

**Community Development
Department**

Planning and Housing Division
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Redwood City, CA 94063



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**NOTICE OF PREPARATION and
NOTICE OF PUBLIC SCOPING MEETING**

Date June 27, 2019

To: Responsible Agencies, Trustee Agencies, and Other Interested Parties

Subject: **Notice of Preparation and Scoping Meeting for a Draft Environmental Impact Report for the Proposed 557 East Bayshore Road Project.**

The City of Redwood City (City), acting as Lead Agency, will prepare a Draft Environmental Impact Report (DEIR) for the 557 East Bayshore Road Project (project) as identified above and described in the attached materials.

The City is interested in the views of your agency as to the appropriate scope and content of the Draft EIR, as well as any recommended mitigation measures related to responsible and trustee agencies' statutory responsibilities. Please note responsible and trustee agencies will need to use the EIR prepared by the City when considering permits or other approvals required for the project.

The City will consider all comments received in response to the Notice of Preparation (NOP) during the drafting of the EIR. The project location, summary description, a list of potential environmental effects, and the time and location of a public scoping meeting for the project are attached. The current project plans may be viewed on-line at: <http://www.redwoodcity.org/city-hall/current-projects/development-projects?id=63>.

Pursuant to the time limits mandated by State law, responses to this Notice of Preparation must be sent to the City at the earliest possible date, but not later than thirty (30) days after receipt of this notice. Please send written comments to the address below by August 5, 2019.

Redwood City Planning Services
Attention: Anna McGill, Senior Planner
1017 Middlefield Road, Redwood City, California 94063.
(650) 780-7278 | amcgill@redwoodcity.org

Pursuant to CEQA Guidelines section 15082(c), notice is hereby given that the City of Redwood City will conduct a public **Scoping Meeting** on **July 16, 2019 at 7:00 p.m.** at the City of Redwood City, Main Library. Community Room, located at 1044 Middlefield Road, Redwood City, CA 94062.


Anna McGill, Senior Planner

6/27/19

Date

**Notice of Preparation for an Environmental Impact Report for the City of Redwood City
557 E. Bayshore Road**

Date of Distribution: July 1, 2019

Introduction

The purpose of an Environmental Impact Report is to inform decision-makers and the general public of the environmental impacts of a proposed project that an agency (in this case, the City of Redwood City) may implement or approve. The EIR process is intended to: (1) provide information sufficient to evaluate a project and its potential for significant impacts on the environment; (2) examine methods (e.g., project-specific mitigations, uniformly applied development regulations) for avoiding or reducing significant impacts; and (3) consider alternatives to the proposed project.

In accordance with CEQA, the Draft EIR will include the following:

- A summary of the project, its potential significant environmental impacts, and mitigations required to avoid or reduce those significant impacts;
- A project description;
- A description of the existing environmental setting, potential environmental impacts, and mitigations for the project;
- Alternatives to the proposed project; and
- Other environmental consequences of the project, including
 - (1) growth-inducing effects
 - (2) significant unavoidable impacts
 - (3) irreversible environmental changes
 - (4) cumulative impacts, and
 - (5) effects found not to be significant.

Project Location

The 14.36-acre project site is located at 557 E. Bayshore Road in Redwood City. A vacant movie theater complex is located on the northwestern portion of the site. The remainder of the site is developed with a paved parking area currently used for temporary vehicle storage. The site is bordered by E. Bayshore Road and Highway 101 to the south, Smith Slough and Bair Island to the north, and light industrial uses such as car dealerships and a mini storage facility to the east and west. Please refer to Figures 1-3 for maps showing the project location and surrounding context.

Project Description

The project is mixed-use with residential and commercial components. The residential component would consist of 480 rental units, of which 422 are the base density units and 58 are bonus density units. To obtain the bonus units, the applicant will rent five percent of the 422 base density units at rental rates affordable to very low-income households. In order to comply with the City's Affordable Housing Ordinance, the applicant will also rent five percent to low-income households and ten percent to moderate-income households. The total number of affordable units for the project will be 85. The supporting and integral commercial component will consist of a premier athletic club and spa for families, primarily consisting of a two-level 97,101 square foot building and related outdoor spaces. See Figure 4 - Site Plan.

The proposed project would expand and enhance the current public access along the shoreline, with new landscaping and a brand-new Bay Trail connection. Bordering along the public open space, the project would feature publicly accessible residential open space, which shall include wooden lookouts, picnic tables, seating areas, public art installations and new landscaping. All these shoreline improvements would be connected to a 60-foot visual and pedestrian landscaped paseo, which will create a visual and physical connection to the shoreline and the San Francisco Bay from East Bayshore Road.

The project would provide a total of 1122 spaces with most of the parking hidden from view by wrapping the garages with the apartment units. The project will also increase the number of public parking spaces dedicated for shoreline access to seven (from four).

As part of the project, the existing theater and parking lot would be demolished. In addition, the current site elevation would be increased by three feet (3') above the FEMA base flood elevation to protect from flooding and sea level rise. The project would also include the merger of the two existing parcels into one parcel to create a 14.36-acre parcel. From this new parcel, the applicant would agree to dedicate 0.16 acres for the expansion of East Bayshore Road. The remaining single parcel would measure 14.20 acres.

Required Project Approvals

- 1) CEQA Compliance (project-specific EIR)
- 2) Rezoning the Mixed Use Waterfront Neighborhood portion of the Property as Mixed Use Water Front (MUWF) to be consistent with the General Plan.
- 3) Conditional Use Permit for VillaSport
- 4) Lot Merger (to merge two existing lots into a single lot)
- 5) Affordable Housing Plan
- 6) Application of State Density Bonus Law
- 7) BCDC Shoreline Band Permit for shoreline improvements and parking (no buildings)
- 8) ALUC (San Carlos Airport) Consistency Review (for rezoning)
- 9) Ministerial permits (e.g., demolition, grading, building, certificates of occupancy)

Potential Environmental Impacts of the Project

The EIR will identify the significant environmental effects anticipated to result from development and operation of the project as proposed. The EIR will include the following specific environmental categories as related to the proposed project:

1. Land Use

The City of Redwood City's General Plan designates the project site as *Commercial Regional* on the southern portion of the property and *Mixed-Use Waterfront Neighborhood* in the northern portion of the property. The project site is zoned *CG – Commercial General*. The site is located in a developed urbanized area adjacent to Smith Slough and Bair Island to the north, E. Bayshore Road and Highway 101 to the south, and light industrial land uses to the east and west.

The EIR will describe the existing land uses adjacent to and within the project area. Land use impacts that would occur as a result of the proposed project will be analyzed, including the consistency of the project with the City's General Plan and zoning code and compatibility of the proposed and existing land uses in the project area. The effect of the project on the City's jobs/housing balance will also be analyzed along with the

project's potential interface with San Carlos Airport. Mitigation measures will be identified for significant impacts, as warranted.

2. *Transportation and Circulation*

The EIR will examine potential traffic and circulation impacts resulting from the proposed project. A Transportation Impact Analysis (TIA) will be prepared in order to identify the impacts of the project on the existing local and regional transportation system and the planned long-range transportation network. The TIA would be completed consistent with the requirements of the City of Redwood City and City/County Association of Governments of San Mateo County. The analysis will identify existing and background conditions and address the effects of the project under existing plus project, background plus project, and cumulative traffic conditions in a horizon year. Mitigation measures will be identified for significant impacts, as warranted.

3. *Air Quality*

The EIR will address the regional air quality conditions in the Bay Area and discuss the proposed project's impacts to local and regional air quality. A health risk assessment will be completed to analyze impacts of pollutant emissions during construction, including toxic air contaminants (TACs), on existing nearby residences located roughly 450 feet east of the site. Impacts associated with exposure of future residents of the project to TAC emissions from existing sources in the project area will be discussed in the context of the project's consistency with relevant City policies related to exposure of residents to potential hazards. Mitigation measures will be identified for significant impacts, as warranted.

4. *Greenhouse Gas Emissions*

The EIR will address the proposed project's contribution to global greenhouse gas emissions. Proposed design measures to reduce energy consumption, which in turn would reduce greenhouse gas emissions, will be discussed, as will the project's consistency with applicable plans adopted at the state, regional, and local level to reduce GHG emissions. Mitigation measures will be identified for significant impacts, as warranted.

5. *Noise*

The existing noise environment on-site is created primarily by traffic on Highway 101 and E. Bayshore Road. The EIR will discuss the increase in noise that would result from implementation of the proposed project, including temporary construction noise. Noise levels generated by the project will be evaluated for consistency with applicable standards and guidelines in the City of Redwood City. Impacts associated with exposure of future residents of the project to noise from existing sources in the project area will be discussed in the context of the project's consistency with relevant City policies related to exposure of residents to excessive noise levels. Mitigation measures will be identified for significant impacts, as warranted.

6. *Biological Resources*

The project site is developed with a vacant movie theater complex and a paved parking lot. Vegetation on the site is limited to landscape trees and ruderal grass areas. The site is, however, adjacent to Smith Slough and associated wetland habitats. The EIR will provide a discussion of impacts to special-status species and

sensitive/regulated habitats. The analysis will also include a discussion of potential bird strikes and the potential for increased predation from raptors. Mitigation measures will be identified for significant impacts, as warranted.

7. *Cultural Resources*

The project site is adjacent to Smith Slough which was historically tidal marshland. The EIR will address the potential for prehistoric and/or historic artifacts to be found on-site. The EIR will also identify whether tribal cultural resources have been identified in the area, per AB52. Mitigation measures will be identified for significant impacts, as warranted.

8. *Hydrology and Water Quality*

Based on the Federal Emergency Management Agency (FEMA) flood insurance rate maps, the project site is located in Zone AE which is a 100-year flood zone with a base flood elevation of 10 feet. The EIR will address the possible flooding issues of the site, as well as the potential for sea level rise to impact the site. The EIR will also address the effectiveness of the storm drainage system and the project's effect on stormwater quality consistent with the requirements of the Regional Water Quality Control Board. Mitigation measures will be identified for significant impacts, as warranted.

9. *Hazards and Hazardous Materials*

The project site is bordered by light industrial uses and is adjacent to a 60 kV high-voltage power transmission line. The EIR will summarize known hazardous materials on and adjacent to the project site and will address the potential for the proposed residential building to be significantly impacted by hazardous materials and/or the power line. The project's compatibility with the San Carlos Airport will be discussed, both in terms of proposed building heights and placement of residential uses in the vicinity of an airport. Mitigation measures will be identified for significant impacts, as warranted.

10. *Geology*

The project site is located in Seismic Zone 4, which is the most seismically active region in the United States. The EIR will discuss the possible geological impacts associated with seismic activity and the existing soil conditions on the project site. Mitigation measures will be identified for significant impacts, as warranted.

11. *Aesthetics*

The EIR will describe the existing visual setting of the project area and the visual changes that are anticipated to occur as a result of the proposed project. The EIR will also discuss possible light and glare issues from the proposed development. Mitigation measures will be identified for significant impacts, as warranted.

12. *Utilities*

Implementation of the proposed project will result in a demand for utilities greater than the demand of the existing on-site development. The EIR will examine the impacts of the project on utilities such as water,

sanitary sewer, storm drains, and solid waste management. Mitigation measures will be identified for significant impacts, as necessary.

13. Public Services

Implementation of the proposed project will increase the permanent resident population of the City and will result in an increased demand on public services, including police and fire protection, schools, parks and recreational facilities, and libraries. The EIR will address the availability of public facilities and service systems and the potential for the project to require the construction of new facilities. Mitigation measures will be identified for significant impacts, as warranted.

14. Energy

Implementation of the proposed project will result in an increased demand for energy on-site. The EIR will address the increase in energy usage on-site and proposed design measures to reduce energy consumption. Mitigation measures will be identified for significant impact, as warranted.

15. Alternatives

The EIR will examine alternatives to the proposed project including a “No Project” alternative and one or more alternative development scenarios depending on the impacts identified. Alternatives discussed will be chosen based on their ability to reduce or avoid identified significant impacts of the proposed project while achieving most of the identified objectives of the project.

16. Significant Unavoidable Impacts

The EIR will identify those significant impacts that cannot be avoided, if the project is implemented as proposed.

17. Cumulative Impacts

The EIR will include a Cumulative Impacts section that will address the potentially significant cumulative impacts of the project when considered with other past, present, and reasonably foreseeable future projects in the development area.

18. Other Required Sections

In conformance with the CEQA Guidelines, the EIR will also include the following sections: 1) consistency with local and regional plans and policies, 2) growth inducing impacts, 3) significant irreversible environmental changes, 4) references and organizations/persons consulted, and 5) EIR authors.

Figure 1 – Regional Map

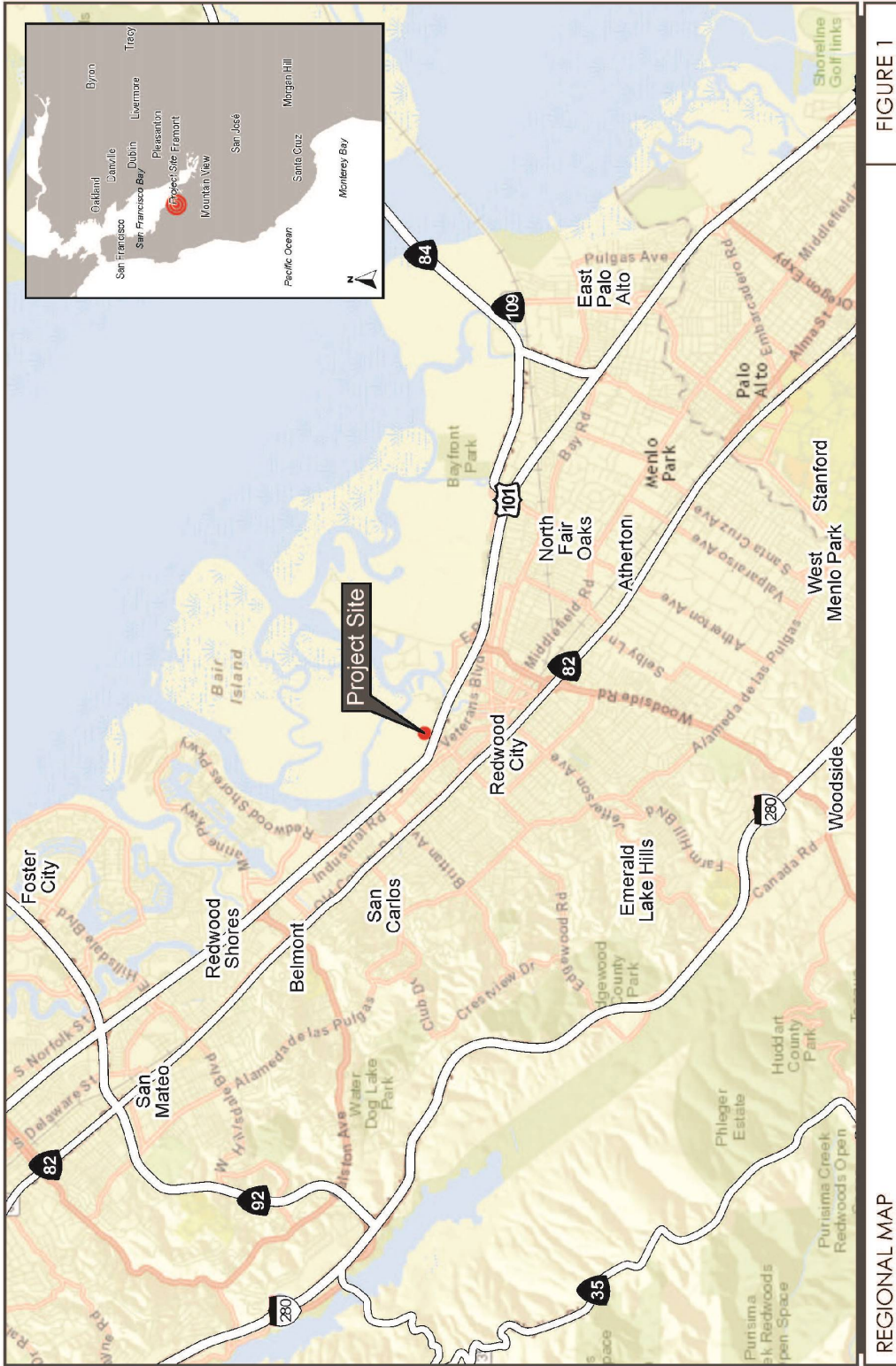


FIGURE 1

REGIONAL MAP

Figure 2 – Vicinity Map

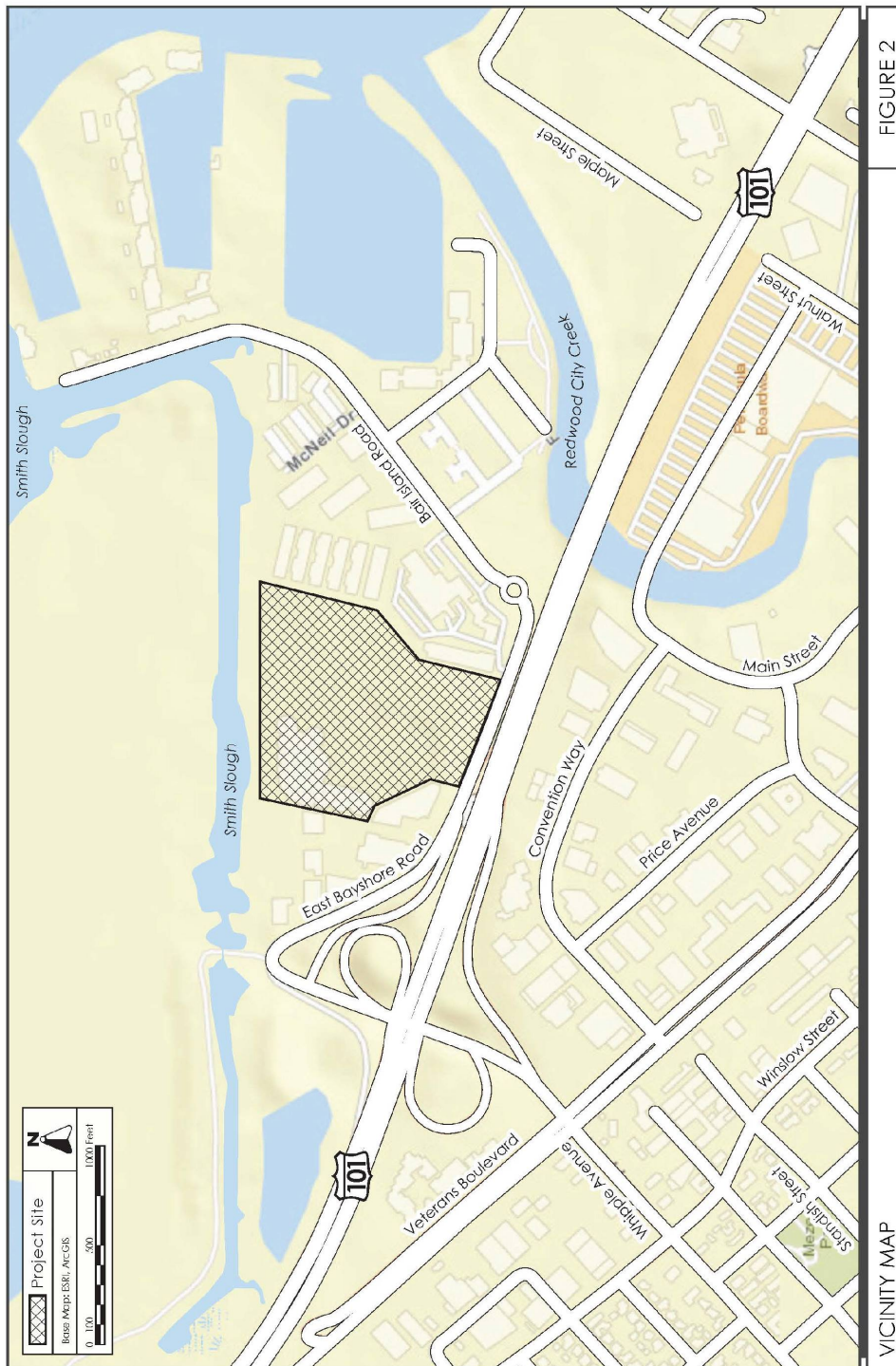


Figure 3 – Aerial Map



FIGURE 3

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

Figure 4 – Site Plan

