DATE: February 11, 2019

SUBJECT
Public Hearing to Receive Comments on the Draft Environmental Impact Report (Draft EIR) for the Harbor View Project (Jay Paul Company)

RECOMMENDATION
Hold a public hearing and accept public and City Council Member comments on the Draft EIR.

STRATEGIC INITIATIVE
Economic Development

BACKGROUND
The Jay Paul Company (the “Applicant”) proposes to redevelop the 27.08 acre site at 320-350 Blomquist. The proposal includes development of a high tech office campus consisting of 1,144,748 square feet of office space within four seven-story buildings and a 35,000 square foot two-story amenity building including surface parking, two parking structures, and landscape improvements. The project includes a request for General Plan and Zoning Map Amendments. The properties are currently zoned Industrial-Restricted (IR) and General Industrial (GI) with General Plan Land Use Designations of Industrial-Light (LI) and Industrial-Port Related (IP).

The project site is located within the former Inner Harbor Specific Plan (IHSP) study area, for which a Draft Environmental Impact Report was prepared and released for public review in 2014. The IHSP was not adopted and the IHSP Draft EIR was not certified. No further work on the IHSP is scheduled at this time, and individual landowner proposals (including the proposed project) are subject to independent...

consideration. Technical documentation and background materials available as part of the IHSP process and applicable to the project site are referenced in the Draft EIR, as appropriate.

**Project Location and Context**

The subject site is located at the southwest corner of the intersection of Seaport Boulevard and Blomquist Street, just east of US Highway 101. The site is currently mostly vacant and was formerly utilized by Malibu Raceway and Golf Course, building supply and light industrial uses and a gasoline service station. Surrounding uses include the San Mateo County Correctional Center, Graniterock & Peninsula Building Materials and a PG&E substation.

Requested entitlements includes: General Plan and Zoning Map Amendments; Vesting Tentative Map; Architectural Permit; and a Development Agreement. The Planning Commission will serve as the recommending body to the City Council, the decision-making body for the project, with review and recommendation by the Architectural Advisory Committee.
The City Council, at its July 24, 2017 meeting initiated the General Plan Amendment process. The City prepared a Notice of Preparation (NOP) with a 30-day public comment period from January 12, 2018 through February 12, 2018, to inform State and local agencies, as well as other interested parties, that the City is preparing an EIR for the project. On January 22, 2018, the City Council held the EIR scoping session to receive public comments on the scope of the Draft EIR and provide direction on the alternatives to be evaluated in the Draft EIR.

On January 16, 2019, the City released the Draft EIR for a 52-day public review period, ending on March 8, 2019.

The purpose of this meeting is to receive comments on the Draft EIR. The oral and written comments received will be responded to in writing in the Final EIR.

ENVIRONMENTAL REVIEW

The City determined that an Environmental Impact Report (EIR) is required for the proposed project. The purpose of an EIR is to evaluate and inform the public and decision makers of a project’s potential environmental impacts. The Draft EIR is generally divided into project-related impacts, cumulative impacts, and project alternatives, as summarized below.

Project-Related Impacts. In summary, the Draft EIR found that the project would result in significant unavoidable environmental impacts as to transportation and identified significant impacts resulting from
the project that would be reduced to a less than significant level through mitigation, all of which are summarized below.

**Significant and Unavoidable Impacts:**

1. **Transportation and Circulation:** Development of the project would add traffic to already impacted intersections and cause vehicle delays to worsen substantially. The Applicant would be required to contribute its fair share to traffic improvements and implement mitigation measures, however, these payments and improvements do not result in reducing traffic impacts and intersection delays to a level that would be considered less than significant. Some of the impacted corridors are under Caltrans’s control and due to uncertain funding and approval, improvements are not guaranteed to be constructed.

**Less than Significant Impacts with Mitigation:**

1. **Air Quality:** Construction of the project would generate air pollutant emissions. Mitigation measures were identified to follow standard BAAQMD construction mitigation measures. Implementation of these mitigation measures will reduce this impact to less than significant.

2. **Biological Resources:** Construction activities, including pile driving, grading and vegetation removal, may impact trees, nesting birds, roosting bats, and aquatic species, and could impact wetlands. Mitigation measures were identified which would reduce these impacts to less than significant.

3. **Cultural Resources:** There is the potential to uncover archaeological, paleontological and unknown tribal resources during the course of construction. Mitigation measures were identified, which would require specified measures to be taken if artifacts are discovered. These mitigation measures would reduce impacts to less than significant.

4. **Hazardous Materials:** Construction of the project could result in the accidental release of hazardous materials during grading activities. Mitigation measures were identified which require construction work-plans and health and safety plans to reduce these impacts to less than significant.

5. **Hydrology and Water Quality:** The project could exceed the capacity of existing or planned stormwater infrastructure. Installation of new pumps at the Oddstad and Seaport Pump Stations and new stormwater mains would reduce this impact to less than significant.

6. **Noise:** Construction activities would result in substantial temporary noise in excess of standards in the project vicinity. A mitigation measure was identified to implement best management practices during construction which reduces this impact to less than significant.

**Cumulative Impacts.** The Draft EIR evaluated the potential environmental impacts of the proposed project with all past, present, and pending development projects in the area. The analysis concludes that the proposed project would contribute to significant cumulative impacts; specifically cumulative air quality impacts and cumulative intersection and freeway operations impacts.
Project Alternatives. The Draft EIR evaluates the proposed project against six alternatives, summarized below. Of these, the “No Project – Existing Zoning” and “No Project-Existing General Plan Alternative” are the environmentally superior alternatives as they both reduce peak-hour traffic trips. However, since they are both considered “No Project” alternatives, CEQA requires another alternative to be identified. The “Reduced Buildout and Height Alternative” is considered the CEQA-required environmentally superior alternative. Compared to the proposed project, the Reduced Buildout and Height Alternative would have the greatest reduction in environmental effects.

1. No Project - Existing General Plan (light industrial/building materials use). This alternative represents development that could likely occur on the site pursuant to the natural course of growth under the existing Redwood City General Plan: 884,704 square feet of light industrial and building materials uses.

2. No Project - Existing Zoning (70/30 Research and Development Lab and Ancillary R&D office). This alternative represents development that could likely occur on the site pursuant to the natural course of growth under the existing IR zoning designation to the extent currently allowed by the General Plan: development of 70% R&D Laboratory (578,076 square feet) and 30% R&D Office (247,747 square feet).

3. Reduced Buildout and Building Height. This alternative represents development of approximately 67% of the square footage of the proposed project, with reduced building heights: 788,150 square feet of office.

4. 70/30 Office plus Ancillary R&D Lab. This alternative represents development that allows more square footage of regular office use (70%) combined with less R&D Lab use (30%) than is allowed by the existing IR zoning designation: total floor area of 1,179,748 of mixed offices and R&D uses.

5. Alternative Site Location. This alternative would develop the proposed project development, but at a location within Redwood City other than the proposed project site. The analysis assumes a location within the Seaport Boulevard corridor given the lack of feasible sites elsewhere in the City

6. On-site public amenities. This alternative responds to comments received during scoping of the EIR. This alternative represents development similar to the Project, except with three office buildings (instead of four) to accommodate a range of one to four publicly-accessible, adult soccer fields onsite on one to four acres of the site.

Statement of Overriding Considerations. CEQA guidelines (section 15043) provides public agencies the authority to approve projects even though the project would cause a significant effect on the environment if the agency makes a fully informed and publicly disclosed decision that:

a. There is no feasible way to lessen or avoid the significant effect; and

b. Specifically identified expected public benefits from the project outweigh the significant environmental impacts of the project.

The term “public benefits” is not defined, however, it generally is considered the intrinsic value of the development itself and/or the value of any special benefits that the developer is proposing in conjunction
with the development. With that in mind, the development is described above, and a summary of the developer’s community benefit package and estimated impact fees is provided in Attachment 2.

Mitigation Monitoring and Reporting Program. Approval of the project requires adoption of a mitigation monitoring and reporting program (MMRP) designed to ensure the project’s compliance with the mitigation measures.

The Draft EIR identified mitigation measures that would reduce the environmental impacts generated by the project to less than significant, except transportation and circulation impacts, which remain significant and unavoidable. A MMRP will be prepared for the proposal after the public review period and will be included with the Final EIR (FEIR). Compliance with the MMRP would be a condition of the project approval.

PUBLIC NOTICE

As noted above, the City prepared a Notice of Preparation with a 30-day public comment period to inform State and local agencies, as well as other interested parties, that the City was preparing an EIR for the project. During that period, on January 22, 2018, the City Council held a public hearing to receive public comment on the scope of the EIR. The City received nine written comments in response to the NOP. Responses to these comment letters are included in the Draft EIR.

The comment period for the DEIR commenced on January 16, 2019, and will conclude on March 8, 2019. The City mailed a Notice of Availability (NOA) and notice of the City Council hearing to all property owners and tenants within 500 ft. of the subject property, local school districts, environmental organizations, and other interested parties. The notice was also published in the San Mateo Daily Journal newspaper, and distributed to all applicable state and local agencies.

FUTURE STEPS

The Architectural Advisory Committee is scheduled to review the design of the proposed development at its March 7, 2019 meeting.

The 52-day public comment period on the Draft EIR will end on March 8, 2019. Staff and the consultant team will evaluate and prepare responses to comments in the Final EIR. Following publication of the Final EIR, the Planning Commission would consider whether to recommend the Final EIR, Zoning and General Plan map amendments and project entitlements to the City Council. The City Council would consider the Final EIR, Zoning and General Plan Map amendments, project entitlements and a Development Agreement following the Planning Commission recommendation. The Final EIR would be available for review at least 10 days prior to the Planning Commission hearing.

ATTACHMENTS

Attachment 1: Notice of Availability & Notice of Public Hearing
Attachment 2: Developer’s Community Benefits Summary and Estimated Impact Fees

Link to Draft Environmental Impact Report for the Harbor View Project

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