA PLAN
ELEMENTS

5 - HISTORIC PRESERVATION
& URBAN DESIGN



6 - STREETSCAPES
& OPEN SPACES



7 - HOUSING & COMMUNITY

HEALTH AND SERVICES



8 - ECONOMIC DEVELOPMENT

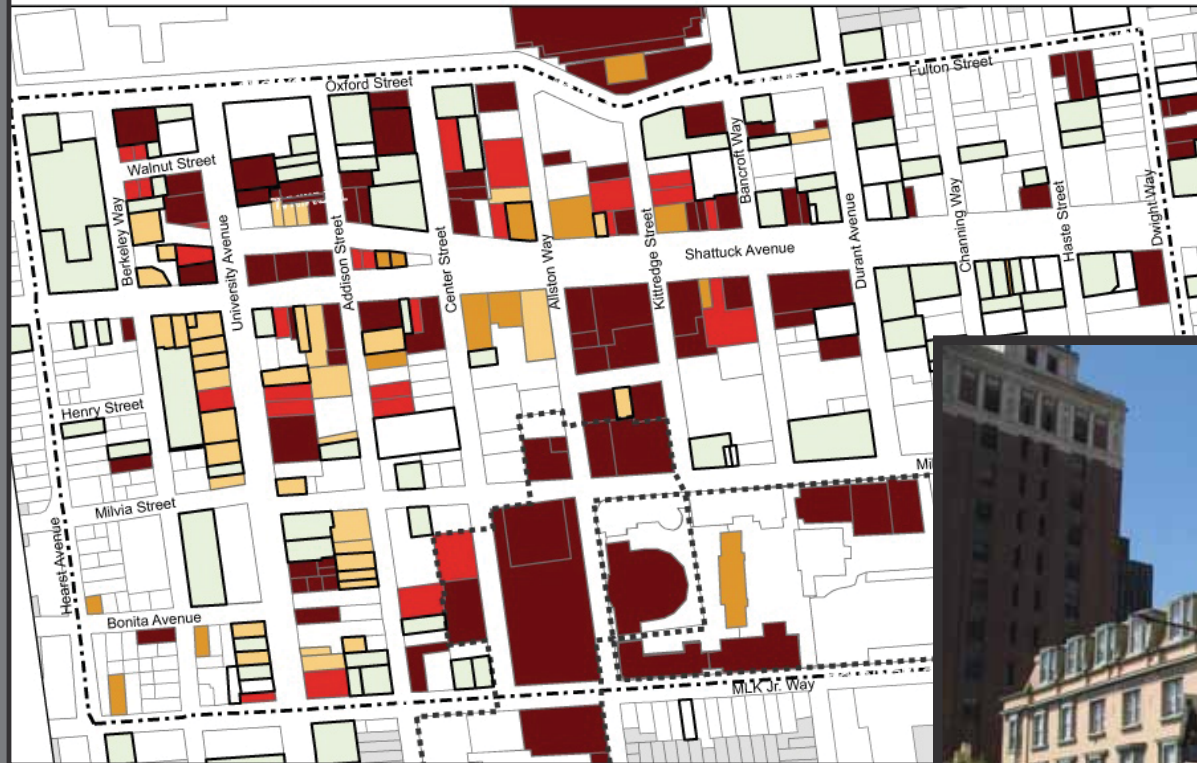


HISTORIC PRESERVATION

Figure HD-1:
Historic Resources,
Noteworthy
Buildings and
Potential
Development
Opportunity Sites

- Designated Landmark or Structure of Merit
- Significant per both 1993 LPC List and 1994 Design Guidelines
- Building on SHRI
- Other Building called Contributing or Significant by BAHA Report Downtown Plan, LPC List, Design Guidelines, or School EIR
- Development Opportunity Site apparently containing no Historic Resource
- Civic Center Historic District and Berkeley High School Campus

Revised March 25, 2009. While the map is generally accurate, corrections will be made and the status of any individual parcel should be verified. For site-specific information see the DAP Reconnaissance Survey Matrix.



Historic Resource Survey

Adaptive Reuse



ENVIRONMENTAL SUSTAINABILITY

Green Development

- *LEED Gold or equivalent*
- *Transit Pass for every Household & Employee*
- *On-Site Carshare*

Parking TDM

- *Transit Agency & University Partners*
- *Parking Information & Sensors*
- *On-Street Parking & Pricing*

Green Infrastructure

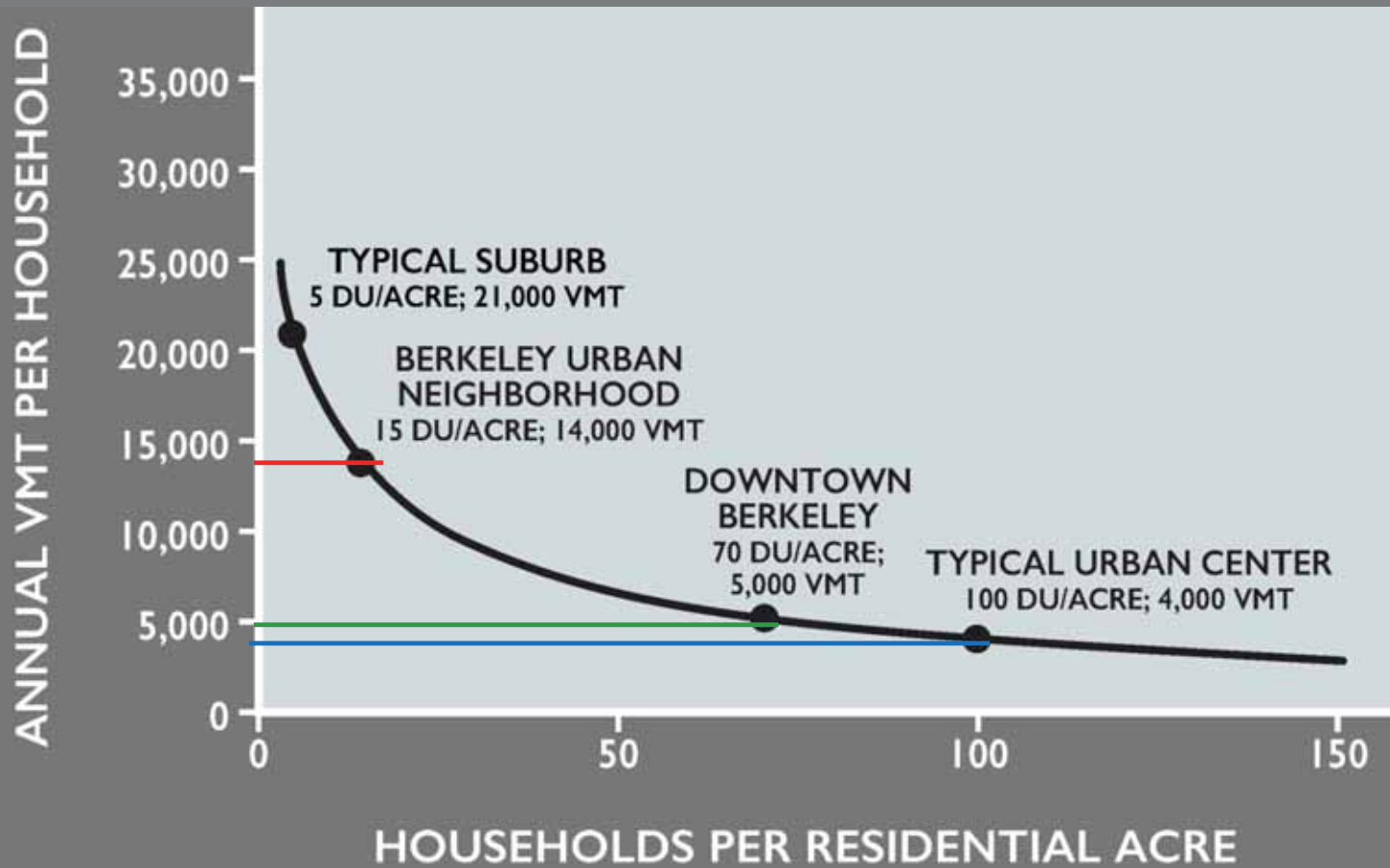
- *Permeable Pavers*
- *Rain Gardens*

LAND USE

ENVIRONMENTAL SUSTAINABILITY

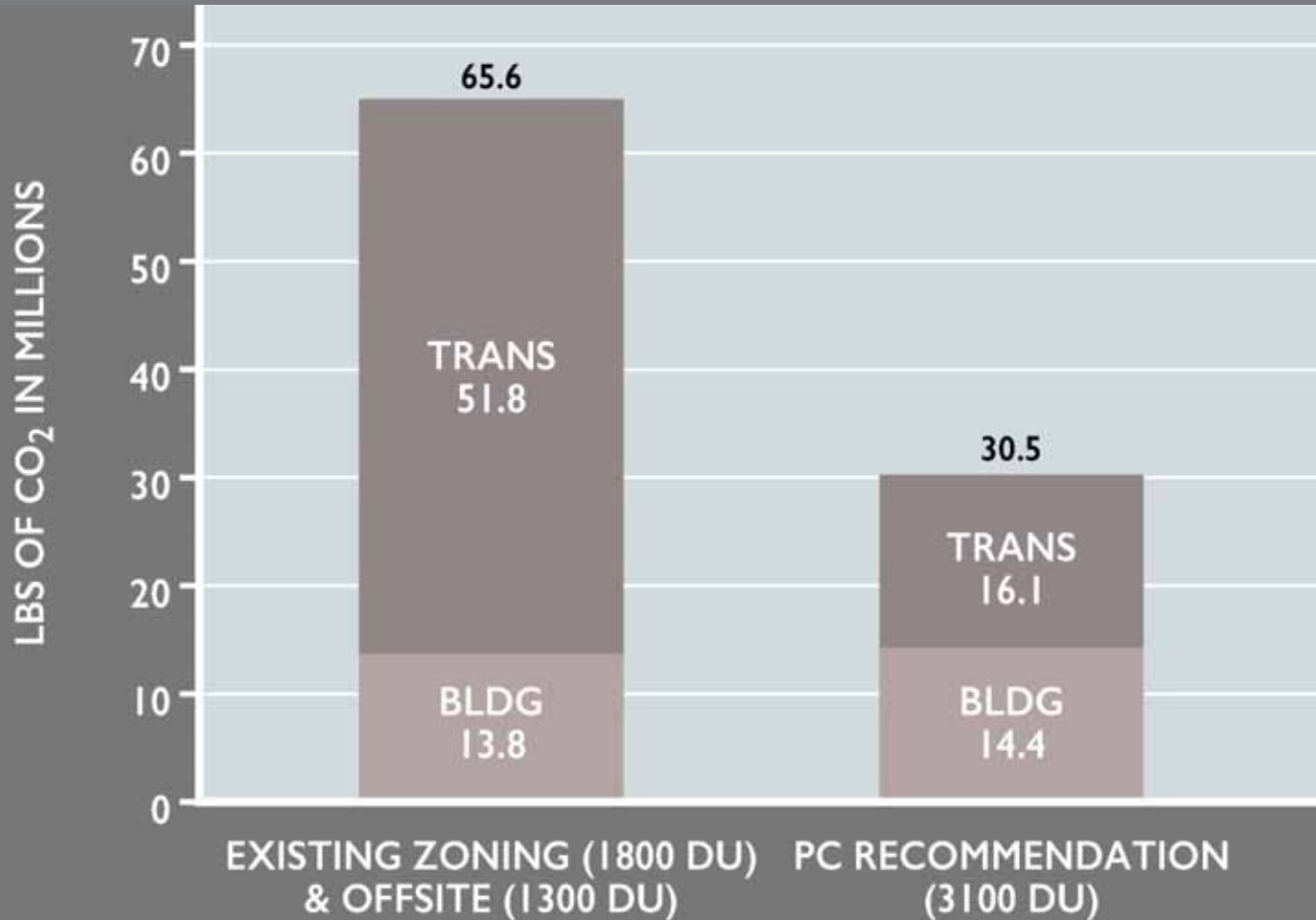
DRIVING & DENSITY

adapted from John Holtzclaw, et al, 2002.

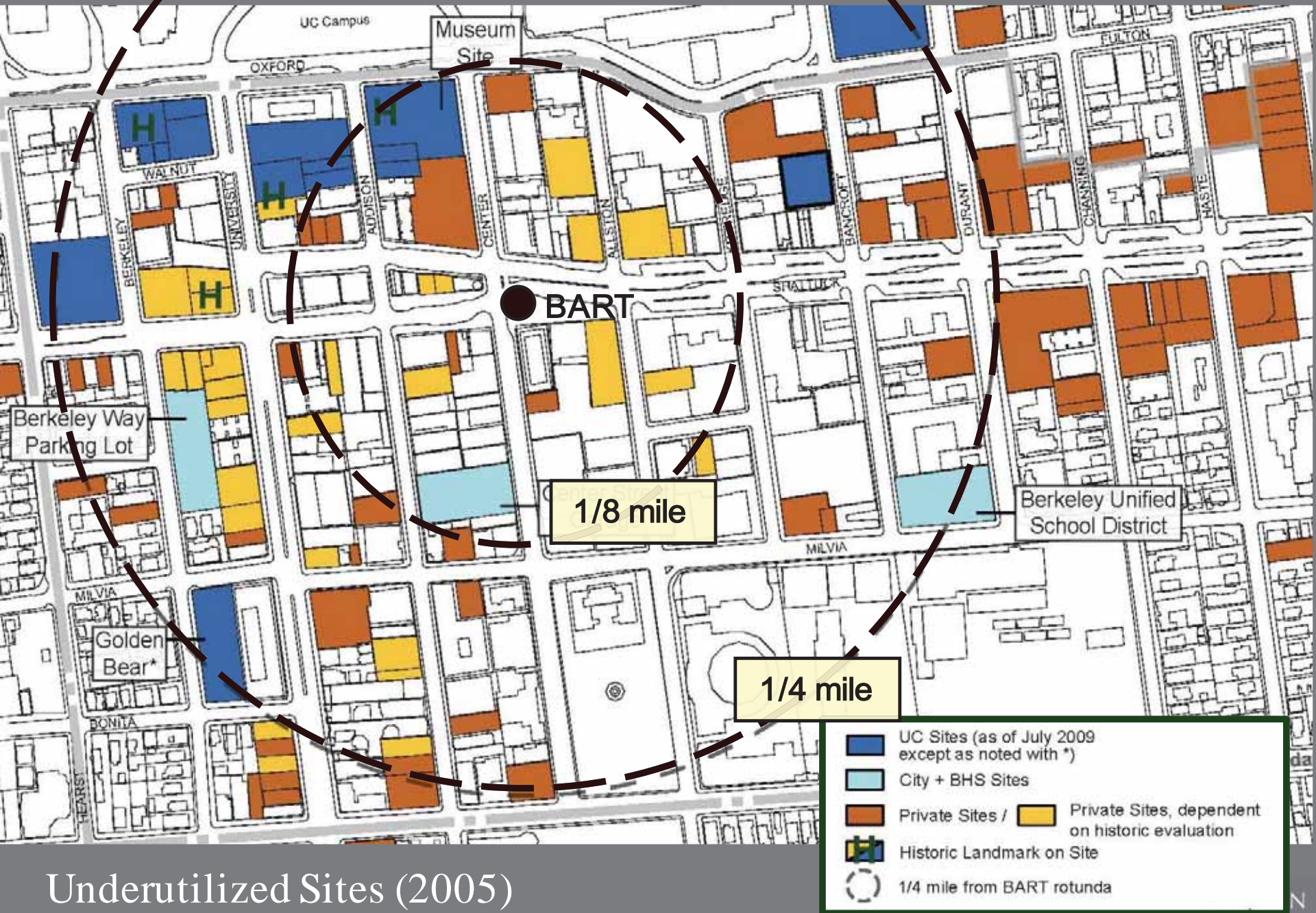


ENVIRONMENTAL SUSTAINABILITY

ANNUAL CARBON GENERATED
scenarios for 3100 du
1800 du off-site vs. within Downtown



LAND USE & INTENSITY



Underutilized Sites (2005)

LAND USE & INTENSITY

CAPACITY INCREASED FROM 1,300 TO 3,100



Allowable Building Height

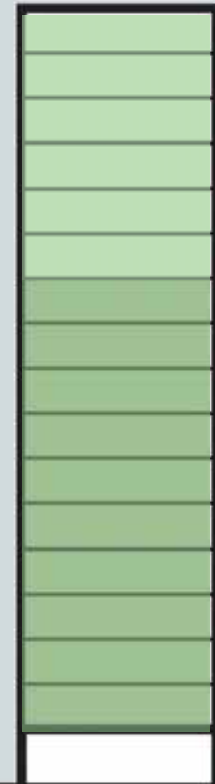
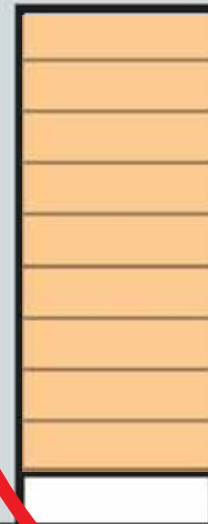
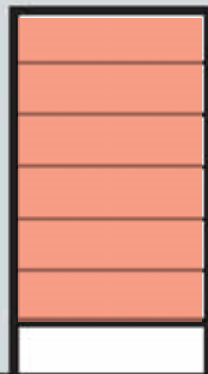
BLDG HEIGHT / BLDG CODE / ECONOMIC FEASIBILITY

adapted from Strategic Economics & Hixson, 2008.

WOODFRAME
OVER CONCRETE

CONCRETE AND STEEL ONLY

COMMUNITY
BENEFITS
NEGOTIATIONS



17
16
15
14
13
12
11
10
9
8
7
6
5
4
3
2
1
B1
B2
B3

55'
5-STORY

75'
7-STORY

85'
7-STORY

100'
9-STORY

120'
11-STORY

140'
13-STORY

180'
17-STORY

PRIVATE INVESTMENT
Zoning, Guidelines, Design Review

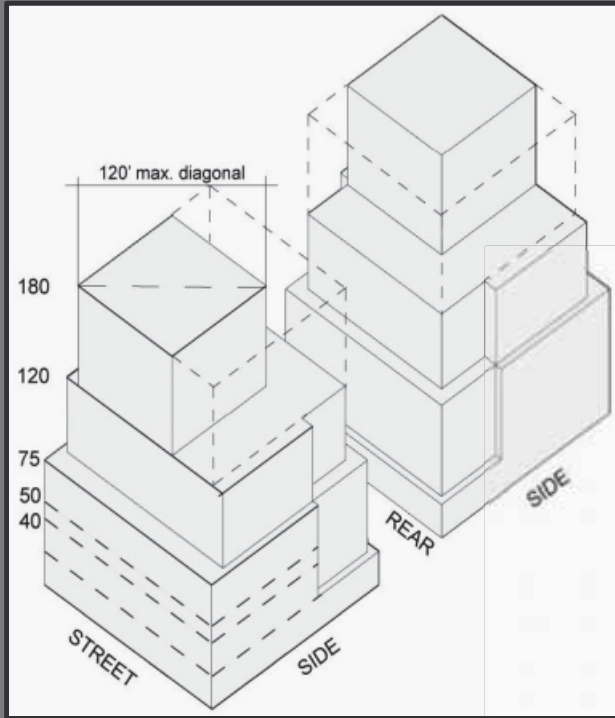
URBAN DESIGN

Massing Study
Downtown Area
Oct, 2009



URBAN DESIGN

2211 Harold Way

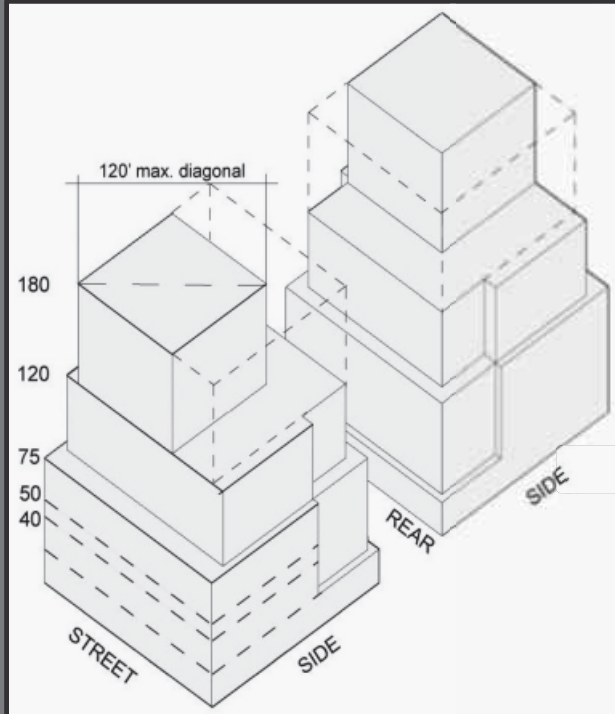


Stepbacks
& Height

Source: SVA Architecture

URBAN DESIGN

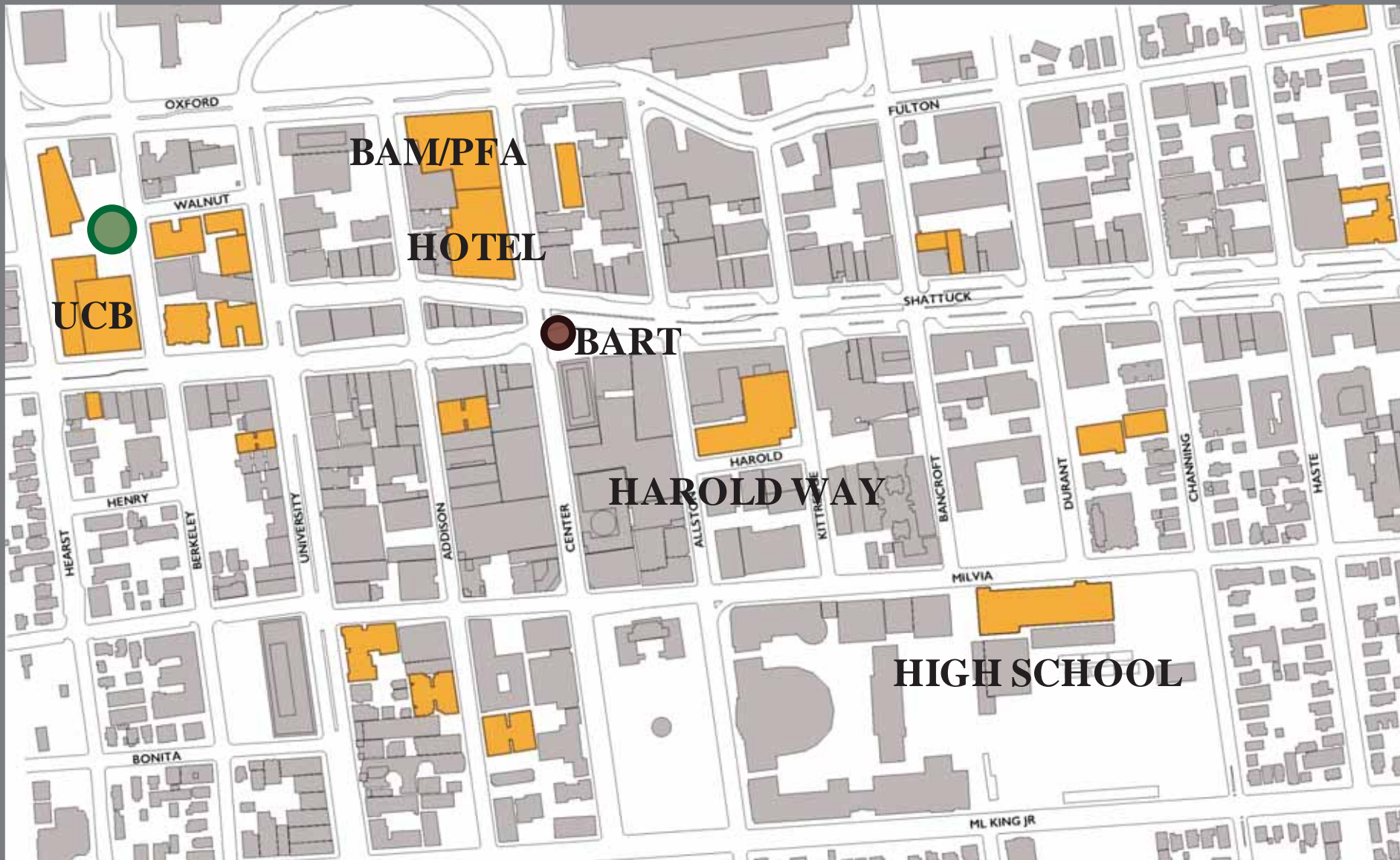
High-Rise Hotel



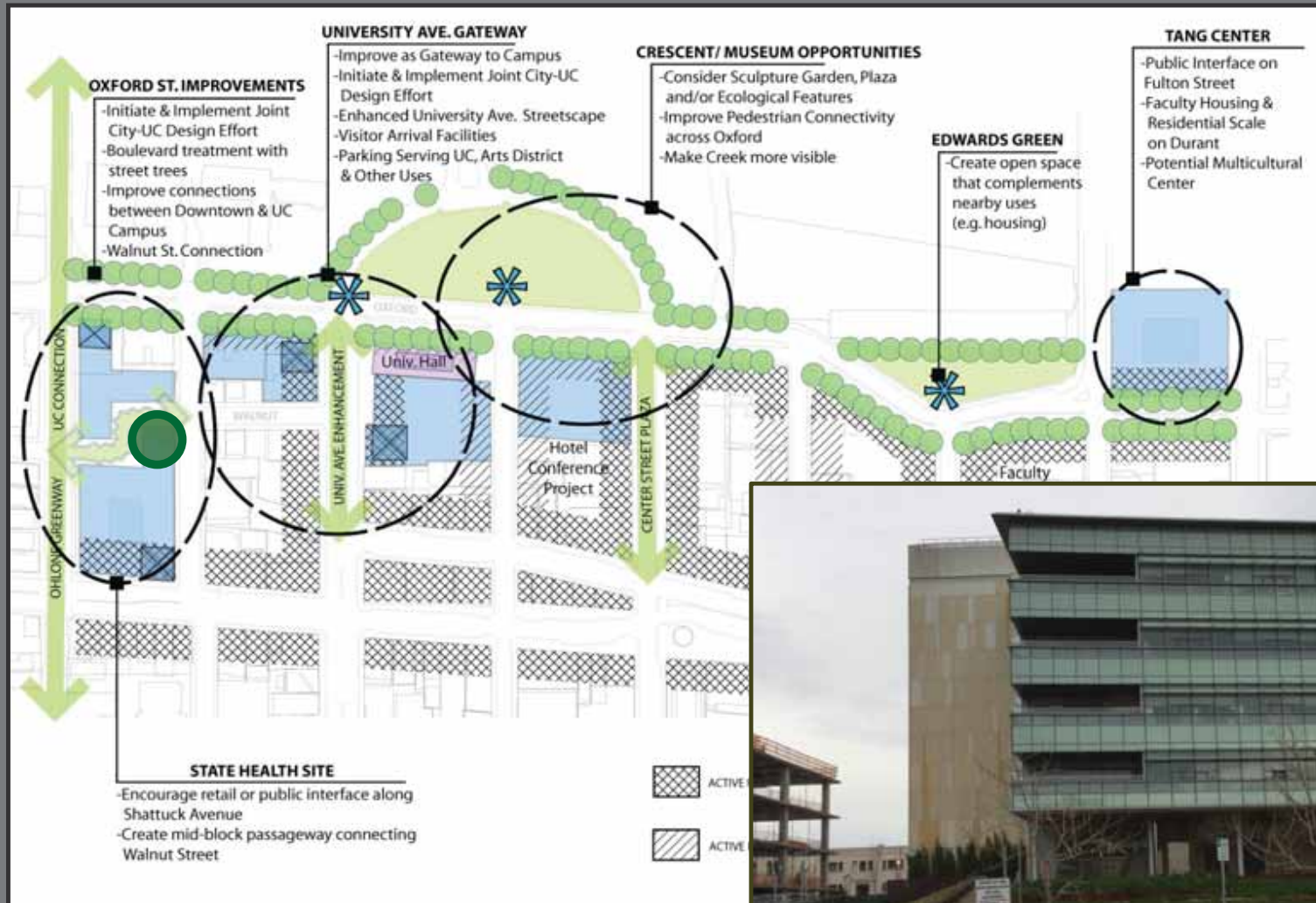
Stepbacks
& Height

POST-DAP DEVELOPMENT

1,600 dwellings built or in pipeline



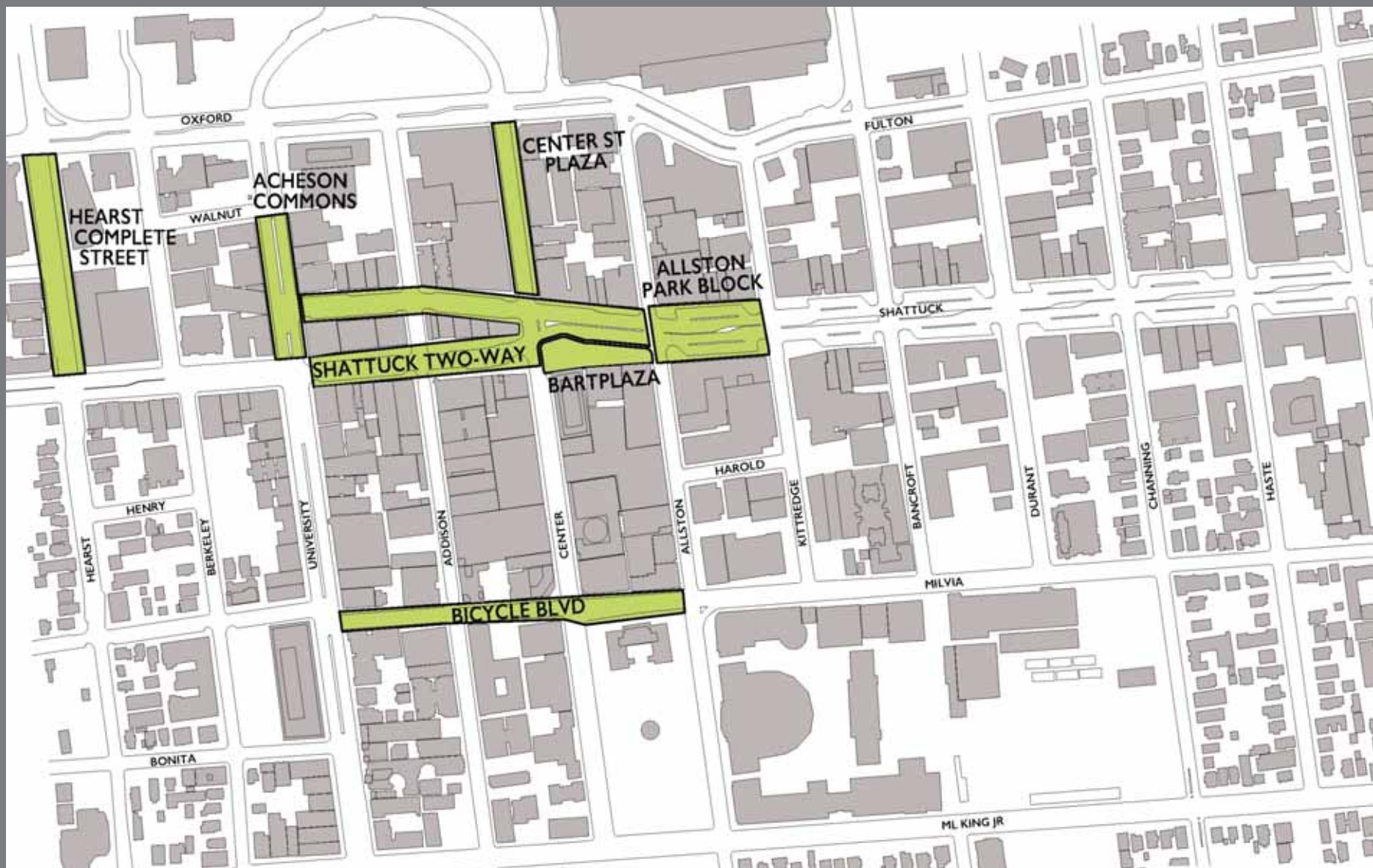
SUBCOMMITTEE: CITY INTERESTS IN UC PROPERTIES



PUBLIC INVESTMENT
Street & Open Space Improvement Plan

STREET & OPEN SPACE IMPROVEMENT PLAN

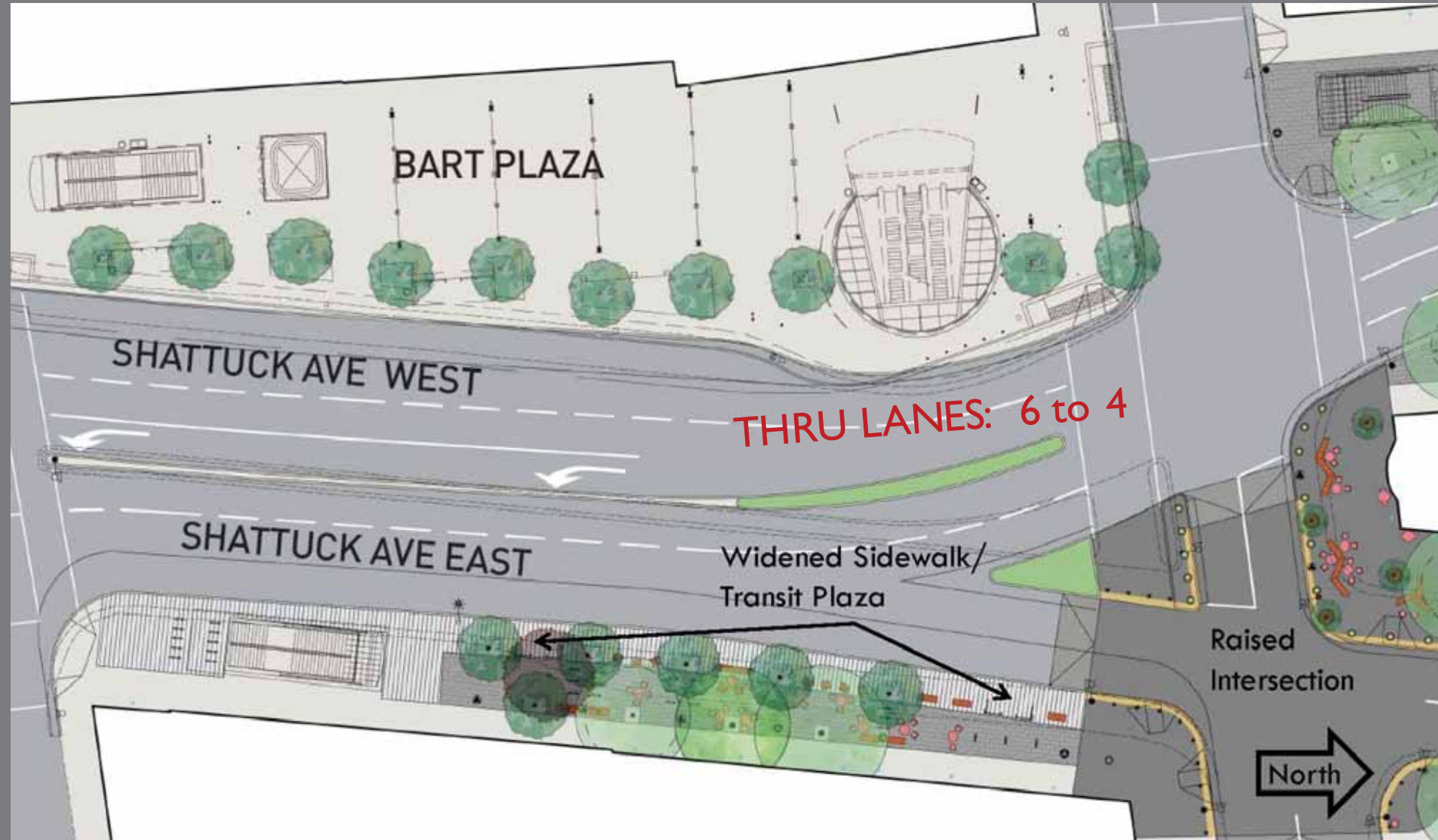
Major Projects & Funding Commitments





Source: BART, Office of the Architect

SHATTUCK RECONFIGURATION



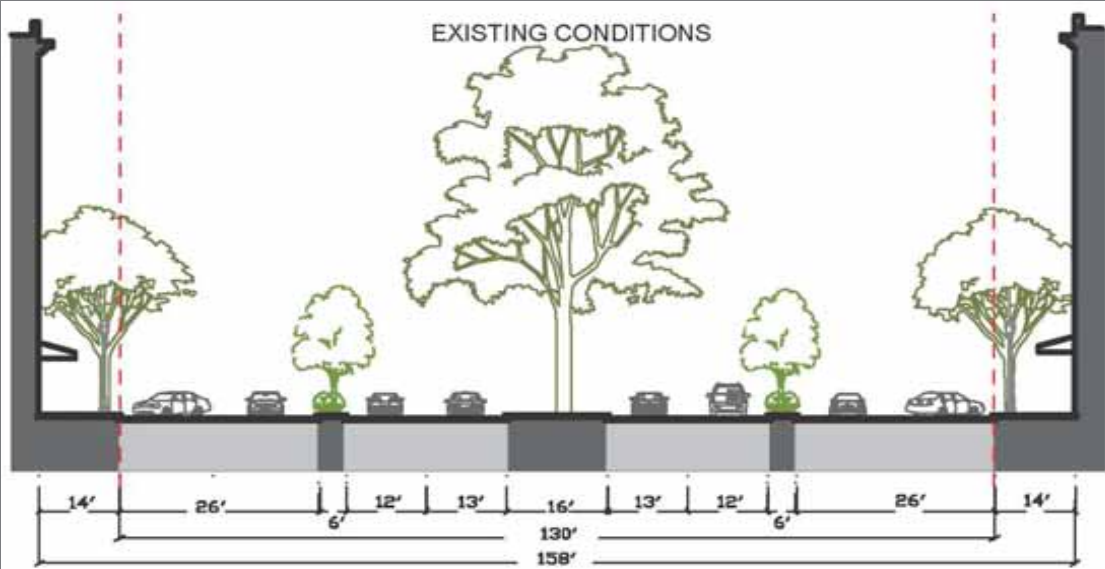
Source: Gehl Studio (adapted from SOSIP)

SHATTUCK RECONFIGURATION

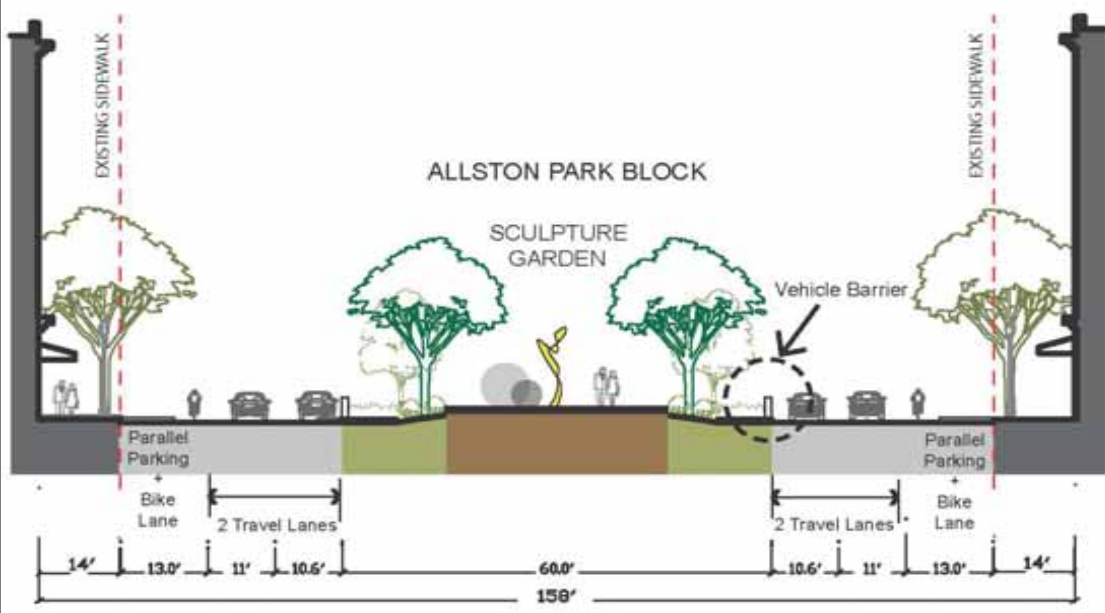


Source: Gehl Studio

SHATTUCK PARK BLOCKS (GREENWAY)

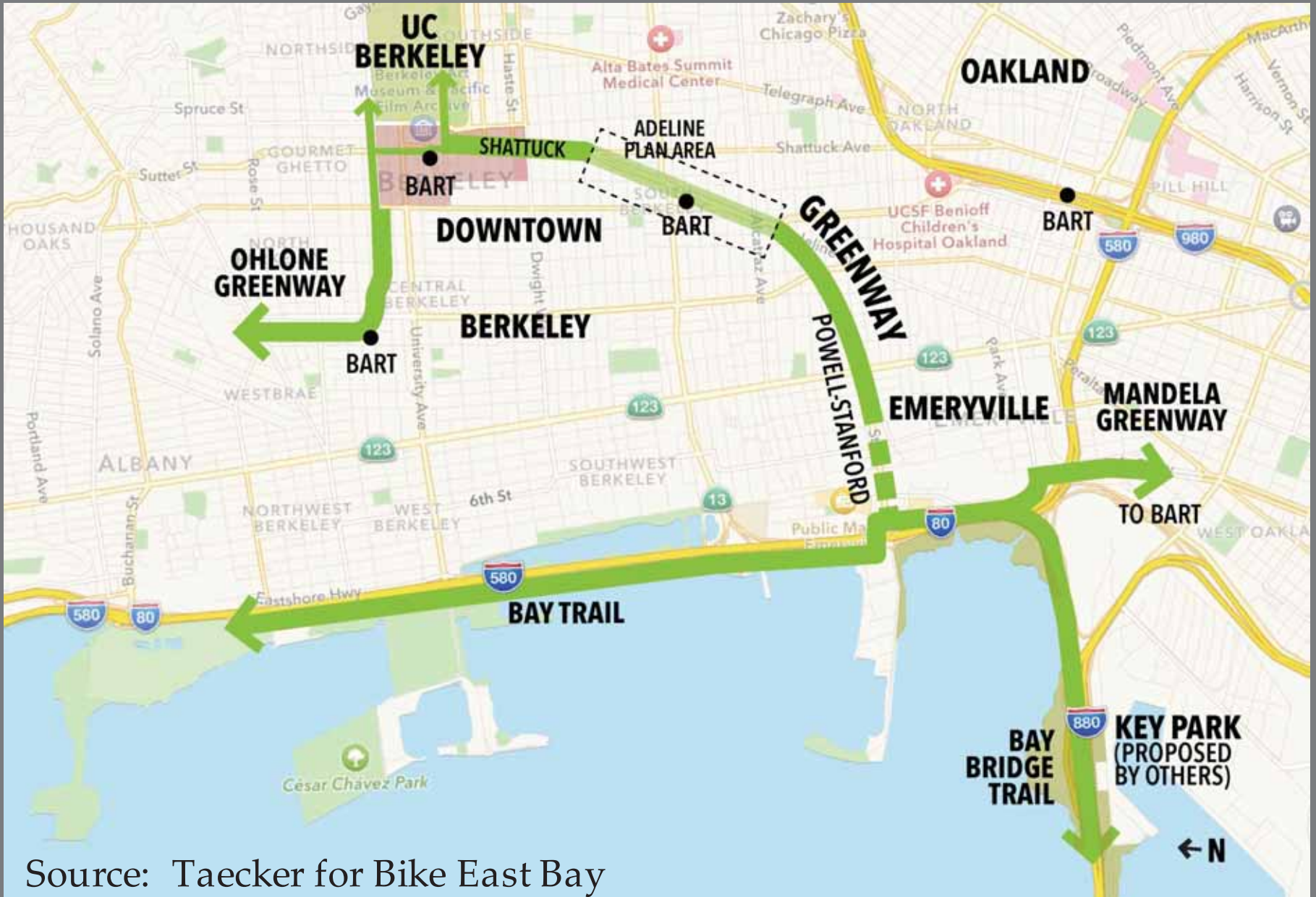


Barcelona Ramblas



Chicago 606

SHATTUCK-ADELINE-STANFORD GREENWAY



Source: Taecker for Bike East Bay

BERKELEY DOWNTOWN AREA PLAN / PUBLIC SPACE / DEVELOPMENT CODE

CULTIVATING PLACE

SUPPORTING THE REGION

GROWING PARTNERSHIPS



Downtown San Francisco

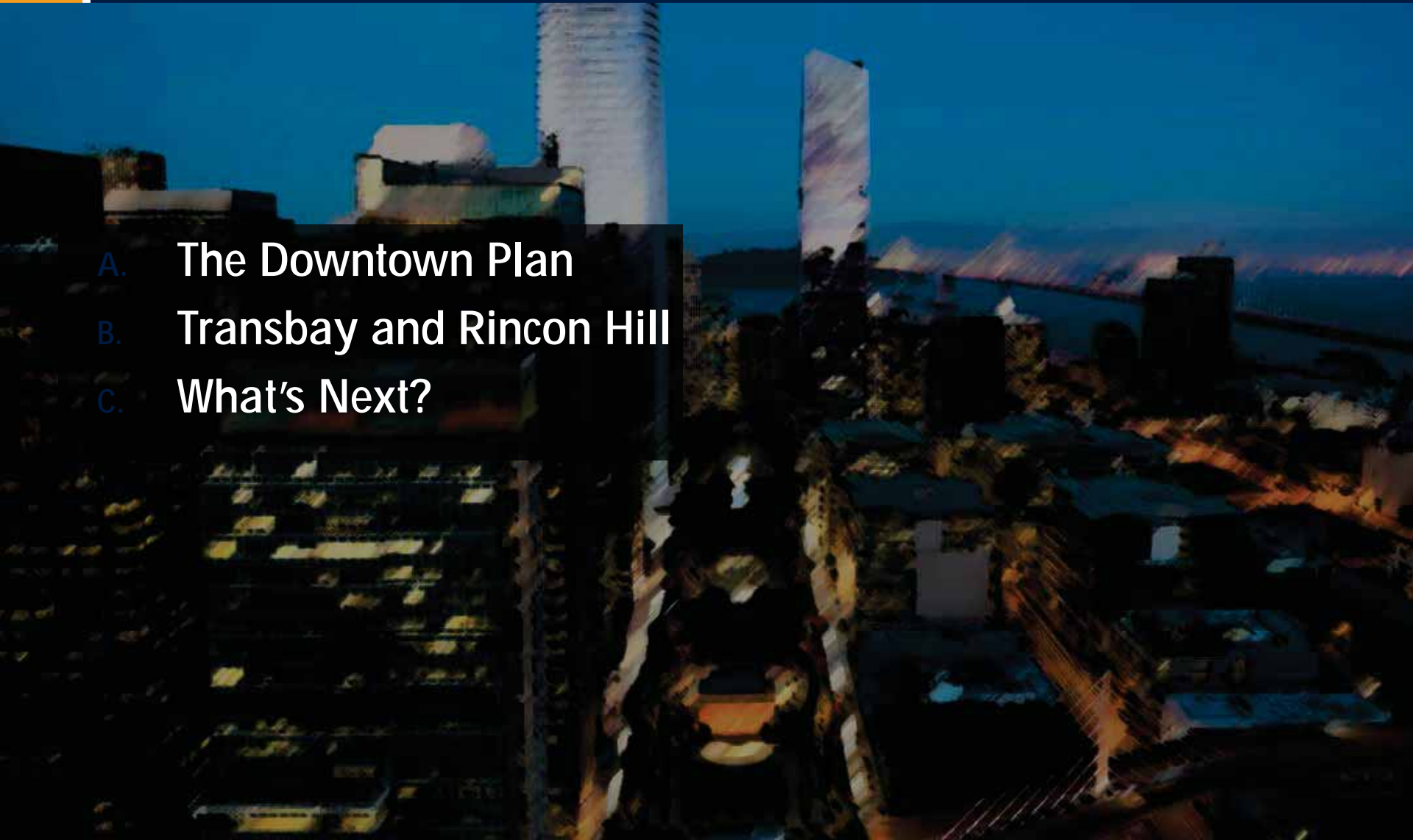
Planning and Evolution

San Francisco
Planning

SPUR Forum | March 21, 2017

Presentation Outline

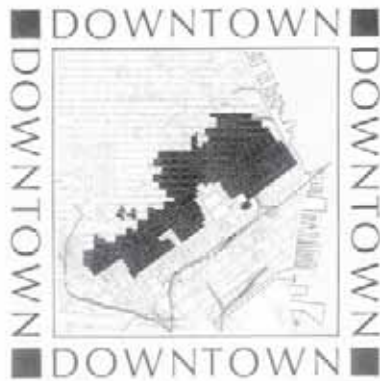
- A. The Downtown Plan
- B. Transbay and Rincon Hill
- C. What's Next?



Foundational Plans

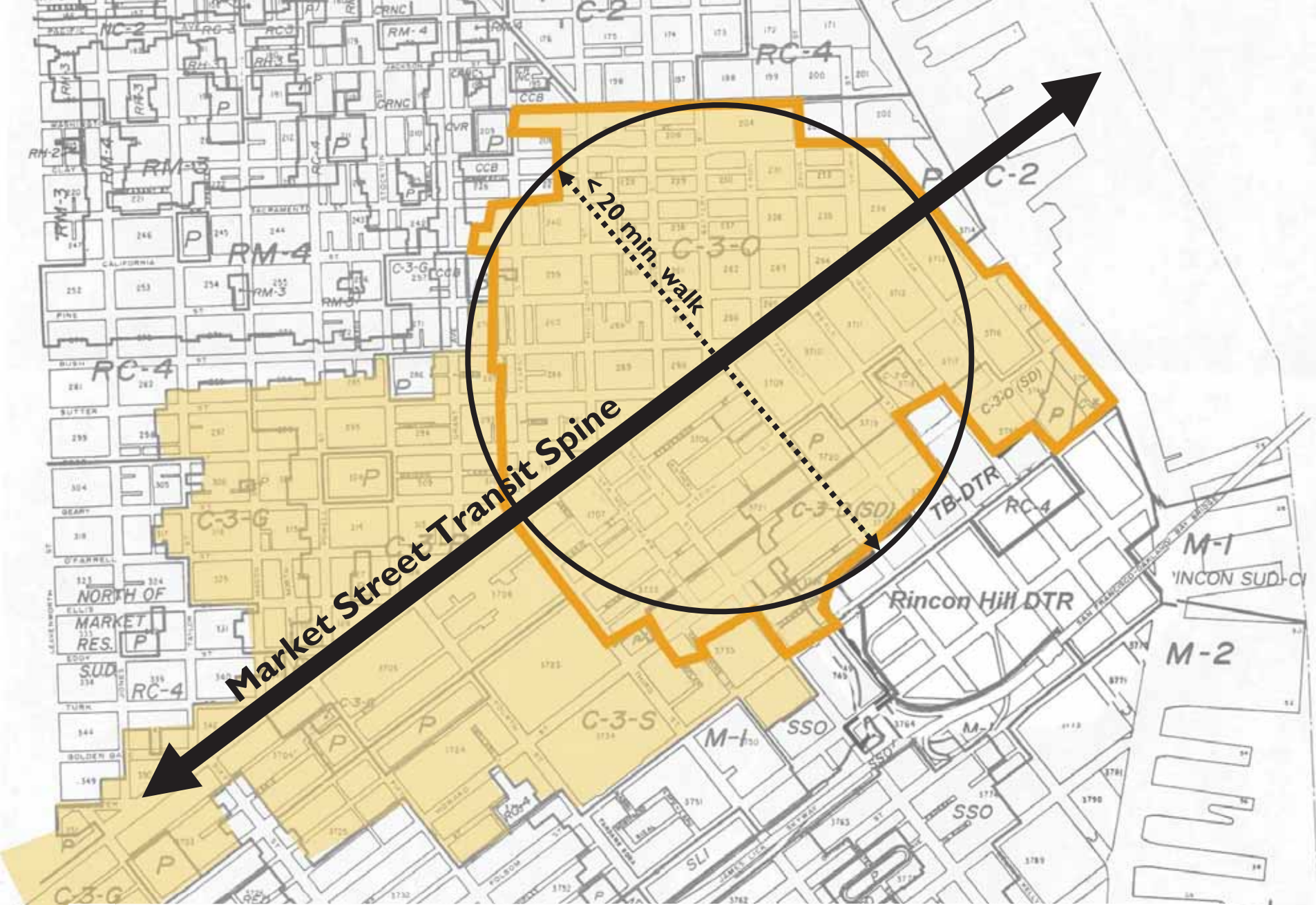


1972

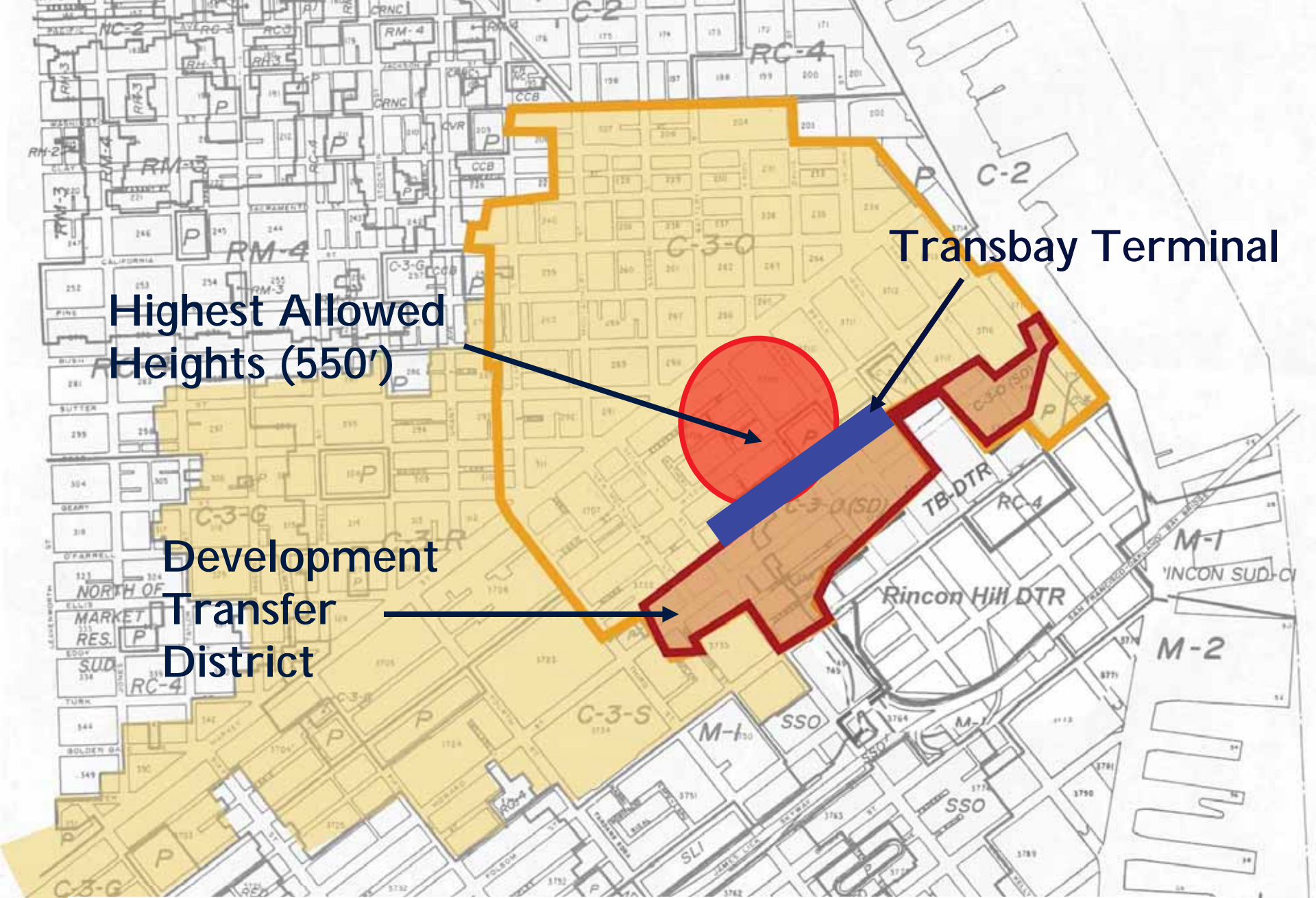


1985





Downtown Plan 1985: Compact, Walkable, Transit-Oriented



Transbay Terminal

Highest Allowed Heights (550')

Development Transfer District

Downtown Plan: Extending the Office District South of Market

Downtown Plan: Transportation

Downtown Plan Goals

1. Increase Commute Transit Mode Share
from 64% to 70%.
2. Increase Vehicle Occupancy
from 1.48 to 1.66 persons/vehicle

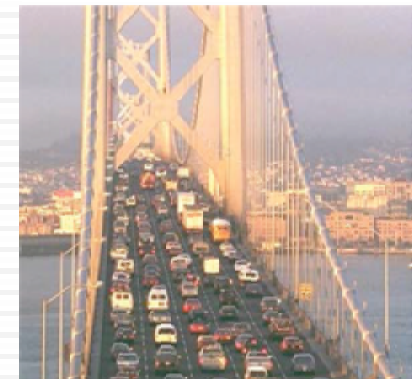


2004 Downtown Monitoring Report

Mode Shares:

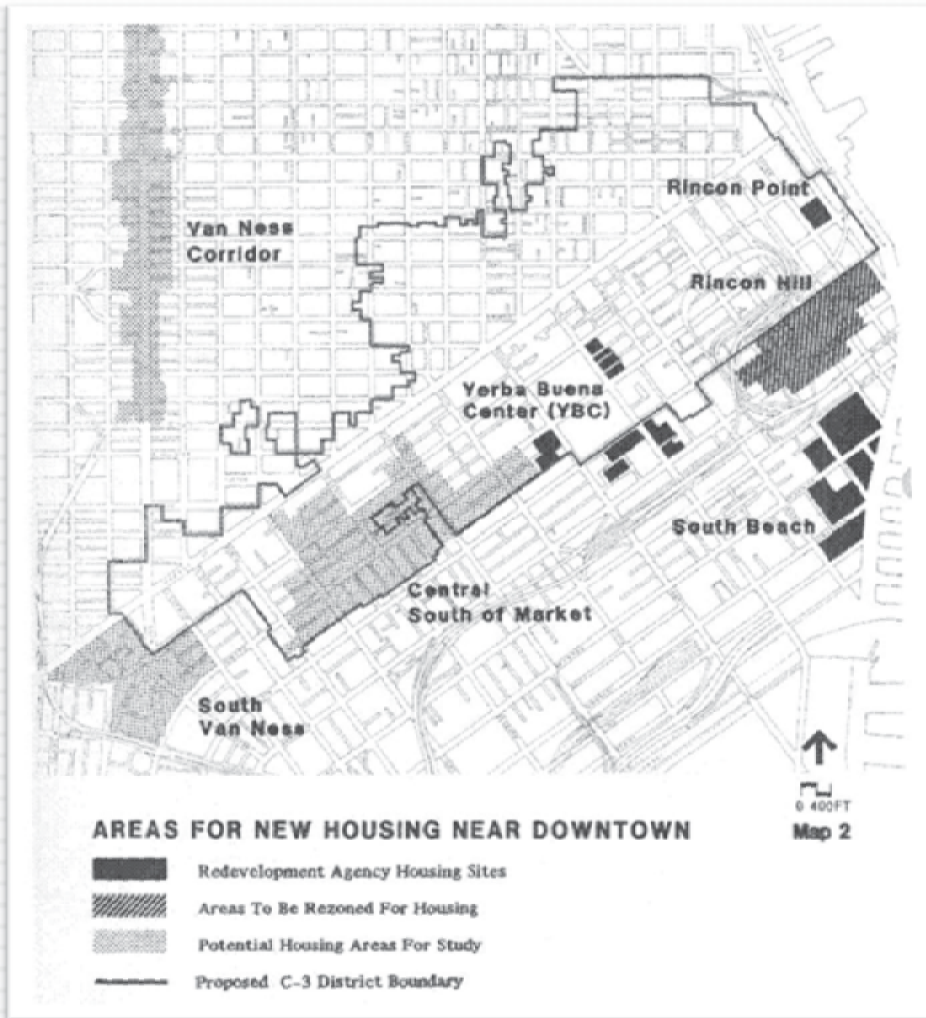
- 70% Transit
- 7.5% Carpool
- 10% Drive alone
- 6% Walk and bike

Vehicle Occupancy: 1.2 – 1.4 persons/vehicle



Downtown Plan: Housing

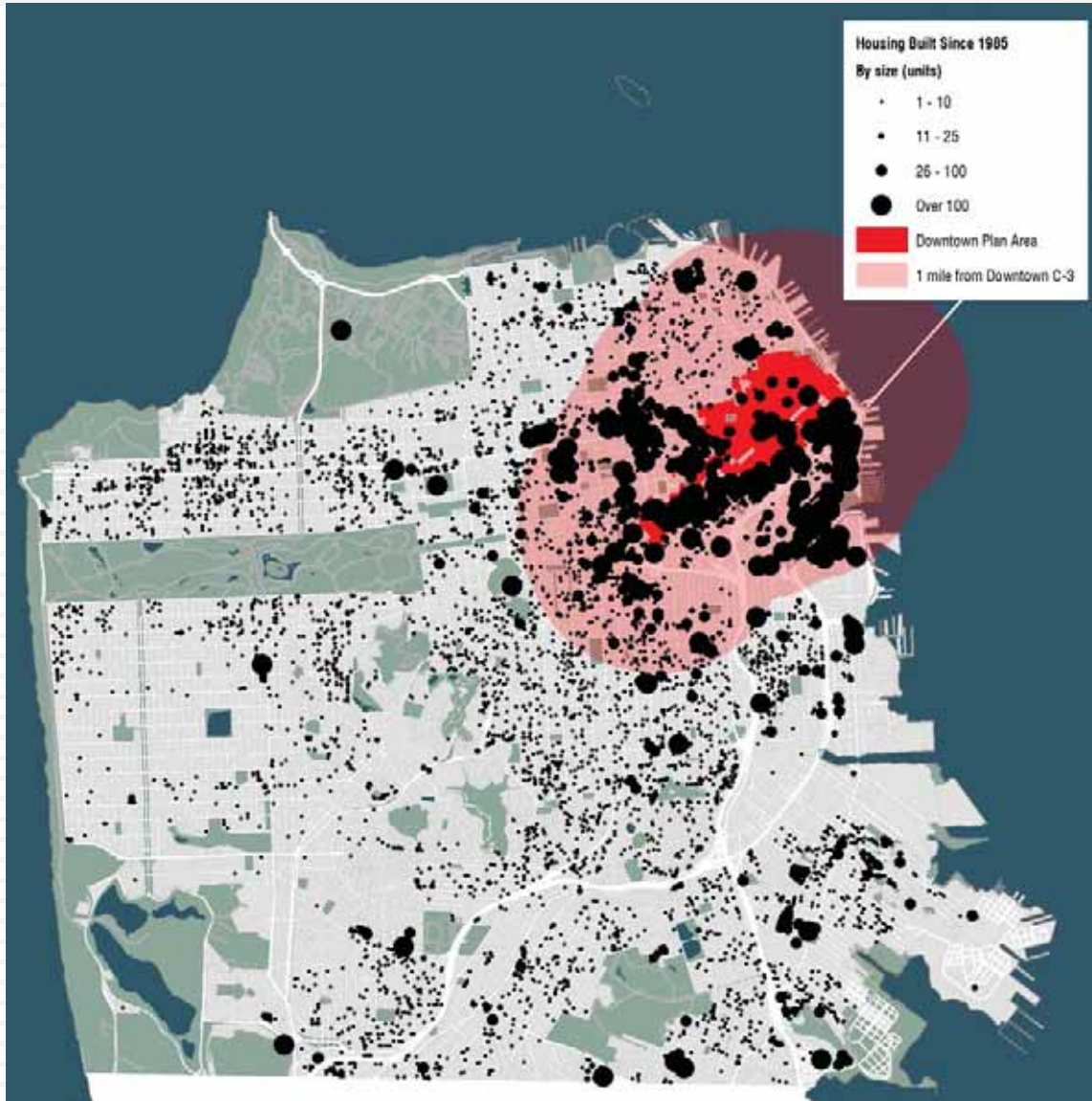
8



- Yerba Buena
Redevelopment Plan (1966)
- Rincon Point/South Beach
Redevelopment Plan (1981)
- Van Ness Plan (1985)
- Rincon Hill Plan
(1985/2005)
- Mission Bay 1998
- Transbay Redevelopment
Plan (2005)/ Transit Center
District Plan (2012)
- Market & Octavia (2008)
- SoMa Plan (1990)/East
SoMa (2008)/Western
SoMa (2013)

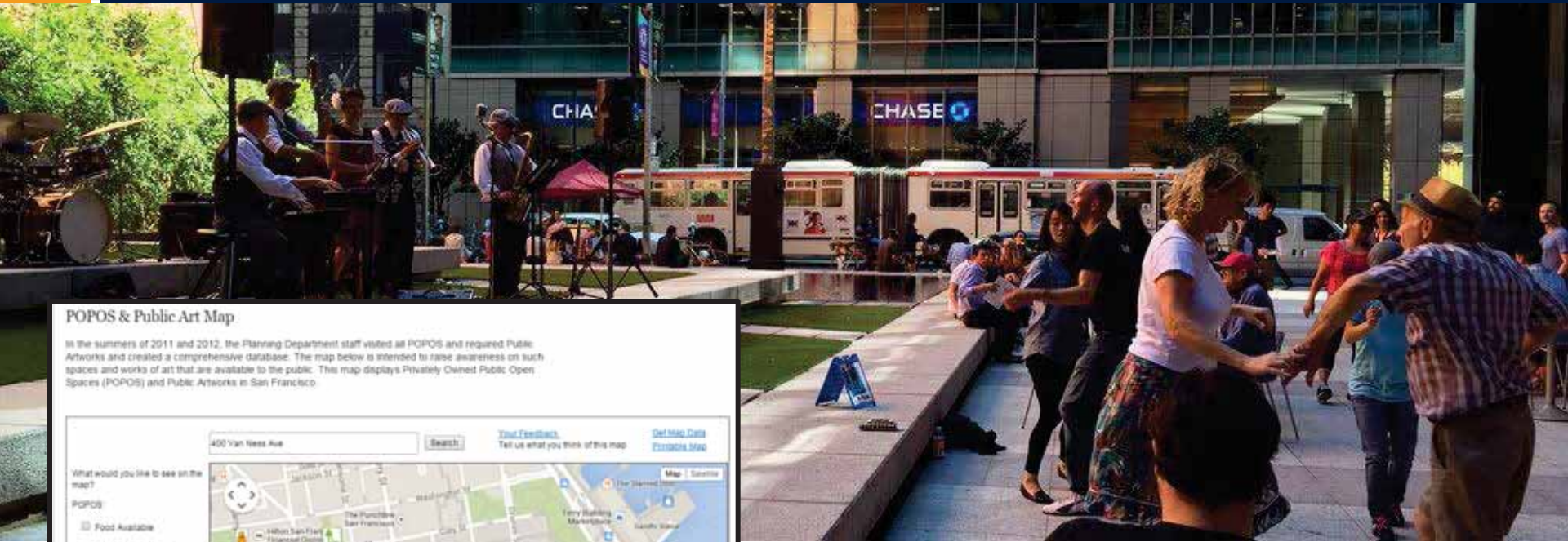
Downtown Plan: Housing

9



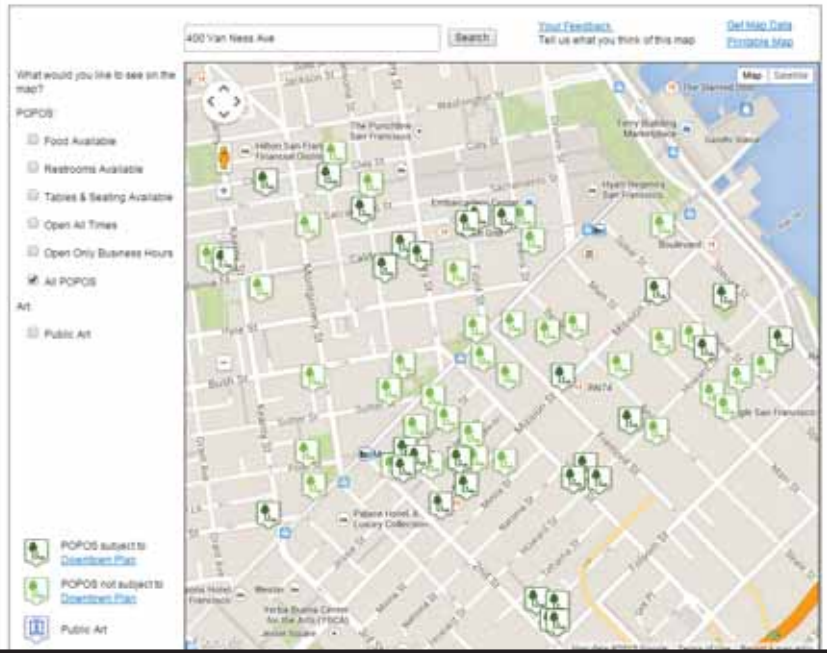
- 39,600 housing units built within 1 mile of Downtown C-3 since 1985
- 69% of all citywide housing built since 1985 are within 1 mile of downtown
- 39% of citywide pipeline units are within 1 mile of downtown (69% excluding 3 large master plans of HPS/CS, TI/YBI, and Parkmerced)

Open Space



POPOS & Public Art Map

In the summers of 2011 and 2012, the Planning Department staff visited all POPOS and required Public Artworks and created a comprehensive database. The map below is intended to raise awareness on such spaces and works of art that are available to the public. This map displays Privately Owned Public Open Spaces (POPOS) and Public Artworks in San Francisco.



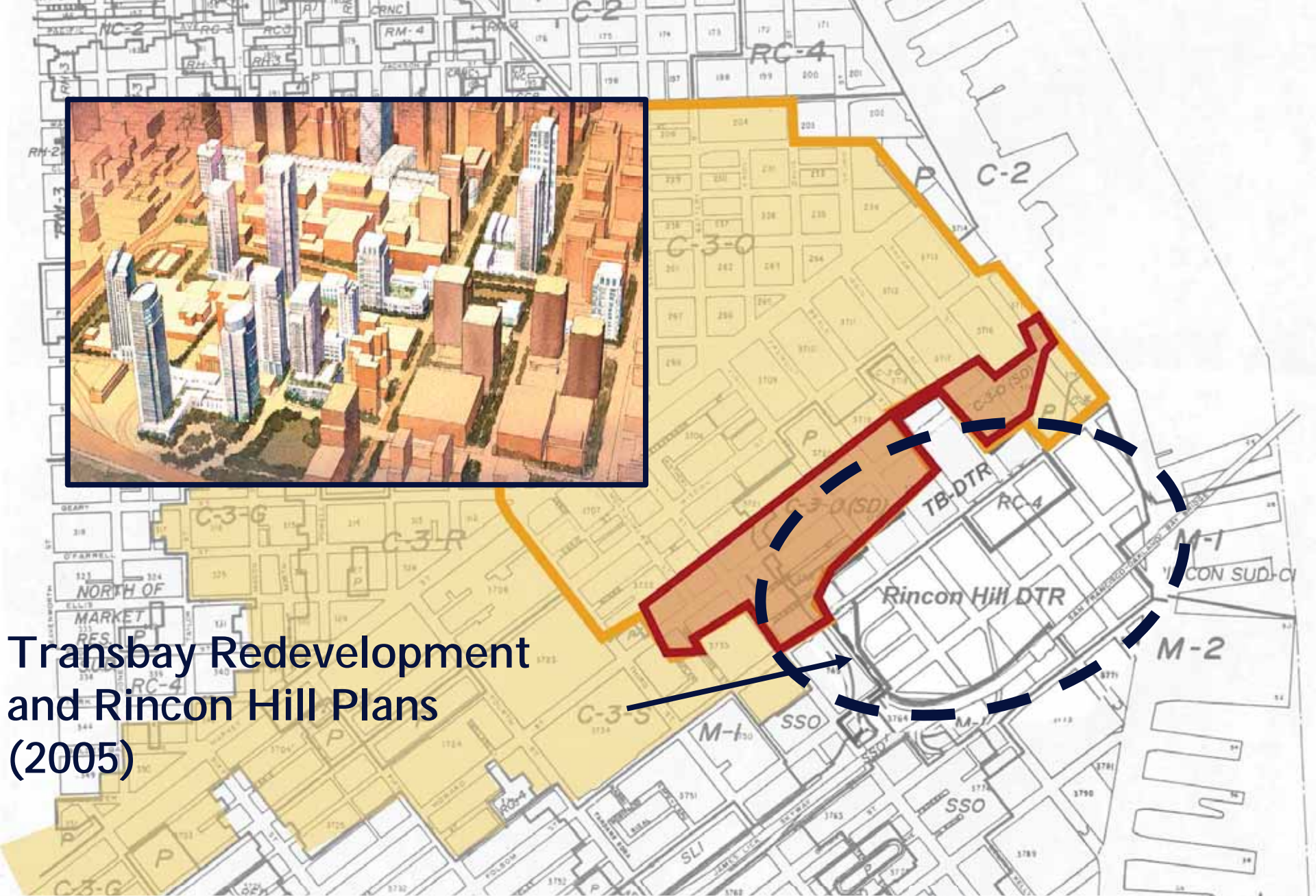
Embarcadero Freeway

11



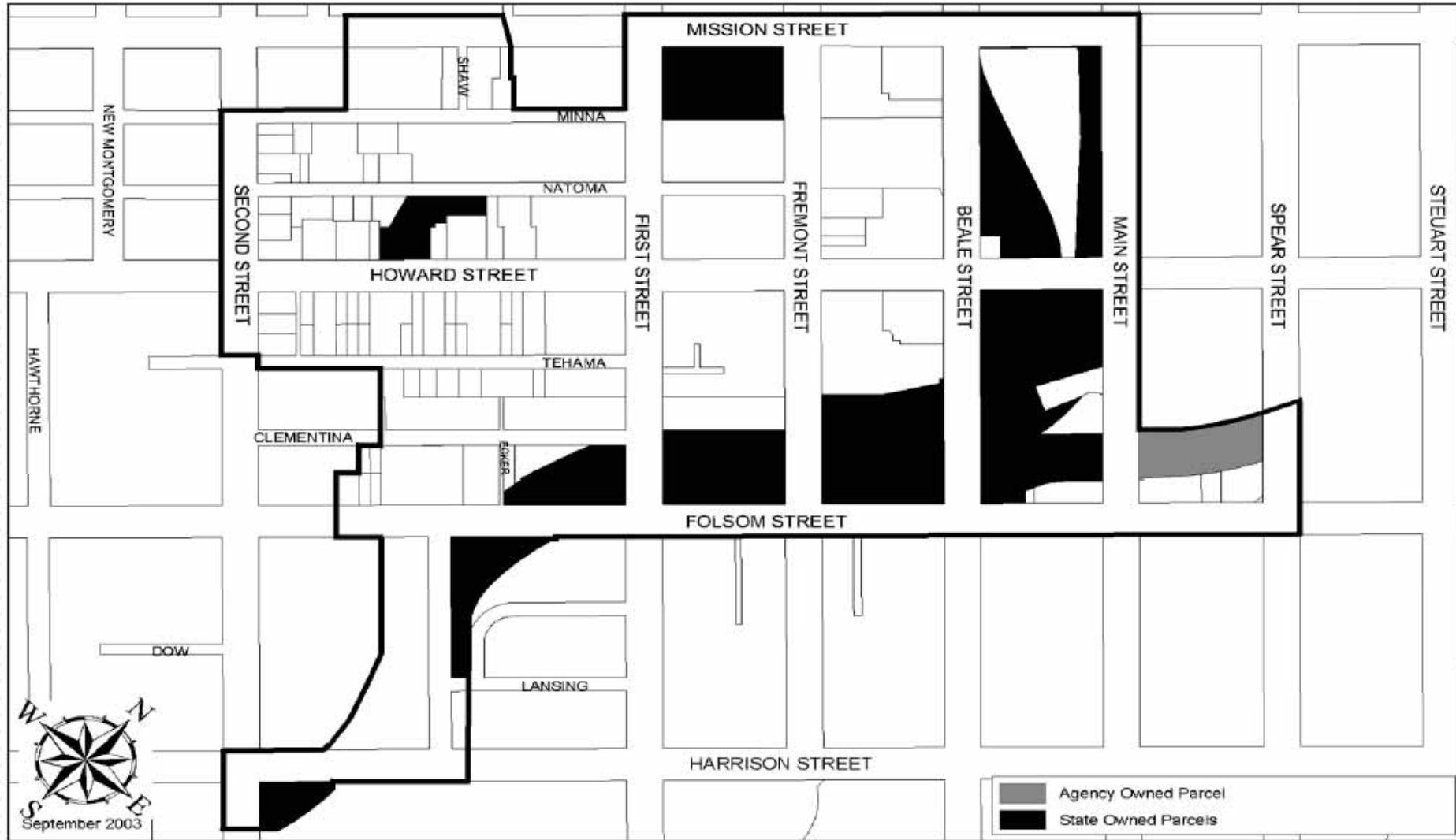


Transbay Redevelopment and Rincon Hill Plans (2005)



New Downtown Residential Neighborhoods

Transbay Project Area



Development Model

Residential Podium Sets Back at the Ground and Upper Stories to provide semi-public transitional spaces

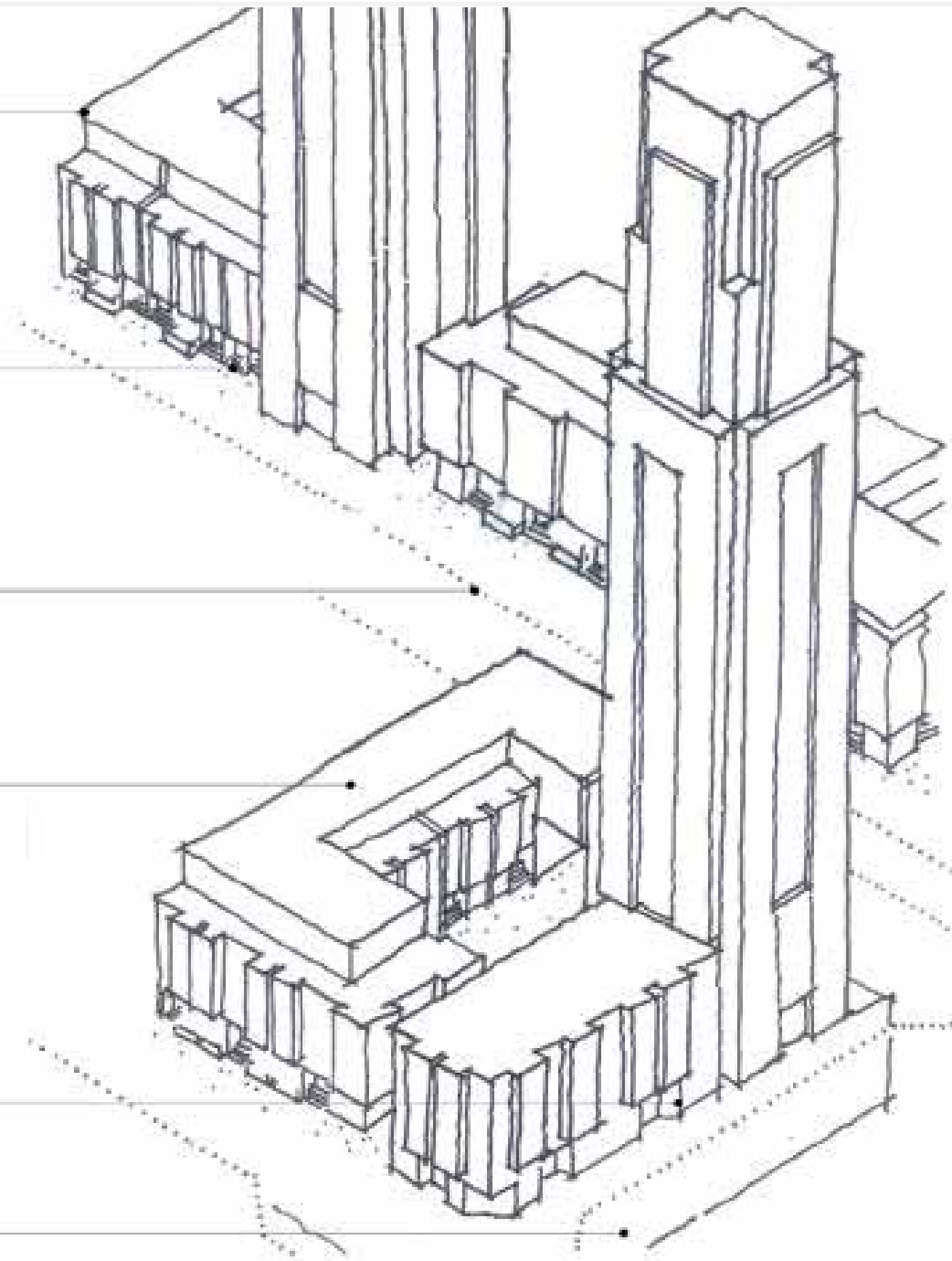
Individual Residential Entries Engage the Street

Widened Sidewalks and Traffic-Calmed Streets

Rooftop, Courtyard and Terraced Open Spaces. Public open spaces should be at-grade

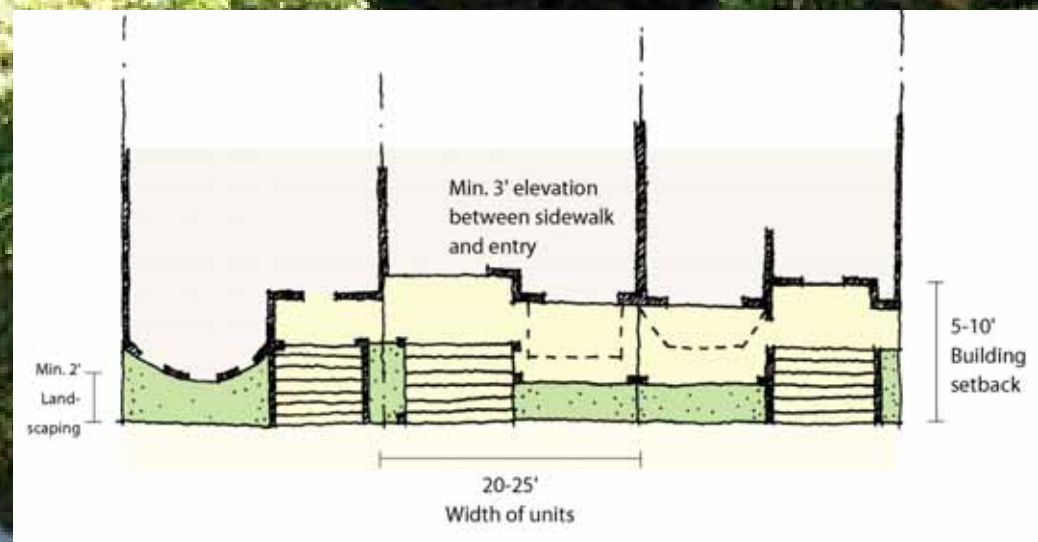
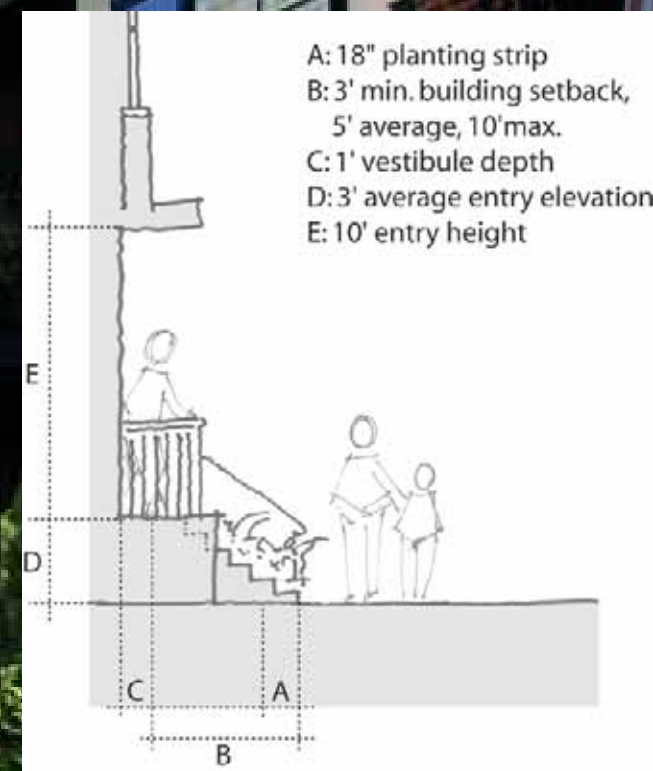
Ground Floor Retail Lines Folsom Boulevard

Parking Underground

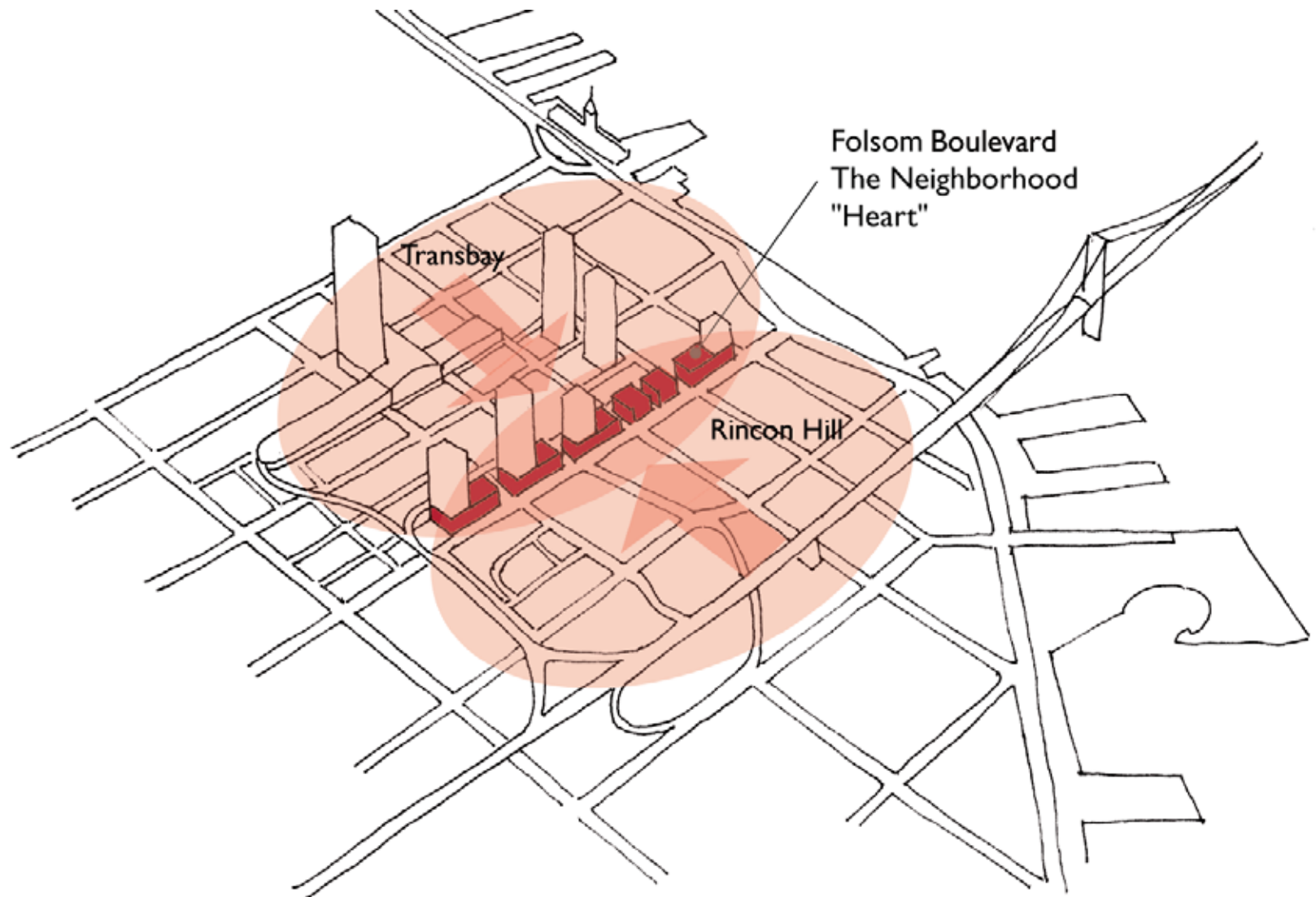


Neighborhood Quality



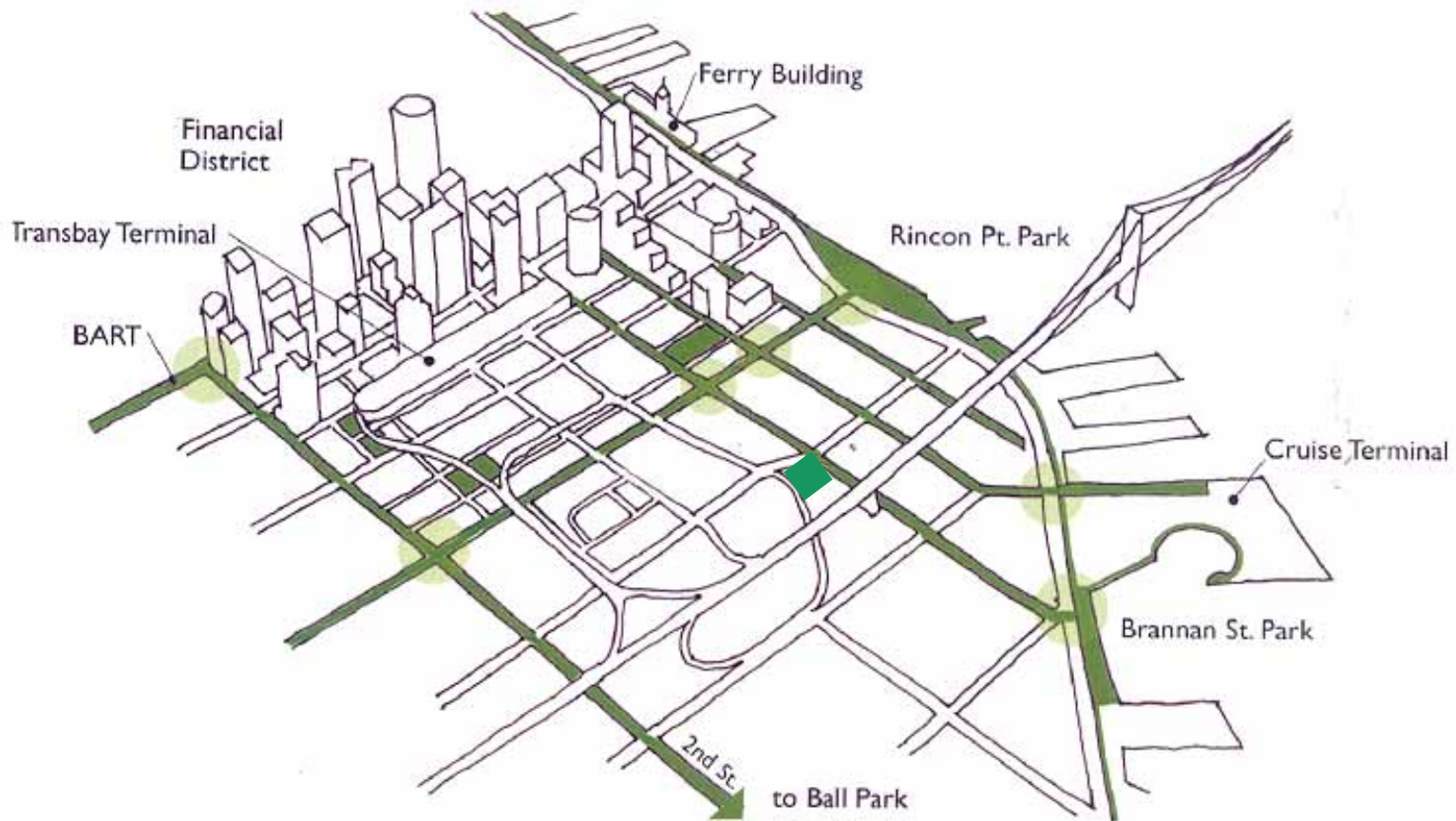


Neighborhood Heart: Folsom



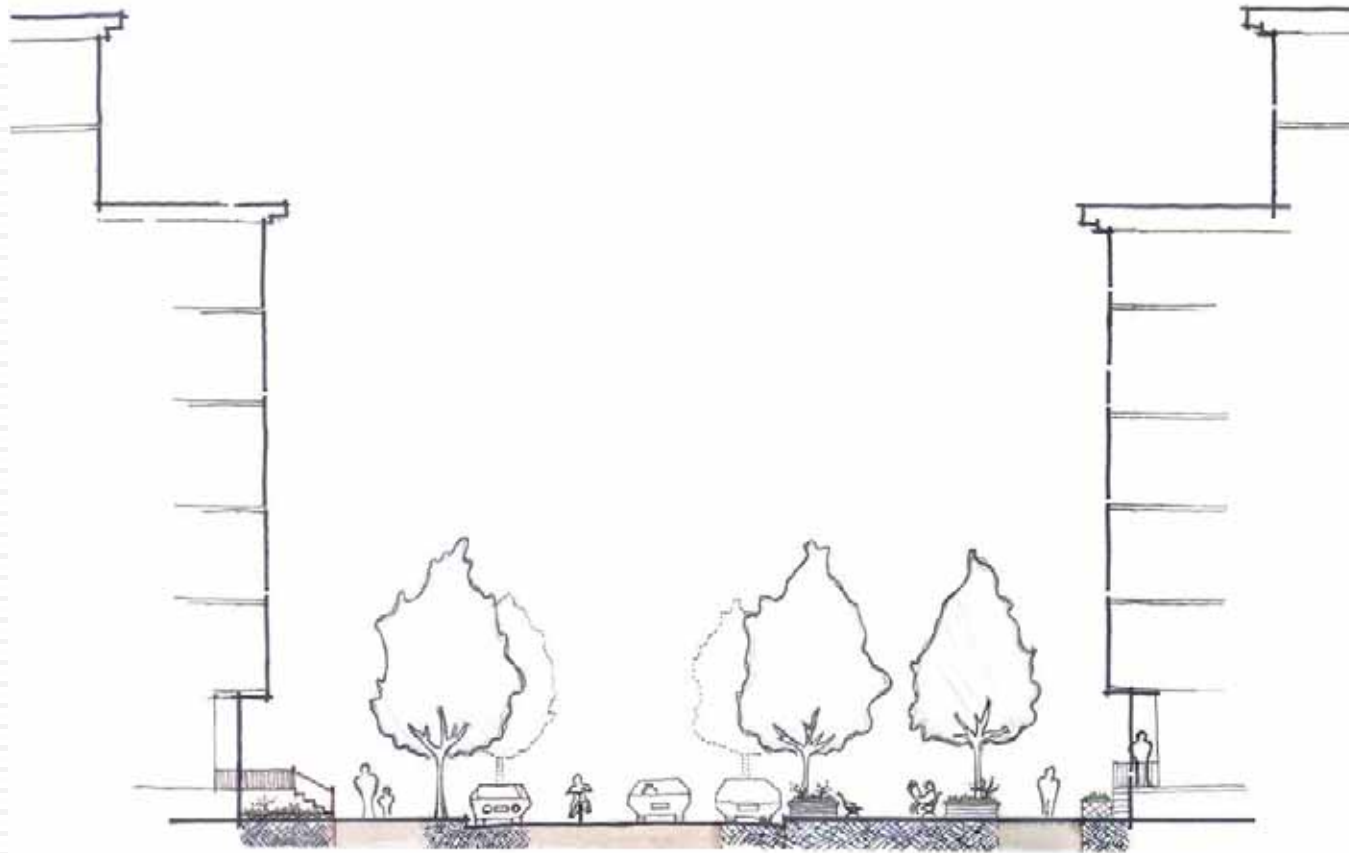


Public Realm System





Living Streets



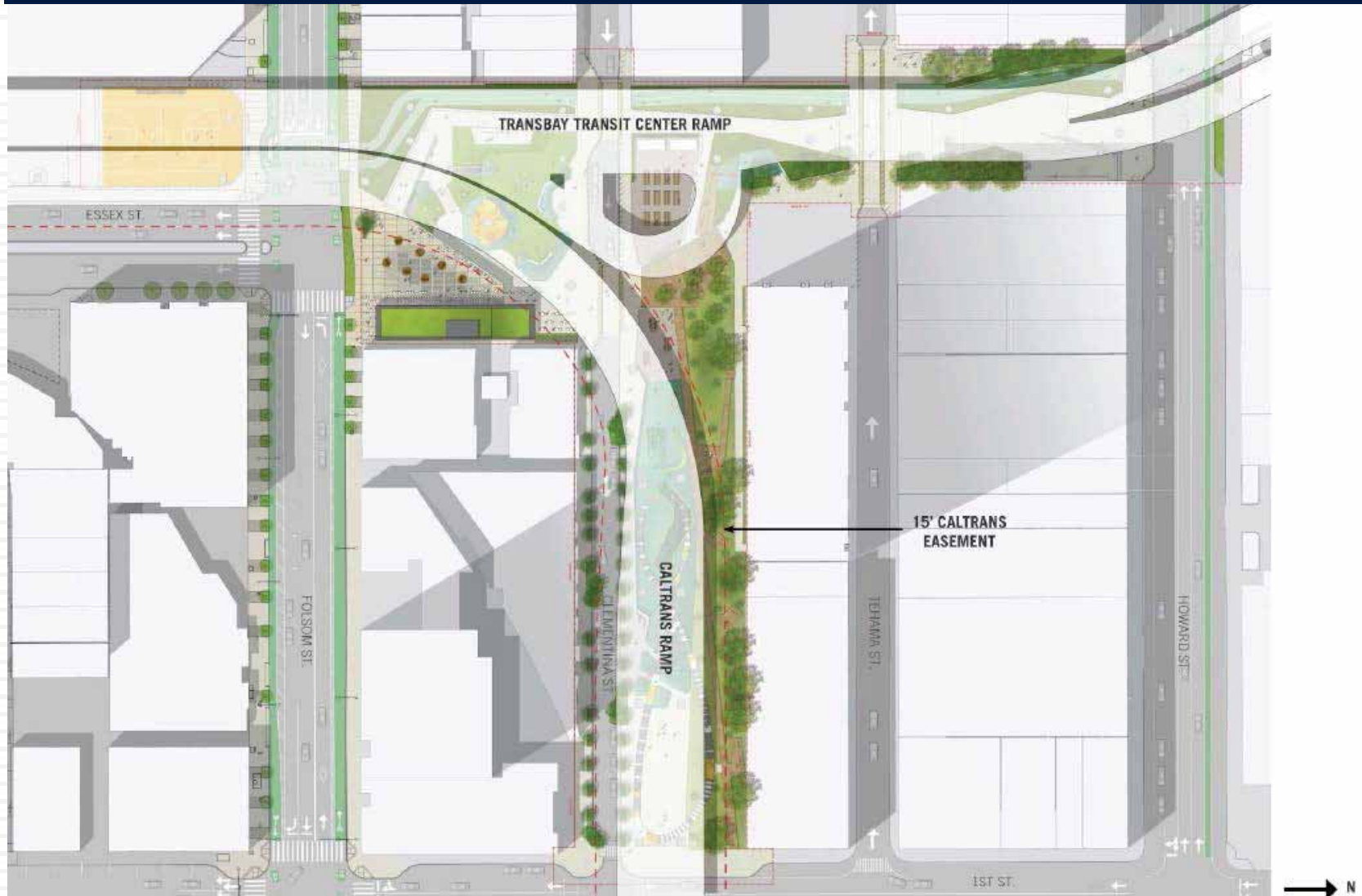
10'	15'	7'	22'	7'	21.5'	10'	5'	
Max. Setback for Residential Stoops/Landscaping	Sidewalk	Parking/Sidewalk bulb	Travelway (Bi-directional)	Parking/Sidewalk bulb	Sidewalk/Useable Open Space (e.g. garden, tot lot, etc.)	Sidewalk/Walkway	Min. Setback for Residential Stoops/Landscaping	
82.5'								

Right-of-way for
Beale, Main, and Spear Streets



Under Ramp Park

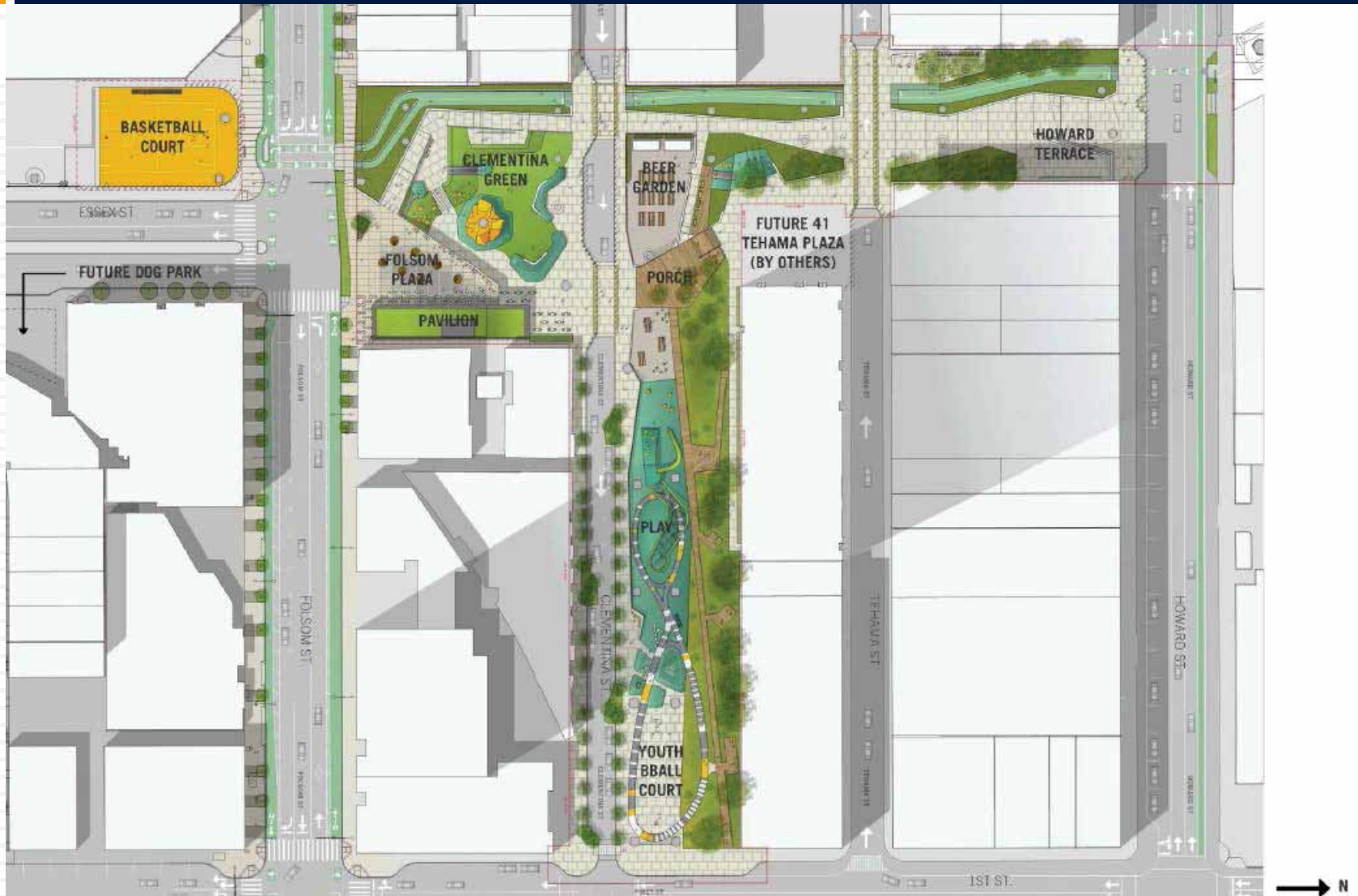
22



Overhead Ramps

Under Ramp Park

23



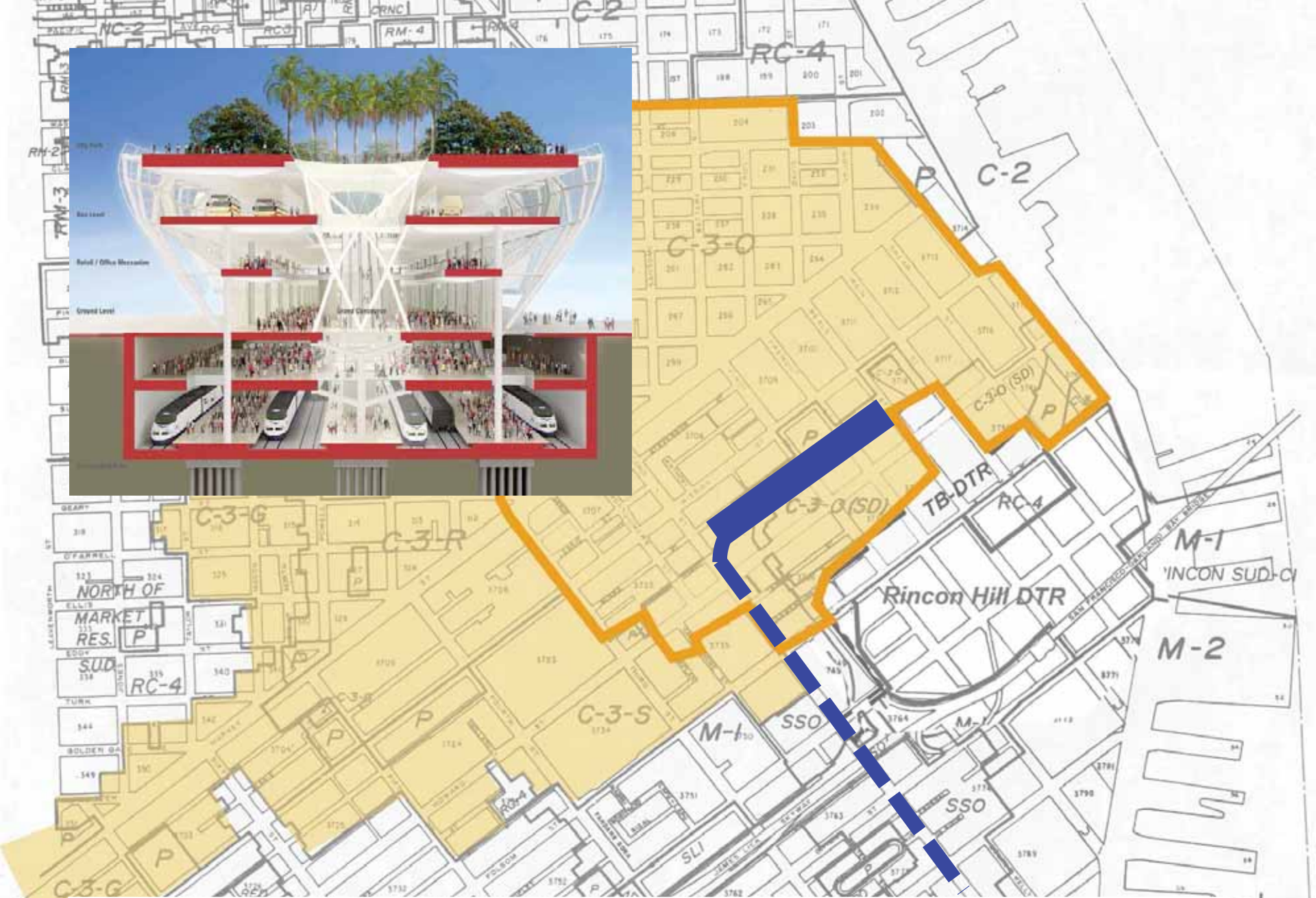
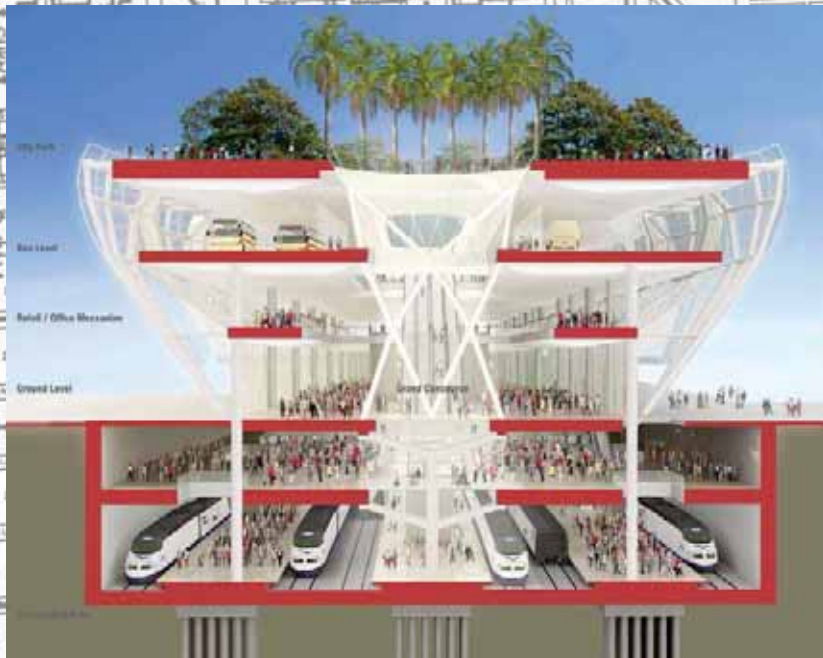
Illustrative Plan

Under Ramp Park

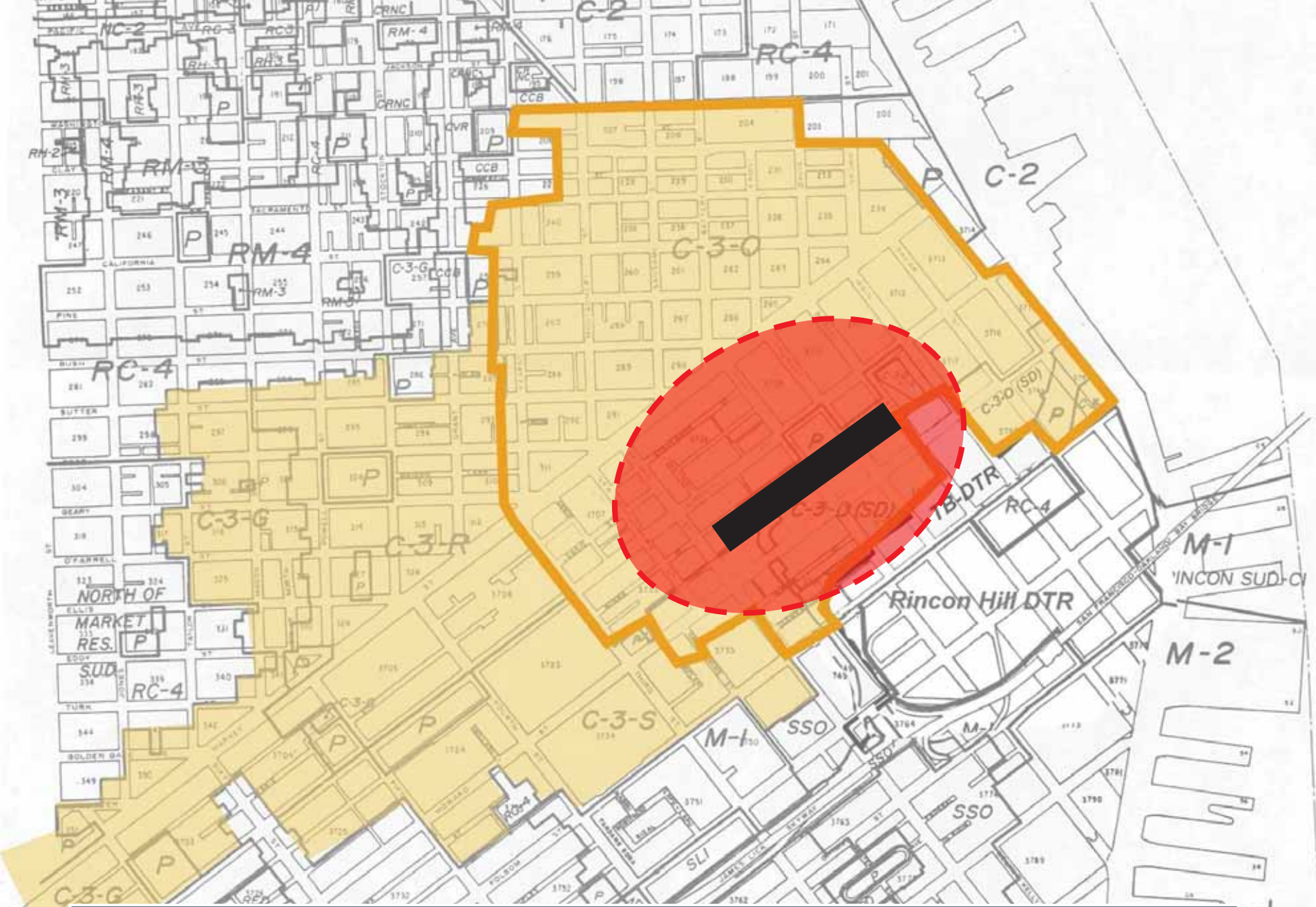
24



View from First Street Looking West

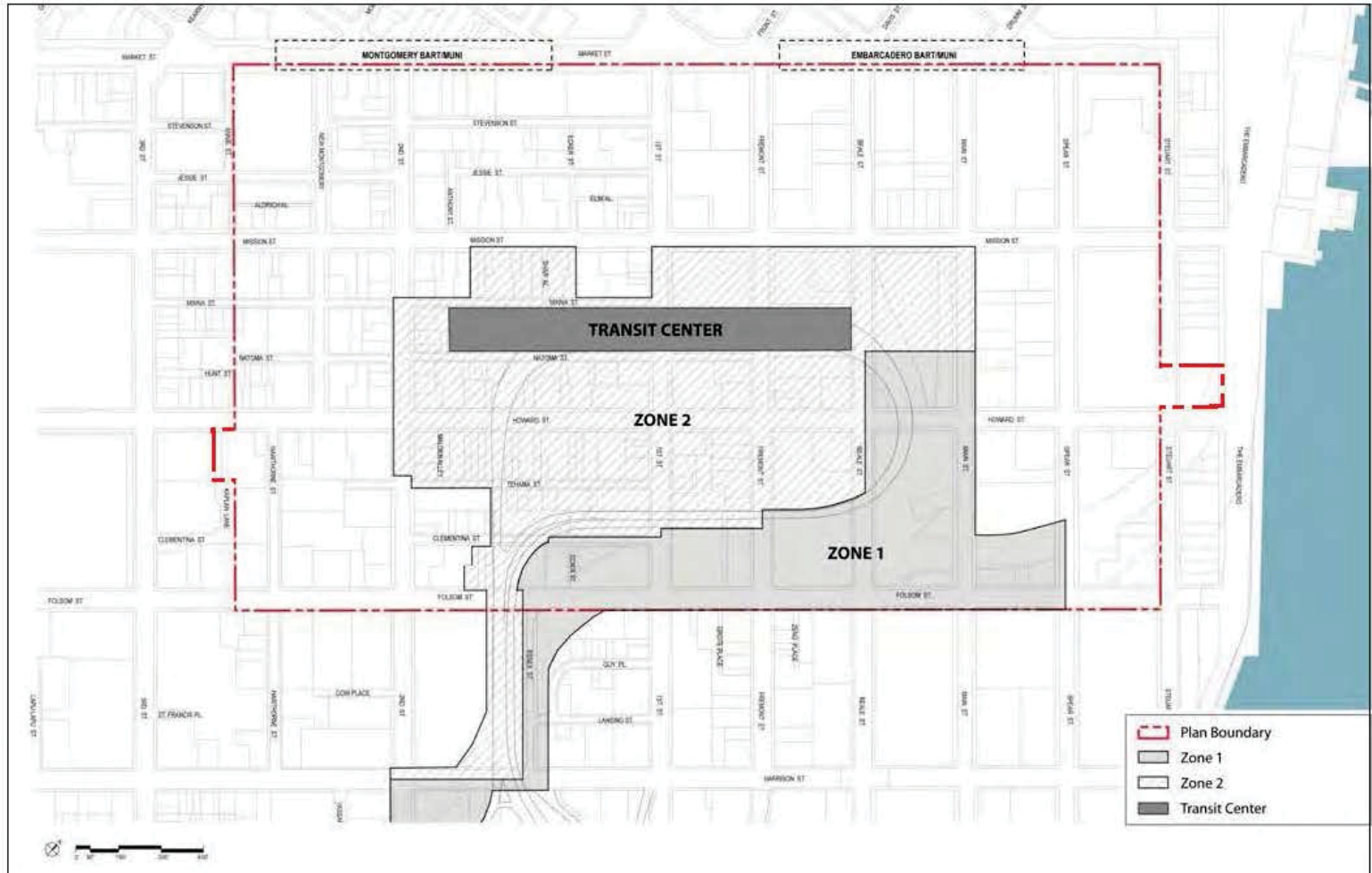


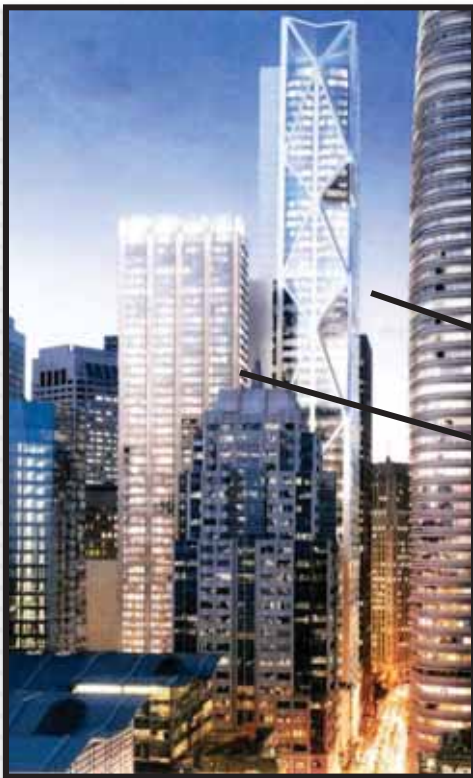
Major Regional Transit Investment: Transit Center and DTX



Targeted Growth Around Primary Regional Transit Hub

Transit Center District Plan

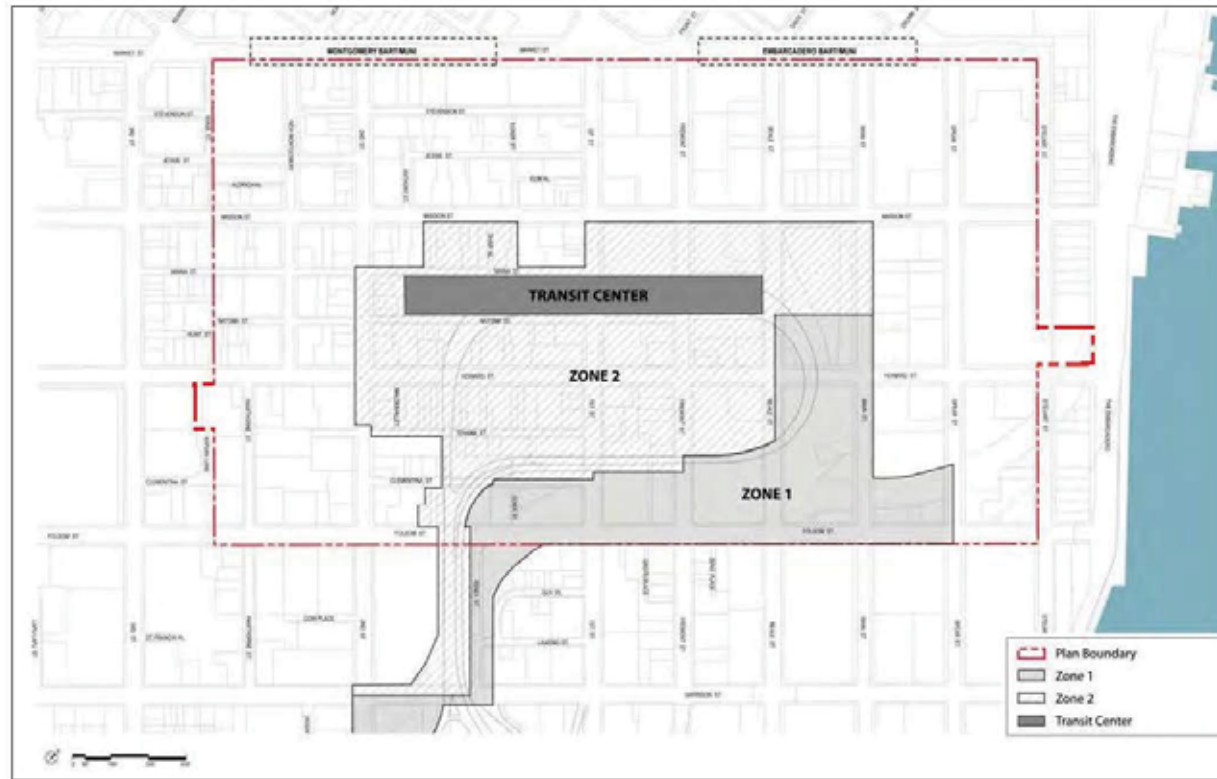




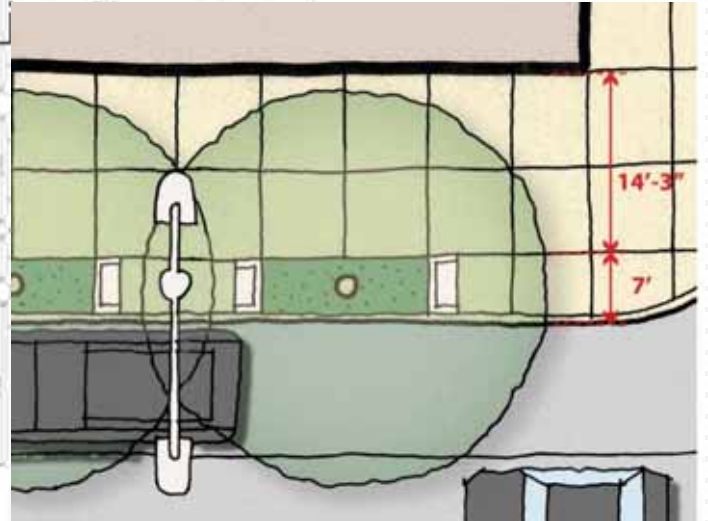


Overall Development Program

- 4,300 new housing units (7,000+ including Rincon Hill)
 - Over 1,300 affordable in Transbay (35%)
- 6.5 million s.f. of new office development
- 1,000+ hotel rooms
- 200,000 s.f. of new retail space



Public Realm: Streets and Circulation



Public Realm: Streets and Circulation

- Expand and Improve Transit lanes
- Widen and Improve Sidewalks
- Create Mid-block Signalized Crosswalks
- Enhance bicycle facilities



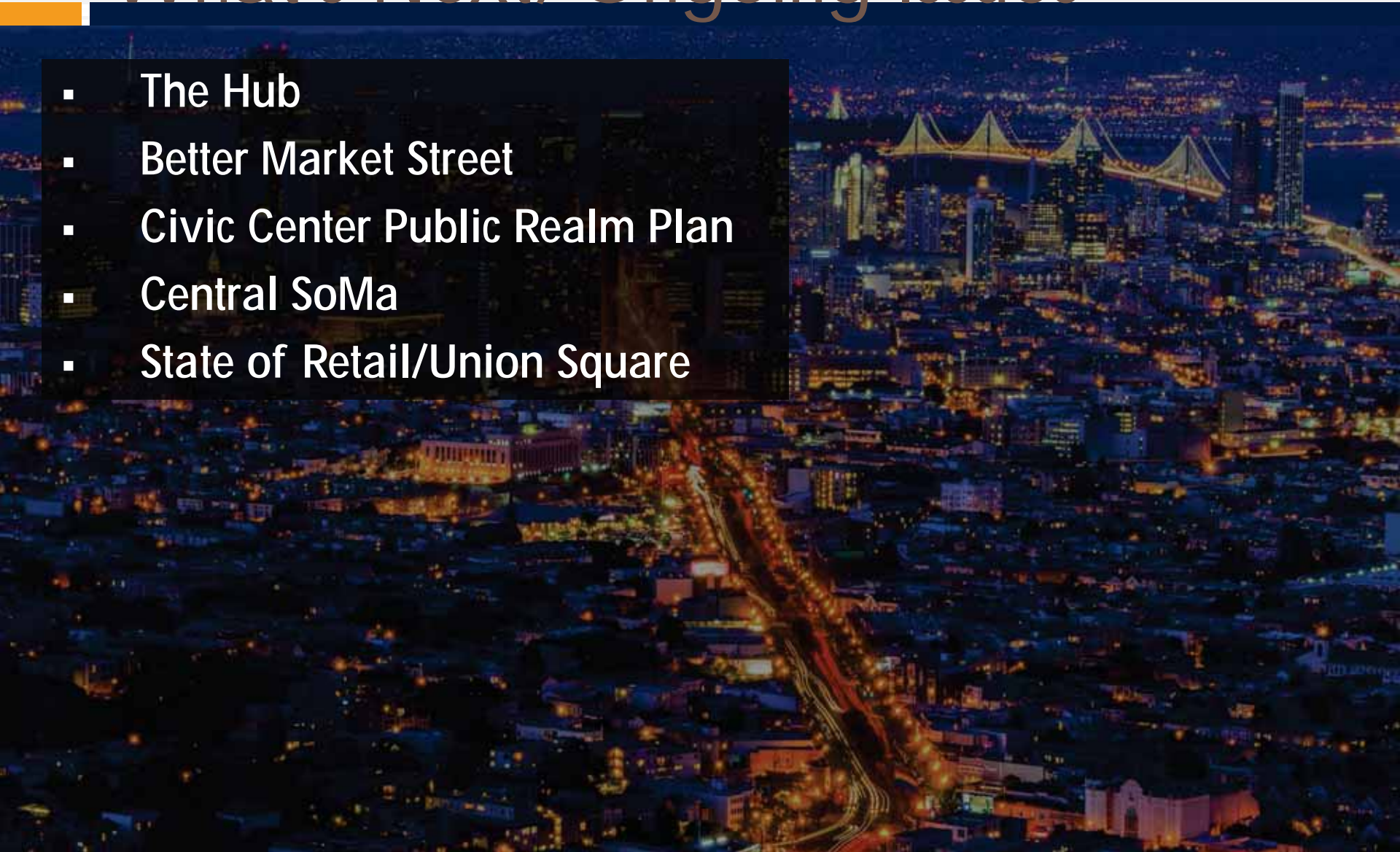
Open Space



City Park	5.4 ac
Transbay Park	1.1 ac
Natoma Street Plaza	1.3 ac
2nd/Howard Plaza	0.6 ac
Mission Square	0.5 ac
Shaw Plaza	0.1 ac
Living Streets	0.6 ac
Oscar Park	1.4 ac
Essex Street	0.25 ac

What's Next/Ongoing Issues

- The Hub
- Better Market Street
- Civic Center Public Realm Plan
- Central SoMa
- State of Retail/Union Square



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THANK YOU

www.sfplanning.org

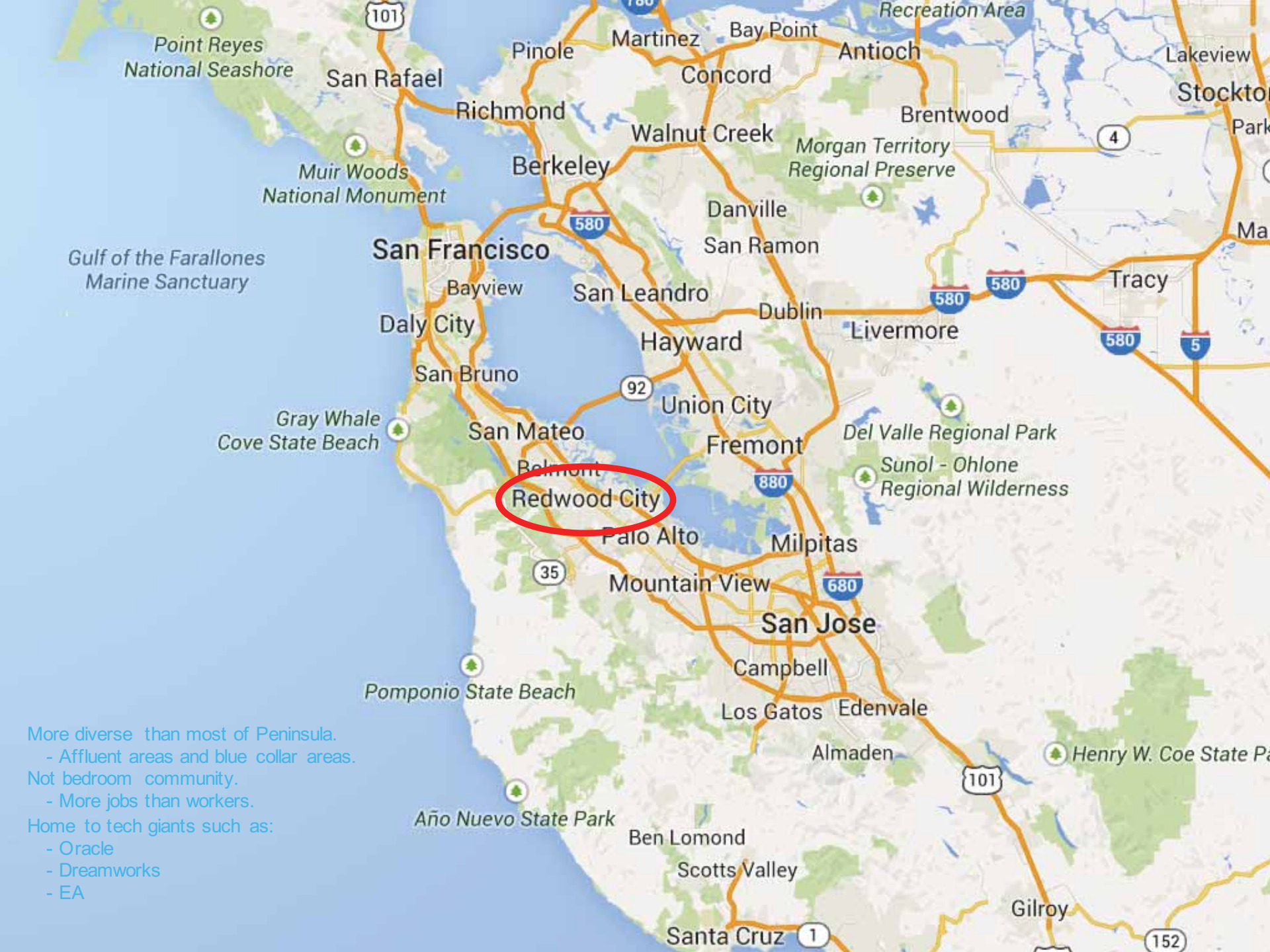


San Francisco
Planning

DEADWOOD TO REDWOOD

THE STORY BEHIND
DOWNTOWN REDWOOD CITY'S
BIG COMEBACK

DAN ZACK, AICP, CNU-A
ASSISTANT PLANNING DIRECTOR
CITY OF FRESNO



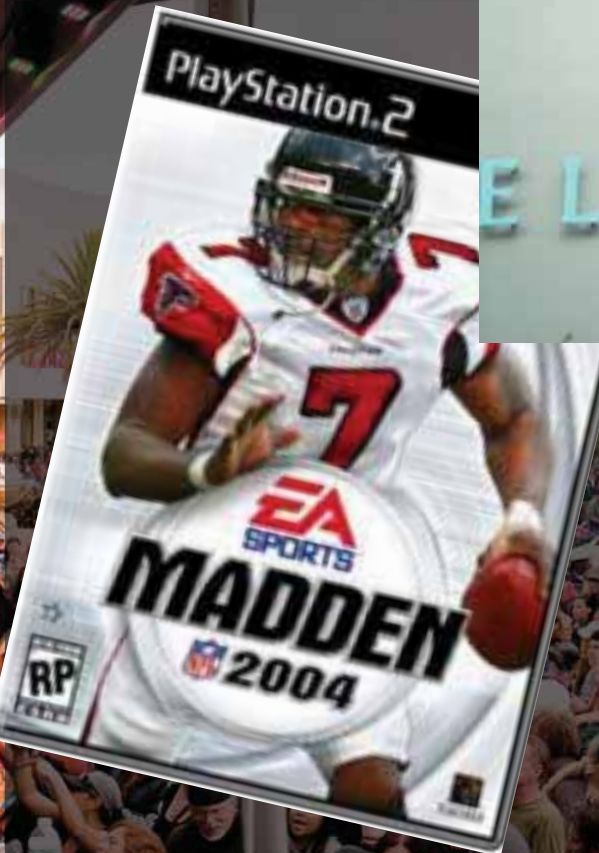
More diverse than most of Peninsula.
- Affluent areas and blue collar areas.
Not bedroom community.
- More jobs than workers.
Home to tech giants such as:
- Oracle
- Dreamworks
- EA







ORACLE



REDWOOD CITY'S DOWNTOWN CONSTRUCTION BOOM



SAN FRANCISCO BAY AREA | November 4, 2010

Start-Ups Are Drawn to Pulse of Downtown

Article

Stock Quotes

Comments

Email Print

By PUI-WING TAM

Many Silicon Valley start-ups are increasingly hankering for downtown, urban offices.

The shift can be seen in Redwood City, where many tech companies long have made their homes—but primarily in the Redwood Shores office parks where Oracle Corp. and **Electronic Arts** Inc. are headquartered. This year, a trickle of start-ups has moved into downtown Redwood City, with digital ad companies Turn Inc., YuMe Inc. and compensation research firm Equilar Inc., among others, relocating to the area since January.



"We used to be located in the Redwood Shores area, but I didn't like it because it was too remote," says Bill Demas, chief executive of Turn, which moved to a 10,000-square-foot office in the stored late 19th-century Alhambra building in downtown Redwood City in January. "We wanted to be in a more urban location, we wanted more restaurants and bars near us."

Redwood City is just the latest beneficiary of a downtown migration by offices around its downtown Castro space around lively University

THE REGISTRY

BAY AREA REAL ESTATE

Redwood City's Rapid Changes

POSTED ON OCTOBER 14, 2013 BY PUBLISHER IN COMMERCIAL FEATURED FINANCE HOT LIST



Sleepy downtown Redwood City wakes from its reverie.

THIS ARTICLE WAS PUBLISHED IN THE **Q** - THE REGISTRY'S PRINT PUBLICATION - IN AUGUST 2013

Peninsula's hot spot moves north

Business-friendly strategies create big competition for Redwood City real estate

BY MARY ANN AZEVEDO



REDWOOD CITY—Sleepy little Redwood City is pecking up. The 7,000-person community, located on the peninsula about 27 miles south of San Francisco, has become a hot spot for developers and companies, thanks to city officials putting out a business-friendly welcome mat. Redwood City has adopted a new economic development strategy that focuses on industrial uses and has updated its downtown plan.

Those efforts have borne fruit and developers are eyeing the opportunity to build. Stanford University's approval to construct a 1.5-million-square-foot office project in the city, while Hunter Storm LLC wants to build a \$200-million commercial project in the city's downtown. Plus, the city has four major apartment projects in the works that will add more than 600 units by the first part of 2012.

Redwood City's new Downtown Precise Plan allows for the permit development of up to 1,600 new residential units, 351,990 square feet of retail space, 250,000 square feet of office space and 200 hotel rooms. In the three-block radius surrounding the existing courtyards, Ianio Hunter, president of Hunter Properties, said the new plan plays a "significant" role in the City of Cupertino's recently submitted proposal to redevelop Block 2, a city parking lot on Middlefield Road adjacent to the Redwood City Caltrain station.

Five developers recently expressed interest in the site, including TMG Partners and Essex Property Trust. Hunter Storm is one of two developers on the short list to develop the 2.5-acre plot.

The company has developed seven projects in Redwood City over the last 15 years, including three office projects and three retail sites.

"Given our track record and success in Redwood City, in addition to a clear planning directive, we are confident in choosing Redwood City over other cities for such an investment," Hunter said. "Block 2 is a high-risk, so it's not something we or our financial partners take lightly."

The city should make a decision by the end of April whether Hunter Storm or Los Angeles-based Lowe Enterprises will be developing the site.

Heading on the horizon

For the first time in a decade, Redwood City is moving ahead with major commercial projects downtown. The activity is due to the city's new development plan that allows for up to 1,600 new housing units. Here's a look at what's planned.

1. 600 Newmark Bldg. (Site: 300)
2. 201 Middlefield St. (Site: 118)
3. 333 Main St. (Site: 152)
4. Angel Circle Project (Site: 10)
5. 1500 El Camino Road (Site: 10)

See B17 B18E Page 6

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No More Deadwood

How one ambitious real-estate-developer-turned-club-owner transformed Redwood City's downtown

By Mike Connor

"NOW," says John Anagnostou, "do you see the wedding cake?" The Redwood City real estate developer is talking about the historic Fox Theatre, located in the heart of downtown. And indeed, the 1928 Art Deco theater does look like a giant, tiered wedding cake.

The reason you can see it now is that it's no longer obscured by the south annex of the old San Mateo County Courthouse. When Anagnostou bought the Fox in October of 1998, he couldn't help but notice that it was impossible to get a good look at it.



Photographs by Felipe Buitrago
Extreme Home Makeover: John Anagnostou has been the driving force behind the rebirth of Redwood City.



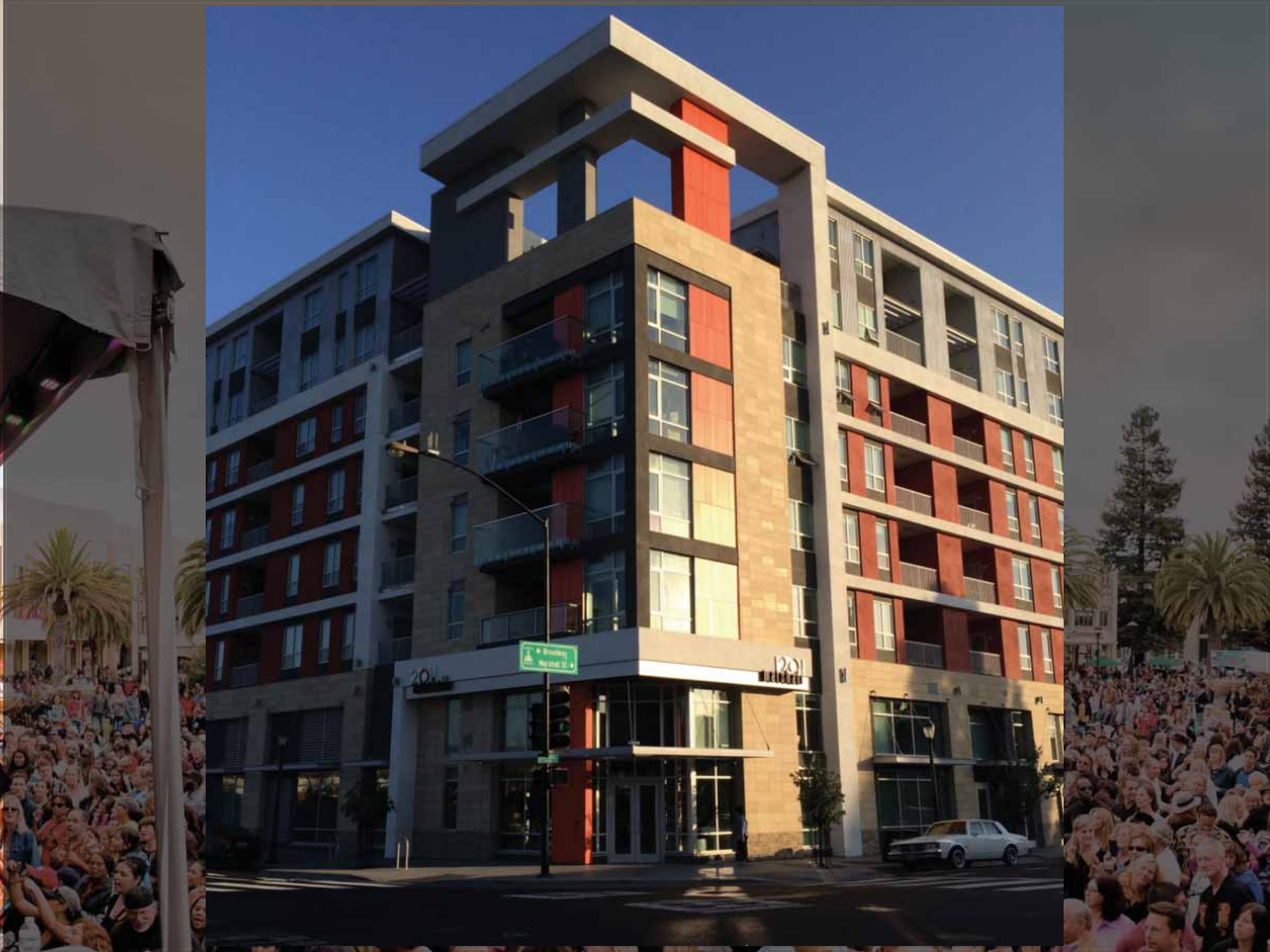




UNITS FOR
LOCALS

CAUTION
HARD HAT
REQUIRED





20th

• Broadway
West 20th •

1201
MILWAUKEE







box

Main Street

J.A. Herman Ave

box

WOOD MARKET

NOW HIRING



PARKING
STAIRS

PIZZA
MY
HEART

THE
MELT

Papi

MAKING IT HAPPEN



**MAKING
IT
HAPPEN**

**HELP
THE PUBLIC
UNDERSTAND
THE BENEFITS**













**MAKING
IT
HAPPEN**

**GET
PUBLIC INPUT
BEFORE
DEVELOPMENT
IS PROPOSED**





**MAKING
IT
HAPPEN**

**STIMULATE
PRIVATE INVESTMENT
WITH
PUBLIC INVESTMENT**







MURRY

CENTURY

DO NOT ENTER

ONE WAY



PUBLIC PARKING

Exit Only

Enter Clearance 7'0" (Accessible 8'0")
Maximum Vehicle Weight 10000 lbs

MATEO CREDIT UNION

Car Wash

OPEN

0

Hourly	1st Hour	2nd Hour	3rd Hour	4th Hour	5th Hour
1st Hour	1.00	1.00	1.00	1.00	1.00
2nd Hour		1.00	1.00	1.00	1.00
3rd Hour			1.00	1.00	1.00
4th Hour				1.00	1.00
5th Hour					1.00
Overnight					
1st Hour	1.00	1.00	1.00	1.00	1.00
2nd Hour		1.00	1.00	1.00	1.00
3rd Hour			1.00	1.00	1.00
4th Hour				1.00	1.00
5th Hour					1.00
Overnight	3.00	3.00	3.00	3.00	3.00

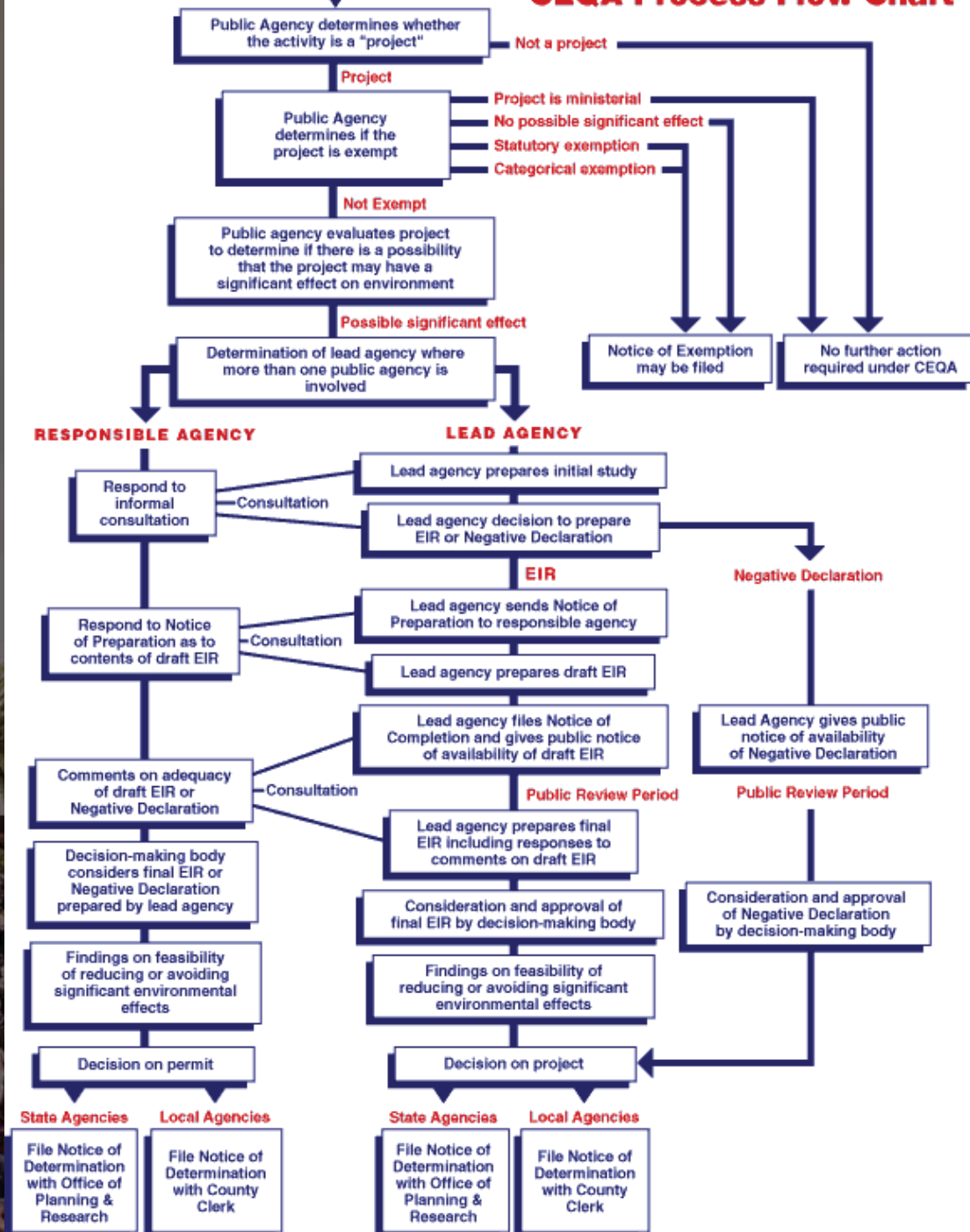


**MAKING
IT
HAPPEN**

**DEAL
WITH
CEQA
UP FRONT**



CEQA Process Flow Chart



**MAKING
IT
HAPPEN**

**CONFRONT
YOUR
DENSITY**







THINKSTOCK



Guess the Density



Project #1



1 du/ac

2 du/ac

9 du/ac

19 du/ac

Project #2



4 du/ac

6 du/ac

12 du/ac

17 du/ac

Project #3



21 du/ac

43 du/ac

72 du/ac

90 du/ac

Project #4



50 du/ac

100 du/ac

200 du/ac

300 du/ac

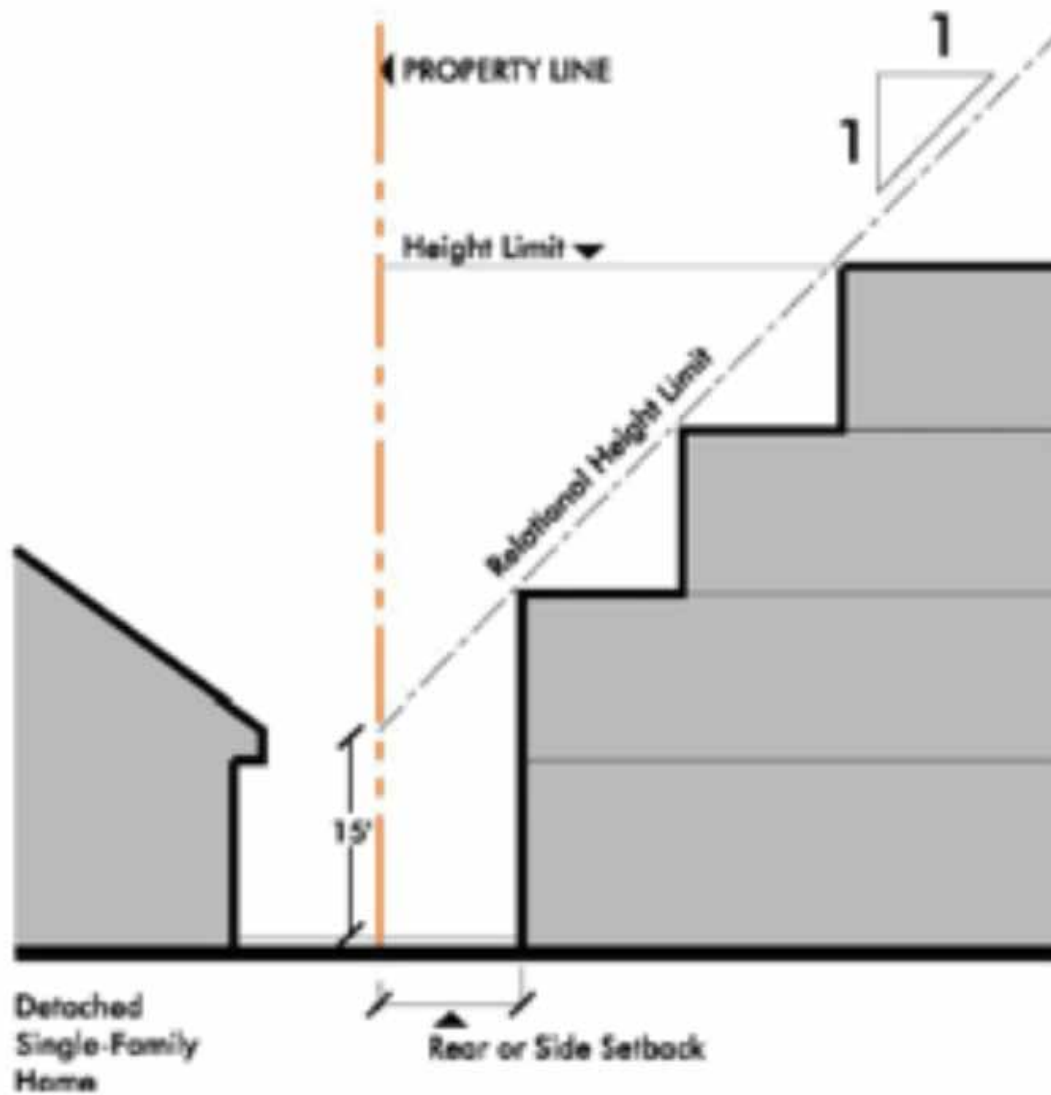
**MAKING
IT
HAPPEN**

**BE
REALISTIC
ABOUT
BUILDING
HEIGHTS**









RELATION TO SINGLE FAMILY HOMES





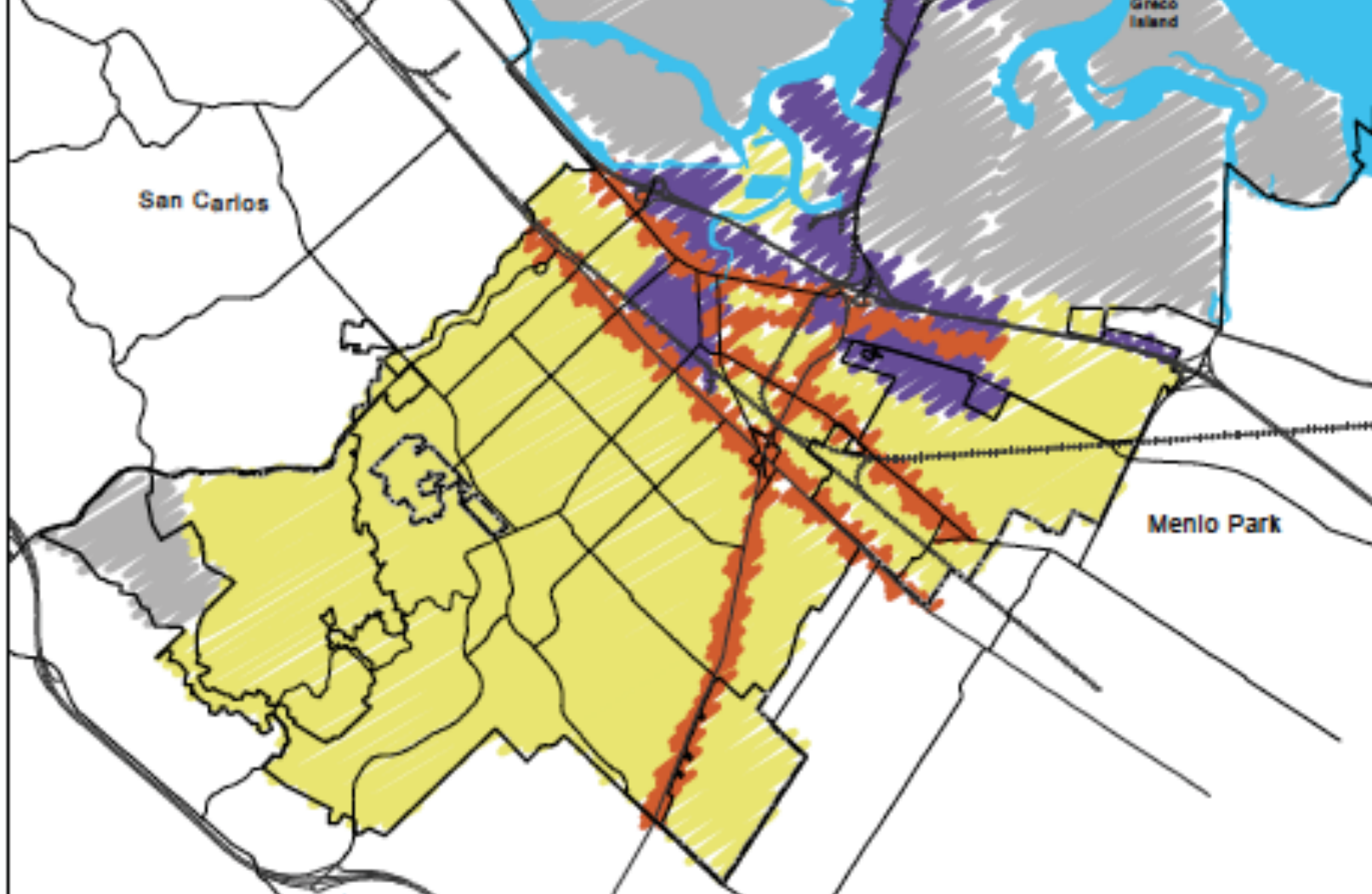




**MAKING
IT
HAPPEN**

**PRESERVE
HEALTHY
SINGLE-FAMILY
NEIGHBORHOODS**











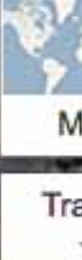
- | Urban Form Features | Base Map Features |
|---|---|
|  Neighborhoods |  City Boundary |
|  Centers |  Sphere of Influence |
|  Corridors | |
|  Other | |

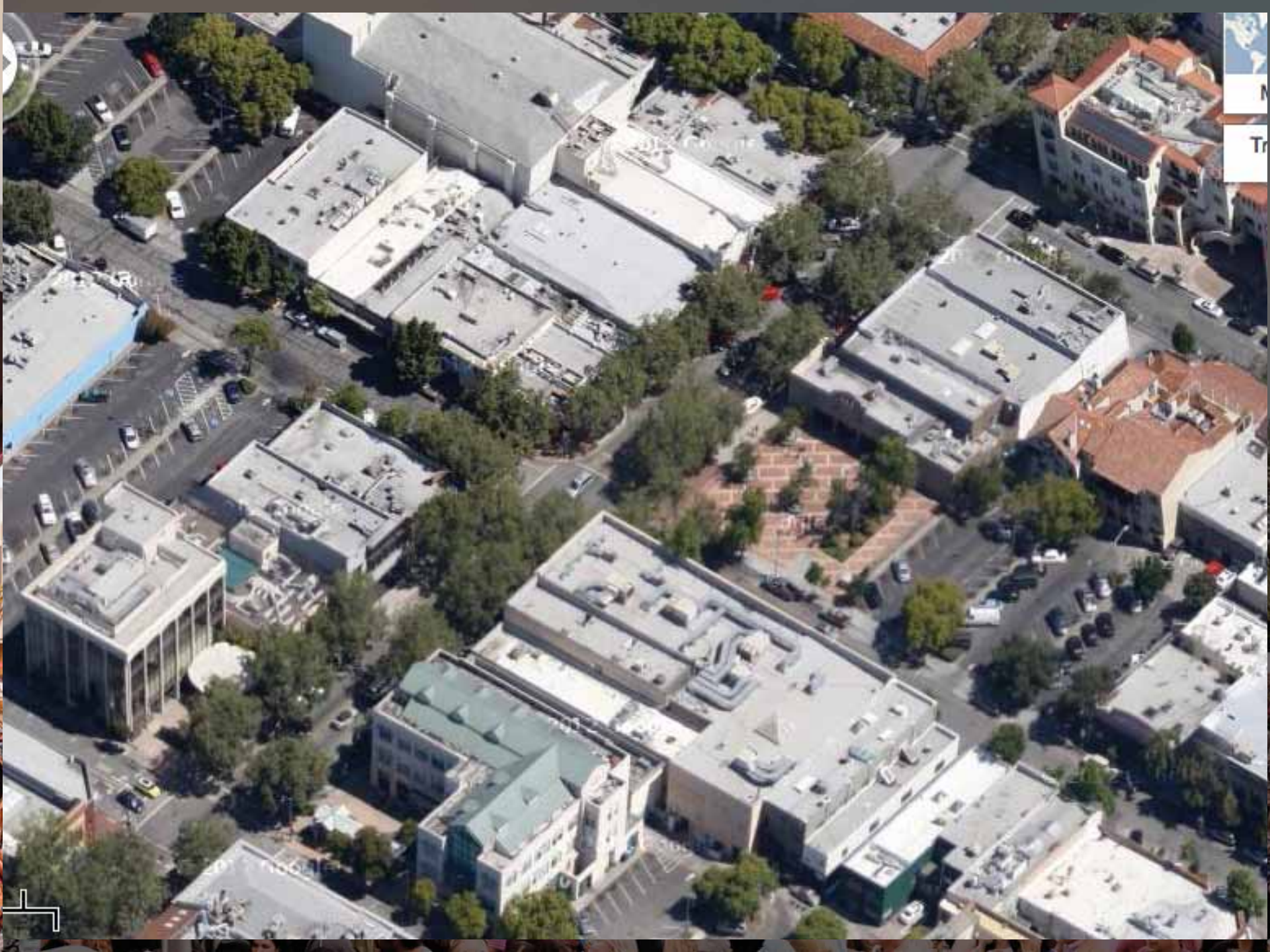
Figure BE-2: Urban Form

**MAKING
IT
HAPPEN**

**REMOVE
BIASES
AGAINST
SMALL-LOT
DEVELOPMENT**







**MAKING
IT
HAPPEN**



PARKING





**MAKING
IT
HAPPEN**



**RE-THINK
OPEN
SPACE**





**MAKING
IT
HAPPEN**

**DESIGN
STREETS
TO BE
WALKABLE**





Source: Dan Burden, Walklive.org







**MAKING
IT
HAPPEN**

**TACKLE
ARCHITECTURAL
DESIGN
(IF YOU MUST)**





Please imagine a new building is planned to be built near where you live. Four different designs are proposed. Please look at each of the designs below. Which one would you most like to be built near you?



D) Mediterranean

The Mediterranean Character Type is inspired by the Mediterranean Revival style, and related styles such as Spanish Colonial Revival, Monterey, and Spanish Eclectic, which first became popular in California beginning in the 1920s. The historic heritage of the California Missions, the exotic imagery of Spain and Mexico in movies, and California's climate being likened to that of the Mediterranean regions of Europe were sources of inspiration for this school of design.

1. Standards

- a. The Mediterranean Character Type shall be permitted as shown on the Architectural Character Chart.

2. Guidelines

- a. Roofs should be hipped or gabled. Gabled roofs should have a low pitch. Flat roofs with parapet walls with a shaped top profile may be mixed in with hipped and gabled types.
- b. All visible roofing materials should be tile.

- c. Stucco should be the primary wall cladding material. Wood (clapboard or tongue-in-groove) or stone may be used as accent wall cladding materials.

- d. Trim materials should be ceramic tile, terra cotta, wrought iron, or dark painted or stained wood. Multiple trim materials may be used.

- e. Building Base and Building Middle Caps shall be simple horizontal belt courses or a cornice. Building Top Caps should be deep roof overhangs featuring brackets, corbels, or other expressed roof overhang supports. The soffit (i.e. the underside surface of the roof overhang) should be designed as a visible feature and incorporated into the overall architectural composition. Soffit beams, coffers, light fixtures and other design articulation are encouraged.

- f. Bay windows should be polygonal in plan. The angles of the inside corners of the bay should be 135 degrees.

- g. Window shapes should be simple and rectangular or may have arched tops.

- h. Building Middle and Building Top windows should be clear and should not be tinted, should be inset a minimum of 6 inches from the adjacent wall plane, and should be of the double- or single-hung type.

- i. Building Middle and Building Top windows should feature a prominent but simple sill and lintel.

- j. Wall colors should be white or light earth tones such as cream, ochre, or tan. Only one primary wall color material should be used within each Façade Height Articulation Element, but colors may vary from element to element.



**MAKING
IT
HAPPEN**

**CERTAINTY
VS.
FLEXIBILITY**









2.7. BUILDING HEIGHT AND DISPOSITION REGULATIONS

This section contains several regulations of the heights of buildings. The DTPP regulates height to ensure that adequate density and intensity can be achieved in order to support the urban vitality desired for Downtown, while also ensuring compatibility with historic resources and adjacent low-rise residential neighborhoods and minimizing shadow impacts. This Section will also ensure that buildings allow for adequate courtyards and other spaces to enhance livability by providing access to natural light and air.

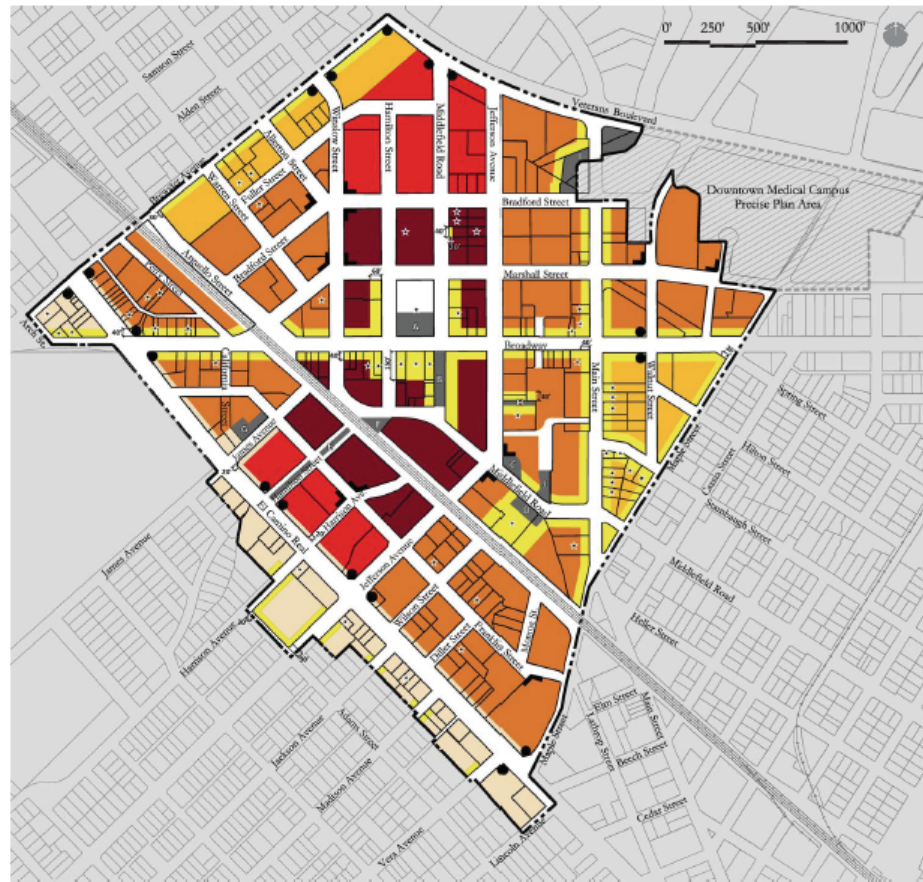
MAP LEGEND

- 12 Story Zone
- 10 Story Zone
- 8 Story Zone
- 5 Story Zone
- 4 Story Zone
- 3 Story Zone
- Shadow Sensitive Public Open Space (See Sec. 2.7.5)
- Maximum Corner Height Required (See Sec. 2.7.3)
- Special Corner Treatment Required (See Sec. 2.7.2)
- Historic Resources (See Sec. 2.1.3)

SHADOW-SENSITIVE PUBLIC OPEN SPACES*

- | | |
|----------------------|----------------------|
| A. Courthouse Square | F. Depot Plaza |
| B. Theatre Way | G. Little River Park |
| C. City Hall Park | H. Post Office Paseo |
| D. Library Plaza | I. Redwood Creek |
| E. Hamilton Green | J. City Center Plaza |

* Please note that not all Public Open Spaces are shown on this map. The only Public Open Spaces shown here are those which are considered shadow-sensitive. For a full discussion of Downtown public open spaces, see sections 1.2.5, 3.2.1, and Appendix 2.



HEIGHT REGULATIONS MAP

BUILDING HEIGHT AND DISPOSITION REGULATIONS CHART						
Height Zones (Sec. 2.7.1)	12 Story Zone	10 Story Zone	8 Story Zone	5 Story Zone	4 Story Zone	3 Story Zone
Maximum Height (Sec. 2.7.2)						
Maximum	12 floors / 136 feet	10 floors / 114 feet	8 floors / 92 feet	5 floors / 59 feet	4 floors / 48 feet	3 floors / 35 feet
Relation to Single Family Homes	—	—	—	—	Required	Required
Special Corner Treatment	Required at ●	Required at ●	Required at ●	Required at ●	Required at ●	Required at ●
Accessory Buildings	1.5 floors / 14 feet	1.5 floors / 14 feet	1.5 floors / 14 feet	1.5 floors / 14 feet	1.5 floors / 14 feet	1.5 floors / 14 feet
Minimum Height (Sec. 2.7.3)						
Required Minimum Height	3 floors / 35 feet	3 floors / 35 feet	3 floors / 35 feet	3 floors / 35 feet	3 floors / 35 feet	3 floors / 35 feet
Maximum Corner Height	Tallest mass located at ■	Tallest mass located at ■	Tallest mass located at ■	Tallest mass located at ■	Tallest mass located at ■	Tallest mass located at ■
Building Disposition Types (Sec. 2.7.4)						
Rearyard	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Courtyard	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Tower	Permitted	Permitted	Permitted	—	—	—
Specialized	Discretionary	Discretionary	Discretionary	Discretionary	—	—

B) Relation to Single Family Homes

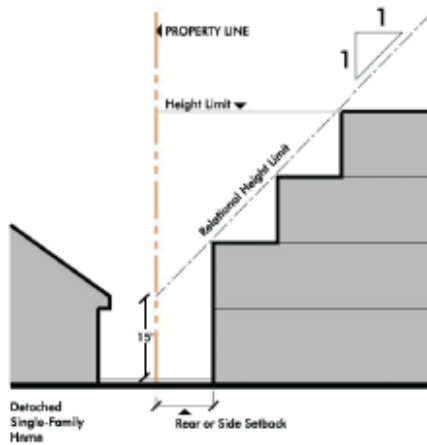
A relational height limit to single-family homes is established in order to create an appropriate height relationship where new development is adjacent to existing single-family homes.

1. Standards

- The relational height limit shall be required for areas as shown in the Height Regulations Chart.
- Where the relational height limit is required, the limit is applied to new development on any parcels that abut another parcel with an existing detached single-family home.
- The relational height limit is controlled by a 45 degree slope originating at a height of 15 feet along the applicable property line (creating a 1 to 1 height to setback ratio) as shown in the diagram below.

2. Guidelines

There are no Relation to Single Family Homes guidelines.



RELATION TO SINGLE FAMILY HOMES

C) Special Corner Treatment

A Special Corner Treatment is required to emphasize corners at specified major intersections. The Special Corner Treatment uses a distinctive building element to emphasize the corner of a building in special locations such as gateways and other places of significance to the district.

1. Standards

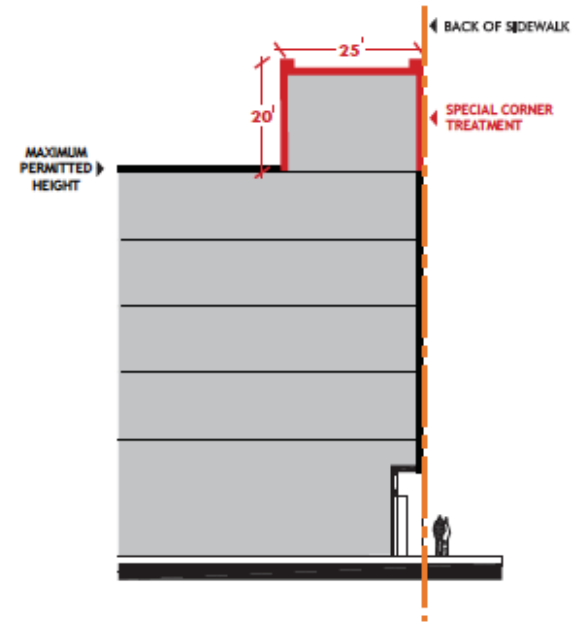
- Special Corner Treatments are required where indicated on the Height Regulations Map. Special Corner Treatments are prohibited at all other locations.
- Special Corner Treatments shall be permitted to exceed the permitted maximum height by no more than 20 feet.
- Special Corner Treatments shall have no horizontal dimension greater than 25 feet, and no less than 20 feet.
- On parcels partially regulated by a Stepdown Height Zone, the Special Corner Treatment shall be placed in the portion of the parcel with the taller maximum height limit.



SPECIAL CORNER TREATMENT - PLAN VIEW

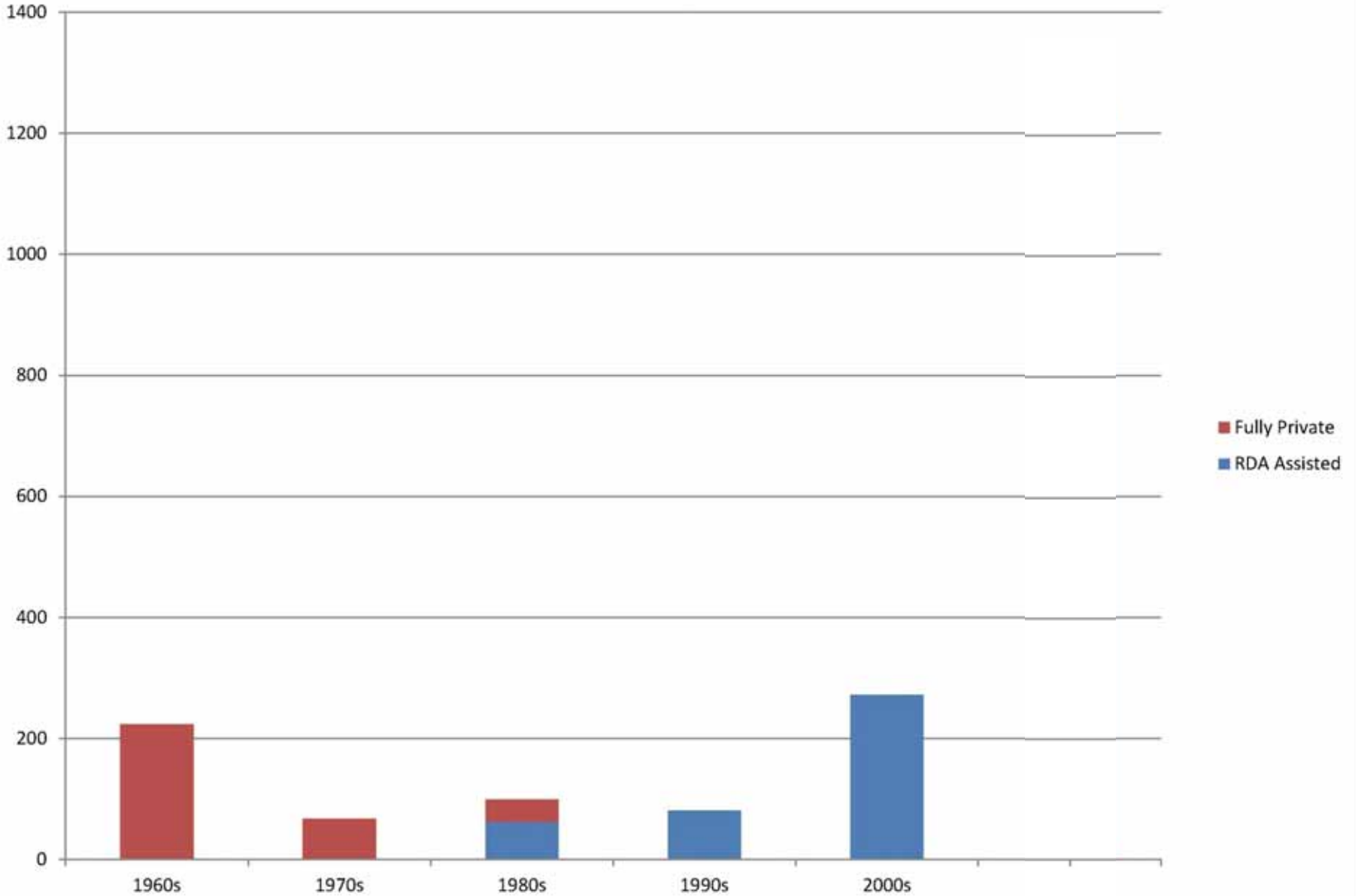
2. Guidelines

- The Special Corner Treatment should differentiate the corner of the building through the application of a corner tower, which is created by articulating a separate, relatively slender mass of the building, continuing that mass beyond the height of the primary building mass, and providing the top of the mass with a recognizable silhouette.
- The Special Corner Treatment should align with building Length Articulation elements, as described in Section 2.8.3(c).

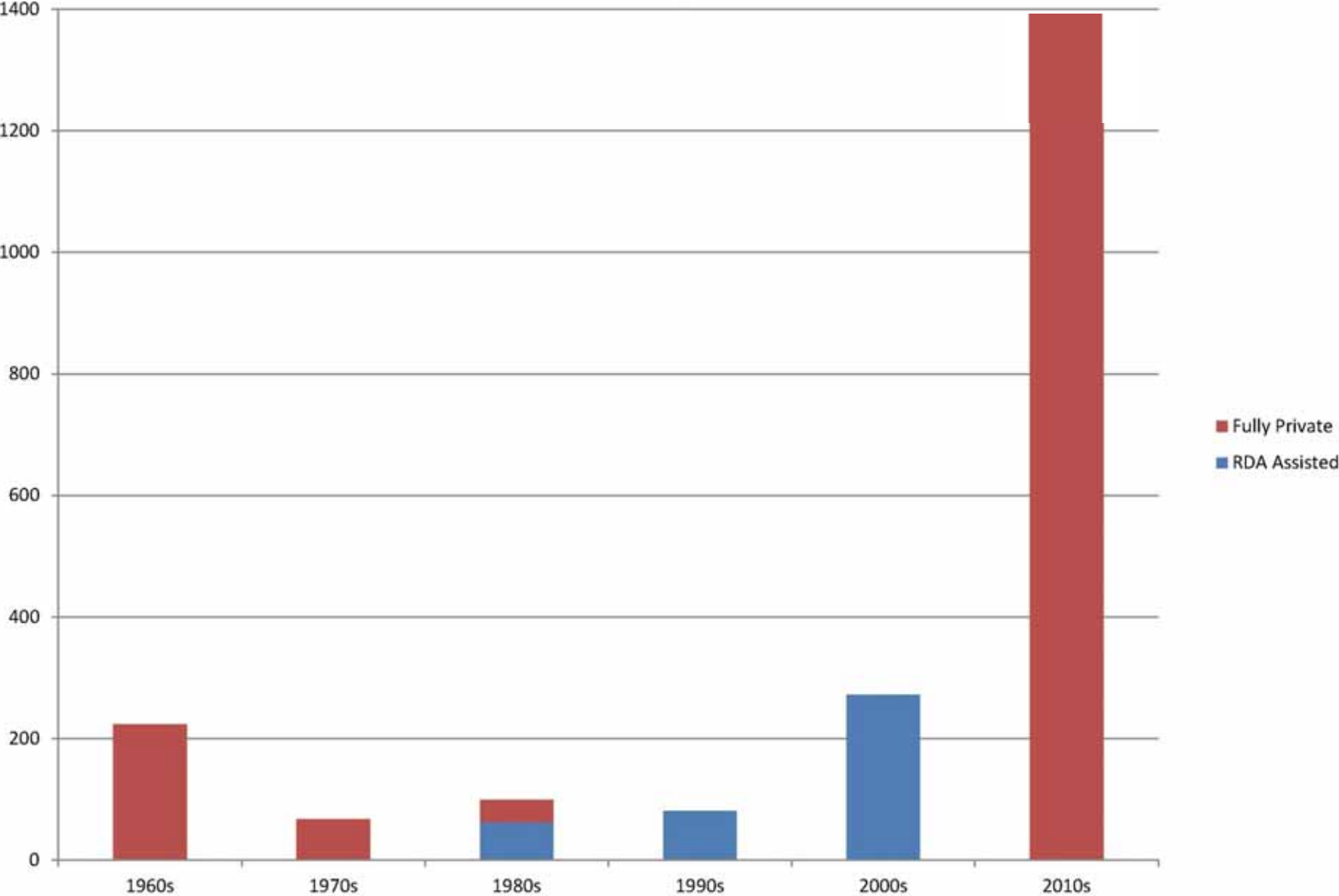


SPECIAL CORNER TREATMENT - SECTION VIEW

Downtown Redwood City Housing Production



Downtown Redwood City Housing Production



THANK YOU!

DAN ZACK, AICP, CNU-A



www.redwoodcity.org/preciseplan



daniel.zack@fresno.gov



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