
2. SUMMARY

This EIR chapter includes a summary description of the proposed action (the Marina Shores Village project), a list of associated environmental issues to be resolved, a summary identification of significant impacts and mitigation measures associated with the proposed project, an identification and comparative evaluation of possible alternatives to the proposed project, and a summary of anticipated mitigation implementation procedures.

This summary should not be relied upon for a thorough understanding of the details of the project, its individual impacts, and related mitigation needs. Please refer to chapter 3 for a complete description of the project, chapters 4 through 15 for a complete description of identified impacts and associated mitigation measures, and chapter 17 for an evaluation of alternatives to the project.

2.1 PROPOSED PROJECT

2.1.1 Proposed Development Program

The project applicant, Glenborough-Pauls, LLC, has proposed the Marina Shores Village project on a site comprised of two non-contiguous properties known as Peninsula Marina (approximately 33.24 acres, including 14.10 acres of water) and Pete's Harbor (approximately 13.21 acres, including 2.90 acres of water) located in the Bair Island Road area of Redwood City, near the confluence of Redwood Creek and Smith Slough.

The proposed development program includes a mix of approximately 1,930 housing units, 300,000 square feet of office floor area, and 12,000 square feet of retail space, in an array of multi-story structures up to 21 stories, most atop 2- to 3-story above-grade parking podiums, plus support facilities, including parking, public open space, pedestrian plazas and paths, private recreational space, and other on-site amenities. The development program also includes the reduction and reconfiguration of the two marina areas from an existing total of approximately 17.00 acres to a future total of approximately 5.46 acres of water. It is anticipated that project development would be phased over approximately ten years.

Implementation of the project as currently proposed would require City approval of a General Plan Amendment (GPA) as well as Zoning Text and Zoning Map Amendments or a Precise Plan (see subsection 4.3.2.b in chapter 4, Land Use, for an explanation of the GPA and Precise Plan), among other entitlements, in order to permit the proposed residential use of the Peninsula Marina portion of the project site and to create a new residential designation allowing development of the residential portion of the project at an average density as high as 65

dwelling units per acre, which would exceed the current General Plan-permitted maximum density of 40 units per acre.

2.1.2 Required Approvals from the City of Redwood City

Implementation of the proposed Marina Shores Village project would require the following approvals from the City of Redwood City:

- (a) Certification of the final environmental impact report (FEIR) for the proposed project;
- (b) Approval of a General Plan Amendment (GPA) in order to permit residential uses on the Peninsula Marina portion of the project site and create a new high-density residential designation that would allow development of the residential portion of the project at an average density as high as 65 dwelling units per acre;
- (c) Approval of a Precise Plan;
- (d) Possible approval of a Development Agreement (in addition to a Precise Plan);
- (e) Design Review (Architectural) Permit approval;
- (f) Subdivision map review and approval;
- (g) Improvement plan review and approval;
- (h) Grading permit approval;
- (i) Building permit approval; and
- (j) Various water and sewer hook-up permit approvals.

2.1.3 Other Required Approvals and Consultations

The project is also expected to require approvals from the following trustee and responsible agencies:

- (a) City/County Association of Governments of San Mateo County (C/CAG) (in both its designated role as the County's Congestion Management Agency and Airport Land Use Commission);
- (b) San Francisco Bay Conservation and Development Commission (which is authorized to control Bay filling and dredging and Bay-related shoreline development on lands within its jurisdictional boundary, including a 100-foot band along the Uccelli Boulevard edge of the Pete's Harbor property--see Figure 8.1 in chapter 8 of this EIR);

- (c) The San Francisco Regional Water Quality Control Board (certification responsibility under section 401 of the Clean Water Act);
- (d) State Lands Commission (trustee agency) (possible permit authority for land at the outer edge of Pete's Harbor owned by the State and subject to a State Lands Commission land lease);
- (e) State Department of Fish and Game (trustee agency) (including a possible stream alteration agreement for proposed modifications to the Smith Slough and Redwood Creek shorelines);
- (f) Caltrans (encroachment permit approval for utility line extensions under U.S. 101);
- (g) U.S. Army Corps of Engineers (wetlands fill permit under section 404 of Clean Water Act, and possibly a river/harbor modification permit under section 10 of the Rivers and Harbors Act);
- (h) U.S. Fish and Wildlife Service (consultation with Army Corps of Engineers as part of the Section 404 permit process);
- (i) U.S. Environmental Protection Agency (possible review authority under section 404[b][1] of Clean Water Act);
- (j) National Marine Fisheries Service (consultation with Army Corps of Engineers as part of the Section 404 permit process); and
- (k) Federal Aviation Administration.

Other potentially required approvals, based on final project plans and operational characteristics, could include:

- (l) State Department of Boating and Waterways;
- (m) State Water Transportation Authority; and
- (n) U.S. Coast Guard.

2.2 ENVIRONMENTAL ISSUES

As provided for in CEQA statutes and guidelines, the environmental focus of this EIR is limited to those areas of controversy or issues known to the City (the Lead Agency), including those concerns identified as possibly significant by the City in its preliminary review (Initial Study) of

the proposed project, and by other interested agencies and individuals in response to the City's Notice of Preparation (NOP).¹ As described in the Introduction to this EIR, these areas of environmental concern include:

- (a) land use,
- (b) visual factors,
- (c) population, housing, and employment,
- (d) transportation and circulation,
- (e) biological resources,
- (f) hydrology and water quality,
- (g) infrastructure and public services,
- (h) soils and geology,
- (i) public health and safety,
- (j) noise,
- (k) cultural resources, and
- (l) air quality.

2.3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Each significant impact and associated mitigation measure identified in this EIR is summarized in the following Table 2.1, the SUMMARY OF IMPACTS AND MITIGATION MEASURES. The summary chart has been organized to correspond with the more detailed impact and mitigation discussions in chapters 4 through 15 of this EIR. The summary chart is arranged in five columns: (1) impacts, (2) potential significance without mitigation, (3) mitigation measures, (4) mitigation responsibility, and (5) potential significance with mitigation. In those instances where more than one measure may be required to mitigate an impact to a less-than-significant level, a series of mitigation measures is listed.

For a complete description of the environmental setting, impacts, and mitigation measures associated with each particular topic of concern, please refer to chapters 4 through 15 of this EIR.

¹The Notice of Preparation and Initial Study are included in appendix 21.1 of this EIR.

[INSERT CHART]

2.4 SUMMARY OF ALTERNATIVES

2.4.1 Identified Alternatives

The California Environmental Quality Act (CEQA) requires that EIRs contain an analysis of alternatives to the proposed project that would reduce or eliminate environmental impacts. chapter 17 of this EIR contains the analysis of alternatives to the proposed project. The major characteristics of the alternatives addressed are described below:

- **Alternative 1: No Project (Current Site Status).** As required by the CEQA Guidelines (section 15126.6[e][1]), this alternative assumes that the project would not be developed and the project site would remain in its present condition.
- **Alternative 2: Buildout Under Existing General Plan and Zoning Entitlements--Maximum Residential Plus Commercial.** The current General Plan and zoning designations for the project site permit varying combinations of residential and commercial development. To test the comparative environmental implications of a residential versus commercial land use emphasis, Alternative 2 assumes that the project site would be developed with the maximum number of residential units permissible, while Alternative 3 assumes the maximum amount of commercial development (floor area) permissible, under current land use controls. Under Alternative 17.2, the Pete's Harbor portion of the site would be developed exclusively with residential uses consistent with its existing General Plan and zoning designations--*Commercial and Residential* and *General Commercial-Residential Combining (CG-C)*, respectively, through full application of the *Residential Combining District* overlay zone. To achieve the maximum permissible residential unit yield, Alternative 2 assumes the same Pete's Harbor site developable land area as the proposed project (11.6 acres) and development of all of this land area as residential at the maximum allowable residential density of 40 dwelling units per net acre, for a total of 462 residential units. The Peninsula Marina portion of the site would be developed with commercial uses only consistent with its existing General Plan and zoning designations--*Commercial/Office* and *General Commercial (CG)*, respectively, which permit only office and general retail uses. A total of approximately 898,000 square feet of commercial floor area is assumed for the Peninsula Marina site (the maximum allowable under the existing 0.70 FAR limitation), including approximately 20,000 square feet of retail-restaurant floor area (a 60-to-70 percent increase over the proposed project in order to internalize more trips) and 878,000 square feet of office floor area.
- **Alternative 3: Buildout Under Existing General Plan and Zoning Entitlements--All Commercial.** Alternative 3 assumes development of the project site with the maximum commercial floor area total permissible under current General Plan and zoning designations. The existing *Residential Combining District* zoning overlay on the Pete's Harbor property would not be applied. Applying the maximum allowable floor area ratio (FAR) of 0.70, this alternative would result in the development of up to approximately 1,250,000 square feet of commercial floor area, including 1,230,000 square feet of office

area and 20,000 square feet of retail-restaurant to serve the convenience retail needs of the greater Bayfront Area and thereby internalize trips.

- **Alternative 4: Residential/Commercial--Same Residential, Reduced Commercial, with Reduced Building Heights and Reduced Marina Fill.** This alternative assumes that the project site would be developed as a mixed use residential-commercial complex similar to the proposed project, with the same residential unit total, but with less commercial floor area, as a means of reducing building intensity and height and reducing the amount of marina fill. Accordingly, Alternative 4 includes 1,930 condominium residential units for sale (the same as the proposed project) but a reduction in commercial floor area from 312,000 square feet (the proposed project) to 162,000 square feet, including 12,000 square feet of convenience retail/restaurant space (same as the proposed project) and 150,000 square feet of office space (versus 300,000 square feet for the proposed project). The reduced commercial floor area total would permit an increase in the number of multi-story residential structures from 13 (proposed project) to approximately 15, an associated slight (8 percent) reduction in residential structure maximum height from 260 feet down to 240 feet--i.e., a 21-story maximum down to 19-story maximum, and a substantial reduction in marina fill (from approximately 11.54 total acres currently proposed down to approximately 9.0 acres).
- **Alternative 5: Residential/Commercial--Same Residential, Reduced Commercial, with Reduced Building Heights, Reduced Marina Fill, and Added Park.** This alternative assumes that the project site would be developed as a mixed use residential-commercial complex similar to the project, with the same residential unit total and same commercial floor area reduction as Alternative 4, but with the addition of an approximately 3-acre onsite neighborhood park. Accordingly, Alternative 5 includes 1,930 condominium residential units for sale (the same as the proposed project), and a reduction in commercial floor area from 312,000 square feet (the proposed project total) to 162,000 square feet (same as Alternative 4), including 12,000 square feet of convenience retail (again, the same as Alternative 4), plus a 3-acre on-site neighborhood park. Alternative 5 would involve more marina fill (approximately 11.0 acres) than Alternative 4 (approximately 9.0 acres), but less than the proposed project (approximately 11.54 acres). Alternative 5 would include approximately the same number of multi-story residential structures (15) as Alternative 4 (two more than the proposed project), but with a reduction in residential structure maximum height to 190 feet (approximately 15 stories) as compared to 240 feet (19 stories) for Alternative 4 and 260 feet (21 stories) for the proposed project.
- **Alternative 6: Residential/Commercial--Same Residential, Reduced Commercial, with Reduced Building Heights, Reduced Marina Fill, Added Hotel, Increased Retail, and Incorporation of Bayfront Study Transit and Transportation Demand Management (TDM) Measures.** This alternative, submitted by the applicant, assumes that the project site would be developed as a mixed use residential-commercial complex similar to the proposed project, with the same residential unit total as the proposed project and the same commercial floor area reduction as Alternatives 4 and 5, but with a redesign

to reduce visual, traffic and marina fill impacts and improve project waterfront relationships.

The redesign would include modifications in building heights and placement to reduce visual impacts, an increase in the amount of the commercial floor area total devoted to local-serving convenience retail (to "internalize" more trips), the addition of a 200-room hotel, and the incorporation of specific transit provisions and transportation demand management (TDM) features and measures recommended in the City's recent *Bayfront Study* to reduce peak period vehicular trips. Accordingly, Alternative 5 would include 1,930 condominium residential units for sale (the same as the proposed project), and a reduction in commercial floor area from 312,000 square feet (the proposed project) to 175,000 square feet, including 25,000 square feet of convenience retail (as compared to 12,000 square feet for the proposed project) to better serve the needs of the greater Bayfront area. Alternative 6 would include more multi-story structures (17 multistory residential and one hotel "tower") than Alternative 5 (15 "towers") or the proposed project (13 "towers"). However, the proposed Alternative 6 layout would also require less marina fill (approximately 9.8 acres) than would Alternative 5 (approximately 11.0 acres) than the proposed project (approximately 11.54 acres). Also, in addition to the increase in convenience-serving retail, Alternative 6 would incorporate various specific transit provisions and TDM measures from the City's current *Bayfront Study* to reduce peak period external vehicular trip generation.

- **Alternative 7: Residential/Commercial--More Balanced Mix with Reduced Residential and Increased Commercial, Plus Reduced Building Heights and Reduced Marina Fill.** This alternative assumes that the project site would be developed with a mixed use residential-commercial complex similar to the proposed project, but with a more balanced onsite residential-commercial land use mix, including approximately one-third fewer residential units and two-thirds more onsite commercial floor area. This alternative would incorporate a development concept similar to what was previously proposed by the applicant in the summer of 2001, prior to the current project application. Alternative 7 would include a total of 1,300 condominium residential units for sale (as compared to 1,930 for the proposed project) and a total of 535,000 square feet of commercial floor area, including approximately 17,000 square feet of convenience retail. The assumed layout for Alternative 7 includes less marina fill, 10.8 acres versus 11.54 acres for the proposed project, and a reduction in residential building intensity and height with 11 multi-story residential structures, as compared to 13 for the proposed project, and a maximum building height of 205 feet (approximately 20 stories) as compared to 260 feet (23 stories) for the proposed project.
- **Alternative 8: Residential/Commercial--Reduced Residential and Reduced Commercial to Permit No Marina Fill.** This alternative assumes that the project site would be developed with a residential-commercial complex similar to the proposed project, but with a reduction in residential and commercial development totals sufficient to eliminate all of the approximately 11.54 acres of marina fill associated with the proposed project. The layout for Alternative 8 includes no marina fill (i.e., the existing approximately 17.1 acres of on-site marina water area would be left unchanged). Alternative 8 also includes a

reduction in residential structure maximum height to 190 feet or approximately 17 stories (versus 260 feet or approximately 23 stories for the proposed project), and a reduction in the number of multi-story residential structures to 7 (versus 13 for the proposed project). With these limitations, the alternative would yield approximately 850 condominium residential units for sale and approximately 203,000 square feet of commercial floor area, including approximately 5,000 square feet of convenience retail (the same approximate ratio of square feet per residential unit as the proposed project).

- **Alternative 9: Alternative Sites.** This alternative addresses the question of whether there is another location where the development of the proposed project could occur which would achieve most of the basic project objectives while avoiding or lessening some of the significant effects of the proposed project.

2.4.2 Conclusions: Environmentally Superior Alternative

The CEQA Guidelines (section 15126[e][2]) stipulate, "*If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.*" Based on summary comparisons of the various alternatives evaluated in chapter 17 of this EIR, other than the "no project" alternative, **Alternative 8: Residential/Commercial--Reduced Residential and Reduced Commercial to Permit No Marina Fill** would result in the least adverse combination of environmental impacts and therefore would be the "environmentally superior" alternative. This conclusion results from the overall reduction in land use compatibility, visual, off-site transportation, biological (aquatic) resources, water quality, infrastructure and public service demand, noise, and air emissions impacts as compared with the proposed project.

2.5 MITIGATION IMPLEMENTATION

For those mitigation measures identified in this EIR that are included as conditions of project approval, a mitigation monitoring program would be formulated by the City for use to ensure effective mitigation implementation. Implementation of most of the mitigation measures recommended in this EIR would be subject to effective monitoring through the City's normal General Plan, zoning, subdivision, grading, site and design (architectural) review, and building permit approval procedures, as well as during associated plan check and field inspection procedures. However, to satisfy CEQA section 21081.6 of the Public Resources Code, a documented record of mitigation implementation will be necessary. Chapter 19 of this EIR includes a suggested Mitigation Monitoring Checklist for City staff use in meeting the requirements of section 21081.6 (i.e., in establishing the "who, what, when, and how" aspects for each mitigation measure from this EIR that is ultimately required).