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## 18. CEQA-REQUIRED ASSESSMENT CONSIDERATIONS

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This chapter summarizes the EIR findings in terms of the various assessment categories suggested by the California Environmental Quality Act (CEQA) Guidelines for EIR content. The findings of this EIR regarding the proposed project are summarized below in terms of potential "growth-inducing effects," "significant unavoidable impacts," "irreversible environmental changes," and "cumulative impacts."

### 18.1 GROWTH-INDUCING IMPACTS

CEQA Guidelines section 15126.2(d) requires that the EIR discuss "*...the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.*"

The proposed Marina Shores Village project would add buildings, landscaping, and other modifications to the project site. Infrastructure (e.g., roads, water and sewer pipes) would be extended to serve the site. The project would result in development of approximately 1,930 housing units, 300,000 square feet of office floor area, and 12,000 square feet of retail space. Project residential areas would house an estimated 4,020 people, and commercial areas would provide an estimated 884 jobs. (See chapter 6--Population, Housing, and Employment--of this EIR.)

Approval of the project would result in the development of a relatively low-intensity portion of the Redwood City Bayfront Area into a relatively high-density/high-intensity urban environment. The City of Redwood City, as evidenced by its ongoing *Bayfront Study*, as described in subsection 4.2.4 (Land Use--Current Planning Studies for the Bayfront Area) of this EIR, envisions the development of the Bayfront Area as an integrated, mixed use community. The Marina Shores Village project, combined with other anticipated projects in the Bayfront Area (e.g., Abbott Laboratories, Syufy Enterprises), would provide increased roadway/transit, public services, and utility access to the area and is expected to be precedent-setting, possibly encouraging similar conversion of properties in the Bayfront Area to urban uses.

### 18.2 SIGNIFICANT UNAVOIDABLE IMPACTS

CEQA Guidelines section 15126.2(b) requires that the EIR discuss "*significant environmental effects which cannot be avoided if the proposed project is implemented.*" Significant unavoidable impacts are those that would not be reduced to less-than-significant levels by the mitigation measures recommended in this EIR.

Mitigation measures have been identified to reduce identified significant and potentially significant effects associated with the proposed Marina Shores Village project to less-than-significant levels, with the exception of the following significant unavoidable impacts:

- **Impact 5-1: Project Inconsistency with City Height-Related Policies and Regulations--building scale inconsistencies** (see chapter 5, Visual Factors, of this EIR);
- **Impact 5-2: Visual Impacts on Views and Vistas and on the Character of the Surrounding Area--if buildings over 50 feet retained as part of project** (see chapter 5, Visual Factors, of this EIR);
- **Impact 5-3: General Visual Compatibility Impact--if buildings over 50 feet retained as part of project** (see chapter 5, Visual Factors, of this EIR);
- **Impact 5-5: Shadow Impacts--if proposed building heights, setbacks, and locations retained as part of project** (see chapter 5, Visual Factors, of this EIR);
- **Impact 5-7: Internal Visual Relationship of Project Development to Electrical Transmission Lines** (see chapter 5, Visual Factors, of this EIR);
- **Impact 6-1: Project-Related Resident Population Growth--associated project and cumulative transportation impacts and long-term regional air emissions** (see chapter 6--Population, Housing, and Employment--of this EIR);
- **Impact 6-2: Project-Related Employment Growth--associated project and cumulative transportation impacts and long-term regional air emissions** (see chapter 6--Population, Housing, and Employment--of this EIR);
- **Impact 7-1: Project Impact on the El Camino Real/Whipple Avenue Intersection** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-2: Project Impact on U.S. 101 Southbound Mixed-Flow Lanes, Whipple Avenue to Woodside Road Segment--AM Peak Hour** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-3: Project Impact on U.S. 101 Southbound Mixed-Flow Lanes, Woodside Road to Marsh Road Segment--AM Peak Hour** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-4: Project Impact on Westbound SR 84, County Line to University Avenue and University Avenue to Willow Road Segments--AM Peak Hour** (see chapter 7, Transportation and Circulation, of this EIR);

- **Impact 7-5: Project Impact on U.S. 101 Southbound Mixed-Flow Lanes, Whipple Avenue to Woodside Road Segment--PM Peak Hour** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-6: Project Impact on Eastbound SR 84, Willow Road to University Avenue and University Avenue to the County Line Segments--PM Peak Hour** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-15: Cumulative (2020) With Project Impact on the El Camino Real/Whipple Avenue Intersection** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-19: Cumulative (2020) With Project Impact on the Broadway/Woodside Road Intersection** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-22: Cumulative (2020) With and Without Project Impact on U.S. 101 Southbound Mixed-Flow Lanes, Whipple Avenue to Woodside Road Segment--AM Peak Hour** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-23: Cumulative (2020) With and Without Project Impact on U.S. 101 Southbound Mixed-Flow Lanes, Woodside Road to Marsh Road Segment--AM Peak Hour** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-24: Cumulative (2020) With and Without Project Impact on Westbound SR 84, County Line to University Avenue and University Avenue to Willow Road Segments--AM Peak Hour** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-25: Cumulative (2020) With Project Impact on U.S. 101 Southbound Mixed-Flow Lanes, SR 92 to Whipple Road Segment--PM Peak Hour** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-26: Cumulative (2020) With and Without Project Impact on U.S. 101 Southbound Mixed-Flow Lanes, Whipple Avenue to Woodside Road and Woodside Road to Marsh Road Segments--PM Peak Hour** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-27: Cumulative (2020) With and Without Project Impact on Eastbound SR 84, Willow Road to University Avenue and University Avenue to the County Line Segments--PM Peak Hour** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 8-8: Project-Related Bird Collisions** (see chapter 8, Biological Resources, of this EIR);
- **Impact 10-1: Project-Related and Cumulative Municipal Water Service Demand** (see chapter 10, Infrastructure and Public Services, of this EIR);

- **Impact 13-3: Project Demolition and Construction Noise** (see chapter 13, Noise, of this EIR); and
- **Impact 15-2: Project and Cumulative Impacts on Regional Emissions** (see chapter 15, Air Quality, of this EIR).

### 18.3 IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines section 15126.2(c) requires that the EIR discuss *"significant irreversible environmental changes which would be caused by the proposed project should it be implemented."* Irreversible environmental changes caused by the proposed Marina Shores Village project would include the following:

- As discussed in chapter 4 (Land Use) of this EIR, the project would transform a relatively low-intensity mix of commercial, residential, and marina uses to a relatively high-intensity mix of residential, office, retail, marina, and open space uses. For practical purposes, this change in land use would be permanent and would be an irreversible environmental change.
- The project would permanently alter on-site and off-site views of the project site, as discussed in chapter 5 (Visual Factors) of this EIR.
- The project would result in loss of existing plant and wildlife habitat, as described in chapter 8 (Biological Resources) of this EIR.
- The project may result in loss of prehistoric resources, as described in chapter 14 (Cultural and Historic Resources) of this EIR.

### 18.4 CUMULATIVE IMPACTS

Section 15130(a) of the CEQA Guidelines requires that the EIR *"discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable...."* The CEQA Guidelines (section 15355) define "cumulative impacts" as *"...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."*

Reasonably foreseeable development projects in the project area are identified in chapter 4 (Land Use) of this EIR. In conjunction with these reasonably foreseeable projects, the various changes to the project site, as outlined in EIR chapter 3 (Project Description), would cause the following significant cumulative impacts:

- **Impact 6-1: Project-Related Resident Population Growth--associated project and cumulative transportation impacts and long-term regional air emissions** (see chapter 6--Population, Housing, and Employment--of this EIR);
- **Impact 6-2: Project-Related Employment Growth--associated project and cumulative transportation impacts and long-term regional air emissions** (see chapter 6--Population, Housing, and Employment--of this EIR);
- **Impact 7-15: Cumulative (2020) With Project Impact on the El Camino Real/Whipple Avenue Intersection** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-16: Cumulative (2020) With Project Impact on the Veterans Boulevard/Whipple Avenue Intersection** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-17: Cumulative (2020) With Project Impact on the Blomquist Street/Maple Street Intersection** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-18: Cumulative (2020) With Project Impact on the Alameda de las Pulgas/Woodside Road Intersection** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-19: Cumulative (2020) With Project Impact on the Broadway/Woodside Road Intersection** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-20: Cumulative (2020) With Project Impact on the Veterans Boulevard/Woodside Road Intersection** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-21: Cumulative (2020) With Project Impact on the Blomquist Street/Seaport Boulevard Intersection** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-22: Cumulative (2020) With and Without Project Impact on U.S. 101 Southbound Mixed-Flow Lanes, Whipple Avenue to Woodside Road Segment--AM Peak Hour** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-23: Cumulative (2020) With and Without Project Impact on U.S. 101 Southbound Mixed-Flow Lanes, Woodside Road to Marsh Road Segment--AM Peak Hour** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-24: Cumulative (2020) With and Without Project Impact on Westbound SR 84, County Line to University Avenue and University Avenue to Willow Road Segments--AM Peak Hour** (see chapter 7, Transportation and Circulation, of this EIR);

- **Impact 7-25: Cumulative (2020) With Project Impact on U.S. 101 Southbound Mixed-Flow Lanes, SR 92 to Whipple Road Segment--PM Peak Hour** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-26: Cumulative (2020) With and Without Project Impact on U.S. 101 Southbound Mixed-Flow Lanes, Whipple Avenue to Woodside Road and Woodside Road to Marsh Road Segments--PM Peak Hour** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 7-27: Cumulative (2020) With and Without Project Impact on Eastbound SR 84, Willow Road to University Avenue and University Avenue to the County Line Segments--PM Peak Hour** (see chapter 7, Transportation and Circulation, of this EIR);
- **Impact 10-1: Project-Related and Cumulative Municipal Water Service Demand** (see chapter 10, Infrastructure and Public Services, of this EIR);
- **Impact 10-2: Project-Related and Cumulative Impacts on Sewage Treatment and Transmission Capacity** (see chapter 10, Infrastructure and Public Services, of this EIR);
- **Impact 10-5: Cumulative Demands for Police Services** (see chapter 10, Infrastructure and Public Services, of this EIR);
- **Impact 10-6: Project-Related and Cumulative Increases in Fire Protection and Emergency Medical Service Demands** (see chapter 10, Infrastructure and Public Services, of this EIR); and
- **Impact 15-2: Project and Cumulative Impacts on Regional Emissions** (see chapter 15, Air Quality, of this EIR).

This EIR recommends mitigation measures that would reduce the project's contribution to these cumulative impacts to less-than-significant levels, with the exception of *Impact 6-1, Impact 6-2, Impact 7-15, Impact 7-19, Impact 7-22, Impact 7-23, Impact 7-24, Impact 7-25, Impact 7-26, Impact 7-27, Impact 10-1, and Impact 15-2*, which are identified as significant unavoidable impacts.

## 18.5 EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 15128 of the CEQA Guidelines requires that the EIR "*contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.*"

During the City's Initial Study process for the proposed Marina Shores Village project, it was determined that a number of possible environmental effects of the project would be insignificant or could be adequately addressed through the City's normal development review process with

no need for further environmental assessment in this EIR. These determinations are explained in the Initial Study checklist narrative, which is included in appendix 21.1 of this EIR.

