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## 16. PROJECT CONSISTENCY WITH LOCAL AND REGIONAL PLANS

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Section 15125(d) of the California Environmental Quality Act (CEQA) Guidelines requires EIRs to "...discuss any inconsistencies between the proposed project and applicable general plans and regional plans." The Guidelines indicate that the objective of this discussion is to identify possible modifications to the project to reduce any inconsistencies with relevant plans and policies.

### 16.1 REDWOOD CITY STRATEGIC GENERAL PLAN AND ZONING ORDINANCE

#### 16.1.1 Project Consistency with Pertinent General Plan Policies

The EIR concludes that overall, the Draft Precise Plan is consistent with the City of Redwood City Strategic General Plan. The Precise Plan objective to encourage housing concentrated in the downtown in compact, transit-accessible, pedestrian-oriented, mixed use (ground floor commercial) forms, conveniently located near transportation, shopping, employment, and other community facilities, and associated Precise Plan-recommended Development Standards, are consistent with adopted General Plan policies calling for: "pleasant residential neighborhoods"; concentration of "future growth, both commercial and residential east of El Camino Real in the downtown"; encouragement of development and growth Downtown as one of the City's major commercial areas; location of residential development where services and facilities can be provided; promotion of higher residential densities at locations near or within commercial and financial, employment centers and transportation centers; promotion of the revitalization, upgrading and beautification of the Downtown; planning for more intensive, higher density land uses along public transit routes, including "apartments, condominiums, and multi-story office and retail buildings"; amendment of the General Plan and Zoning Ordinance to identify and designate areas for mixed use development and provide flexibility in building design and parking standards; providing for future development and redevelopment around the Redwood City Caltrain station; designation of areas for mixed use and higher density residential development to create pedestrian-oriented environments; and amendment of the City's Zoning requirements for the Downtown to better accommodate "transit- and pedestrian-oriented mixed use development" and "create a more pedestrian-oriented built environment."

Similarly, the EIR concludes that the Draft Precise Plan would function as the "Specific Plan" envisioned in the General Plan *Circulation Element* as a means of facilitating medium density and mixed use development and providing for associated public infrastructure and utility improvement needs; and providing for future development and redevelopment around the Downtown train station, with an emphasis on mixed use and new residential development, pedestrian orientation, and protection of existing historically and architecturally significant buildings.

Project consistency with relevant General Plan policies pertinent to environmental issues has been evaluated in chapters 5 through 15 of this EIR as part of the impact analysis for each environmental topic area (aesthetics, cultural and historic resources, transportation and

circulation, etc.). Throughout chapters 5 through 15, relevant General Plan policies have been listed and have been considered as criteria for determining the significance of environmental impacts. Where an apparent substantial inconsistency between the project and a General Plan environmental policy has been determined, a significant adverse environmental impact has been identified, and mitigation measures have been recommended to reduce or eliminate the identified inconsistency.

### **16.1.2 City-Adopted Project Area Land Use Designations**

The Precise Plan area is currently designated for a variety of urban-oriented uses by the Redwood City Strategic General Plan and is currently zoned for several corresponding uses by the Redwood City Zoning Ordinance.

The current project area General Plan designations include: *Residential--Moderate and High-Rise Structures, Commercial/Office--Multi-Story Office and Retail Uses (Central Business District), Commercial/Office--Mixed Use (Commercial and Residential), and Public and Quasi-Public--Government*. The corresponding current zoning designations in the Precise Plan area include: *Multifamily--High Density (R-5), Central Business, General Commercial, Central Administrative, Neighborhood Commercial, Central Business Retail, and Public Facility*.

The City is currently revising its entire General Plan. Revised policies and provisions relevant to Downtown are being formulated as necessary to be consistent with the Downtown Precise Plan in whatever form the Precise Plan might be adopted. However, until a new Redwood City General Plan is adopted, the current (1990) Strategic General Plan remains in effect.

In conjunction with adopting the Downtown Precise Plan, the City also proposes to rezone the Precise Plan area to the City's *Planned Community District (P District)*. On December 2, 2002, the Redwood City City Council adopted Ordinance No. 1130-315, which added Article 52 (Planned Community District or P District) to the Zoning Ordinance. The P District *"is designed to provide for those uses, or combination of uses, appropriately requiring flexibility under controlled conditions not otherwise attainable under other districts."* A Precise Plan must be adopted simultaneously with a P District.

### **16.1.3 Redwood City Parks, Recreation and Community Services Department Strategic Plan**

As described in section 10.6.1 of this EIR (Parks and Recreation; Setting), the City-adopted *Parks, Recreation and Community Services Department Strategic Plan* (2004) outlines goals, objectives, and actions for the City's parks, recreational programs, community services, and community facilities, as well as the department's organization. The Strategic Plan notes that "the plan's objectives and actions respond to the priorities developed by the City Council," which include the Downtown area. The following Strategic Plan goals, objectives, and actions relate to park provisions in the Precise Plan area:

- *Ensure equitable access to safe and attractive parks and facilities that meet community needs.* (Goal A, page 3-4)
- *Partner with the Community to develop a plan for type, location and size for future Community parks.* (Objective A1, page 3-4)

- *Identify underserved areas of the City and target potential parkland acquisition or other strategies in those areas.* (Action b, page 3-5)
- *Increase [the] amount of public space and use of [the] public environment through design, amenities, plazas, and other innovations.* (Action d, page 3-5)
- *Offer high quality recreation programs to all age groups, diverse interests and all neighborhoods.* (Goal B, page 3-12)
- *Support ongoing cultural activities.* (Objective B6, page 3-16)
- *Support downtown as a cultural arts center for the City.* (Action b, page 3-17)
- *Develop stage performance in Downtown Plaza.* (Action e, page 3-17)
- *Provide and manage outstanding places for community activities.* (Goal D, page 3-23)
- *Support Facility Delivery Process.* (Objective D4, page 3-36)
- *Support the Development of Quality Places (Downtown, Broadway).* (Action b, page 3-26)

As described in section 10.6.3 of this EIR (Parks and Recreation; Impacts), the public space priorities of the Draft Precise Plan are substantially consistent with the Strategic Plan goals, objectives, and actions listed above, but Downtown area dedicated public park facilities would remain deficient until one or more additional public park facilities can be provided for in the vicinity.

## **16.2 PERTINENT REGIONAL PLANS**

### **16.2.1 San Carlos Airport Land Use Plan**

In its designated role as the Airport Land Use Commission for San Mateo County, the C/CAG Board has adopted the San Mateo County Comprehensive Airport Land Use Plan, San Carlos Airport Land Use Plan (December 1996) (San Carlos Airport ALUP). The ALUP incorporates the land use control provisions for airport vicinities identified in Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace for the San Carlos Airport. Guidelines for determining if a land use may be an obstruction to air navigation are set forth in FAR Part 77. Any proposed new construction or expansion of existing structures that would penetrate any of the FAR Part 77 based horizontal and sloping navigational surfaces for San Carlos Airport would be deemed incompatible unless specifically determined otherwise by the FAA.

The northern portion of the Precise Plan area is located within the San Carlos ALUP-designated restricted height area for San Carlos Airport (i.e., the "C/CAG Board height threshold").<sup>1</sup> The proposed maximum height limits designated in the Precise Plan are below the height limits established by the C/CAG Board.

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<sup>1</sup>C/CAG, San Carlos Airport Land Use Plan, Map SC-16 (p. IV-36) and Figure SC-3 (p. IV-37). Also see Figure 13.1 (San Carlos Airport Influence Area B Within the Precise Plan Area) of this EIR.

The C/CAG Board has also adopted an Airport Influence Area (AIA) boundary for San Carlos Airport. The boundary consists of two areas: Area A and Area B. Area A is a geographic area related to aircraft overflights from the ground up to 2,000 feet above mean sea level (AMSL). The Area A boundary, which extends from the Burlingame/San Mateo border to the San Mateo/Santa Clara County line, defines a boundary within which disclosure of the proximity of an airport is required, per State law, as part of all real estate sales or leases within the boundary. The entire Precise Plan area is located within Area A for San Carlos Airport.<sup>1</sup> Area B, known as the C/CAG/ALUC Referral Boundary, is a geographic area within which affected local agencies must refer their proposed land use policy actions (e.g., general plan amendments, rezonings, precise plans) to the C/CAG Board and Airport Land Use Committee (ALUC). The northern portion of the Precise Plan area is located within Area B. Therefore, the Draft Precise Plan document has been referred to the C/CAG Board and the ALUC for review and evaluation prior to adoption by the City Council of Redwood City.<sup>2</sup>

### **16.2.2 ABAG's Regional Land Use Policy Framework**

The Association of Bay Area Governments (ABAG) has been established as the regional planning agency and council of governments for the nine-county San Francisco Bay Area responsible for addressing in a regional context such intraregional issues as land use, housing, environmental quality, and economic development. The most recent regional land use policy document adopted by ABAG is entitled A Proposed Land Use Policy Framework for the San Francisco Bay Area, adopted by the ABAG Executive Board in July 1990. The document is described as a regional policy framework for future land use decisions in the Bay Area. The ABAG Land Use Policy Framework respects the need for strong local control, but also recognizes the importance of regional comprehensive planning for issues of regional significance. The document contains policies that (1) direct growth where regional infrastructure (e.g., freeways, transit, water, solid waste disposal, sewage treatment) is available and natural resources will not be overburdened; (2) encourage development that discourages long-distance commuting; (3) call for the establishment of firm growth boundaries; and (4) encourage provision of housing at all levels.

The proposed Downtown Precise Plan is considered substantially consistent with this ABAG Land Use Policy Framework. Draft Precise Plan consistency with this ABAG policy framework is discussed in chapters 5 (Land Use and Planning), 6 (Population and Housing), 9 (Transportation and Circulation), and 10 (Public Services, Utilities, and Infrastructure) of this EIR.

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<sup>1</sup>David F. Carbone, ALUC staff, letter (with attachments) to Tom Passanisi, Principal Planner, City of Redwood City; June 1, 2006.

<sup>2</sup>Carbone, June 1, 2006.

### **16.2.3 Regional Air Quality Plans**

Chapter 12 (Air Quality) of this EIR provides an analysis of Precise Plan air quality impacts, and a discussion of Draft Precise Plan consistency with applicable regional air quality management plans and policies, including the Draft Precise Plan's relationship to BAAQMD significance thresholds. This EIR identifies mitigation measures to reduce Precise Plan air quality impacts, but due primarily to the 193-acre size and scope of the Precise Plan project, describes the potential long-term regional air emissions increases associated with Precise Plan-facilitated growth as significant and unavoidable. Precise Plan implementation would, however, reduce potential air emissions by facilitating high-density, mixed land use patterns that promote walking, transit use, and shorter commutes.

The proposed Downtown Precise Plan is considered substantially consistent with the *Bay Area 2005 Ozone Strategy*.

### **16.2.4 San Mateo County Congestion Management Program**

The City/County Council of Governments of San Mateo County (C/CAG) is the state-designated regional Congestion Management Agency (CMA) that sets state and federal funding priorities for improvements affecting its San Mateo County Congestion Management Program (CMP) designated regional roadway system. C/CAG-designated CMP roadway system components in Redwood City include SR 82 (El Camino Real), SR 84 (Woodside Road), U.S. 101, and I-280. C/CAG-designated CMP intersections in Redwood City include El Camino Real/Whipple Avenue, Bayfront Expressway/Marsh Road (borders Redwood City), and Woodside Road/Middlefield Road.

C/CAG has adopted mitigation guidelines to reduce the number of net new regional roadway system vehicle trips generated by new developments, entitled *C/CAG Guidelines for the Implementation of the Land Use Component of the 1999 Congestion Management Program*. These guidelines apply to all developments that generate 100 or more net new peak-period trips on the CMP network and are subject to CEQA review. These guidelines ensure that *"the developer and/or tenants will reduce the demand for all new peak-hour trips (including the first 100 trips) projected to be generated by the development."*<sup>1</sup>

Chapter 9 (Transportation and Circulation) of this EIR has been prepared in a manner consistent with the requirements of the CMP and C/CAG guidelines.

### **16.2.5 California Regional Water Quality Control Board (RWQCB) Water Quality Control Plan**

Addressing its legal mandates from the U.S. Environmental Protection Agency (EPA) and the state's Porter-Cologne Act, the San Francisco Bay Regional Water Quality Control Board (RWQCB, or Regional Board) developed and adopted the first San Francisco Bay Basin Water

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<sup>1</sup>Revised *C/CAG Guidelines for the Implementation of the Land Use Component of the 1999 Congestion Management Program*; C/CAG (Walter Martone); October 11, 2000.

Quality Control Plan (Basin Plan) in 1968. After several revisions and an extensive public hearing process, the current Basin Plan was adopted in 1995 (1995 Basin Plan).<sup>1</sup>

Development facilitated by the proposed Downtown Precise Plan would be required to comply with the 1995 Basin Plan. Compliance would require individual project preparation and implementation of an approved *Storm Water Pollution Prevention Plan (SWPPP)* during project construction and operation, and a *stormwater permit* to comply with NPDES regulations (see further discussion in chapter 10, section 10.3 [Storm Drainage and Water Quality], of this EIR). With implementation of such measures, Precise Plan-facilitated development would be consistent with the 1995 Basin Plan.

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<sup>1</sup>San Francisco Bay Basin Water Quality Control Plan. California Regional Water Quality Control Board, San Francisco Bay Region; June 1995.