

**Sequoia Station + Transit Center + Perry Parcel**  
**General Plan Amendment Initiation Request**

January 21 2020

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**PROJECT INFORMATION**

Sequoia Station Ownership: REG8 Sequoia Station (Regency Centers) Safeway, Inc.  
 San Mateo Co Transit Dist (SamTrans)  
 Transit Center Ownership: Peninsula Corridor JPB (CalTrain)  
 Tiftt , Terry L Family Trust (A-1 Party Rental)  
 Perry Parcel Ownership: Peninsula Corridor JPB (CalTrain)  
 Site Address: James St. & El Camino Real  
 Site: 12± Acres (Sequoia Station)  
 3± Acres (Transit Center)  
 2.5 ± Acres (Perry)

**PROJECT APPLICANT**

RWC Sequoia Station, LLC

**PROJECT TEAM**

Developer: Lowe  
 Architect: Studios Architecture  
 Landscape Architect: Surface Design  
 Civil Engineer: BKF Engineers  
 Affordable Housing: Eden Housing  
 Development Consultant: Harmonie Park

**PROJECT DESCRIPTION**

The City of Redwood City is considering the creation of a Transit Sub-District, focusing on the downtown core opportunity sites that support the future transit corridor expansion plans and providing a key connection from the downtown to the surrounding neighborhoods. The City’s comprehensive planning for the larger Transit Sub-District will guide development for specific transit-oriented properties while allowing property owners to pursue development at their own pace. This General Plan Amendment Initiation (GPAI) request explores multiple adjacent properties that, when planned together, can create a true transit-oriented, mixed-use development around a future, expanded Redwood City Caltrain station.

As envisioned, these properties propose a highly sustainable redevelopment with neighborhood-serving retail, public open space, residential units, and transit-first office space. To support activation of the ground plane with a walkable and bike-friendly environment, parking will primarily be constructed below grade. Key properties included in the GPAI request include two sites owned by Caltrain (Joint Powers Authority) which currently support parking and a bus transit center, two privately-owned parcels that include the existing A-1 Party Rental store, and the Sequoia Station Shopping Center.

While generally consistent with the existing DTPP, the GPAI requests specifically 1) exploration of additional height on two blocks to aid in the creation of onsite affordable housing, 2) exploration of reduced parking requirements for office and housing to be more consistent with the parking demands of a TOD property, 3) increase of the development capacity to support adjacent transit improvements and on-site retail upgrades, 4) minor circulation modifications, and 5) the opportunity to explore architectural styles to both complement the existing Downtown and create a distinct Transit Sub-District identity.

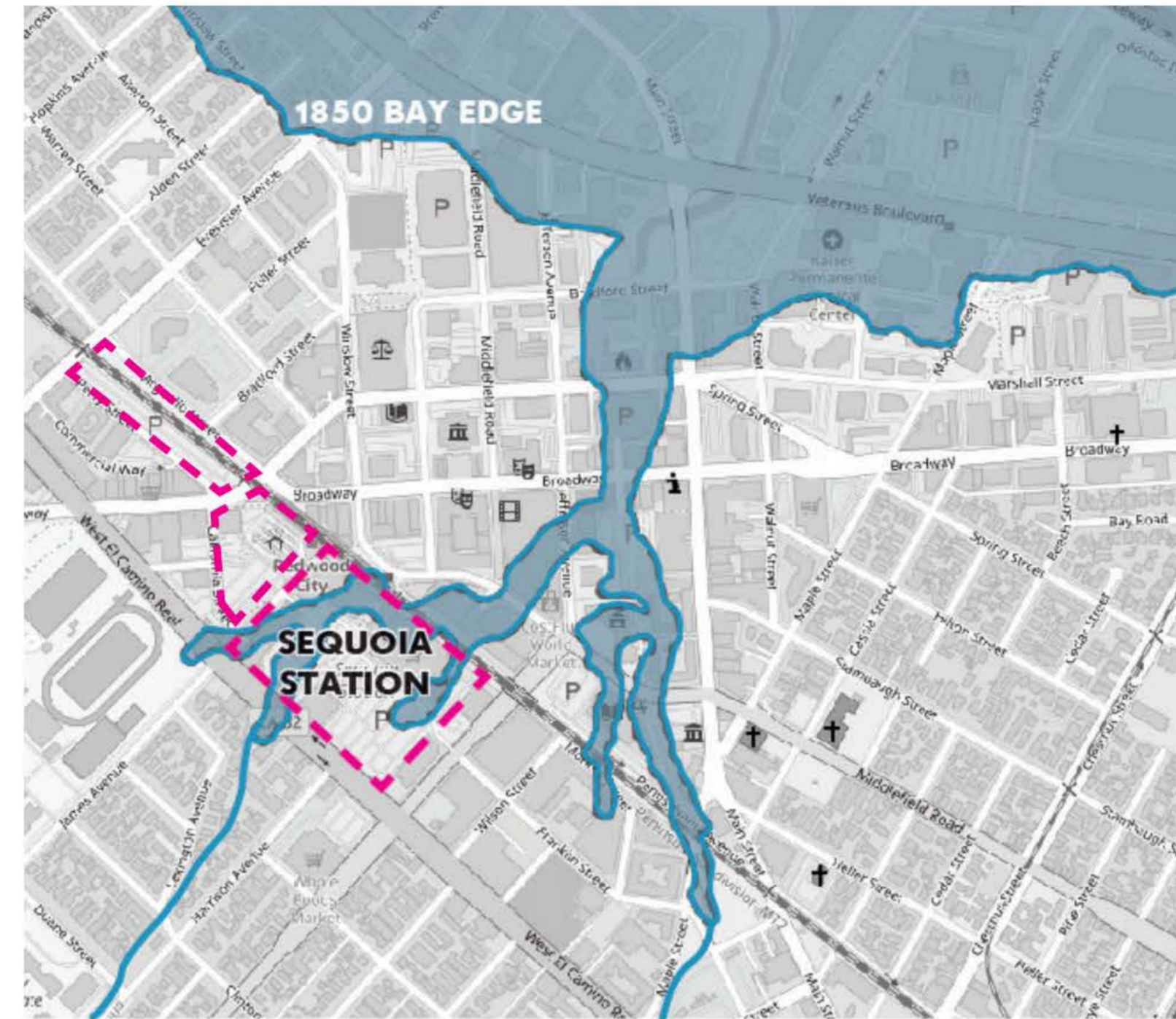


## PROJECT FEATURES

- Dedication of land for future Caltrain upgrades/ infrastructure/right-of-way expansion
- Exploration of a future transit facility on the Perry Parcel site
- Up to 1,635,000 SF of office within the Transit Sub-District, including:
  - A. Up to 1,400,000 SF of office at Sequoia Station, with the opportunity to explore additional height on one block while reducing heights in other areas of the site
  - B. Up to 235,000 square feet of office at the Transit Center site, with the opportunity to explore additional height\*
- Up to 175,000 SF of activated ground-floor retail within the Transit Sub-District, including:
  - A. Neighborhood-serving retail with upgraded Safeway and CVS stores and coordination with existing tenants at Sequoia Station
  - B. Ground floor retail along Broadway at the Transit Center site
- Up to 440 residential units within the Transit Sub-District, including:
  - A. Approximately 200-225 affordable residential units at Sequoia Station
  - B. Approximately 200-215 residential units at the Transit Center site (with additional height) with a 20% affordable component\*
- Improved bikes lanes and new, walkable streets, including a Class IV bike lane along El Camino Real
- Creation of new community gathering and public open spaces
- Elimination of surface parking and creation of underground, structured parking with reduced parking ratios based on shared use and proximity to transit
- Study potential for additional architectural character types
- Continued opportunity to pursue additional community benefits (i.e. family entertainment/ retail, onsite childcare, artist/community space)

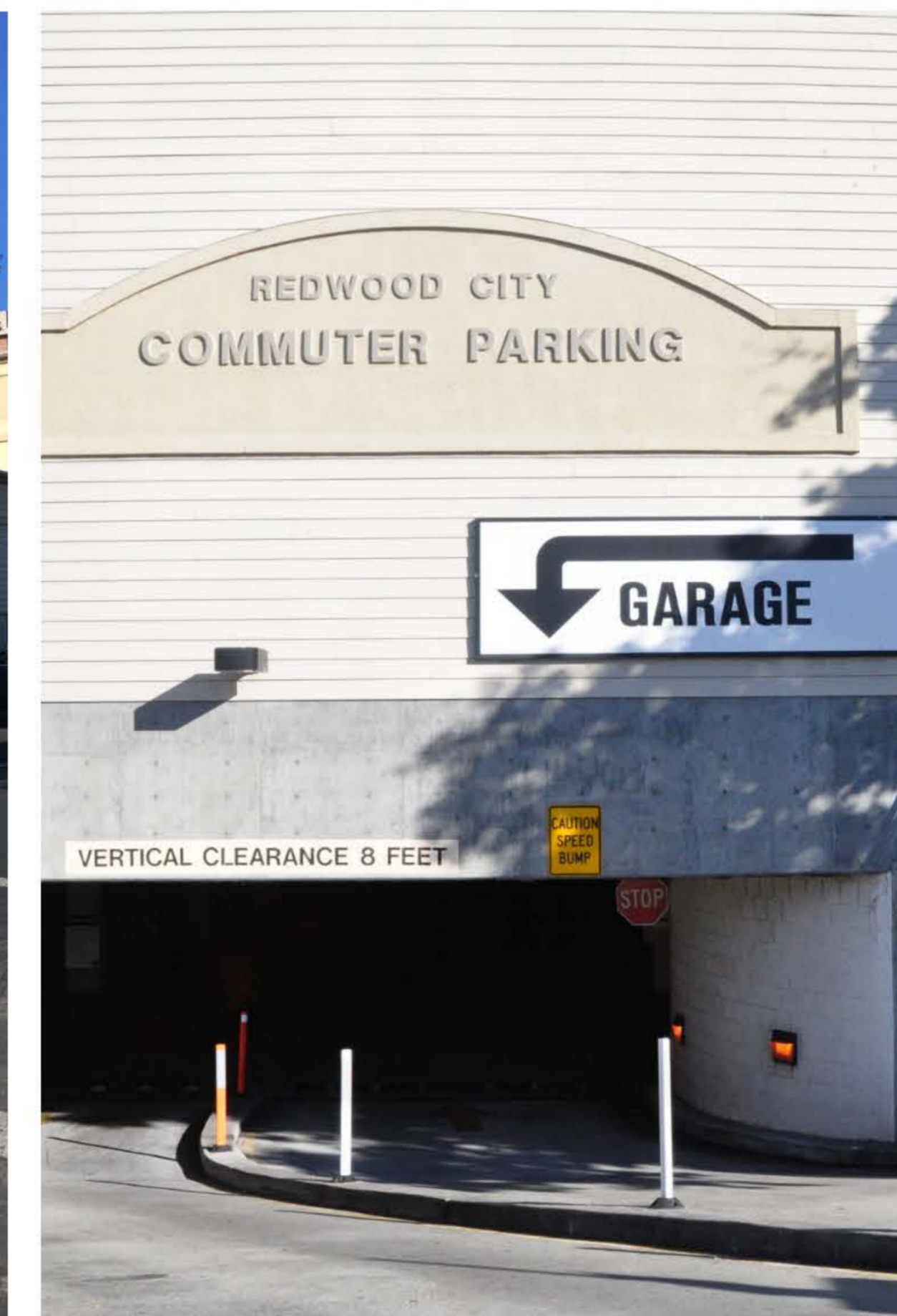
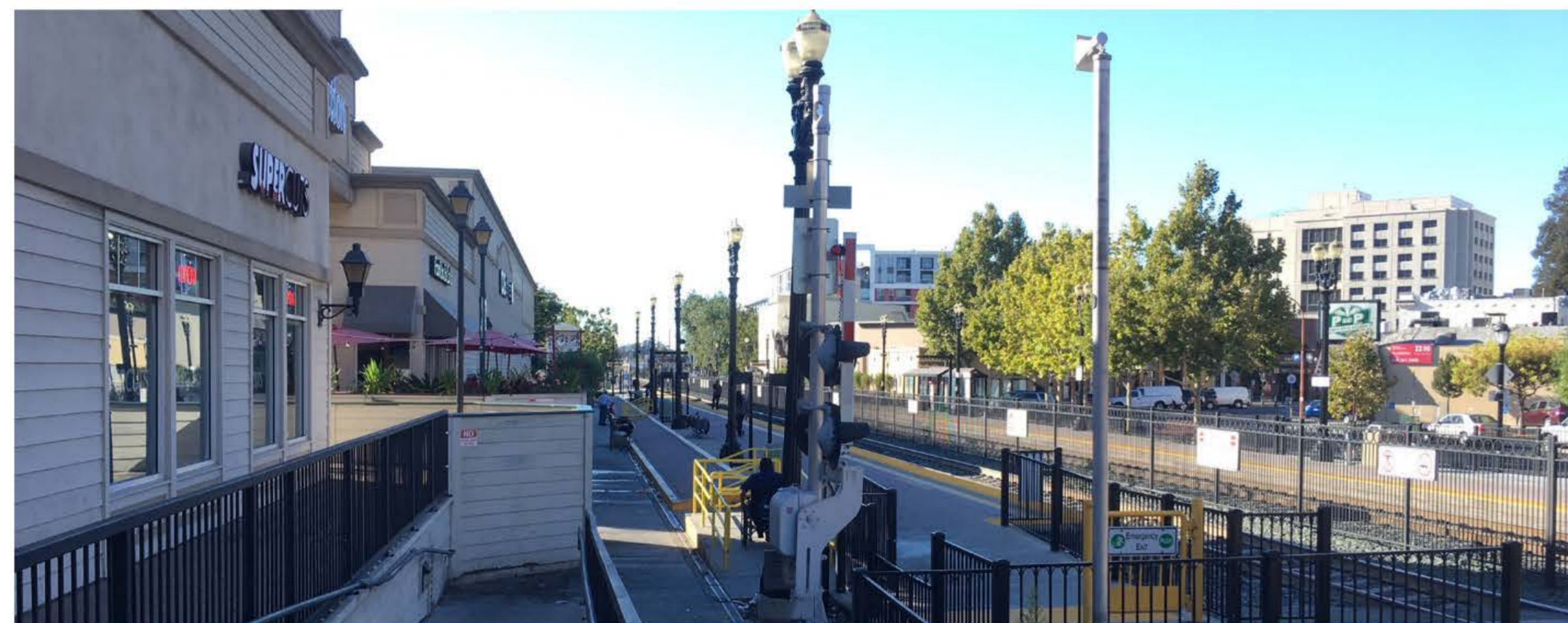
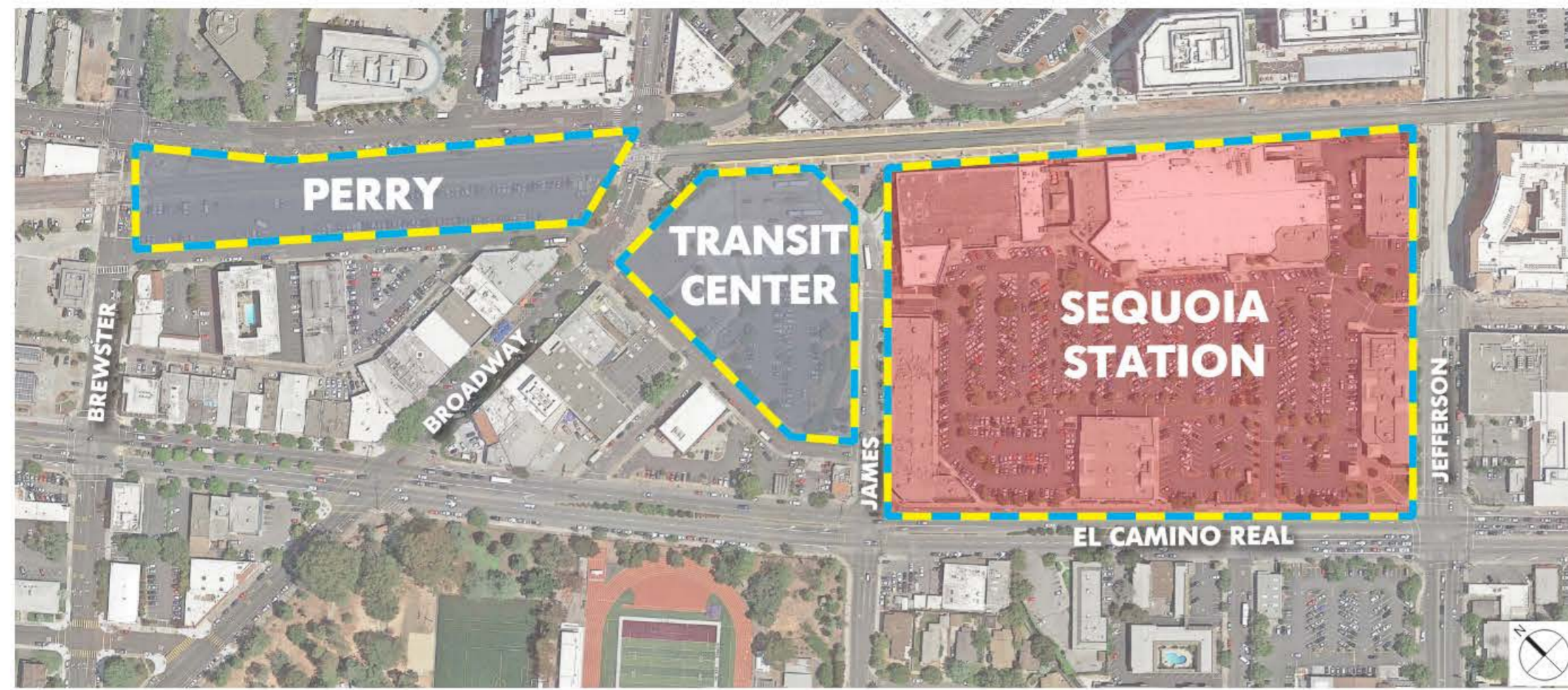
*\*The Transit Center site is proposed to be either office or residential (not both)*

**HISTORY/CONTEXT**

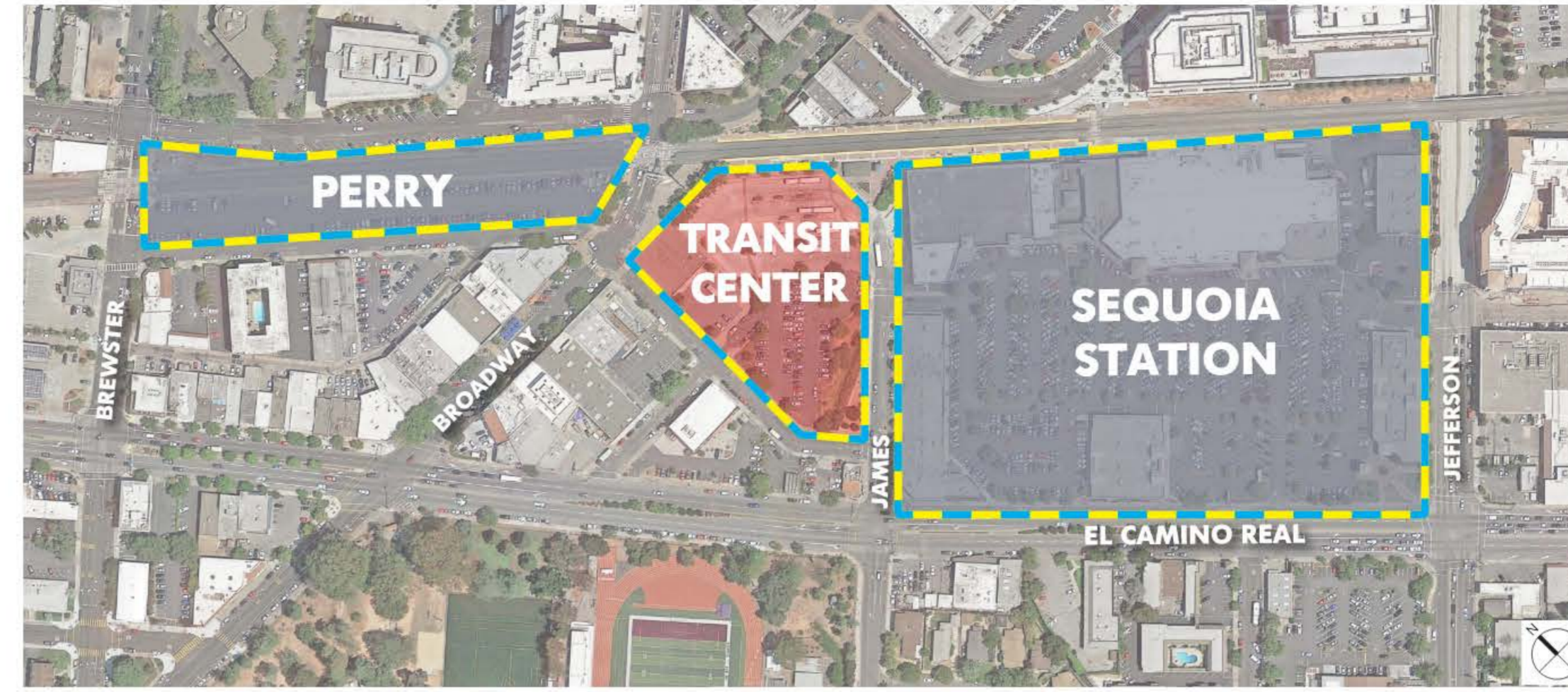


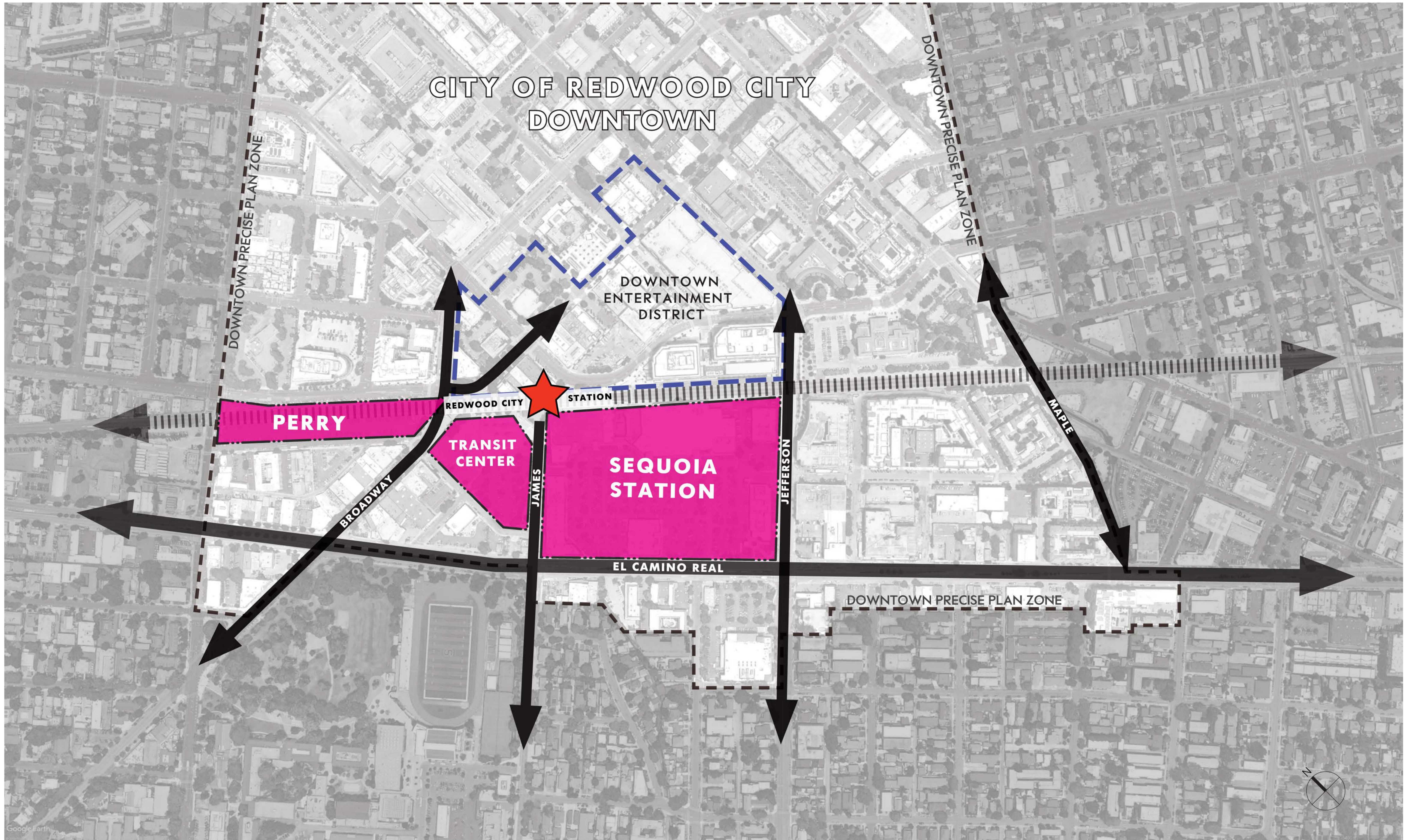
Situated between two major and historic transportation routes in the Bay Area, Sequoia Station's redevelopment will be a vibrant commercial, retail, and residential place in the Heart of Downtown Redwood City. Inspiration for the landscape comes from the site's history of logging logs and the Santa Cruz Mountains to the West. Adjacent to the entertainment core, Sequoia Station draws people through the site along the exterior retail corridor, with casual seating and native vegetation providing respite within a contemporary and urban environment.

**EXISTING SITE**

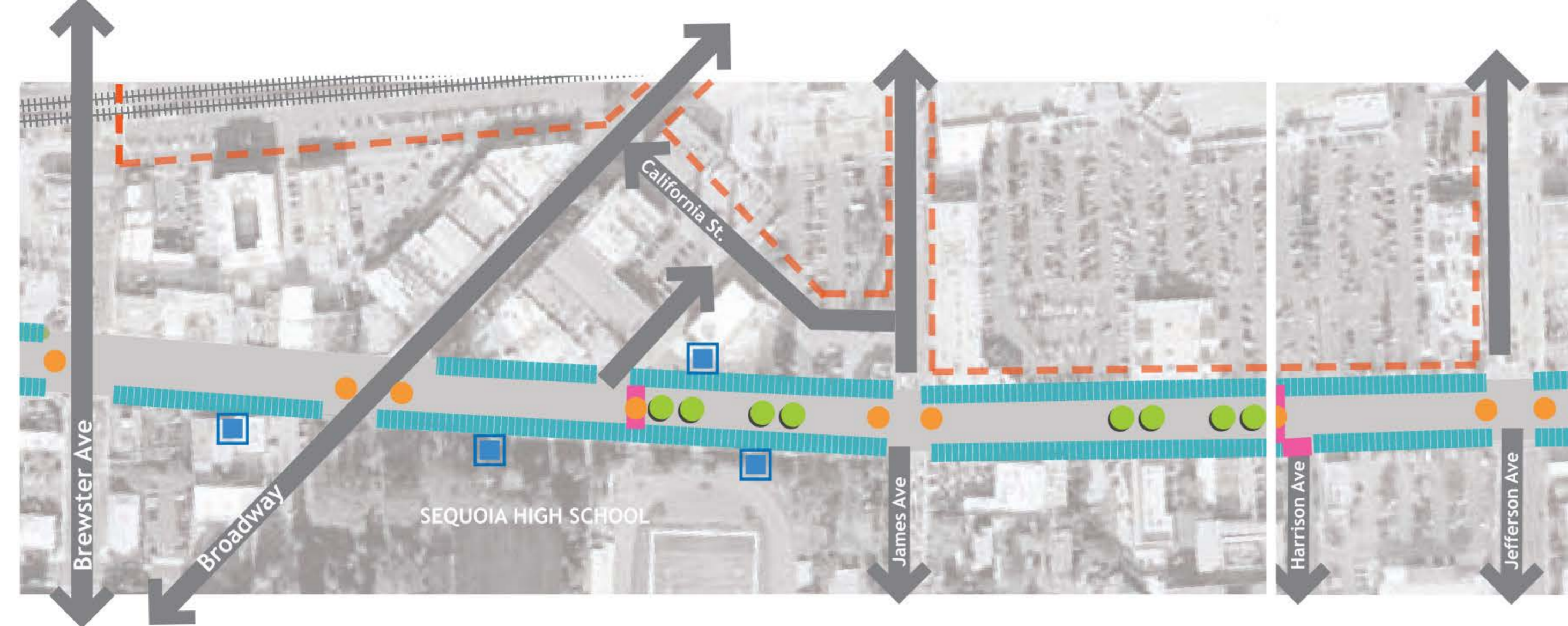








**EXISTING SITE CONDITIONS - ECR CORRIDOR PLAN GOALS**



**LEGEND**

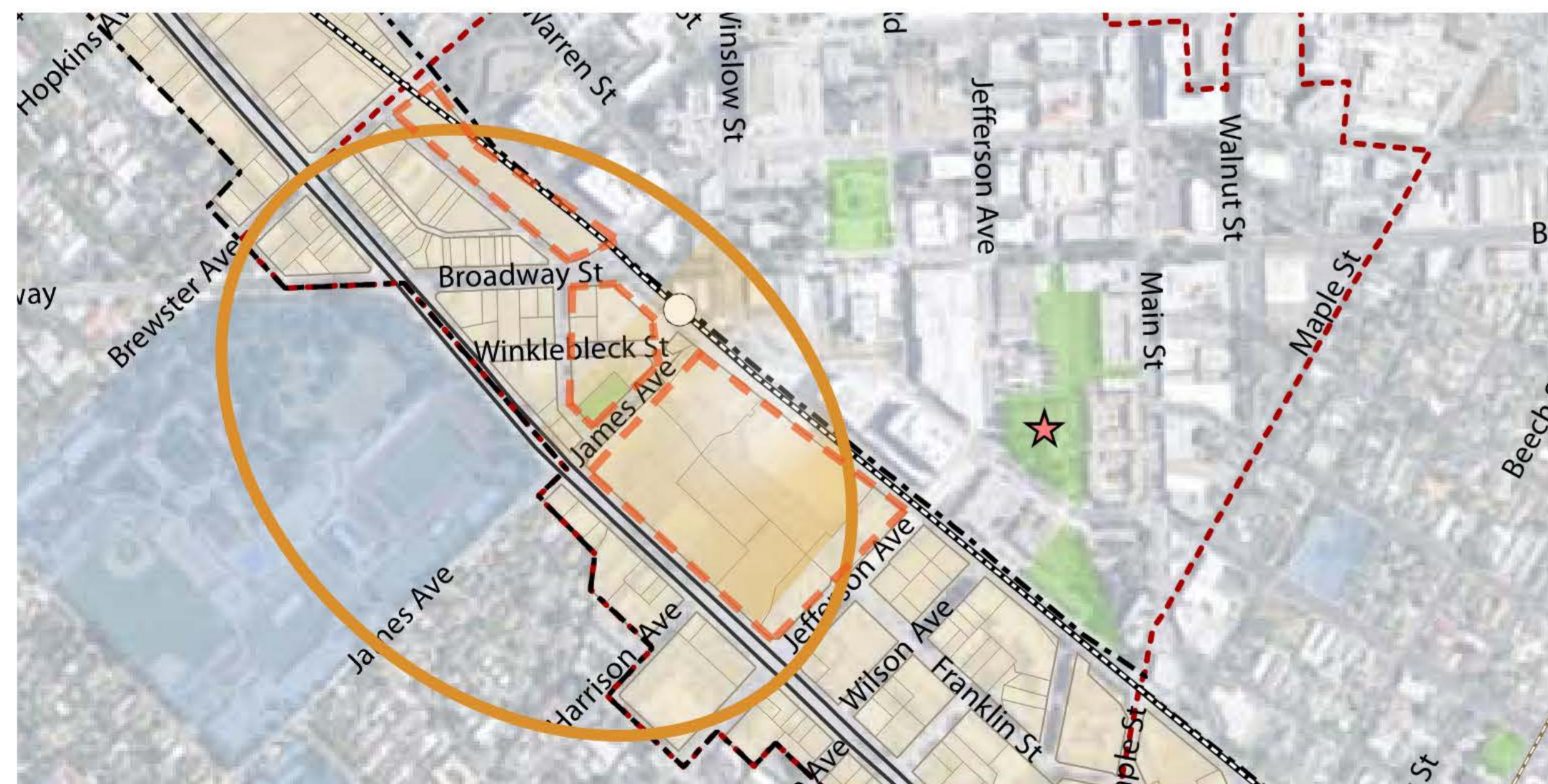
- - - Property Line
- ▨ Frontage Improvements
  - Sidewalk expansion
  - Infill canopy trees
  - Pedestrian oriented street lighting
- New Crosswalk with Pedestrian Signal. Distances between crossings should generally not exceed 600 ft.
- Median Refuge
- Bus Shelter
- Add Median Canopy Trees and replace existing conifers and/or small trees



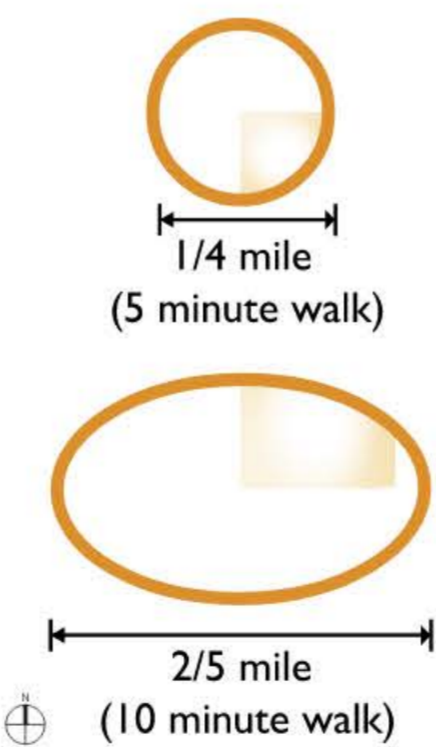
CORRIDOR PLAN RECOMMENDED IMPROVEMENTS AT JEFFERSON AVENUE INTERSECTION

THE SEQUOIA STATION MASTER PLAN INCLUDES PROPOSALS TO IMPROVE STREETScape, BICYCLE SAFETY, AND REDUCE SITE TRAFFIC CONGESTION WITH UNDERGROUND PARKING AND IMPROVED VEHICLE : PEDESTRIAN SEPARATION ALONG SITE STREETS.

**ACTIVITY CENTERS**



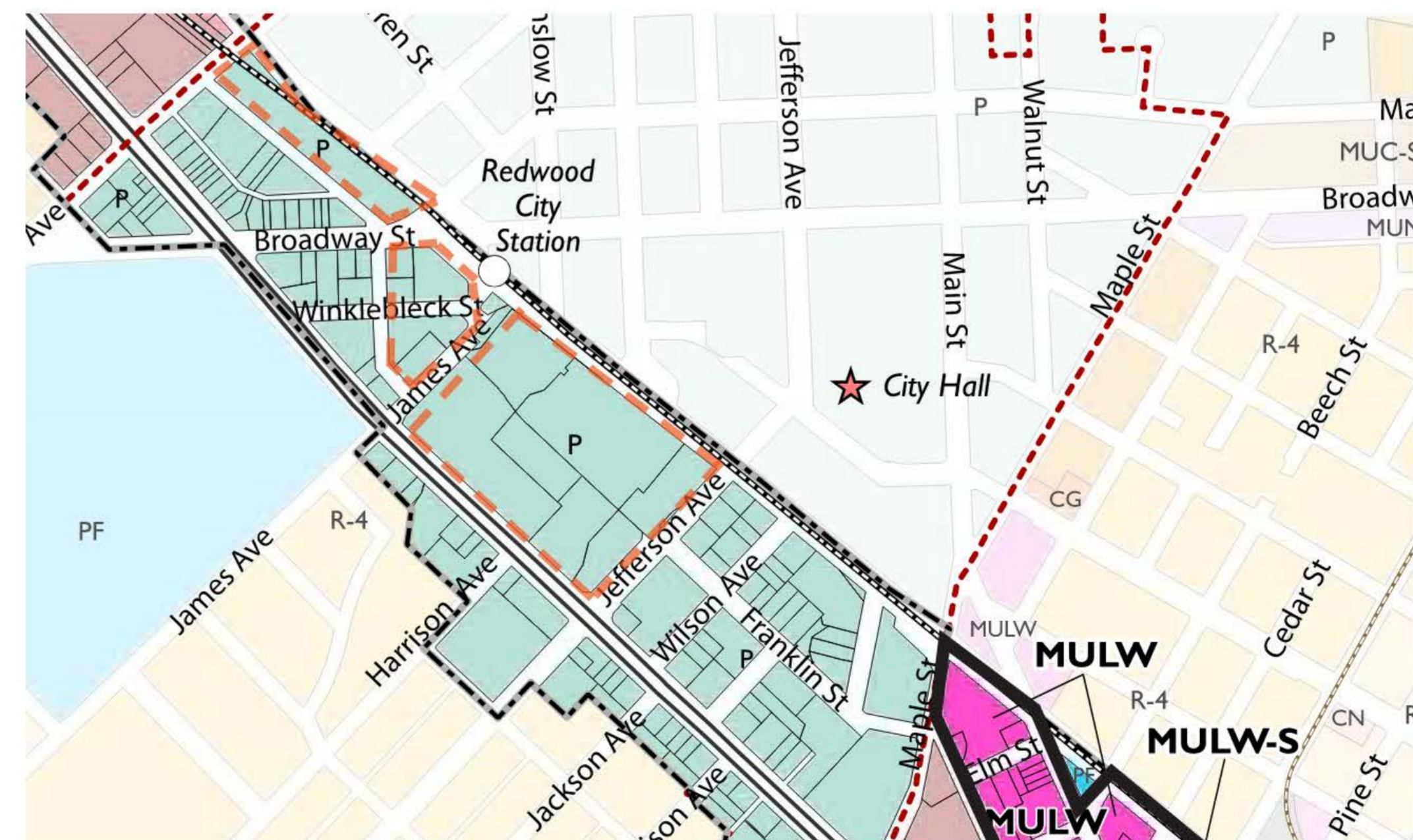
**Activity Centers**



"REQUIRE GROUND FLOOR USES WITHIN ACTIVITY CENTERS TO CREATE A VIBRANT AND ENGAGING ENVIRONMENT THAT PEOPLE ENJOY COMING TO AND FEEL COMFORTABLE WALKING AROUND."

THE SEQUOIA STATION MASTER PLAN UTILIZES PUBLIC PLAZAS, OUTDOOR DINING, SHARED ACTIVE OUTDOOR SPACES, INTERACTIVE PUBLIC ART OPPORTUNITIES, AS WELL AS ENHANCED STREETScaPES INCLUDING STREET FURNITURE, PEDESTRIAN SCALED LIGHTING,

**ZONING IN THE EL CAMINO REAL CORRIDOR: MIXED USE LIVE/WORK**



**LEGEND**

- P Planned Community - Downtown Precise Plan
- PF Public Facilities
- San Francisco Public Utility Commission's Hetch Hetchy Right-of-Way
- Caltrain Station
- Caltrain
- US Highway
- State Highway
- Railroads
- - - El Camino Real Corridor Planning Boundary
- - - Downtown Precise Plan Boundary

THE SEQUOIA STATION SITE IS NOT WITHIN MIXED USE LIVE/WORK ZONING, HOWEVER THIS MASTER PLAN AIMS TO PROVIDE NEW AFFORDABLE HOUSING OPPORTUNITIES.

**DTPP EXISTING SITE CONDITIONS**



**LEGEND**

- Boulevard
- Downtown Core Street
- City Street
- Neighborhood Street
- Lane
- Redwood Creek
- Public Open Space\*

**HEIGHT REGULATIONS 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
- L Maximum Corner Height Required
- Special Corner Treatment Required
- ★ Historic Resources

NOTE:  
ALL GRAPHICS ON THIS PAGE  
ARE SOURCED FROM THE RED-  
WOOD CITY DOWNTOWN  
PRECISE PLAN

**HISTORIC RESOURCE PRESERVATION REGULATIONS MAP**



**LEGEND**

- Historic Resources to be Preserved
- Historic Resources which may be Altered, Relocated, or Removed
- Mitigation Group 1
- Mitigation Group 2
- Mitigation Group 3
- Mitigation Group 4
- Mitigation Group 5
- Mitigation Group 6
- Main Street Historic District

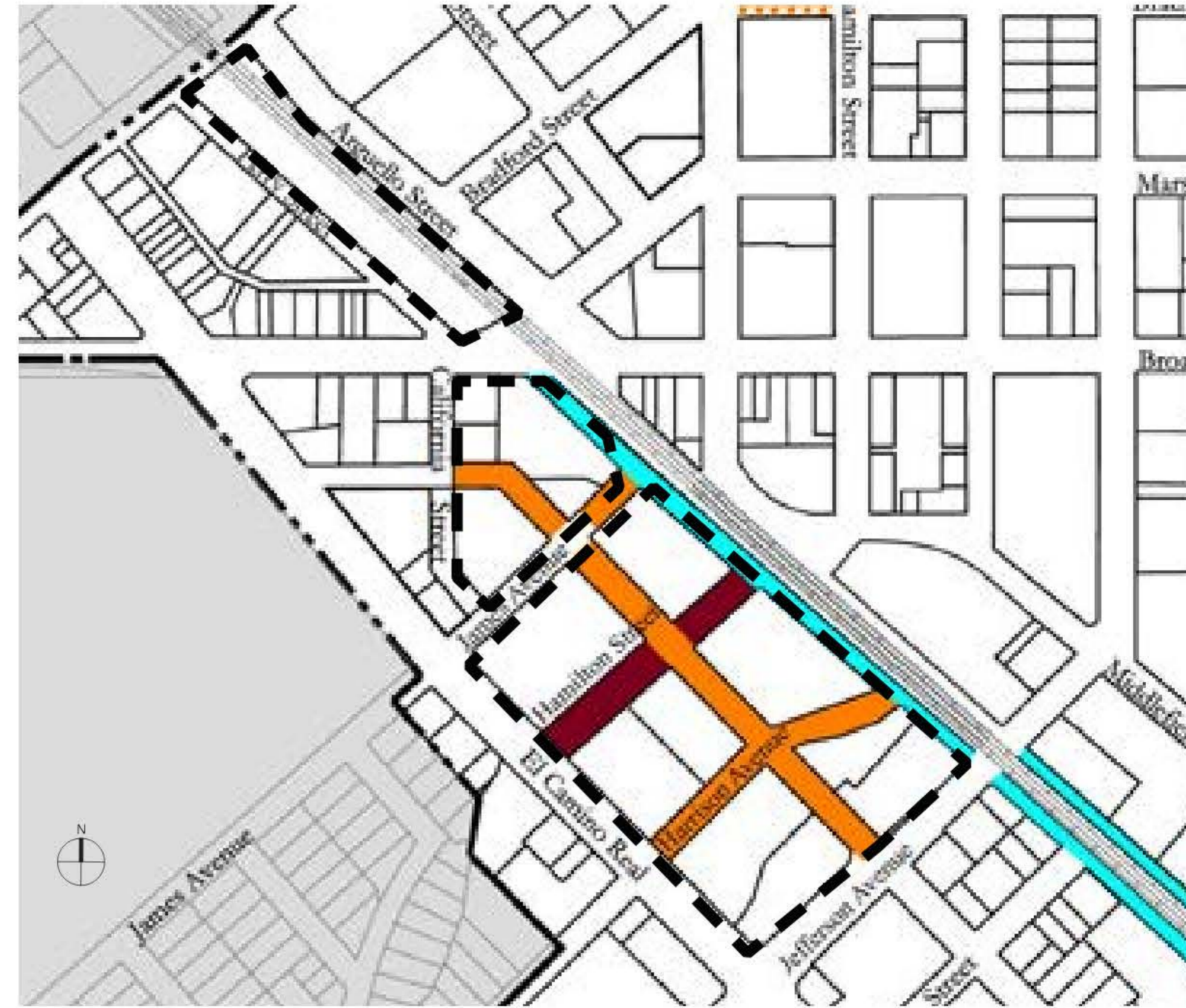
**USE REGULATIONS MAP**



**LEGEND**

- Entertainment District
- Downtown Core
- Downtown General
- Active Ground Floor Uses Required

**NEW STREETS MAP**



NOTE:  
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ARE SOURCED FROM THE RED-  
WOOD CITY DOWNTOWN  
PRECISE PLAN

**LEGEND**

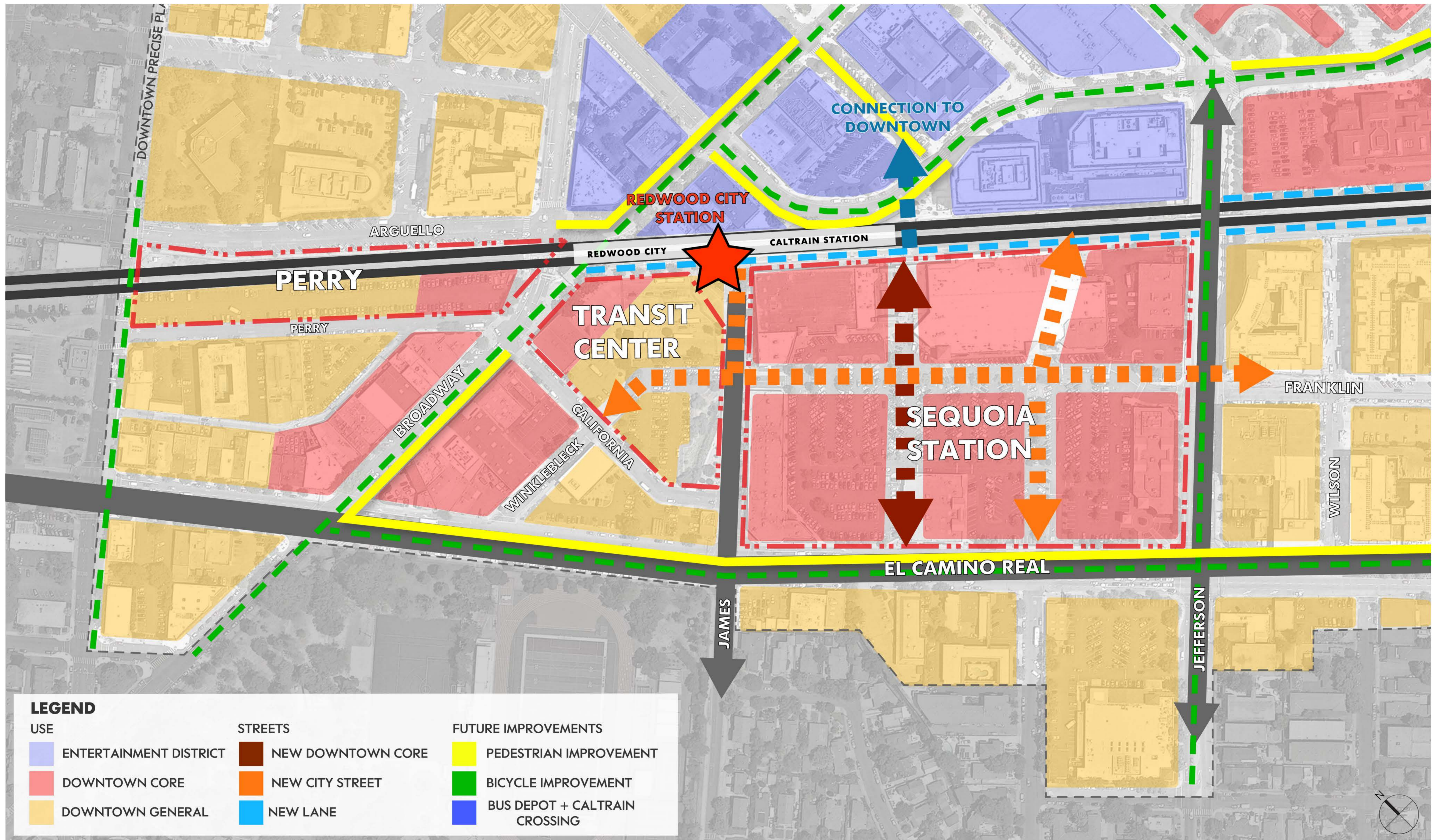
- New Downtown Core Street with Linear Green Required
- New City Street Required
- Recommended New City Street
- New Lane Required

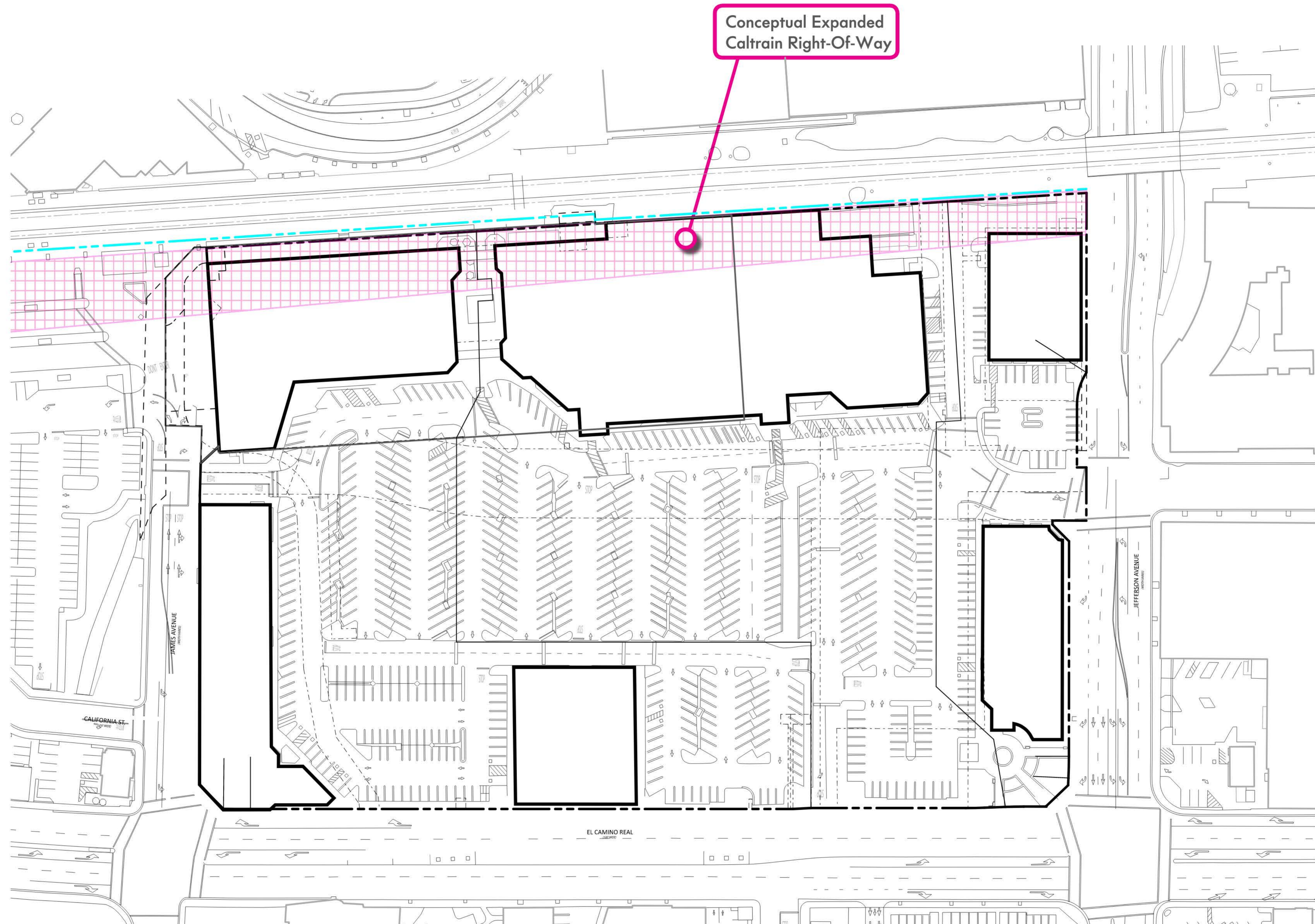
**POTENTIAL COMPLETE STREET PROJECTS**



**LEGEND**

- Pedestrian Improvements
- Bicycle Improvements
- Traffic Calming

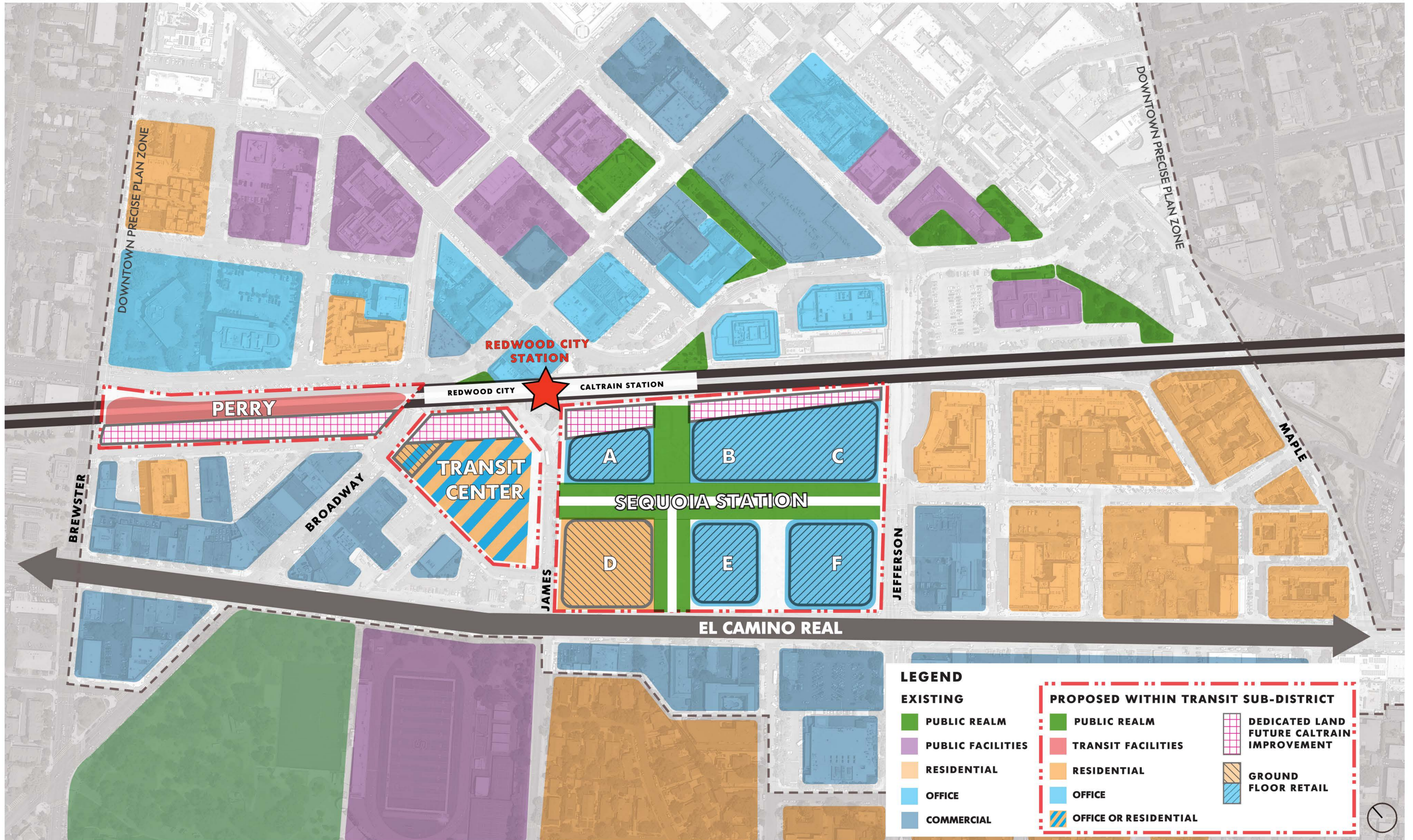


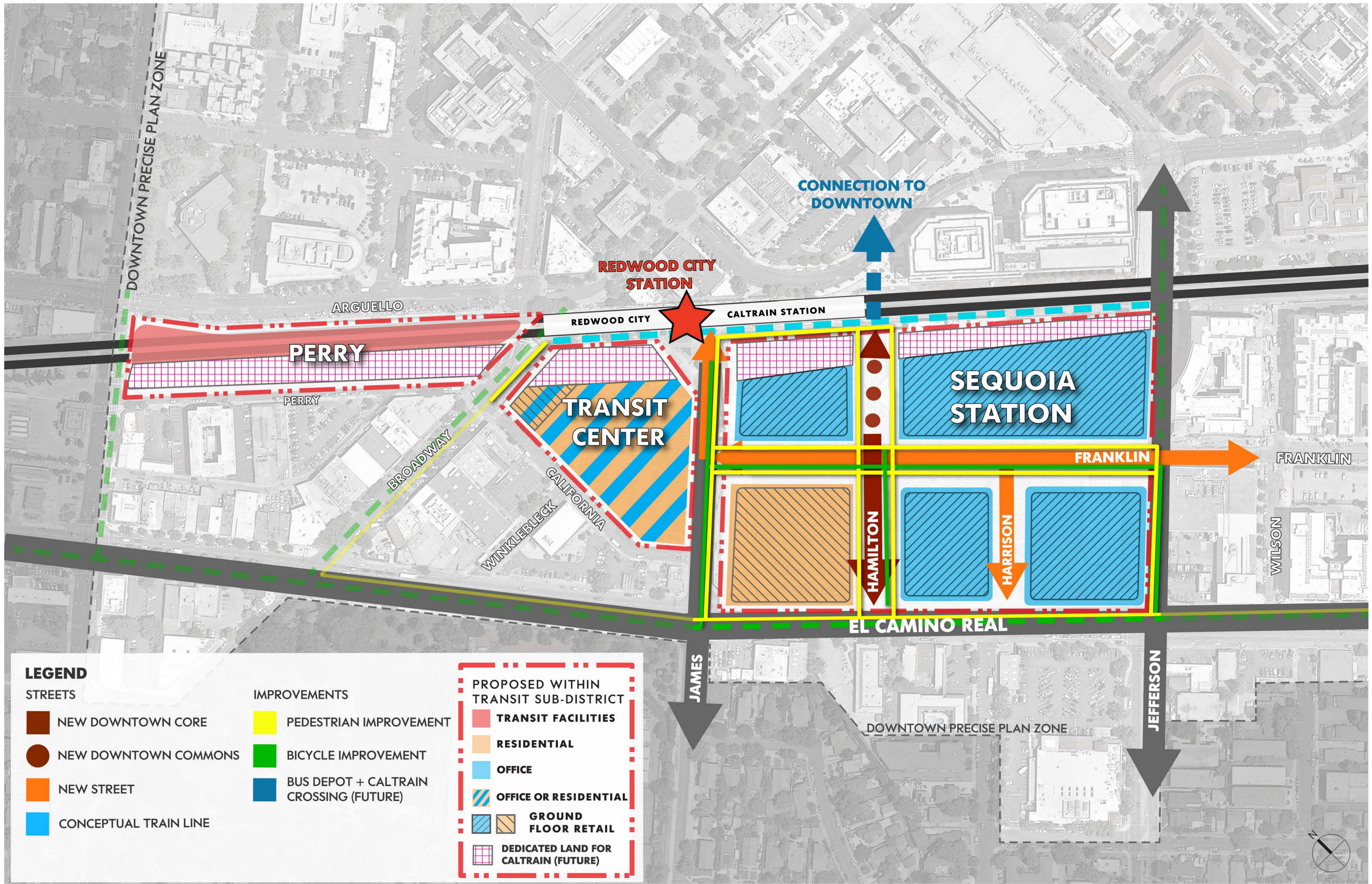


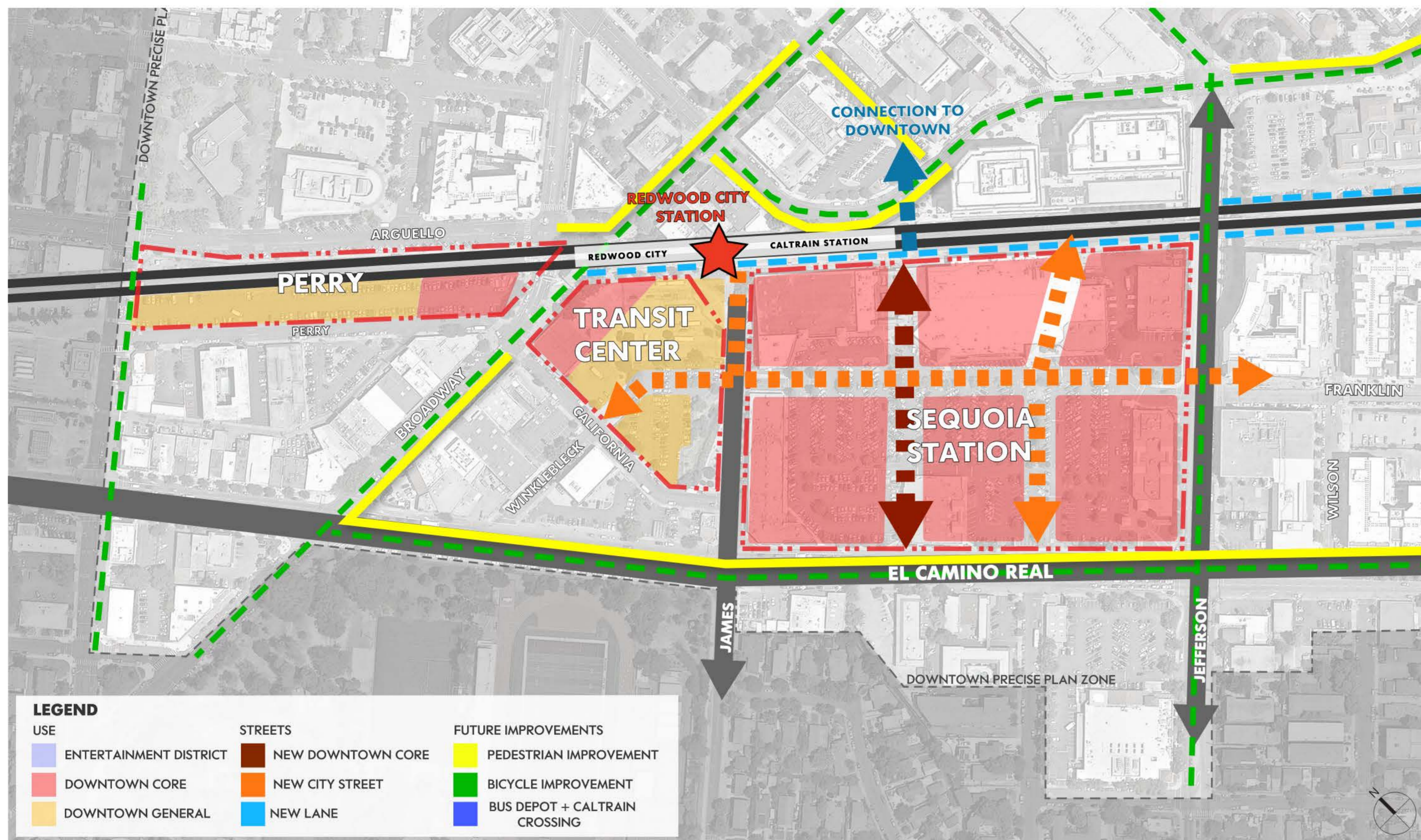
**VISION:  
MASTER PLAN**

SEQUOIA STATION + TRANSIT CENTER + PERRY PARCEL

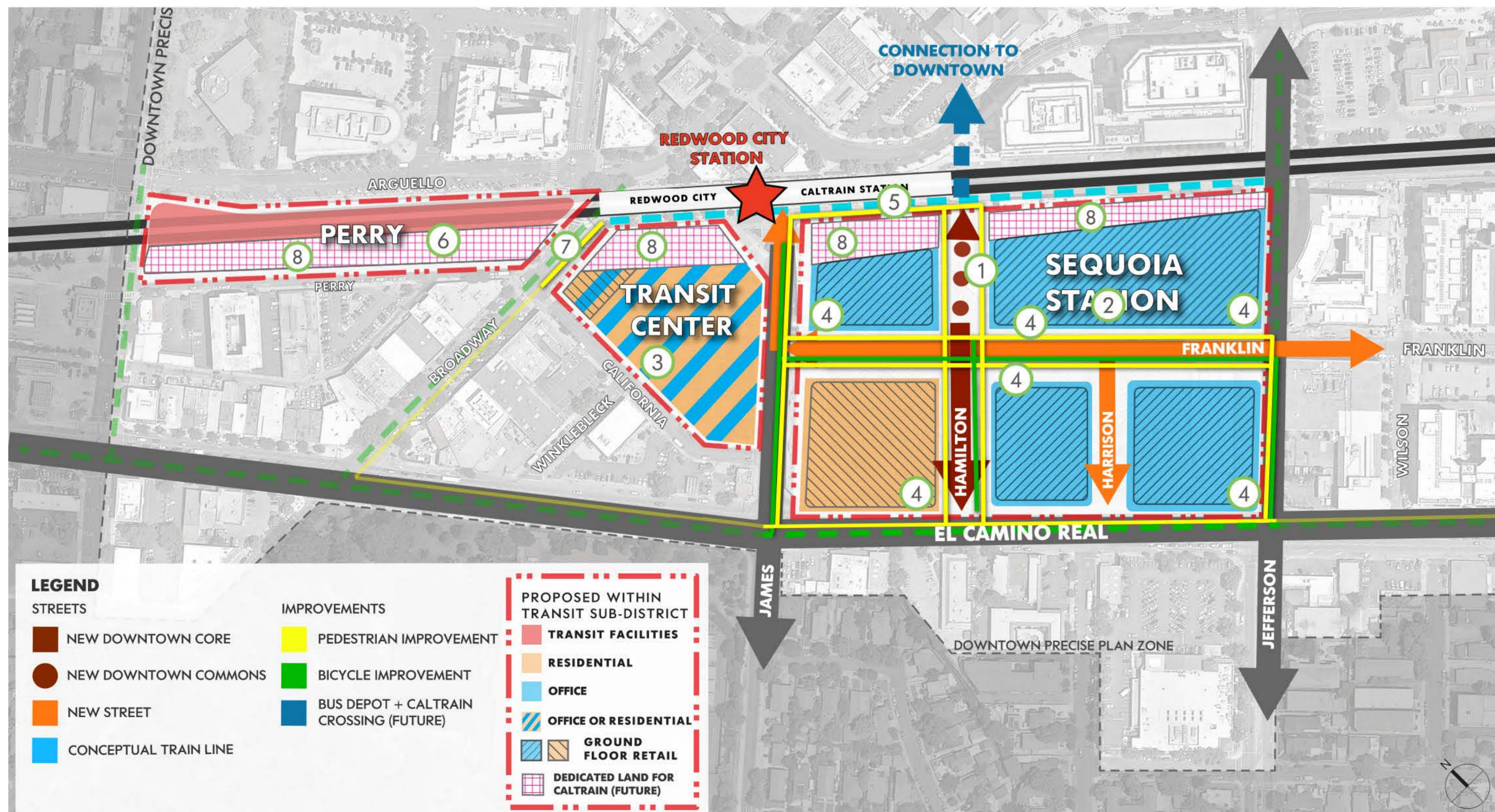








DTPP SITE CONDITION



PROPOSED SITE CONDITION

**PROPOSED DTPP MODIFICATIONS FOR TRANSIT SUB-DISTRICT**

Note: Improvements within Transit Sub-District and related frontage

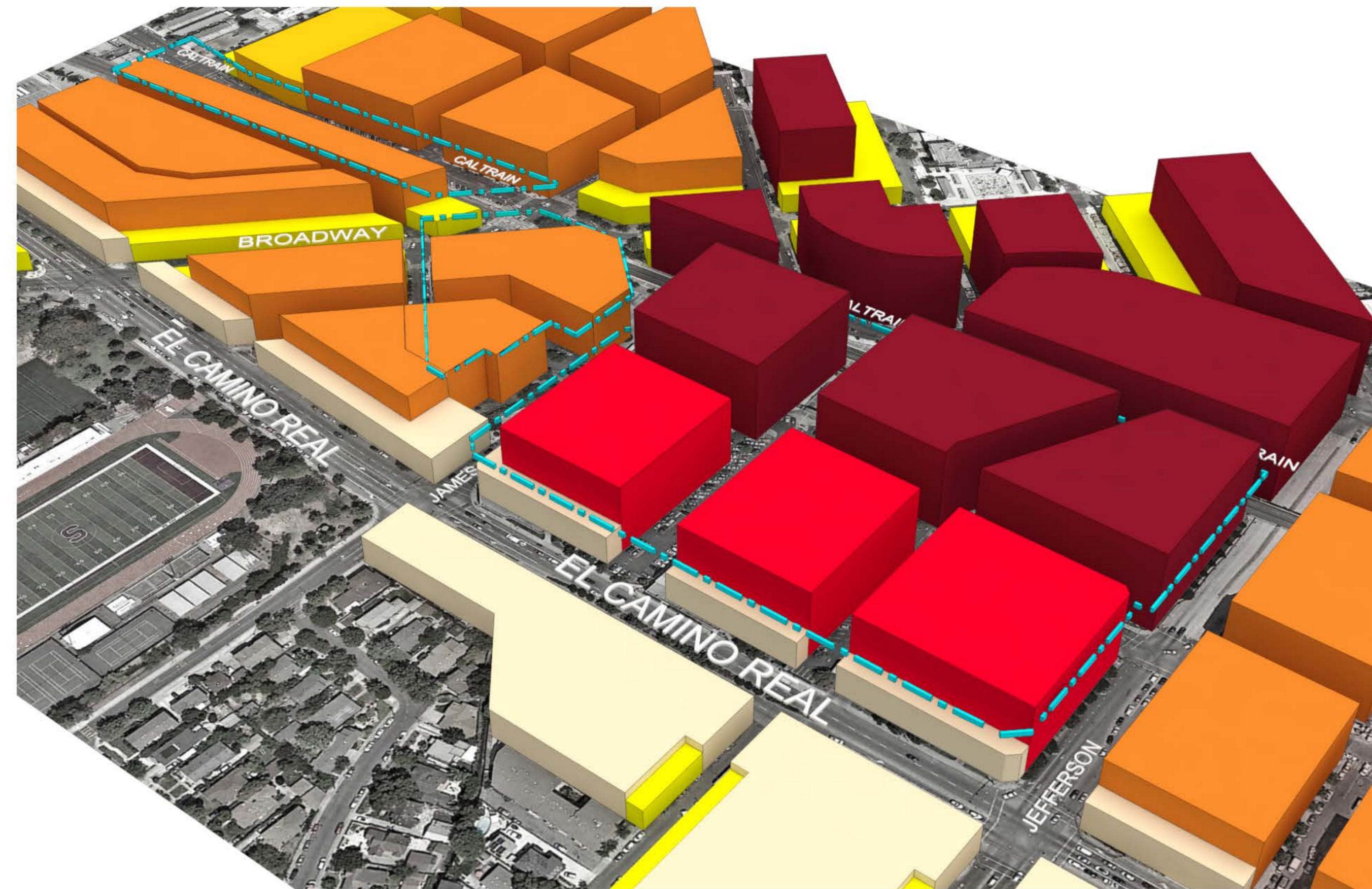
Modifications / Removals

- ① Northern portion of Hamilton to be Bicycle/Pedestrian Commons and public open space (no vehicular)
- ② Removal of Northern Portion of Harrison Street
- ③ Removal of Northeastern portion of Winklebleck Street

Additions Proposed

- ④ Addition of bicycle facilities
- ⑤ New retail pedestrian lane along Caltrain
- ⑥ Future Transit Facility
- ⑦ Pedestrian Improvement
- ⑧ Dedicated land for Future Caltrain Improvements

**DOWNTOWN PRECISE PLAN**



**LEGEND (CURRENT)**

- 12 STORY ZONE (136 FEET)
- 10 STORY ZONE (114 FEET)
- 8 STORY ZONE (92 FEET)
- 5 STORY ZONE (59 FEET)
- 4 STORY ZONE (48 FEET)
- 3 STORY ZONE (35 FEET)
- TRANSIT SUB AREA

**PROPOSED HEIGHT MAP**



**LEGEND (PROPOSED)**

- 239 FEET
- 136 FEET
- 114 FEET
- 92 FEET
- 59 FEET
- 48 FEET
- 35 FEET
- 24 FEET
- TRANSIT SUB AREA

**FULL BUILDOUT DTPP MASSING (1)**

PERRY PARCEL	TOTAL	105,000 SF
TRANSIT CENTER	TOTAL	638,000 SF
SEQUOIA STATION	TOTAL	3,910,000 SF

(1) All numbers exclude parking.  
(2) Transit Facility (TBD)

**PROPOSED DEVELOPMENT (1)**

	TOTAL	N/A (2)
Office/ Residential		235,000 SF
Retail		10,000 SF
<b>TOTAL</b>		<b>245,000 SF (2.4 FAR)</b>
Office		1,400,000 SF
Retail		165,000 SF
Residential		225,000 SF
<b>TOTAL</b>		<b>1,790,000 SF (3.4 FAR)</b>

**PARKING REGULATIONS CHART**

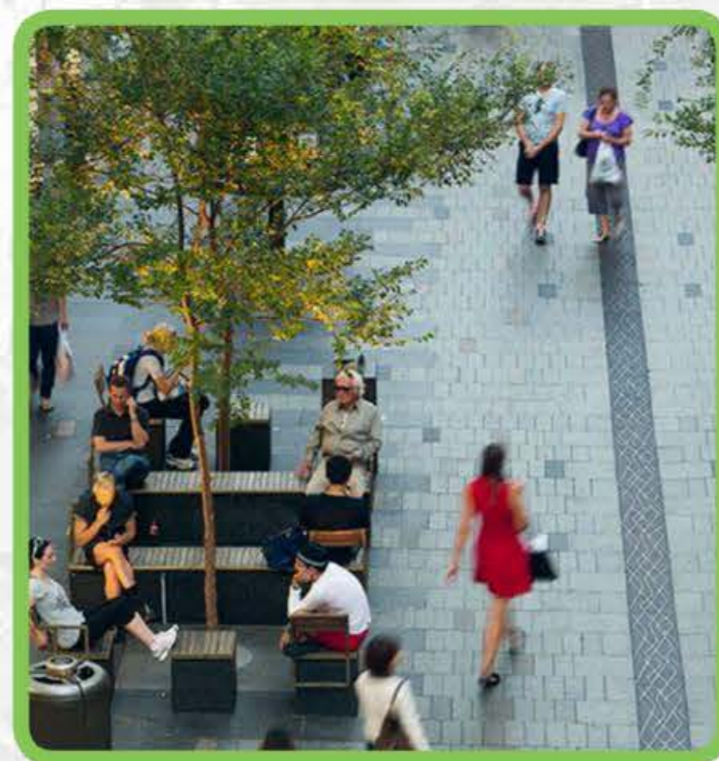
	DTPP
Office	3 per 1,000 sf
Retail	3 per 1,000 sf
Residential - Studio	0.75 per DU
Residential - 1 Bedroom	1 per DU
Residential - 2 Bedroom	1.5 per DU
Residential - Affordable	--

**PROPOSED**

Office	1.5 per 1,000 sf
Retail	3 per 1,000 sf
Residential - Studio	0.5 per DU
Residential - 1 Bedroom	0.75 per DU
Residential - 2 Bedroom	1.0 per DU
Residential - Affordable	0.25 per DU



FUTURE TRANSIT FACILITY



UPGRADED ACCESS TO TRANSIT, WITH SAFETY AND LIGHTING IMPROVEMENTS

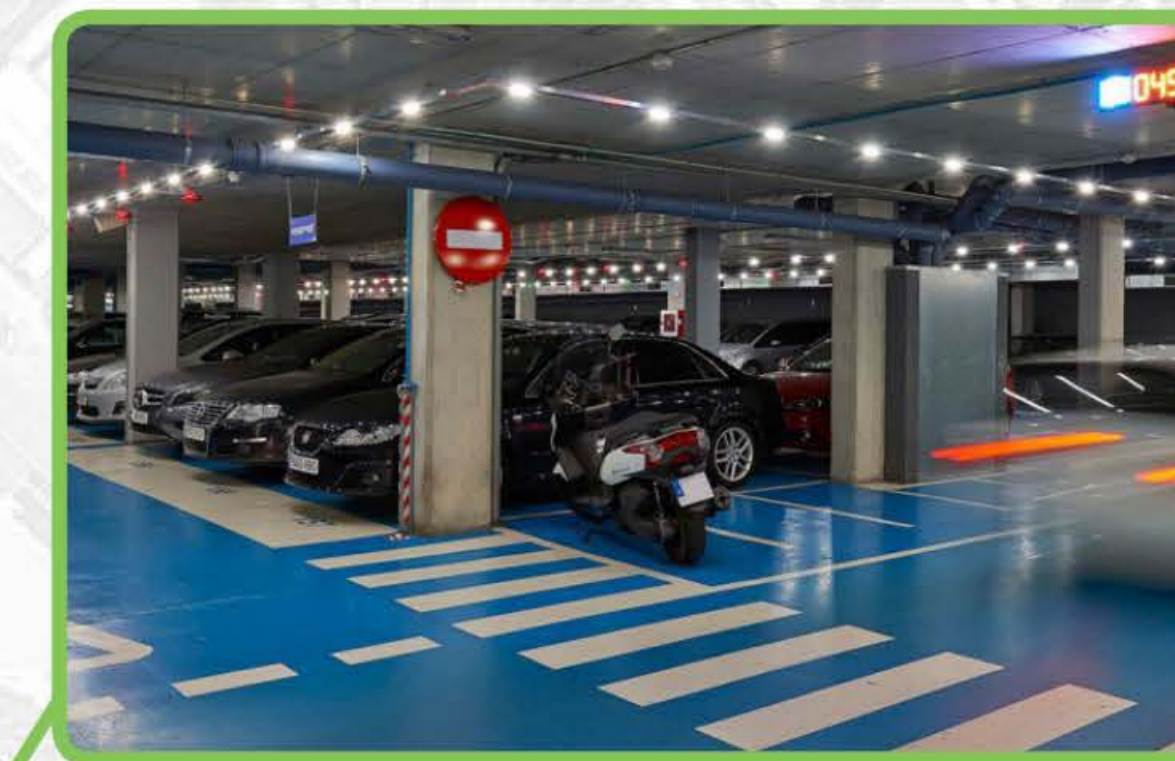


TRANSIT ADJACENT OFFICE SPACE

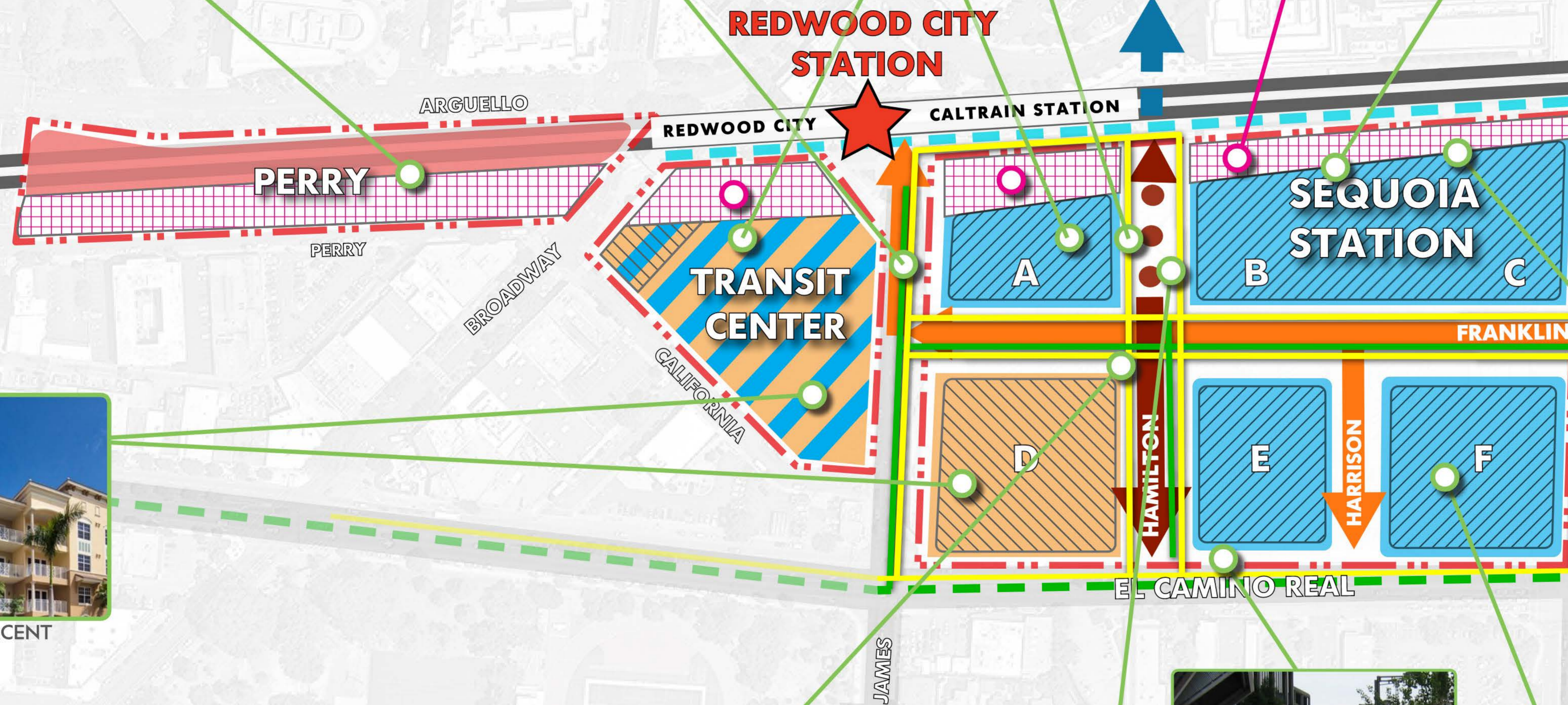


MULTI-MODAL CONNECTIVITY  
**DOWNTOWN CONNECTION**

APPROXIMATE DEDICATED LAND FOR FUTURE CALTRAIN IMPROVEMENT



UNDERGROUND DEDICATED PARKING FOR RESIDENTS, SHOPPERS, AND WORKERS



MIXED-USE DOWNTOWN DESTINATION



TRANSIT ADJACENT HOUSING



PUBLIC ART



YOUTH/FAMILY ENTERTAINMENT



ON-SITE CHILD CARE



ACTIVATED GROUND-FLOOR RETAIL



COMMUNITY GATHERING/ OPEN SPACE



WALKABLE STREETS AND BIKE LANE IMPROVEMENTS



MAINTAIN AND UPDATE EXISTING SAFEWAY AND CVS

# Planned General Conformance with DTPP

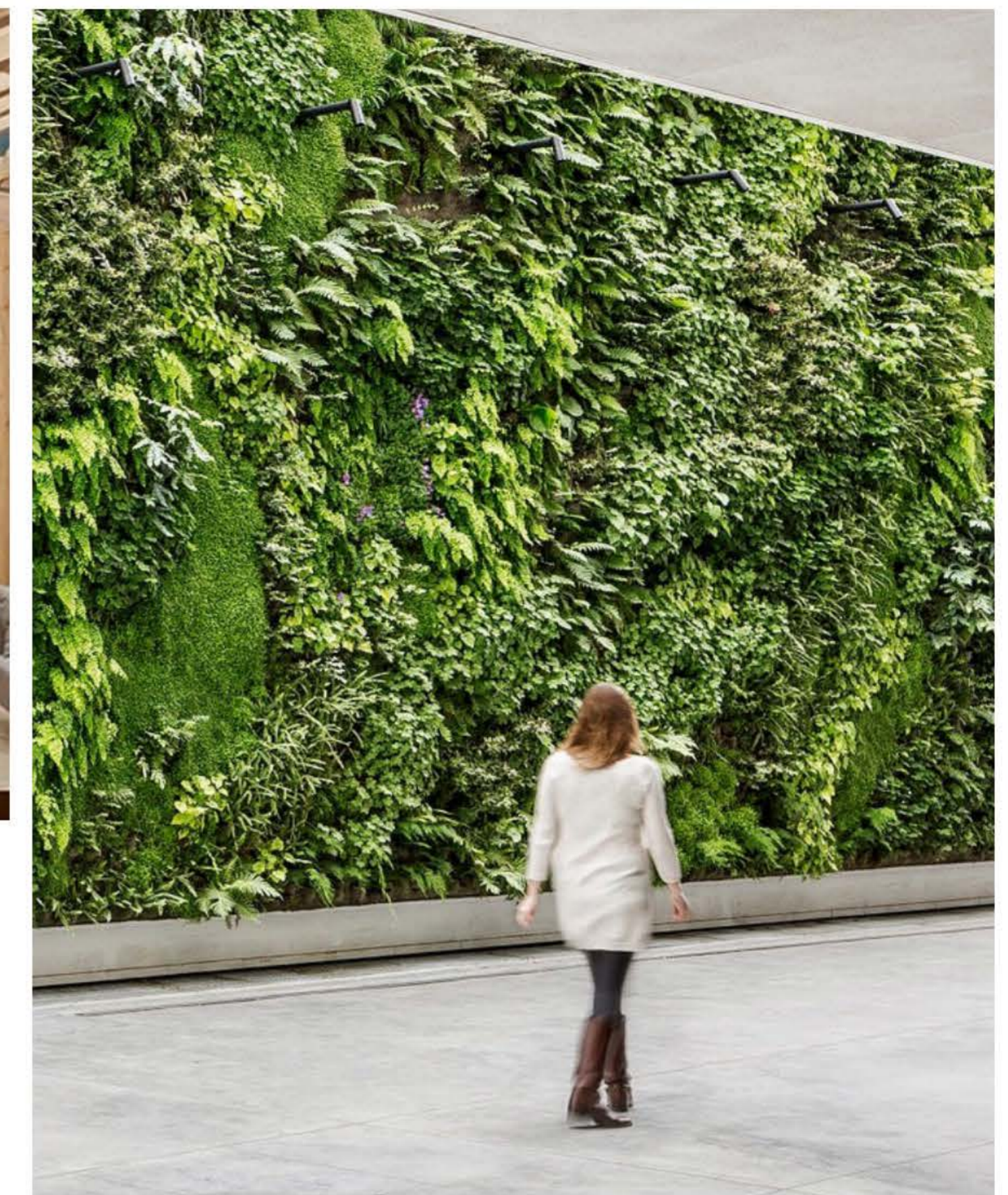
DTPP Principle (Section)	Blk A	Blk B	Blk C	Blk D	Blk E	Blk F	Transit	Perry
Uses* (2.2)	✓	✓	✓	✓	✓	✓	✓	✓
New Streets (2.3)	✓			✓	✓	✓	✓	✓
Public Frontage (2.4)	✓	✓	✓	✓	✓	✓	✓	✓
Building Placement and Landscaping (2.5)	✓	✓	✓	✓	✓	✓	✓	✓
Parking- Retail (2.6)	✓	✓	✓	✓	✓	✓	✓	✓
Parking- Office and Residential (2.6)**								✓
Maximum Heights (2.7)		✓	✓	✓	✓	✓		✓
Maximum # of Stories (2.7)		✓	✓	✓	✓	✓		✓
Façade Composition (2.8)	✓	✓	✓	✓	✓	✓	✓	✓
Architectural Character (2.9)***	✓	✓	✓	✓	✓	✓	✓	✓
Signs (2.10)	✓	✓	✓	✓	✓	✓	✓	✓
Complete Streets (3.2.2)	✓	✓	✓	✓	✓	✓	✓	✓
Transit (3.2.3)	✓	✓	✓	✓	✓	✓	✓	✓

\* Proposed ground floor retail with office and residential above (employment center, “convenience living”)

\*\* Non-retail parking is proposed at reduced ratios, consistent with Transit Oriented Development (TOD) principles

\*\*\* Study potential for additional architectural types

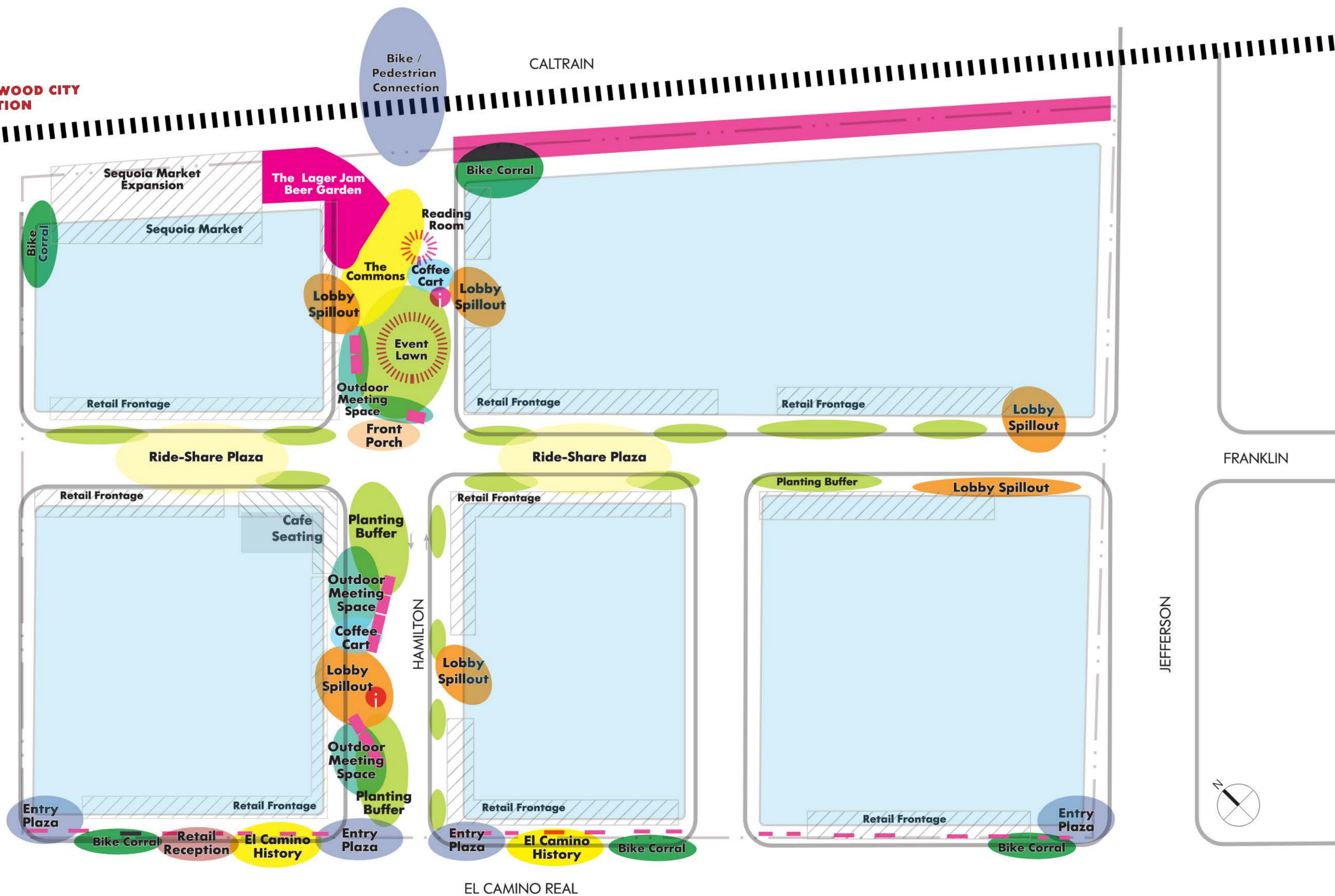
**VISION:  
SEQUOIA STATION DISTRICT**



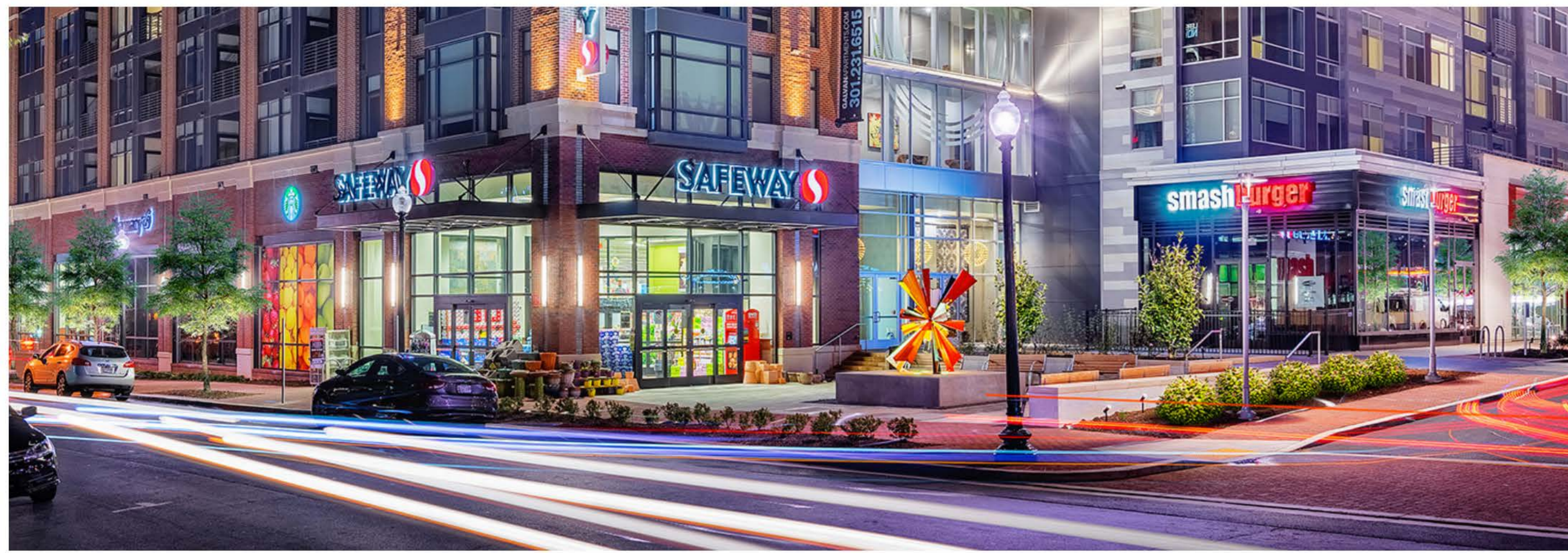
**ART LEGEND**

- Didactic Installation
- Local Artisan Booths
- Integrated Art
- Performance Areas
- Rotating Installations

**REDWOOD CITY STATION**







**LEGEND**

- Dismount / Walk-Only
- Multiuse Sidewalk (Shared Bike & Pedestrian)
- Class II Bike Lane
- Class IV Separated Cycletrack
- Bike Parking
- Interior Bike Parking
- Pedestrian Improvement

