



CITY OF REDWOOD CITY PUBLIC NOTICE

NOTICE OF AVAILABILITY AND PUBLIC HEARING

45-Day Public Review Period for the
Draft Subsequent Environmental Impact Report (SEIR)

Beginning on: **May 6, 2022**
Ending on: **June 21, 2022**

Planning Commission Public Hearing for
Public Comments on the Draft SEIR

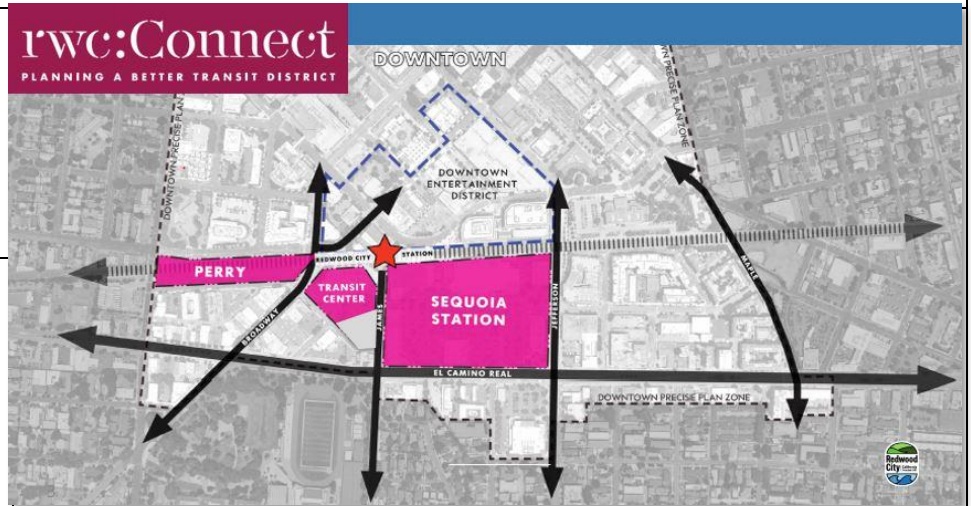
June 7, 2022 at 6:00p.m.
Council Chambers, City Hall *
1017 Middlefield Road, Redwood City
No decision will be made at this meeting.

* Participants will also be able join the meeting via teleconference. To view or participate in the meeting, see the instructions posted on the agenda 72 hours in advance at www.redwoodcity.org/pc

Project: Proposed amendments to the Downtown Precise Plan (DTPP) and General Plan to create a new district, the Transit District, within the DTPP area focused on transit-oriented development, to establish office and residential development capacity specifically for the Transit District, and to modify circulation and other development standards to support a transit-rich district.

Applicant: City of Redwood City

Lead Agency: City of Redwood City



How to get more information: The Draft SEIR and all documents referenced in the Draft SEIR are available for review online at www.redwoodcity.org/transitplan or in person at:

City Hall, 1017 Middlefield Road, Redwood City
between the hours of 10:00 a.m. to 4:00 p.m.,
Monday through Wednesday.

USB sticks are also available by request via mail.

How to provide comments: Comments on the Draft SEIR must be given at the public hearing or in writing by **5:00 p.m. on June 21, 2022**. Comments on the project generally may be given in writing at any time or at the public hearing. All written comments should be directed to the project planner:

Lindy Chan, Principal Planner
lchan@redwoodcity.org | (650) 780-7237
1017 Middlefield Road, Redwood City, CA 94063

En español: Para más información en español, favor de comunicarse con (650) 780-7234 o planning@redwoodcity.org

PROJECT DESCRIPTION

The proposed Transit District DTPP Amendments would consist of amendments to the City's General Plan and DTPP that would create a new sub-area, the Transit District, within the DTPP area focused on transit-oriented development with approximately 16.6 acres of land located to the west of the Caltrain right-of-way. The DTPP would continue to apply to the Transit District, except where expressly provided otherwise.

In addition to creating the Transit District area boundaries, identifying a Transit District-specific development cap for office use, and adding residential development potential, the proposed Transit District DTPP Amendments would anticipate a relocated and enlarged Caltrain station and tracks as part of a new and relocated Transit Center; make circulation improvements; and alter some land use controls (development standards) related to, among other things, building design, building massing, circulation, and parking in the DTPP to support transit-oriented development.

The project site is not included on any of the lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5, also known as the Cortese list.

ANTICIPATED SIGNIFICANT IMPACTS

The City certified the EIR for the Downtown Precise Plan (DTPP) in 2011. A Draft Subsequent EIR (SEIR) was prepared for this project which tiered from the certified DTPP Final EIR.

The Draft SEIR identified the following impacts that would not be new or more severe than the impacts identified in the DTPP Final EIR. DTPP Final EIR mitigation measures were determined to be sufficient to address the impacts of the project:

- Impact CR-1: historical resource impact (review subsequent development project impacts on adjacent historic resource and reduce ground-borne vibration levels during demolition and construction activities);
- Impact CR-2: archaeological resource impact (stop work if resources identified consultation with appropriate Native American representatives and determining treatment of resources);
- Impact CR-4: Tribal cultural resource impact (stop work if resources identified consultation with appropriate Native American representatives and determining treatment of resources);
- Impact NO-1: construction noise (implement construction noise reduction measures);
- Impact NO-3: construction vibration (vibration reduction measures);
- Impact BIO-1: special status species impacts (nesting bird surveys);
- Impact BIO-4: migratory bird impacts (nesting bird surveys);
- Impact BIO-5: tree preservation ordinance (complete review process specified in tree preservation ordinance);
- Impact GEO-2: soil erosion or loss of topsoil (implement SWPPP and BMPs during construction);

- Impact GEO-4: expansive or corrosive soil (design-level geotechnical investigations, specifications for buried metal infrastructure and concrete mix designs).

The Draft SEIR identified the following impacts that would be new or more severe and accompanying mitigation measures, which would reduce the impacts to less than significant:

- Impact UT-1: emergency water supply (pay fair-share contribution towards cost of providing emergency water storage);
- Impact UT-2: recycled water infrastructure (subsequent development projects to install extension of recycled water supply pipelines to each project);
- Impact NO-2: operational stationary source noise impacts (demonstrate compliance with operational noise performance standard and incorporate design measures, if required);

The Draft SEIR identified the following impacts that would result in potentially significant and unavoidable impacts with mitigation:

- Impact AQ-2/C-AQ-1: project and cumulative construction and operational criteria pollutant emissions (best management practices for construction dust suppression, clean construction equipment, operational emission reductions, emission offsets);
- Impact AQ-3/C-AQ-2: project and cumulative construction health risk (project-specific health risk assessment, emission reduction measures for subsequent projects exceeding health risk thresholds from construction);
- Impact CC-1: GHG emissions (no natural gas requirement and CalGreen Tier 2 compliance);
- Impact CC-2/C-CC-1: project and cumulative GHG plans, policies, or regulations (no natural gas requirement and CalGreen Tier 2 compliance).