

# Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2021080554

Project Title: Transit District Downtown Precise Plan Amendments

Lead Agency: City of Redwood City

Contact Name: Lindy Chan, Principal Planner

Email: lchan@redwoodcity.org Phone Number: (650) 780-7237

Project Location: Redwood City San Mateo  
City County

Project Description (Proposed actions, location, and/or consequences).

The project would create a Transit District overlay within the Downtown Precise Plan to allow for redevelopment of the existing Transit Center and Sequoia Station properties, anticipate a potential future four-track Caltrain station north of the existing station, and make circulation improvements to ensure adequate vehicular, bicycle and pedestrian connections. The project would also establish an office development cap for the Transit District and anticipates additional residential development, as well.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

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

The Draft Subsequent EIR 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 Subsequent EIR identified the following impacts that **would be** new or more severe and accompanying mitigation measures: 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); 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).

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

- Land Use and Planning
- Population and Housing
- Aesthetics and Shadows
- Cultural and Historic Resources (including Paleontological and Tribal Cultural Resources)
- Public Services (including Recreation)
- Transportation
- Utilities and Infrastructure (including Hydrology and Water Quality) [Water Supply]
- Noise and Vibration
- Air Quality
- Climate Change (Greenhouse Gas Emissions, Energy and Sea Level Rise)
- Hazards and Hazardous Materials
- Biological Resources
- Geology and Soils

Provide a list of the responsible or trustee agencies for the project.

Amendment of the General Plan and DTPP to implement the Transit District DTPP Amendments is not anticipated to require review and/or approval from other jurisdictional agencies; however, future individual development projects may require approvals from:

Caltrain (Peninsula Corridor Joint Powers Board)

Caltrans

City/County Association of Governments of San Mateo County, through its Airport Land Use Commission

Bay Area Air Quality Management District

Regional Water Quality Control Board

Pacific Gas & Electric Co.