

TRANSCRIPT
PLANNING COMMISSION
November 18, 2014
Special Meeting

City Council Chambers*
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Redwood City, CA
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MINUTE ENTRY

TRANSCRIPT OF:

November 18 2014_Inner Harbor Specific Plan Scoping
Session

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CHAIR HOLT: I call the Planning Commission Meeting of November 18th to order. Roll call please?

MALE SPEAKER: Commissioner Borgens?

COMMISSIONER BORGENS: Here.

MALE SPEAKER: Commissioner Hale? Commissioner Radcliff?

COMMISSIONER RADCLIFFE: Here.

MALE SPEAKER: Commissioner Schmidt?

COMMISSIONER SCHMIDT: Here.

MALE SPEAKER: Commissioner White? Vice Chair Bondonno?

VICE CHAIR BONDONNO: Here.

MALE SPEAKER: Chair Holt.

CHAIR HOLT: Here.

MALE SPEAKER: Five present.

CHAIR HOLT: Thank you. Number two Pledge of Allegiance; if you would all rise and join us in the Pledge of Allegiance?

[PLEDGE OF ALLEGIANCE]

CHAIR HOLT: Thank you. Moving to item three approval of minutes. Sorry first dealing with the minutes of October 7th of 2014.

COMMISSIONER BORGENS:: I move.

COMMISSIONER RADCLIFFE: I second.

1 CHAIR HOLT: I have a motion by Commissioner Borgens
2 and a second by Commissioner Radcliff. All those in favor?

3 [AYE]

4 CHAIR HOLT: And minutes from October 14th, 2014 special
5 session?

6 COMMISSIONER RADCLIFFE: I move.

7 COMMISSIONER BORGENS:: Second.

8 CHAIR HOLT: Motion by Commissioner Radcliff and a
9 second by Commissioner Borgans. All those in favor?

10 [AYE]

11 MALE SPEAKER: Madam Chair? I abstain as I was
12 absent.

13 CHAIR HOLT: Thank you. That takes us to item number four
14 oral communications. This is time for members of the community to speak on an
15 item that is not on our agenda. I don't have any speaker's cards, so going once?
16 Going twice? That takes us to item number five consent calendar, which we have
17 no items. And finally item number six a staff report and public hearing on the Inner
18 Harbor Specific Plan environmental review scoping session.

19 [NO AUDIO]

20 MR. EKERN: Rely on me to be technologically savvy we're
21 in real trouble. Is this on? Am I being picked up? Okay great, thanks. Bill Ekern
22 City Manager; I wanted to get the topic started this evening with the Inner Harbor
23 Specific Plan, and the environmental document that we're here really tonight to talk
24 about as Notice of Preparation for the Environmental Impact Report. Before I even
25 get started I do see that there are members of that city's task force in the audience,

1 and I would like to thank them both for their participation over the last year for
2 getting us here and then also for sacrificing a busy night to once again listen to the
3 story.

4 With that being said, we are moving forward with the Inner Harbor Specific
5 Plan, and the Environmental Impact Report. And the two documents are going to
6 run in parallel as best we can over beginning with Notice of Preparation, which has
7 been released, and again is the purpose of tonight's meeting. There are a number
8 of questions that we will try to answer tonight in our presentations. Jill Ekas will
9 provide the process for how we got here, and the plan, and Crescentia Brown from
10 ESA our environmental consultants will walk you through the steps of the EIR
11 process and where we're trying to get to tonight.

12 I think an important piece that I would like to set the stage with, and I know
13 that it's really an issue to allow conversation going on, and that is as the Planning
14 Commission probably remembers from prior discussions on this, and the public is
15 well aware that a portion of the property that is under discussion is the Docktown
16 Marina [PH] portion that is on the lands granted to the city by State Lands
17 Commission.

18 We're in the process of discussion with State Lands Commission how that
19 property can be used moving forward. For the purposes of the ERI we are not
20 including residential uses as the base document for the ERI, but are looking at an
21 alternative that will allow us to study the inclusion of residential uses on the granted
22 lands pursuant to the request of the task force, and the discussion that we had
23 previously with the City Council. City Council then will have an opportunity when
24 the plan comes to them. Hopefully in the June, July time frame to make that final
25 decision as to how they want to deal with –with the state lands properties. So again

1 for purposes of discussion, for purposes of thinking what the environmental
2 impacts will be, that's the way we are trying to structure the Environmental Impact
3 Report on recommendations really from staff in the absence of clear council
4 direction as to how they want to deal with the state lands issue.

5 With that I would be glad to answer any questions, or otherwise I will turn it
6 over to Jill and Crescentia to get you moving? Thank you very much.

7 MS. EKAS: Good evening, we've already covered our
8 overview, so I'm going to jump right in and cover a very brief background, because
9 the purpose of this meeting is to discuss the scope and receive input on the
10 Environmental Impact Report. We're not going to spend a lot of time talking about
11 the actual forth coming specific plan, but I do want to note a few things. First of all
12 the genesis for the concept for the Inner Harbor Plan came from the 2010 General
13 Plan where the idea was discussed as a center. Specifically the Redwood Creek
14 Harbor Center; there is policy in the plan as well as a program for preparing a plan
15 for the area. So we are actually implementing a program from the General Plan by
16 going through this process.

17 The Task Force as Bill has already referred to and I do also appreciate
18 seeing the folks here. They met 11 times. We had a 15 member Task Force;
19 diverse backgrounds representing property ownership, and a range of interests
20 that are critical to the Inner Harbor area. The did produce a vision statement which
21 you can see here as well as 17 guiding principles. Those were included in your
22 staff report packet as an attachment from Last May when you were at a joint
23 session with counsel. And I also had a land use and circulation concepts prepared
24 that were previously presented to Planning Commission and Council at that joined
25 session back in May.

1 So that is our—how we got where we are. Moving forward you will note that
2 there are a number of things that were listed in the notice of preparation, which is
3 part of your staff report, that are going to be studied in the ERI, because we know
4 they are going to be part of the plan. They're what you saw back in May that
5 reflected the Task Force's recommendation including Bay Trail, bicycle and
6 pedestrian connections as well as acknowledging industrial truck traffic needs, and
7 paying attention to the future 101/84 Interchange.

8 We also have prepared a Draft Land Use Concept Plan. It's actually similar
9 to the Land Use Aspect of the plan that the Task Force produced. It includes four
10 overarching land use areas including the two blue areas which are public facilities
11 already basically existing as well as two areas that are unidentified for Land Site
12 Development Inner Harbor 1, and Inner Harbor 2, and I—here's Inner Harbor 1 and
13 Inner Harbor 2. And then two areas for water dependent development, and here's
14 one of them here along Railroad Creek [PH] and the slew, and this one over here
15 on the other side of the slew that is actually connected to Sea Port Center, and
16 then the third—excuse me the fourth category in green is open space, and that can
17 include wetlands, habitat restoration, as well as passive and active recreation uses,
18 and we are also showing two play fields. You can imagine soccer fields or the
19 cross fields for that use.

20 That's really all I intent to present in terms of what-what we're working on
21 with the plan in tandem with the EIR moving forward. So I will go ahead and quickly
22 stand aside. Crescentia Brown is a Director with ESA and she's in charge of that
23 firm for our EIR. So she's going to present to you the focus and scope of this
24 meeting. I missed one, I'm sorry, let me just—I apologize we wanted to also
25 acknowledge from our land use map that we've run numbers on it, in terms of how

1 much can be built. So this is a maximum theoretical build out, it isn't exactly what
2 we think could—might happen. It's a really big envelope so that the work that
3 Crescentia and her firm are doing will be a conservative analysis of what could
4 come forth from the Inner Harbor Plan. So that was also included in your staff
5 report. Now I think I'm done. Yes, okay thanks.

6 CHAIR HOLT: Thank you Ms. Ekas.

7 MS. BROWN: Good evening, my name is Crescentia Brown
8 with ESA, Environmental Science Associates, and working day to day with Jill on
9 assisting her and the city in preparing ERI for the plan. And they both mentioned it,
10 and I think it's worth bearing in mind again the purpose of tonight's meeting, which
11 is really to focus on getting input from you and the public on the scope of the EIR.
12 It's worth just also for a moment to –if you can—hope you can see that yellow print,
13 because this is just a set of framework around why we're here tonight. The
14 California Environmental Quality Act is by state law a guidance for public agencies
15 to share and invite input on actions that they might take. I.E. approve a specific
16 plan and through this process of informing decisions makers of engaging the
17 public, of disclosing potential impacts from the actions that they might take,
18 meaning approving the plan, and sharing ideas about how to reduce or avoid
19 potential impacts that could occur with implementation of that plan. That is the
20 purpose of CEQA, and tonight is a very important milestone in that process,
21 because this is the first opportunity that you have to provide public input.

22 As Bill said, the city has published a notice of publication. We refer to it as a
23 NOP, and within this 30 day period we have this meeting, which again is
24 specifically to obtain your input on what should be in the EIR? What should the
25 analysis be? What are the topics we should talk about? The next step in the

1 process is to publish an actual draft EIR. Your input tonight will help frame, or the
2 term we keep using is scope the EIR. So a big book will come out, and it's the draft
3 EIR. And that second yellow moment up there on the screen is your second
4 opportunity to have input to that process. The draft EIR will go through a number of
5 environmental topics, and identify what the potential impacts are. You will have a
6 chance to digest that, and be on the public record to ask questions or make
7 comments about that.

8 The draft EIR will be out for 45 day comment period. That 45 days is not
9 arbitrary, that is, that is prescribed by the CEQA process, and at the end of that 45
10 days the city will consider the comments that we received either verbally or in
11 writing, and prepare what is the third part of that slide a final EIR. A final EIR is—
12 will do primarily two things. It will present any revisions or amendments to the draft
13 EIR that was published, that 45 days before. And it will also provide specific
14 responses to the input that we received at the public hearing.

15 The last opportunity that we have for public input is once we publish the
16 final EIR, you will have an opportunity to comment on that again. So the point of
17 this slide is the three yellow moments, the three yellow opportunities in this process
18 which are very important for you to provide input to it.

19 So I don't think anybody here is a novice. If you are this is for your benefit.
20 This is just a helpful tool as you try and frame your comments tonight. And what is
21 the scope, we could talk about, we would like to hear your input about what are the
22 range of environmental topics? CEQA prescribes some of those, but you shouldn't
23 let that limit you tonight. We would like to hear everything that you have on your
24 mind about the potential impacts of the plan. Specific issues of concern?
25 Approaches to how we do certain types of analysis? Potential alternatives; there

1 maybe alternatives to the land use concept that you'll present that you think may or
2 may not –that you think should perhaps be explored in the EIR for the purpose of
3 reducing environmental effects. And then any other environmental considerations
4 that you would like to share tonight we will assess through all of that, and present
5 that back to you in its appropriate form.

6 The quote at the bottom is—sometimes I use it at these meetings just if you
7 can't quite articulate your comment, and you simply "I request the EIR for the
8 Specific Plan do..." Whatever you want it to do. Just fill in the blank.

9 Hopefully all of you have a copy of the NOP, and on page six there's a list
10 of all of these topics with a little paragraph. These are the topics that are
11 addressed in sequin that you will see in the EIR. On page six of the NOP there's a
12 little blurb that gives you an idea about what the existing condition of what that
13 particular topic is in the specific plan area, and it also begins to frame kind of what
14 is it about traffic that we talk about in the EIR, or what is it about cultural resources
15 that we talk about in the EIR. So that page—starting on that page six can be
16 helpful to you as you want to frame your comments as well.

17 So again just briefly, tonight we're going to take your oral comments. You
18 can also submit those in writing. I think all of this is also—I know all of this is also in
19 the NOP, and you can submit through mail or via email, or you can bring them into
20 city hall. You will get another chance to hear this again, and again so you have
21 every opportunity to submit your comments. Bill?

22 MR. EKERN: Thank you Crescentia and again just briefly
23 want to leave you with the schedule as we look moving forward that we will be here
24 in November with the scoping meeting. We anticipate the very first part of 2015 to
25 release that draft on the Environmental Impact Report. It will take us that long over

1 the holidays to collate comments from tonight, produce –get it into a package for
2 distribution and move forward through the 45 days in this spring. Again, aiming to
3 get to the city council by the end of June, July timeframe going forward. If there’s
4 no other –if there’s no questions from the commission on any of our topics, I’m
5 going to move back one slide so we leave the picture of the project area on the
6 screen, and we’ll go forward with the public comment.

7 CHAIR HOLT: Thank you Mr. Ekern. Before we open the
8 public hearing any clarifying questions from the commission? No, so this is a
9 public hearing. Do I have a motion to open the public hearing? Motion and second
10 all those in favor?

11 [AYE]

12 CHAIR HOLT: So I do have some speakers cards. I know
13 some people came in a little bit late, so if you do want to speak on this issue you
14 need to fill out a speaker’s card and pass it forward. Most of you are veterans at
15 this, but when you do come forward please speak into the mic. Not only so
16 everyone here could hear you, but so we can capture your comments for the
17 record. You will have three minutes. When the center light on the podium turns
18 yellow, you have 30 seconds left. So please start to wrap up your comments at that
19 time. So first in line is Dee Eva followed by Francesca Fambrough.

20 **PUBLIC COMMENTS START HERE**

21 MS. EVA: Good evening, my name is Dee Eva, and I’m
22 here tonight to ask you in your forming the plan for the Inner Harbor that you
23 consider including a fishing pier for children. We don’t have a lot of access to our
24 public waters, and kids don’t learn how to fish nowadays. It’s a great way for kids to
25 learn patience, and a little bit of self-control, and eye hand coordination, and about

1 fish. And I'm not sure I would eat many of the fish that are there, but there is a
2 fishing pier down in the harbor now, but it's not a very good one. It should have a
3 cleaning station. It should have running water. It should be a little bit better, and I
4 envision that the Park and Rec. Department could have programs where they
5 could take kids down to the pier and teach them how to fish. So in your
6 consideration as you go through this, please keep that on the list. I would love to
7 see it happen. Thank you.

8 CHAIR HOLT: Thank you Ms. Eva. Ms. Fambrough followed
9 by Lee Callister.

10 MS. FAMBROUGH: Hi, my name is Francesca Fambrough,
11 and I want to start thanking everyone who participated in the Inner Harbor Specific
12 Plan. It was a great opportunity to meet so many different people and entities that
13 represent our Bay Area portion in Redwood City. I have lived in Docketown for
14 about three years, and fell in love with the neat close nit community from day one.
15 Since living there, I have joined the Peninsula Yacht Club and learned how to
16 kayak, dingy, and sail. I have realized how precious our Redwood Creek
17 waterway is, and volunteer in the annual creek cleanups. I am an active member of
18 our Redwood Creek Association, which represents the interests of our floating
19 community. I'm hopeful that Docketown, which has been in existence for over 50
20 years; will continue to flourish in these changing times. I would like to advocate the
21 following on behalf of my community and beyond. Please continue to work towards
22 a solution to preserve Docketown, especially the technicalities related to an ultimate
23 approval from State Lands Commission and any other potential jurisdictional
24 interests. Please consider grandfather Docketown since it has been in existence for
25 over 50 years. Please consider designating Docketown a historic district. I've been

1 in communication with historic preservationists, and they feel deeming Docketown a
2 historic district would be beneficial to Redwood City. Lastly there exists an old tank
3 structure that has served as the Peninsula Yacht Club's home since the early
4 1980's. It is our understanding that this historic structure dates back as far as the
5 1870's and served to supply water to steam ships that navigated up and down
6 Redwood Creek transporting Redwood lumber to build San Francisco twice over.
7 This historic structure is a one of a kind, and the very last of its kind. Please
8 recognize the priceless value of this structure, and preserve it for future posterity.
9 Thank you!

10 CHAIR HOLT: Thank you Ms. Fambrough. Lee Callister
11 followed by I believe its Arlene Chartain?

12 MR. CALLISTER: Excuse me, for those of you who don't
13 know me my name is Lee Callister, and I live at Docketown. I was here the night that
14 the Inner Harbor Specific Plan was presented to a joint session of the planning
15 commission and the city council. And –and I know that you heard Mr. Ekern say
16 that there were—that—the Task Force had recommended going forward two plans
17 to consider; one of them involving keeping Docketown where it was, and one of
18 them creating a new floating home community at Ferrari's Pond. I haven't seen
19 anything here tonight that suggests any –that even goes into that level of detail, but
20 I did see on the website that among the things that were listed was a new floating
21 community presumably at Ferrari's, and no Docketown, which I actually confirmed
22 with Mr. Ekern today. He did kindly talk about that this evening, and suggest that
23 the option was still open. The –the—I just want to make it known to all of you that I
24 think it's very important. In fact it's essential that Docketown be included in the EIR.
25 It can't really be scoped out at this point. First of all the Inner Harbor Task Force

1 recommended that it be here, and that it be explored—the option be explored more
2 fully with State Lands, which we are doing. And—and to help the city along we've
3 got our own attorney's working with State Lands. They met with them today, so—
4 so the issue of State Lands as it affects Docketown and the ability to live on the
5 creek is very much still alive. I don't see how we could possibly go forward with an
6 EIR about the Inner Harbor Plan that does not include Docketown, because that has
7 a lot of issues that —environmental issues that need to be addressed. So thank you
8 very much for your time, and I'll look forward to hearing what everyone else has to
9 say.

10 CHAIR HOLT: Thank you Mr. Callister. Arlene Chartain
11 followed by Julie Pardini.

12 MS. CHARTAIN: Good evening commissioners and
13 Redwood City residence. I am a resident of Docketown, and President of the
14 Redwood Creek Association which is a mutual benefit corporation for the benefit
15 for the residence of Docketown. I was also a member of the Inner Harbor Task
16 Force, and as Bill mentioned and others have mentioned we did recommend that
17 the city work with State Lands to work out some kind of compromise, or something
18 with the residential use on the creek. And during that process there was a letter
19 written by one of the staff members at State Lands indicating that if Redwood City
20 wanted to resolve this problem they should move us to another location, and that
21 we should not be on State Lands. So I would caution you council people, and
22 Redwood City in general not to use this letter to bolster the opinion that we should
23 not be allowed to stay on Redwood Creek, because as Lee mentioned we have
24 done a lot of research and are working with the staff and people at State Lands
25 through attorneys and other ways. And it's looking like there's some momentum

1 that's turning into a positive momentum for us. So don't discount it just from this
2 letter from a staff member. In addition we need to look at the environmental impact
3 of moving us out of the environment that we have been living in for 50 years. It's
4 going to affect the environment if we move, and if we move to another place it's
5 going to affect that environment. So to move us is upsetting two economics—
6 ecological systems. So I'm looking forward to working with you and see how things
7 progress. Thank you very much.

8 CHAIR HOLT: Thank you Ms. Chartain. Julie Pardini
9 followed by Clem Molony.

10 MS. PARDINI: Hi, my name is Julie Pardini, and I'm also
11 here speaking for the preservation of Docketown, and for the inclusion of that in the
12 EIR. I would like to read something that I noticed last night and it says that the EIR
13 will I quote, "Assess if it would displace existing housing or people necessitating
14 the construction of replacement housing elsewhere." But the question is where
15 else, and a little lower on page 16, under guiding principles it states that, "One of
16 the principles is to preserve existing floating communities." And I hope that you will
17 do that. We have gone through so many changes in Redwood City. Many of them
18 very favorable, but it's a lot to expect for us to get used to so many new things, and
19 then to withdraw what we're used to, and especially considering the lack of
20 affordable housing in this area. I know that there's a new building going up at Blue
21 Harbor. There are 411 units. Out of those 411 units you have zero affordable
22 housing. And when I'm talking about affordable housing, I am not talking about low
23 income housing. This is just housing that people can afford. So I think that's a real
24 problem in this area, and I really think it should be addressed. So that's—that's all I
25 wanted to say, and I hope you can do something about that.

1 CHAIR HOLT: Thank you Ms. Pardini. Clem Molony
2 followed by Carole Wong.

3 MR. MOLONY: Good evening my name is Clem
4 Molony and I am speaking tonight as the secretary of the Seaport Industrial
5 Association. The Seaport Industrial Association will be submitting letter to this
6 process. SIA has 20 years experience analyzing local EIR's and local traffic
7 realities. Two issues to speak to tonight. One is compatibility, the second is traffic
8 circulation. On compatibility; we noticed 15 years ago in the process of the
9 Development of Pacific Shore Center that you can successfully plan for
10 compatibility between industrial zone areas and commercial. And the –we suggest
11 that the Planning Committee, City Council, and staff assist that new development
12 be planned and designed in a way that works with existing commercial uses;
13 industry and non-industry. Planning for compatibility means put distance and
14 physical buffers between industry and new buildings. Second require disclosures
15 in title documents and leases about the existing—the existing uses of industry. And
16 third separate as much as possible car and truck traffic, because cars do not
17 understand the safety requirements of truck traffic. Bottom line for this one is that
18 we hope that an impact to be analyzed in this document will be land use
19 compatibility. Concerning traffic; circulation improvement was on the key slides as
20 a key part of the plan. The Inner Harbor area and the J –Paul [PH] Project share a
21 traffic system with the port, and industry along Bloomquest [PH] that involves
22 heavy truck traffic. Existing beneficial uses for the city, Redwood City, Granite
23 Rock is in the top five I believe in sales tax generators to the city. Traffic and
24 Woodside Interchange is extremely heavy now. I drove by coming here tonight and
25 extremely backed up. It looked like about six signal turns would allow the acute up

1 traffic to get south on 101. It was extremely backed up. Consider adding 1.2 million
2 square feet of commercial use, 550 homes, etc., to this area, and the traffic
3 circulation impacts. Plan realistically; do not over load the system. Scale the
4 intensity of the development to meet the infrastructure capacity. There's—that
5 capacity can be overwhelmed and that's not what you're trying to do with a good
6 plan. Thanks very much.

7 CHAIR HOLT: Thank you Mr. Molony. Carole Wong followed
8 by James Jonas.

9 MS. WONG: Evening commissioners, I'm Carole Wong,
10 and I was a member of the Inner Harbor Task Force, and there was one year of my
11 life. Here's the next year of my life, so regarding comments; I'm not going to
12 comment about what ought to be in the plan, or what not ought to be in the plan.
13 That's really around a couple of things. One that simple little diagram up there
14 represents a huge amount of information underneath at the next level. So there are
15 so—I will just give you an example if you look at the Bloomquest extension you see
16 how narrow that gets. One of the items I would add for scoping is that we know that
17 there is a proposal at the J-Paul site who suggested volumes of square footage
18 and traffic—not traffic, but anticipated a number of parking spaces. If you look at
19 the end of that—I guess west—west or north—west end of Bloomquest it's awfully
20 narrow for that anticipated volume of traffic. So that—I guess that goes back to
21 another comment just earlier about the infrastructure and the level of development.
22 So one; I would just encourage the commission to take a look at the next level,
23 and—and really shake down from Jill all of the information that goes with that. The
24 second is that –let me see, second, where are my notes—on the maximum
25 theoretical build out, when I looked at—the only think that I had for J-Paul proposal

1 because it's not posted on the website by the way, nor is –and the wholish [PH] of
2 the residential in area one, that hasn't been posted either. So for someone trying to
3 comment and someone knowing about the plan, I can't quite get my arms around
4 how big are we talking. So if I assumed from what J-Paul presented back in
5 February I could easily say their commercial development proposal could easily get
6 to the commercial maximum threshold of development. Is that the right term? So
7 we could easily get to our maximum just looking at that proposal, so tuck that
8 factoid into your hats. Thirdly because of the volume of material that I would
9 expect from the drafts; I would beg and strongly encourage you to see if we can
10 get a longer than 45 statutory review period. It's just –it's drinking from a fire hose,
11 and this one Task Force ex-Task Force member would really like a little more than
12 45 days to go through it. And then lastly has the commission, have all the
13 commissioners been through the Inner Harbor in terms of a water born tour?
14 Because if you haven't that was one of the most profound ah-hahs for me. Going
15 out at high tide and Jerry Pierce was kind enough, and the Byack [PH] folks were
16 kind enough to take people out, but it was very telling to see just at regular high
17 water, not king tide which is coming up, exactly how many feet the water was
18 lapping at ground plane next to one marina? Whereas if you go over to Redwood
19 Shores high tide you see the tops of the garages from over the levee. So just as a
20 perspective please take a boat ride if Byack or anybody can get you one of them.
21 Thank you.

22 CHAIR HOLT: Thank you Ms. Wong. James Jonas followed
23 by Kevin no last name.

24 MR. JONAS: Good evening commissioners, my name is
25 James Jonas. First of all let's hit a couple of topic facts. Byack, you know fast,

1 Byack was kind of interesting today. When I was leaving Docketown we actually had
2 traffic going both ways. We have a special type of impact because parent's pick up
3 their kids, and so as a consequence it gets extremely crowded there, and that
4 should be taken into account. It's a strange peak period. 100 people need to move
5 in very short periods of time. This happens in the morning and in the evenings, but
6 it should be taken into account. Secondly with regard to the jail; I took a look at the
7 jail document in this area. They have a very interesting assumption. They were
8 looking at sea level rise to 2050. I think what we need to do is start to take a look at
9 a longer perspective. 35 years is really a longer period of time. We need to start
10 taking a look at 100 years perspective especially with a community, because we're
11 dealing with the general planning area and think in terms of how long a building
12 would last is really kind of the wrong question to ask. So we should be looking at
13 100 years. In terms of Docketown, I was—I am very surprised that you could take an
14 existing community that already has been living there for over 50 years and
15 exclude it from an EIR. I mean that principle I just don't even understand. In fact I
16 don't even know—I mean this would be—just straight I don't even know if it's
17 allowed. If you could just sit there and just exclude a preexisting community from a
18 plan just because it's inconvenient for some reason. I do want to alert you as to the
19 guiding principle that was stated previously. Number 6; "Preserve existing and
20 accommodate new floating communities." We talked about that a lot, and this was
21 the thrust of the commission, which was we're going to look at every single
22 avenue, and this is a very important discussion for Redwood City. If you live east of
23 El Camino, or inside of any community that is below the waterline you could be
24 directly affected by what happens to my home. The state has been very clear as
25 the seas rise, they take. Their jurisdiction moves, ad Redwood City, San Mateo

1 County is ground zero for this. They are self-interested in this in some ways. Think
2 about it. They're about ready to take over a huge amount of land. That means
3 control of it. Now they may think that they're the wisest ones to manage this. I
4 personally think the community should be able to really be the one that makes
5 those decisions. Don't take this lightly. This is a big battle they're playing. Don't
6 make mistakes that is done in previous past where you invited a huge other player
7 in order to solve your problems and yet you're going to own the new problems that
8 that giant will bring in to the situation. It is really risky. We are at risk in Redwood
9 City, and what happens in Docketown may very well happen to the rest of Redwood
10 City. Do not accept their assumptions. Thank you very much!

11 CHAIR HOLT: Thank you Mr. Jonas. Please no clapping,
12 thank you. Kevin, can you tell me your last name sir?

13 MR. GERMANO: Germano.

14 CHAIR HOLT: Is that with a G or with a J?

15 MR. GERMANO: G. Hi my name is Kevin Germano,
16 and I've been in Docketown –lived at Docketown for the last 20 years. So I'm one of
17 the older residents there. And I just want to say what's happening—part of what's
18 happening now is the tragedy that we don't have a plan. So I'm just sort of
19 reemphasize the sort of fact that you really need to come up with something, and it
20 should be relatively soon, because the upheaval that's going on in our area like
21 Maple Street, the sewer, whatever that mess that's going into the ground there, it's
22 been happening for 9 months, closer to a year. We need to—without a plan for
23 Docketown, without saying that you know Docketown should be included in Redwood
24 City and a permanent member, I mean you should be putting a feeder toward
25 Docketown, so that at least at some point we could have a sewer system. And—

1 and that's all going in. Let's not, you know, ignore that, so, and the other things that
2 are involved too. The —right now there is talk that somebody is buying the land, and
3 that they're going to raise the grade level four to six feet, and that a lot of the house
4 boats will be blocked off, and they will have to park up by the Peninsula Yacht Club
5 and walk 200 feet down to their houses, and there's mothers with small children
6 that are going to have to negotiate the docks back and forth. If that's happening
7 and we had a plan, and we knew what Docktown was going to be like in the future,
8 you know, we could maybe start moving the houseboats toward one end of the
9 Marina to accommodate a new plan for the marina. And—and thereby let that fill in
10 go on, and still not have to, you know, make these people walk, you know, 100
11 yards to their house. So it's really important that a plan happens, that we have a
12 plan for Docktown, that you need to start admitting that Docktown is going to be
13 there. And—and accept it, and—and start building or the future there because it's
14 important. You know, you can't—as a builder I've always been in construction. As a
15 building going forward if you don't have a set of plans that you could work toward,
16 then you don't know what's going to happen, and what you get is what's left, and
17 that's not the right way to go. Okay, so— that's all I have to say.

18 CHAIR HOLT: Thank you Mr. Germano, and my last speaker
19 card is Mike Giari.

20 MR. GIARI: Hello, good evening, I'm Mike Giari. I was a
21 member of the Task Force, and the Task Force briefly discussed because I
22 brought it up a couple of times the need for navigation channels which would
23 probably lead to the need for dredging somewhere in the Inner Harbor area. And I
24 know you just give brief examples here of what's going to be included in the EIR,
25 but I think it should be included in the EIR. Maybe in the circulation section,

1 navigation channels; in other words people moving around in boats. Thank you.

2 CHAIR HOLT: Thank you Mr. Giari. So those are all the
3 speaker cards I have motion to close—

4 COMMISSIONER SCHMIDT: Motion to close the public
5 hearing.

6 COMMISSIONER BORGENS:: Second.

7 CHAIR HOLT: I have a motion to second. All those in favor?

8 [AYE]

9 **PUBLIC COMMENTS END HERE**

10 CHAIR HOLT: Any commissioner questions or comments at
11 this point? Mr. Schmidt?

12 COMMISSIONER SCHMIDT: Thank you madam Chair. I just
13 have a quick question for the staff. I don't think I ever heard anybody bring up a
14 suggestion of extending the 45 day public comment period. Is that possible, or is
15 there guidelines or reasons that we can't do that?

16 MR. EKERN: Madam Chair, members of the commission.
17 That's the legislative minimum for the time period for public review. It's the city's
18 discretion if they would like a longer period of time.

19 COMMISSIONER SCHMIDT: Thank you.

20 MR. EKERN: My staff just shot me by the way, but that's
21 okay.

22 CHAIR HOLT: Commissioner Borgens?

23 COMMISSIONER BORGENS:: So discussion on that,
24 so what is—when a community comes before us, and they say they need more
25 time to review documents on something that's—there's a lot of repercussions on

1 this. There's a lot of input that's going to go into this. So have we ever, do we have
2 history that we've extended out, and —and there is—I see a head shaking okay.

3 MR. EKERN: There is madam Chair. In general the city has
4 been—my experience has been very responsive to the community saying, you
5 know, you get to the end of the 45 days. Rather than coming to the city house with
6 the Planning Commission an raising much more issues, and causing the extending
7 it out of that meeting, you could set a longer time frame up front and just, you
8 know, be clear with yourselves and the public that you're trying to accommodate at
9 the front end rather than at the tag end of the process.

10 COMMISSIONER BORGENS:: And I think this is an
11 important enough issue that if we see that after our discussion, and that we need to
12 go it's something that I would like to hear us discuss amongst the commissioners,
13 so, yeah.

14 CHAIR HOLT: Just for clarification Mr. Ekern, we would—we
15 would tell staff now that we want to extend it to 60 days, or whatever if the
16 commission feels. We would tell you that now at this meeting.

17 MR. EKERN: Yes, now is as good of time as any, and then
18 we could always plan for it.

19 CHAIR HOLT: Okay just wanted to give our apologies, but—
20 Thank you Commissioner Schmidt?

21 COMMISSIONER SCHMIDT: Thank you madam Chair, and
22 while I had you up there Mr. Callister had mentioned. I honestly did not get the
23 impression from when you spoke, when you first spoke that we were excluding a
24 community from the Inner Harbor.

25 MR. EKERN: Again I want to be very clear. We are not. We

1 are looking at the plan in kind of from the plan's perspective dealing with the State
2 Lands Commission what we believe is an appropriate way to look at this given the
3 nature of what we understand the law to be. But again in indifference to the Task
4 Force, and to the discussion, and to—as was pointed out by the community there
5 is an existing situation with people living in there and we need to address that one
6 way, shape or form. We would deal with it in a number of different ways, but it's
7 reasonable to consider that as an alternative to allow residential uses there going
8 forward. And then the council has that option when they get to that point. It gives
9 us time to work our way through any legal issues that may be outstanding.

10 CHAIR HOLT: Commissioner Borgens?

11 COMMISSIONER BORGENS:: So under the guiding
12 principles, and this has been brought up a couple of times through the speakers.
13 Number 6, "Preserve existing and accommodate new floating communities." Let's
14 just hit this head on. What does it mean to preserve existing, because this is the
15 only one that I know that's in existence, that we have an actual floating
16 community? So what are we talking about when we say preserve?

17 MR. EKERN: I think people's concept, and then again our
18 commitment to the Task Force was to try and work through the legal system to see
19 if there was a way that permanent residents or users could remain on granted
20 lands. So the commitment from the council and from the staff was we would
21 continue through—you know, on that as a way for moving forward which is again
22 what we continued to do with the plan. We want to be clear that if it's—you really
23 would need to look at the Docket, if that was going to be some kind of
24 permanent long term living situation you would have to build all new infrastructure
25 pursuant to some of the other comments in order to really make that a permanent

1 living situation. So it would be a new community at the time you were done if you
2 built on the private property that we've anticipated as a possibility, or if you built on
3 the public property it would be all new infrastructure. It would be a new community.
4 It's not necessarily saying that he who is there today necessarily is there tomorrow.
5 They—we don't control how people move in and out of these living conditions.

6 COMMISSIONER BORGENS:: But we're talking there
7 would be codes that would be put in place and be codified I mean to some degree
8 or?

9 MR. EKERN: My anticipation is that one of the things that
10 would come out of the planning for this are a set of rules and regulations for living
11 on the water. We do not have regulations in Redwood City. We don't control any of
12 that. It's not regulated by the building code. Other cities in the Bay Area have
13 adopted specific codes to talk about the design standards, and the legal
14 requirements that you would need. The permits that you would need to build a
15 house, to live in a house, or live in a situation on the water. And we would expect
16 that to be the same thing through this.

17 COMMISSIONER BORGENS:: So then—can I add to
18 that? In the extent that it's applicable to seek analysis can we –is that going to be
19 included? That kind of research included when we're talking about state lands or is
20 it going to be included in the CEQA analysis?

21 MR. EKERN: The plan will deal with that. The CEQA
22 analysis will look at the impacts if people—if you have to build a new infrastructure,
23 if you have to, if you're allowing people to live in these different areas, what are the
24 environmental impacts of those actions.

25 COMMISSIONER BORGENS:: Okay thank you.

1 CHAIR HOLT: Thank you Mr. Ekern. Commissioner, Vice
2 Chair Bondonno?

3 VICE CHAIR BONDONNO: Thank you madam Chair, so
4 Mr. Ekern isn't that really what water dependent development means as a generic
5 term? In that this plan we're looking at it like a program level. None of this is
6 necessarily –we have public facilities. We know what's sitting there, it's the police
7 department. We know there's a jail going in next door to it, but we're not talking at
8 that sort of property, or project level, and so the idea as you described it, "Water
9 Dependent Development" would include potentially any potentially existing or any
10 future community that would be there for that infrastructure. So—so—let me pause
11 and make sure that I get an affirmation from you.

12 MR. EKERN: Madam Chair, Commissioner that is correct.

13 VICE CHAIR BONDONNO: Okay so to the extent that the
14 comments or concerns maybe were raised with public testimony is why isn't it
15 scoped in, but really the flip side of that is there's nothing here that's –that's
16 explicitly scoping it out?

17 MR. EKERN: That is correct.

18 VICE CHAIR BONDONNO: Okay.

19 CHAIR HOLT: I have a question in regards to, I think we're
20 headed in the right direction, and obviously we've heard some good comments
21 tonight in regards to navigation and—and I like the idea about a fishing pier which
22 could be looked at and maybe in one of these open spaces. The –in terms of the
23 alternatives that staff is proposing that we include in the EIR, the environmentally
24 superior alternative. I read that to mean possibly a smaller envelope for let's say
25 the—the commercial office space. Am I correct in that assumption and staff will

1 sort of decide in terms of the evaluation what that smaller envelope might be?

2 MR. EKERN: That's correct. I believe Crescentia talked
3 about what we anticipated evaluating, but that would be one example of potentially
4 environmentally superior alternative.

5 CHAIR HOLT: Vice Chair Bondonno?

6 VICE CHAIR BONDONNO: Just quickly to kind of follow
7 up, one of my questions too was sort of looking at it from the different alternatives
8 and specifically this maximum theoretical build out, and so instead of sort of saying
9 —addressing just the maximum theoretical build out and say what we want
10 potentially is evaluating an alternative of something less. That sort of falls into the
11 envelope, the category of what would be more environmentally superior from that,
12 and it's not specifically to just—in my mind I hope not specifically to the commercial
13 or something, but all of the categories that were listed in that table?

14 MR. EKERN: I would agree, I think that's the intent.

15 VICE CHAIR BONDONNO: Okay. One last one before I—

16 CHAIR HOLT: Sure go ahead.

17 VICE CHAIR BONDONNO: And so I do think we do need
18 to be very aware and conscious of when we're looking at traffic and circulation. The
19 concept that Mr. Molony raised between car, car and truck, and so forth, and also
20 you know as we're seeing potential changes to the 101/84 Interchange. I've seen
21 some concept plans there too, and even then people are like wow, there's still
22 these big industrial semi-trucks rolling through there and let's make sure that we—I
23 guess can cohabitate or however we buffer that as much as possible. So I did
24 appreciate his comments and would like to make sure that that's studied
25 appropriately. Thank you.

1 CHAIR HOLT: Thank you Mr. Ekern. Commissioner
2 Borgens.

3 COMMISSIONER BORGENS:: I'm sorry one more
4 thing. I want to make sure that we—that we include—excuse me—include in the
5 document or research that we do the history. There was mentioned tonight about
6 the historic water tower out there, and I actually did go out and take a look at it.
7 Took pictures of it, and there's definitely some history out there that we really need
8 to look at and preserve, and we've done a great job at Railroad City in preserving
9 our history, and I don't want to forget about that part of town, so it's—it's pretty
10 impressive when you go out there and walk around, and look at that whole area,
11 but that water tower makes a statement. So I wanted to make sure that we look at
12 that.

13 MR. EKERN: Thank you.

14 CHAIR HOLT: Thank you Commissioner Borgens. So any
15 other comment from the commission. No, so this is just —sorry Commissioner
16 Radcliffe?

17 COMMISSIONER RADCLIFFE: So are we going to go
18 into a discussion phase or—because I was thinking you were just taking questions
19 from Mr. Ekern here.

20 CHAIR HOLT: No questions and comments, so—

21 COMMISSIONER RADCLIFFE: Yeah, I got a bunch.

22 CHAIR HOLT: Great, go.

23 COMMISSIONER RADCLIFFE: So can we talk about
24 potentially the traffic, I'm thinking pedestrian bike traffic out to this area. Right now
25 we have Maple Street as the only ingress egress, is this a point when we can also

1 talk about potentially doing a pedestrian bike only over bridge at Walnut?

2 MR. EKERN: Excuse me, madam Chair the plan has much
3 more detail in terms of circulation. You know we're not showing it at this scale, but I
4 think those are the kinds of comments that the consultants are looking for. So
5 again to Crescentia's point, if you would say I would like the EIR to include this, the
6 study of X, the study of Y, the study of Z then we could put that in the shopping list.

7 COMMISSIONER RADCLIFFE: Okay so I would like –
8 like the study of an over-- pedestrian bike overpass at Walnut. We got a huge
9 amount of bike traffic in this area, and to me this does not flow conveniently for a
10 bicyclist coming down from San Francisco going to his job either at Sea Port or
11 further down the peninsula. So I think that circulation really needs to be looked at
12 better. Also I would like to look at the bike pedestrian ingress and egress under
13 101 near 84 where the railroad goes under. There's potentially quite a bit of room
14 there that could also facilitate movement. Are there more than one option where
15 the Bay Trails are going to go? I'm not understanding where that's going to go and
16 how that's going to hook up, and, so that's something that I would like to see. I also
17 would like to see studied traffic with the soccer fields there, and traffic without the
18 soccer fields there. Also how are we going to park for the soccer fields if that is
19 indeed a direction we are going to go. Question on basically the Ferrari Land; we
20 have the Ferrari Land and the open space wetland. To me that's backwards. Why
21 isn't the open space wetlands on the water instead of shoved into the corner? I
22 mean that's just kind of—it's not making sense to me. So I would like to look at
23 that. Let's see, regarding the water tank which is a great historical aspect, can we
24 look at potentially the water tank becoming part of our San Mateo County Museum
25 System? You know, we have the Wood Side Store, we have the Sands of Adobe,

1 potentially that could be another part –the other arm of our museum, and that could
2 enliven the area for the history that we have out there. And I think that’s it.

3 MR. EKERN: Through the Chair if you don’t mind on the
4 last point, just I want to be clear that the—the Peninsula Yacht Club is on private
5 property. It’s privately owned. It’s not city owned property, so that would be—to
6 resolve that would be an issue outside of the EIR, but it’s worth a comment to look
7 at uses for it.

8 COMMISSIONER RADCLIFFE: Okay, well maybe the
9 owner wants to donate it to the museum. Just a thought out there, you know, just
10 putting it out there.

11 CHAIR HOLT: I have a question to piggy back on
12 Commissioner Radcliffe’s comment about circulation. When I read this, my view
13 because we are at such a high level in terms of what we’re studying in terms of
14 impacts of the EIR, in terms of circulation both pedestrian, bicycle, car –how do I
15 ask this question? Is this—my read was this wasn’t the only possible
16 transportation solutions to this. In other words there are other ways in which we
17 might route both cars and pedestrians, bikes is that correct?

18 MR. EKERN: That’s correct.

19 CHAIR HOLT: Okay and so by studying all the different
20 traffic, and movement, and impacts this isn’t the only possible scenario?

21 MR. EKERN: No, and the point is worth –what I would
22 anticipate to come out of the traffic studies is very sense of rigorous transportation
23 demand management programs that development would be required to you on top.
24 Those would be the kinds of things that the impact analysis would point out, and so
25 in addition to your just how the roadways would work, but other support systems

1 that it would take in order to enable any type of development to go out there.

2 CHAIR HOLT: Great, thank you. Okay any other comments,
3 direction for staff in regards to what we want to see studied? Vice Chair
4 Bondonno?

5 COMMISSIONER BORGENS:: Do we want to have a
6 discussion while extending the review period.

7 CHAIR HOLT: Sure. We can talk about that. We definitely
8 have done it in the past, I think that it—that it makes sense. So I'm certainly open
9 to it, and willing to take suggestions as to what that time period should be. I can't
10 remember –

11 COMMISSIONER RADCLIFFE: We've done 60, and
12 we've done 90, so I was going to throw out 60.

13 CHAIR HOLT: Vice Chair Bondonno? Does 60 sound like a
14 good number to you?

15 VICE CHAIR BONDONNO: Yeah, go with 60.

16 CHAIR HOLT: So direction to staff if we could make the
17 review period a 60 day as opposed to 45?

18 MR. EKERN: We shall.

19 CHAIR HOLT: Thank you. Any other comments with regards
20 to direction to staff? Thank you very much.

21 MR. EKERN: Thank you.

22 CHAIR HOLT: I got to find my agenda again. So that's item
23 number six, item number seven matters of commission interest?

24 MR. TURNER: Yes Steven Turner Planning Manager.
25 There's a couple of items at the beginning of December that are of the

1 commissions interests. First of all Sea KAG [PH] and the Airport Landing
2 Commission for San Mateo County is holding a public workshop on the
3 development of their Land Use Compatibility Plan for the San Carlos Airport. And
4 on December 9th, they are holding an open house workshop to talk about the
5 compatibility plan, the components of it, and how, you know, that plan would affect
6 the neighboring jurisdictions. There's not from what I understand a formal
7 presentation, but they're going to have stations setup at the meeting where people
8 can come and ask questions, and they'll be professional staff there to respond to
9 questions and issues. They've mentioned that a particular emphasis will be placed
10 on noise and the impacts of noise that the airport generates, but certainly this is a
11 plan that could affect Redwood City in that the Compatibility Plan would include
12 appropriate land uses in and around the airport area in which Redwood City has a
13 stake in. There's a whole process by which they could designate land uses, but
14 the city can –can contest those proposed land uses. So there's a whole process
15 that's involved. They're just getting started with the review of the new plan, and so
16 this workshop is an opportunity for the public to attend and ask their questions and
17 hopefully get answers. And advertisement has been put at your places, and also
18 there's advertisements for this workshop in the back for the public as well.
19 Regarding an upcoming Planning Commission meeting we are anticipating holding
20 our December 2nd Planning Commission meeting. We have two discussion items.
21 First on the community benefits effort that staff is leading, so we'll be able to
22 provide a check in discussion with you on that, and then also planned development
23 permit check in. So we're going to be talking about some revisions and changes
24 that we're considering for the planned development permit process. And then
25 finally you should have received an invitation from Mayor Geibrich [PH] regarding

1 Redwood City's Board Commission and Committee event kind of honoring your
2 participation and the participation of other committee members. That's happening
3 on December 5th at Redwood Shores Library, and you need to RSVP by November
4 25th. That's all that I have for this evening, thank you.

5 CHAIR HOLT: Thank you very much Mr. Turner, and then
6 just to report to you the commission, Commissioner—Vice Chair Bondonno and I
7 will be meeting it looks like perhaps Monday with the Chair and the Vice Chair of
8 the HRAC to sort of get some ideas, and some action moving forward, to just kind
9 of get some more visibility between the two. So we will report on that and
10 potentially be setting up a joint meeting with them as well. Commissioner
11 Radcliffe?

12 COMMISSIONER RADCLIFFE: I just wanted to mention
13 that this Thursday evening is a outreach on the 101 interchange at Woodside, and
14 since everyone is kind of concerned about that area. I believe the presentation
15 starts at 6:45 is it here in this chamber? And I know there's a presentation. I think
16 there's time for input, and public comments, and it's kind of interesting some of the
17 proposals, so I think everyone in this room would be –be beneficial for them to go
18 to.

19 CHAIR HOLT: Thank you Commissioner Radcliffe,
20 Commissioner Borgens?

21 COMMISSIONER BORGENS:: So I have one that has
22 nothing to do with the Planning Commission, but hometown holidays, the first
23 Saturday of December which is your holiday event in Redwood City, so being I had
24 this audience I was going to take the opportunity. So bring your kids, bring your
25 family it's just a great event. It takes over downtown, we have snow lots, Santa

1 pictures, ice sculpting, and then there's parade at 4:30. I'm looking for parade
2 spotters if anyone is out there wanting to volunteer I could use some parade
3 spotters which means to control the parade, making sure it moves forward. And
4 then we have the Tree Lighting Ceremony at City Hall, and then Fireworks. So it's
5 a great family event. Come out and support it. It's just a lot of fun. It is kind of
6 something that Redwood City has always done for many years, and we would like
7 to see the whole community out there.

8 CHAIR HOLT: Thank you Commissioner Borgens. Do I have
9 a motion to adjourn the meeting.

10 COMMISSIONER SCHMIDT: Motion to adjourn.

11 COMMISSIONER BORGENS:: Second.

12 CHAIR HOLT: Motion on the second, all those in favor?

13 [Aye]

14 CHAIR HOLT: And adjourned, thank you everyone.

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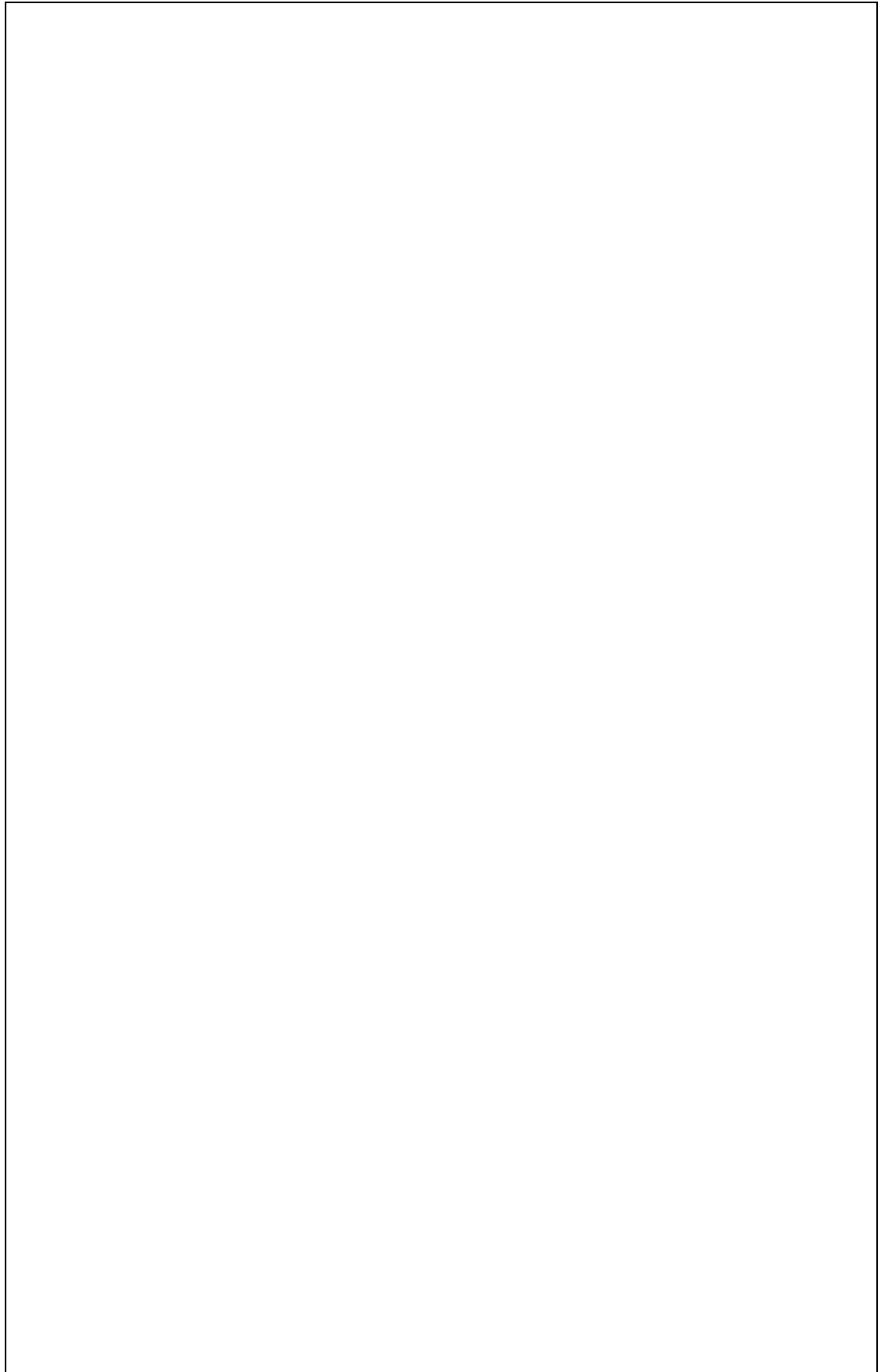
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I, LESLEY HOPKINS, do hereby certify that I was authorized to and did transcribe the foregoing proceedings and that the transcripts are a true and correct record of said proceedings free of any conflict of interest.

DATED this 10 day of November, 2014.

A handwritten signature in black ink, appearing to read "Lesley A. Hopkins".

Lesley A. Hopkins
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Letter 2

Community Comment for Inner Harbor Scope Meeting

karen zamel

Sent: Tuesday, November 18, 2014 12:21 AM

To: [Inner Harbor](#)

Hello!

As a Redwood City resident for 20 years, I would like to see the most environmentally friendly use of the inner harbor area that protects natural resources, respects the waterway, and is conducive to bike and pedestrian traffic vs. just automobiles. I believe we have enough structural and concrete housing and commercial development occurring in Redwood City. The inner harbor area should be designated as a park with open space, trees, natural habitat and native species, hiking/walking/biking space. I would not like to see it developed into soccer or baseball fields. I believe that soccer and baseball fields limit use to the community at large. Parks, open spaces, trees would be more accessible to more members of the community, more inviting to wildlife.

Thank you,

Karen Zamel and Jeff Dye

LETTER 3

Mr. Steven Turner, planning manager sturner@redwoodcity.org

Inner Harbor plan – Notice of preparation.

My comments address the transportation element with respect bicycling and bicycle commuting. There are two aspects to bicycling; one being recreational riding on the Bay Trail and its spurs and the other aspect is utility cycling for individuals who need to get from point A to point B safely and conveniently. Future development will impact both of these aspects. For the utility cyclist, the concern is direct, convenient links from the Inner Harbor to downtown, North of Redwood Creek along East Bayshore, to Whipple, and south along East Bayshore to Marsh Rd. Although these linkages currently exist, the development presents an opportunity to improve these links. Currently, the Maple over-crossing of RT 101, the infamous Bridge to Nowhere across Redwood Creek, and Blomquist are used by utility cyclists but none of them are “formal” bicycle facilities, at least for any substantial length. In developing improved bicycling through the inner Harbor, the following needs to be addressed:

- Although the plan addresses items within the footprint of the Inner Harbor, careful consideration of constructing bike routes within the Plan area must take into account existing and future route adjacent to the footprint. For instance, I believe that the Bridge to Nowhere will be destroyed and replaced by an extension of Blomquist. Currently East Bayshore North of Redwood Creek is not a good place to ride for most folks. Although the Bay Trail exists parallel to East Bayshore, it is not a direct connection from Redwood Creek to the Class I bikepath north of Whipple. The Inner Harbor plan needs to address improvements to East Bayshore to provide a direct, convenient, and safe passage for cyclists.
- Likewise, connections to the south needs to be considered in the EIR. Specifically, assuming that Blomquist is the bike route through the Inner Harbor, careful consideration of its intersection with Seaport is required. This area will see a lot of traffic, including heavy trucks turning right from Blomquist on to Seaport in order to access RT 101. Placing through-going cyclists to the right of turning traffic, especially with long wheel base vehicles is extremely hazardous accounting for numerous deaths. In addition, the design needs to provide a direct, convenient, and safe connection to East Bayshore to the south. Finally, in the future, the Bay Trail might be constructed on the levee located east of East Bayshore behind the commercial area. A future link the Inner Harbor needs to be in the plan so that, when that segment of the Bay Trail is indeed ready to the south, that Inner Harbor link can be used.
- Within the Inner Harbor, the “north-south” bike route needs to be direct, convenient, and safe. Presumably, that route will be Blomquist. However, the conceptual plan suggests that Blomquist will also serve as a key route for motorists including heavy truck traffic. The EIR needs to address this potential conflict as these motorist make turns into parking areas associated with housing and business.
- The connection from Inner Harbor to Downtown and the rest of Redwood City needs to be addressed. The preliminary plan calls for either a freeway crossing bridge at Maple or Walnut. Key consideration in the choice should be existing and future bike facilities to the west of RT 101. How will either the Maple or Walnut bridge connect to these facilities? Again, the connection needs to be direct, convenient, and safe.
- Although formally out of the planning area, a path under RT 101 using Redwood Creek needs to be addressed. In a EIR for the “Paul” project located north of Redwood Creek, the creek trail to downtown was included as part of the mitigation. More recently, although designs were completed, it was later decided that between sea level rise and the cost of re-locating utilities, it was decided that the Redwood Creek underpass would not be constructed. Seems to me that the

developer should be “on the hook” for expenses, and that, although sea level rise will indeed occur, its impact will be felt on a number of new (and old) projects – If the underpass is constructed now, it should be useable for at least a decade or more before it become infeasible to maintain.

John Langbein

LETTER 4

Inner Harbor EIR timing is wrong

Sent: Monday, November 24, 2014 8:46 PM

To: [Inner Harbor](#)

DID YOU KNOW That The City Thinks It Can Approve The Scope And Draft For An Environmental Impact Report Before It Is Clear What Will Actually Be In The Plan?

**The plan for the Inner Harbor is to release a
draft EIR & plan in the first quarter of 2015
and then in spring of 2015 the final EIR.**

By [Tania Solé \(Star Patcher\)](#) Updated November 24, 2014 at 6:01 pm

Draft Land Use Concept Plan



During last week's Planning Commission Meeting Mr. Bill Ekern, Assistant City Manager for Redwood City informed the planning commission and the public that the city intends to create both the specific plan for the inner harbor (IHSP) and the environmental impact report (EIR) at the same time! Which means the city is creating an EIR for a plan that doesn't exist yet.

According to Mr. Ekern, because of State Lands issues still under discussion the City is not including residential uses on the granted lands in the EIR. For the purposes of the environmental impact report, the city is not going to follow the direction of the Inner Harbor Task force to work with State Lands to find a way for Docktown to stay where is is, and is simply going to eliminate the community.

Mr. Ekern went further and noted that the City was not going to spend a lot of time discussing the forthcoming specific plan which might seem to be a logical and focused statement given that the discussion was supposed to be about the EIR, however this really doesn't make sense.

As Cynthia Brown , a director with Environmental Science Associates (ESA) the consultants tasked with preparing the EIR, explained the framework of the California Environmental Quality Act (CEQA) allows for EIR's to inform, engage, disclose and avoid and/or reduce potential impacts of a specific plan with alternative and/or mitigation measures. The first step is to prepare a notice of preparation (NOP) then after that the next step is to prepare and publish a draft EIR. Ms. Brown suggested that people consider framing their questions in the format of "I request that the EIR for the Specific Plan consider...."

An EIR is supposed to make sure that proper transportation circulation, parking impacts, land use planning and even utility and service systems have been planned for but how to do that if you don't know the particulars in question.

How are the consultants going to study these impacts if what exactly is planned for the Inner Harbor 1 development is unknown. As is what is planned for the Inner Harbor 2 development. Or even water dependant development.

Given the existing business and organizations in the area, Mr. Clem Maloney, Secretary of the Seaport Industrial Association, stated new development must be planned and designed in such a way as to properly co-exist with existing commercial and industrial uses. He suggested some solutions such as putting distance and physical barriers and separating truck and car drivers as much as possible. This all has to do to with proper land use compatibility.

The fact is that the inner harbor area and whatever forth coming development is finally approved for what was labeled as Inner Harbor 1 and Inner Harbor 2 share a traffic system with the port and the industrial zone. Traffic at the Woodside Interchange is extremely heavy now and extremely backed up. There is currently a 101/Woodside Interchange project expansion process being developed through CalTrans but at the speed the City of Redwood City wants the EIR developed there is no way that this EIR will be able to incorporate any decisions made through the CalTrans long-term strategic process.

Mr. Maloney further urged the commissioners to make sure and consider planning realistically in such a way so as not to overload the system. The reality as Mr Maloney noted is that the city needs to scale the intensity of the development to meet the infrastructure capacity and not allow the current capacity to be overwhelmed. But how can this be done in anything but a sequential way?

First we need to understand what CalTrans is doing with the 101/Woodside interchange and what the State Lands Commission is going to allow in the Inner Harbor. Then we need to understand what the plans are for the Inner Harbor 1 and Inner Harbor 2 projects and only AFTER can a relevant and appropriate EIR be studied, drafted and finalized.

LETTER 5

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr. Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

111 GRAND AVENUE

P.O. BOX 23660, MS-10D

OAKLAND, CA 94623-0660

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November 25, 2014

SM101489

SM-101-5.489

SCH# 2014112027

Ms. Jill Ekas
City of Redwood City
Planning Department
1017 Middlefield Road
Redwood City, CA 94064

Dear Ms. Ekas:

Redwood City Inner Harbor Specific Plan – Notice of Preparation

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above project. The following comments are based on the Notice of Preparation. As lead agency, the City of Redwood City (City) is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. The project's specific traffic mitigation fee should be identified. Any required roadway improvements should be completed prior to issuance of the project's Certificate of Occupancy. An encroachment permit is required for work in the state right of way (ROW), and Caltrans will not issue a permit until our concerns are adequately addressed. Therefore, we strongly recommend that the City work with both the applicant and Caltrans to ensure that project issues are resolved during the environmental process, and in any case prior to submittal of a permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

Traffic Impact Study

One of Caltrans' ongoing responsibilities is to collaborate with local agencies to avoid, eliminate, or reduce to insignificant levels potential adverse impacts to the state highway system from local development projects. We recommend using the Caltrans *Guide for the Preparation of Traffic Impact Studies* (TIS Guide) for determining which scenarios and methodologies to use in the analysis. We encourage the City to coordinate preparation of the Traffic Impact Study (TIS) with our office, and we would appreciate the opportunity to review the scope of work. Please include the information detailed below in the TIS to ensure that project-related impacts to

Ms. Jill Ekas/City of Redwood City
November 25, 2014
Page 2

state roadway facilities are thoroughly assessed. The TIS Guide is available at the following website: http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ocqa_files/tisguide.pdf.

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby state roadways. Ingress and egress for all project components should be clearly identified. The state ROW should be clearly identified.
2. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.
3. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.
4. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all significantly affected roadways, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and degradation to existing and cumulative LOS. Lastly, the Caltrans LOS threshold, which is the transition between LOS C and D, and is explained in detail in the *Guide for the Preparation of Traffic Impact Studies*, should be applied to all state facilities. Please note, Caltrans considers LOS by itself as an inadequate measure of effectiveness (MOE) for describing traffic operational conditions since it may actually mask a deficient condition on one or more approaches. As for intersection analysis the accepted MOEs used by Caltrans include flow (output), average control delay, queue (length or number of vehicles), and Volume/Capacity (V/C) ratio. For freeway and ramp operations, flow (output), speed, and travel time/delay are the accepted MOEs in addition to LOS.
5. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.

If the proposed project will not generate the amount of trips needed to meet Caltrans trip generation thresholds, an explanation of how this conclusion was reached must be provided.

Vehicle Trip Reduction

Caltrans both commends and encourages the City to locate needed housing, jobs and neighborhood services near major mass transit centers, with connecting streets configured to facilitate walking and biking, as a means of promoting mass transit use and reducing regional vehicle miles traveled and traffic impacts on the state highways.

Ms. Jill Ekas/City of Redwood City
November 25, 2014
Page 3

We also encourage you to further develop Travel Demand Management policies to encourage usage of nearby public transit lines and reduce vehicle trips on the state highway system. These policies could include lower parking ratios, car-sharing programs, bicycle parking and showers for employees, and providing transit passes to residents and employees, among others. For information about parking ratios, see the Metropolitan Transportation Commission (MTC) report *Reforming Parking Policies to Support Smart Growth* or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking/.

In addition, secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on state highways.

Cultural Resources

Caltrans requires that a project environmental document include documentation of a current archaeological record search from the Northwest Information Center of the California Historical Resources Information System if construction activities are proposed within the state ROW. Current record searches must be no more than five years old. Caltrans requires the records search, and if warranted, a cultural resource study by a qualified, professional archaeologist, and evidence of Native American consultation to ensure compliance with California Environmental Quality Act, Section 5024.5 and 5097 of the California Public Resources Code, and Volume 2 of Caltrans' Standard Environmental Reference (<http://ser.dot.ca.gov>). These requirements, including applicable mitigation, must be fulfilled before an encroachment permit can be issued for project-related work in state ROW; these requirements also apply to National Environmental Policy Act documents when there is a federal action on a project. Work subject to these requirements includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to the state ROW.

Improvements to State Facilities

The proposed project will significantly increase residential, commercial and office square footage and will negatively impact the adjacent state facilities that are already operating at poor levels of service. To ensure the safety of the traveling public, please include a statement of how the City will mitigate these impacts and finance improvements on State facilities generated from the proposed plan. Although facility expansion is limited within the City's boundaries, Caltrans currently has a number of unfunded projects that would improve highway and safety operations. We look forward to coordinating with the City to develop and fund these improvement projects.

Ms. Jill Ekas/City of Redwood City
November 25, 2014
Page 4

Encroachment Permit

Work that encroaches onto the state ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating the state ROW must be submitted to: Office of Permits, California Department of Transportation, District 4, P.O. 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information.
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Please forward at least one hard copy and one CD of the environmental document, along with the TIS, including Technical Appendices, as soon as they are available.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,



ERIK ALM, AICP
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

November 26, 2014

SENT VIA E-MAIL

Jill Ekas, Contract Planner
1017 Middlefield Road
P.O. Box 391
Redwood City, CA 94064

RE: Notice of Preparation of a Draft Environmental Impact Report for the Proposed Redwood City Inner Harbor Specific Plan

Dear Ms. Ekas:

Thank you for offering C/CAG the opportunity to review the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Proposed Redwood City Inner Harbor Specific Plan. The following comments are provided for your consideration in complying with the San Mateo County Congestion Management Program (CMP) Traffic Impact Analysis (TIA) Policy. In preparing a TIA and DEIR for this project, refer to Appendix L of the 2013 CMP: http://ccag.ca.gov/wp-content/uploads/2014/05/2013-CMP-Appendices_Final-Nov13.pdf.

Please forecast and discuss the expected impacts of the project on the CMP roadway network as outlined in the TIA policy. The scope of the TIA should not only include the immediate project area, but also other areas that may be impacted by the project. Please consult with C/CAG staff for any clarification on the scope and parameters of the analysis. The TIA policy provides a detailed definition of project impacts on CMP intersections, freeway segments, and arterial segments.

If the project will significantly impact the CMP roadway network, mitigation measures are required to reduce the impact of the project. Potential mitigation strategies are documented in the TIA Policy and include, but are not limited to, reducing project scope, collecting traffic mitigation fees, and requiring project sponsors to implement transportation demand management (TDM) programs to reduce trip demand.

We request the opportunity to review and comment on the TIA, DEIR, and project TDM plan (if applicable) upon their completion. If you have any questions, please contact me at wabrazaldo@smcgov.org or 650-599-1455.

Sincerely,



Wally Abrazaldo
Transportation Programs Specialist

LETTER 7

11/21/2014

TO:

Jill Ekas, Contract Planner
City of Redwood City
1017 Middlefield Road,
Redwood City, California 94064

FROM:

Richard Ferrari

RE: Inner Harbor Specific Plan and EIR

Dear Jill;

Thank you for sending over the latest information pertaining to the Inner Harbor Specific Plan.

I was unable to attend the scoping session on November 18th but wanted to give you my input regarding the most recent proposed Draft Land Use Concept Plan and specifically for the Ferrari property.

As you know, we have made apparent our hopes to develop a floating community on the twenty-two acre parcel referred to as the Ferrari Property within the Inner Harbor area.

The current Site Plan shows 2/3 of the Ferrari property designated Waterfront Dependent Development and 1/3 Open Space – Wetlands. We would submit our request to have the entire parcel available for waterfront dependent development in order to make the project viable.

We prefer to plan out this development in a way that incorporates a balanced feel. This means combining open space, public access, floating structures, and amenities throughout the entire development site, creating open corridors and waterways that make for an attractive and appealing community. I would submit that the City consider the 1/3 designation for “open space – wetland”, to be allowed “At Will”, throughout the entire project area. This could allow the design team greater flexibility in designing a project that incorporates both open space and necessary densities in a way that would compliment the floating community best.

I would be happy to meet and discuss with the appropriate groups and or representatives of how to best incorporate an open space element.

Sincerely

Rich Ferrari

rjf/

LETTER 8

Received December 1, 2014 via innerharbor@redwoodcity.org email

Dear Planning Commission,

I am writing to you to share my thoughts and concerns regarding the EIR for the Inner Harbor Plan.

I would like to state that I believe it is essential that the EIR for the Inner Harbor Plan include Docktown. I believe it is important to preserve this floating community, which has been in existence for 50 years. It is a part of our Redwood City heritage that many of us cherish and we should make every effort to ensure that it continues to exist going forward. It is also one of the few remaining affordable housing communities left in Redwood City, and to remove it without providing alternative affordable housing options is unconscionable. I do not support, in any way, shape or form, the displacement of so many people who are an integral part of our community. Please honor your task force's recommendation to preserve Docktown where it is.

It is difficult for a member of the general public, such as myself, to make recommendations or voice opinions as to what should be included in the EIR, since the Assistant City Manager of Development, Mr. Ekern, was unwilling to discuss the specifics of the Inner Harbor Plan itself. It seems to me that a clear understanding of what is actually included in the Inner Harbor Plan is essential to understanding what must be included in the EIR. How can we have an environmental study done, when we don't fully understand what is and what is not included in the Inner Harbor Plan itself? How can we plan for proper transportation circulation, parking impacts, land use planning and utility service systems without knowing the particulars of the plan itself?

With that being said, it does seem logical that any new development must be planned and designed so that it properly co-exists with existing commercial, industrial and residential uses. The 101/Woodside Interchange project expansion must be considered and addressed, as well as CalTrans long-term strategic processes. Mr. Clem Maloney, Secretary of the Seaport Industrial Association, urged the Planning Commission at the "Scoping Session" on November 18th, to consider planning realistically in such a way so as not to overload the system. He believes that the City needs to scale the intensity of the development to meet the infrastructure capacity and not allow the current capacity to be overwhelmed. I agree with Mr. Maloney's recommendations in this regard.

I believe it is also essential to continue to work with the State Lands Commission to grandfather Docktown as they have done with other floating communities in San Francisco and Alameda.

Thank you for providing me with the opportunity to share my concerns and to have my voice heard.

Sincerely,

Diane M. Stow

LETTER 9

Inner Harbor EIR Draft

Julie

Sent: Monday, December 01, 2014 2:03 PM

To: [Inner Harbor](#)

December 1, 2014

City of Redwood City,
City Manager, Bob Bell
Assistant City Manager, Bill Ekern
Planning Commission:

I am writing to ask that you include Docktown in the EIR Draft. The Task Force recommended that inclusion. We do not want to see Docktown overlooked in the EIR. We want the Redwood City Planning Department and the City Manager's Office to honor its commitment to "...preserve floating communities".

Docktown has been a residential floating community for 50 years. The EIR Draft needs to include all affected property that is within the borders of the Inner Harbor study. Nothing should be excluded. If portions are excluded, the EIR will be only a "partial study" and, therefore, incomplete and not comprehensive, as Environmental Impact Reports are intended to be and must be.

I attended the Planning Commission Meeting of November 18, 2014. There were several public comments, people who spoke in favor of including Docktown in the EIR Draft for Inner Harbor. I, too, spoke at that meeting.

I am a business person in Redwood City. I own two multiple unit apartment houses here. I have provided affordable rents in Redwood City since 1972. My tenants don't move unless they absolutely have to. In fact, they keep the apartment unit in the family, for multi-generational use. Why? Because I provide good living conditions for a fair price to renters.

My father, Dino Pardini, was a General Contractor in Redwood City for 35 years. He subdivided the property behind Mel's Bowl in the 1970's (See in Subdivision Maps: "Pardini Subdivision"). He built many homes, apartments and commercial buildings in Redwood City and adjacent cities. But, unlike the current contractors, he built homes people could afford to buy---and apartment units people could afford to rent. There was a concept then of "ethical profit percentage". I remember when he used to figure it into the price of construction. Do builders today have such a concept, I wonder?

There is a limit to how much "affordable housing" I, alone, can provide in this city. The City of Redwood City needs to do better. Removing what people can afford, i.e., Docktown, and replacing it with housing that people cannot afford is not helpful. In fact, the City of Redwood

City will be "pricing out" people who have been long-time residents and contributors to this city if they remove Docketown.

For what? Why do that? Why create hardship when it can be avoided? Is a new building worth displacing a large number of people who will then have to relocate to another city---because they cannot afford Redwood City's new and inflated rents? These new current rental prices offer less space for more money---considerably more money.

Have a heart. People first. Seek a compromise wherein all parties will benefit.

Sincerely,

Julie Pardini

Sent from my iPhone

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471



November 24, 2014

Jill Ekas
City of Redwood City
1017 Middlefield Road
Redwood City, CA 94064

RE: SCH# 2014112027 Redwood City Inner Harbor Specific Plan, San Mateo County.

Dear Ms. Ekas,

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. **USGS 7.5-minute quadrangle name, township, range, and section required**
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) Guidelines §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered cultural items that are not burial associated, which are addressed in Public Resources Code (PRC) §5097.98, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, PRC §5097.98, and CEQA Guidelines §15064.5(e), address the process to be followed in the event of an accidental discovery of any human remains and associated grave goods in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez
Associate Government Program Analyst

CC: State Clearinghouse



LETTER 11

December 5, 2014

Jill Ekas, Contract Planner
City of Redwood City
1017 Middlefield Road
P.O. Box 391
Redwood City, CA 94064

**Subject: Notice of Preparation for the Redwood City Inner Harbor Specific Plan
Environmental Impact Report**

Dear Ms. Ekas:

On behalf of the San Francisco Bay Trail Project, I am submitting comments on the Notice of Preparation for the Redwood City Inner Harbor Specific Plan Update Environmental Impact Report. The San Francisco Bay Trail (Bay Trail) is a visionary plan for a shared-use bicycle and pedestrian path that will one day allow continuous travel around San Francisco Bay. Currently, 340 miles of trail have been completed. Eventually, the Bay Trail will extend over 500 miles to link the shoreline of nine counties, passing through 47 cities and crossing seven toll bridges.

The Redwood City Inner Harbor Specific Plan project area does not have existing Bay Trail. Between Redwood Creek and Seaport Boulevard is the location of one of the last remaining Bay Trail gaps in the city. The Bay Trail currently exists as a gravel path on both sides of the plan area: on Inner Bair Island, along Bair Island Road as a paved path, on the bicycle/pedestrian bridge over Redwood Creek and along Seaport Boulevard as a paved path

Specific Plan

A segment of proposed Bay Trail is located within the Redwood City Inner Harbor Area Specific Plan boundaries (see attached map). The following policies are suggested for inclusion in the Specific Plan Environmental Impact Report:

- Create an environment that encourages walking and bicycling for people of all ages and abilities by building paved trails separated from vehicle traffic
- Complete the Bay Trail as a paved shoreline path along the bayside of waterfront development
- Ensure trail connections to existing trail segments beyond the plan boundaries

- Encourage non-vehicular commuting to and from the Inner Harbor area by implementing effective strategies and amenities that promote the use of alternative transportation modes
- Provide seamless trail connections between the Inner Harbor area, adjacent neighborhoods and the Bair Island Restoration Area
- Create new or preserve existing access to the bay for water-oriented recreation and a site that can be designated as part of the San Francisco Bay Area Water Trail
- Provide parks, landscaping and open space to create inviting public spaces for residents, workers, commuters and visitors

Relevant Studies/Plans

The following plans/studies are relevant to the Bay Trail and the Water Trail in the Redwood City Inner Harbor Specific Plan Area and should be referenced in the Specific Plan and used to develop conditions of development.

- 1) San Francisco Bay Trail Plan, 1989, Association of Bay Area Governments
- 2) Enhanced San Francisco Bay Area Water Trail Plan, California Coastal Conservancy, March 2011

Thank you for considering these comments. Please contact me at 510-464-7935 or laurat@abag.ca.gov if you have questions about this letter or the Bay Trail in general.

Sincerely,



Laura Thompson
Bay Trail Project Manager

Attachments: Inner Harbor Bay Trail Map

Redwood City Inner Harbor Specific Plan Proposed Bay Trail Alignment

Bair Island
Restoration
Area

Bair Island Road

Redwood Creek

Class I trail should be on
bayside of proposed water-
dependent development

Seaport Blvd

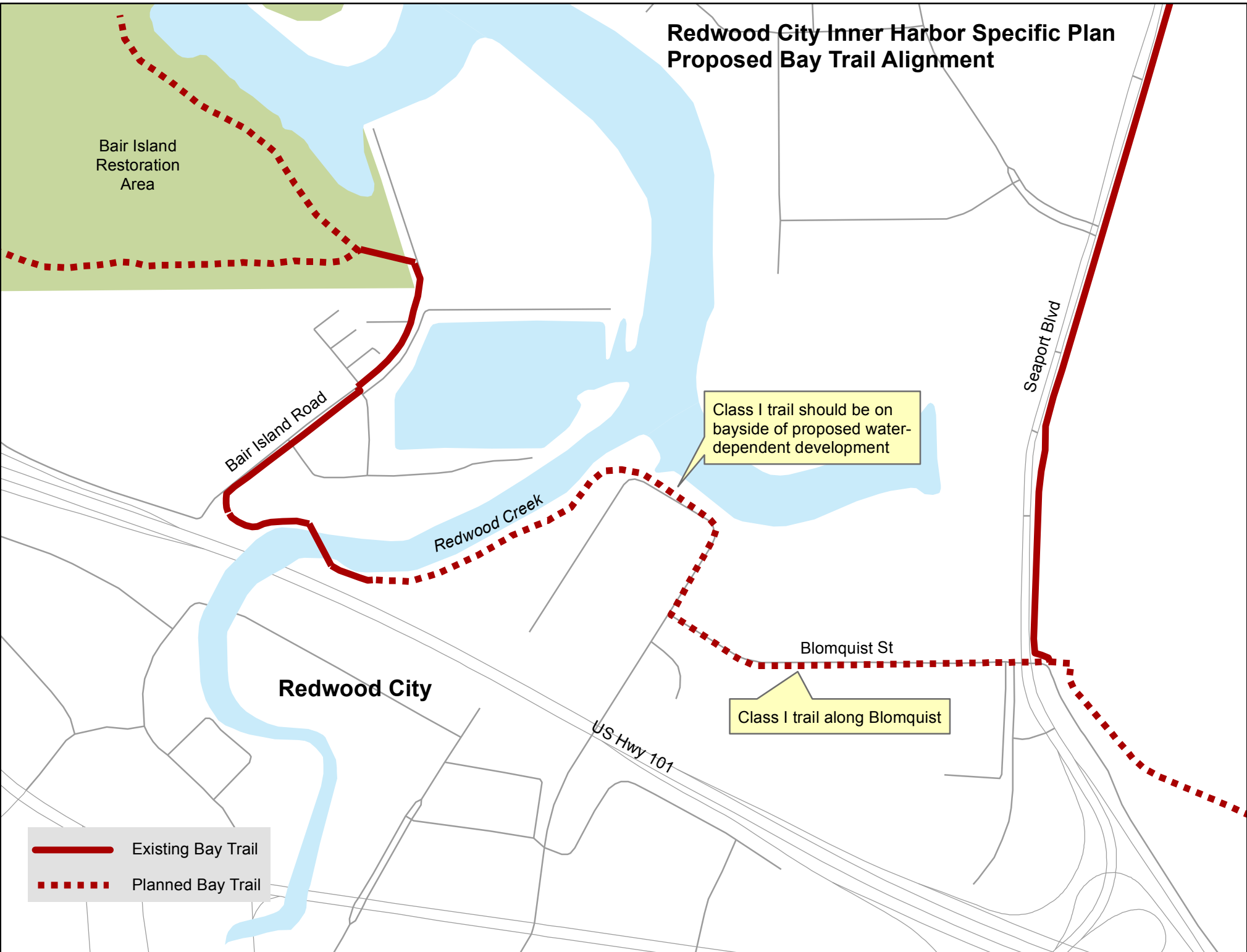
Blomquist St

Redwood City

Class I trail along Blomquist

US Hwy 101

- Existing Bay Trail
- Planned Bay Trail



LETTER 12

Keep Docktown, the Steam Tank, and the Peninsula Yacht Club in the EIR

Diana Paque, DPA CCHt

Sent: Monday, December 08, 2014 8:39 PM

To: [Inner Harbor](#)

Good Evening.

I am writing to you as a member of the Peninsula Yacht Club to request your continuing to include Docktown Marina, the Steam Tank, and the Peninsula Yacht Club in the Environmental Impact Report. I have been a member of the Yacht Club for several years, and I now serve as the Treasurer and member of the Board. This club is an asset to Redwood City, and it serves as a hub for the Docktown community.

Docktown is not a new development, and should not be treated as such. People have been renting marina space for their boats, including those who live aboard their boats, for many years, so to consider the area a new development does not make sense. This marina community has supported the health of Redwood Creek, and on a regular basis, work crews go out and clean up garbage and litter from the creek. The community has a very great interest in maintaining the health of the creek and the bay, so having this community continuing in place is an asset to the city and the environment.

Docktown is one of the few places in the city that continues to offer affordable housing. A good number of the current residents live on fixed income. Docktown is a neighborhood where people know and support each other. The Peninsula Yacht Club offers them a communal space in which to meet and come together, so the community and the club support each other.

There is a rich maritime history here, and the Steam Tank is part of that history. In a report earlier this year concerning Docktown, it was stated that more study should be done to establish the historical nature of the tank. Pictures show the tank in the early 1900s, and it is one of the few remaining tanks from the time when steamships sailed the bay.

I urge you to continue to consider Docktown Marina, the Peninsula Yacht Club and the Steam Tank in the EIR.

Thank you,

diana paque

--

Diana Paque, DPA, CCHt

Peninsula Yacht Club Treasurer

Certified Clinical Hypnotherapist

LETTER 13

Please Keep Docktown Marina & Steam Tank

Francesca

Sent: Tuesday, December 09, 2014 4:10 PM

To: [Inner Harbor](#)

Cc: [PYC Yahoo Group \[pycboating@yahoogroups.com\]](#); [RCFCA Docktown Group \[rcfca@yahoogroups.com\]](#)

To Whom it May Concern,

Please consider the following as a vital part of our community & heritage:

- Keep Docktown & the "Steam Tank" in the EIR
- Docktown IS NOT a new development; please don't treat it as such.
- Affordable housing is available in Docktown.
- Legitimize Docktown
- Preserve the "Steam Tank" (including the cistern and remnants leading to the water) which provides a rich maritime history dating back to the 1800s

Thank You!

Francesca Fambrough

LETTER 14

Please Keep Docketown

Randy l

Sent: Tuesday, December 09, 2014 9:42 AM

To: [Inner Harbor](#)

I am writing you to politely ask that you keep Docketown. It provides affordable housing and has several historical locations for others to enjoy and learn about.

Sincerely,

Randy Liechi

CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202



Established in 1938

JENNIFER LUCCHESI, *Executive Officer*
(916) 574-1800 Fax (916) 574-1810
California Relay Service TDD Phone 1-800-735-2929
from Voice Phone 1-800-735-2922

Contact Phone: (916) 574-1890
Contact FAX: (916) 574-1885

December 9, 2014

File Ref: SCH # 2014112027

Jill Ekas
City of Redwood City
1017 Middlefield Road
Redwood City, California 94064

Subject: Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR) for the Redwood City Inner Harbor Specific Plan (IHSP), San Mateo County

Dear Ms. Ekas:

The California State Lands Commission (CSLC) staff has reviewed the subject NOP for a Draft EIR for the IHSP, which is being prepared by the city of Redwood City (City). The City, as the public agency proposing to carry out a project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). The CSLC is a trustee agency for projects that could directly or indirectly affect sovereign lands and their accompanying Public Trust resources or uses. CSLC staff requests that the City consult with us on preparation of the draft EIR as required by CEQA section 21153, subdivision (a), and the State CEQA Guidelines section 15086, subdivisions (a)(1) and (a)(2).

CSLC Jurisdiction and Public Trust Lands

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The CSLC also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6301, 6306). All tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the Common Law Public Trust.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat

preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion or where the boundary has been fixed by agreement or a court. On navigable non-tidal waterways, including lakes, the State holds fee ownership of the bed of the waterway landward to the ordinary low water mark and a Public Trust easement landward to the ordinary high water mark, except where the boundary has been fixed by agreement or a court. Such boundaries may not be readily apparent from present day site inspections.

Portions of the plan area, including the area comprised of approximately 100 residential watercrafts on Redwood Creek known as "Docketown," involve land that has been legislatively granted to the City pursuant to Chapter 1359, Statutes of 1945, and as amended (Chapter 1359). As the City is aware, Chapter 1359 does not authorize the City to lease the granted sovereign land for residential watercrafts. The NOP is unclear as to the planned use for the area granted to the City. Please contact Reid Boggiano, Public Land Management Specialist (see contact information below) to further discuss this issue; please also send additional information with regard to the proposed uses of the granted lands.

Project Description

The IHSP plan area is located in Redwood City and totals approximately 94.9 acres, including shoreline areas, wetlands, and waterways (creeks and sloughs). Existing uses in the plan area include marinas, maritime industry, office/research and development facilities, commercial uses, residential, public/institutional, and recreational uses. The area known as "Docketown," which comprises approximately 100 watercrafts on Redwood Creek, is located along the western border of the plan area. The IHSP will propose detailed recommendations for the plan area and, through its planning framework and policies, will guide development-related decisions within the plan area through 2040. The long-range IHSP planning concept includes opportunities for:

- New bayside homes and commercial and office spaces;
- A new floating home community;
- A new employment center set in a campus-like setting;
- Enhanced or restored wetlands;
- Active parks including play fields;
- Walking, biking, and watercraft trails and paths;
- Water-oriented recreational activities; and
- A possible wetland or water-oriented nature center.

Environmental Review

CSLC staff requests that the City consider the following comments when preparing the Draft EIR.

General Comments

1. Programmatic Document: Although it is unclear whether the Draft EIR is being proposed as a "programmatic" or a "project-level" document, since the NOP refers to a "Draft Land Use Concept Plan," CSLC staff assumes that the Draft EIR will be programmatic in nature and more specific analysis will be required as additional development applications are received by the City and plans are further refined.

As a programmatic document, CSLC expects the IHSP will be presented as a series of distinct but related sequential activities (i.e., particular proposed actions). The State CEQA Guidelines section 15168, subdivision (c)(5) states that a program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. In order to avoid the improper deferral of mitigation, a common flaw in program-level environmental documents, mitigation measures should either be presented as specific, feasible, enforceable obligations, or should be presented as formulas containing "performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way" (State CEQA Guidelines, § 15126.4, subd. (b)). As such, the Draft EIR should make an effort to distinguish what activities and mitigation measures are being analyzed in sufficient detail to be covered under the EIR without additional project specific environmental review, and what activities will trigger the need for additional environmental analysis (see State CEQA Guidelines, § 15168, subd.(c)).

2. Project Description: The NOP does not provide enough information to determine the extent and/or type of construction activities. A thorough and complete Project Description should be included in the Draft EIR in order to facilitate meaningful environmental review of potential impacts, mitigation measures, and alternatives. The Project Description should be as precise as possible in describing the details of all allowable activities (e.g., types of equipment or methods that may be used, maximum area of impact or volume of sediment removed or disturbed, seasonal work windows, locations for material disposal, etc.), as well as the details of the timing and length of activities. Thorough descriptions will make for a more robust analysis of the work that may be performed and minimize the potential for subsequent environmental analysis to be required.

Biological Resources

3. Sensitive Species: The NOP states that "The EIR will describe potential short- and long-term impacts of IHSP buildout on plant and wildlife species and associated habitats." However, no details are provided as to what species or habitats may be impacted. The Draft EIR should disclose and analyze all potentially significant effects on sensitive species and habitats in and around the Project area, including special-status wildlife, fish, and plants, and if appropriate, identify feasible mitigation measures to reduce those impacts. The City should conduct queries of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDDB) and U.S. Fish and Wildlife Service's (USFWS) Special Status

Species Database to identify any special-status plant or wildlife species that may occur in the Project area. The Draft EIR should also include a discussion of consultation with the CDFW and USFWS, including any recommended mitigation measures and potentially required permits identified by these agencies.

4. Invasive Species: One of the major stressors in California waterways is introduced species. Therefore, the Draft EIR should consider the Project's potential to encourage the establishment or proliferation of aquatic invasive species (AIS) such as the quagga mussel, or other nonindigenous, invasive species including aquatic and terrestrial plants. For example, construction boats and barges brought in from long stays at distant projects may transport new species to the Project area via hull biofouling, wherein marine and aquatic organisms attach to and accumulate on the hull and other submerged parts of a vessel. If the analysis in the Draft EIR finds potentially significant AIS impacts, possible mitigation could include contracting vessels and barges from nearby, or requiring contractors to perform a certain degree of hull-cleaning. The CDFW's Invasive Species Program could assist with this analysis as well as with the development of appropriate mitigation (information at www.dfg.ca.gov/invasives/).

In addition, in light of the recent decline of native pelagic organisms and in order to protect at-risk fish species, the Draft EIR should examine if any elements of the Project (e.g., changes in bankside vegetative cover) would favor non-native fisheries within Redwood Creek.

Climate Change

5. Sea Level Rise: A tremendous amount of granted lands, State-owned lands, and resources under the Commission's jurisdiction will be impacted by rising sea levels. With this in mind, the City should consider discussing the effects of sea level rise on all resource categories potentially affected by the proposed IHSP in the Draft EIR. Because of their nature and location, these lands and resources are already vulnerable to a range of natural events, such as storms and extreme high tides. Note that the State of California released the final "Safeguarding California: Reducing Climate Risk, an Update to the 2009 California Climate Adaptation Strategy" (Safeguarding Plan) on July 31, 2014, to provide policy guidance for state decision-makers as part of continuing efforts to prepare for climate risks. The Safeguarding Plan sets forth "actions needed" to safeguard ocean and coastal ecosystems and resources as part of its policy recommendations for state decision-makers.

In addition, at its meeting on December 17, 2009, the CSLC approved the recommendations made in a previously requested staff report, "A Report on Sea Level Rise Preparedness" (Report), which assessed the degree to which the CSLC's grantees and lessees have considered the eventual effects of sea level rise on facilities located within the CSLC's jurisdiction. (The Report can be found on the CSLC's website, www.slc.ca.gov.) One of the Report's recommendations directs CSLC staff to consider the effects of sea level rise on hydrology, soils, geology,

transportation, recreation, and other resource categories in all environmental determinations associated with CSLC leases or granted lands. The Draft EIR should provide information concerning the potential effects of sea level rise on the IHSP components, indicate how the City plans to address sea level rise and what adaptation strategies are planned during the projected life of the IHSP, and recommend modifications that would eliminate or reduce potentially adverse impacts from sea level rise, including adverse impacts on public access.

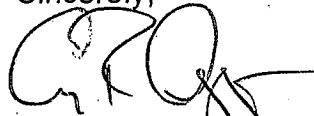
Cultural Resources

6. Title to Resources: The Draft EIR should mention that the title to all abandoned shipwrecks, archaeological sites, and historic or cultural resources on or in the tide and submerged lands of California is vested in the State and under the jurisdiction of the CSLC. CSLC staff requests that the City consult with Assistant Chief Counsel Pam Griggs (see contact information below); should any cultural resources on State lands be discovered during construction of the proposed Project.

Thank you for the opportunity to comment on the NOP for the IHSP Draft EIR. As a trustee agency, the CSLC requests that you consult with us on the IHSP and keep us advised of changes to the project description and all other important developments. Please send additional information on the project to the CSLC staff listed below as the draft EIR is being prepared.

Please refer questions concerning environmental review to Cynthia Herzog, Senior Environmental Scientist, at (916) 574-1310 or via e-mail at Cynthia.Herzog@slc.ca.gov. For questions concerning archaeological or historic resources under CSLC jurisdiction, please contact Assistant Chief Counsel Pam Griggs at (916) 574-1854 or via email at Pamela.Griggs@slc.ca.gov. For questions concerning CSLC jurisdiction, please contact Reid Boggiano, in the Granted Public Trust Lands Program, at (916) 574-0450, or via email at Reid.Boggiano@slc.ca.gov.

Sincerely,



Cy R. Oggins, Chief
Division of Environmental Planning
and Management

cc: Office of Planning and Research
R. Boggiano, CSLC
C. Herzog, CSLC
J. Rader, CSLC

LETTER 16

Save Docketown

Bill Fleming

Sent: Wednesday, December 10, 2014 10:14 AM

To: [Inner Harbor](#)

To Whom it May Concern:

Please consider the following as a vital part of our community & heritage:

Keep Docketown & the "Steam Tank" in the EIR

Docketown IS NOT a new development

Affordable housing is available in Docketown.

Legitimize Docketown

Preserve the "Steam Tank" (including the cistern and remnants leading to the water)
which provides a rich maritime history dating back to the 1800s

Sincerely,
Bill Fleming

LETTER 17

Docktown

Karen Huff

Sent: Tuesday, December 09, 2014 10:56 PM

To: [Inner Harbor](#)

To Whom It May Concern,

Please keep Docktown and the historic water tank that houses the Peninsula Yacht Club in the planning and in the EIR. Docktown is a long established marina in an area that has lost much of its rich maritime heritage. People from the marina and the yacht club have been key activists in removing trash from Redwood Creek and in raising community awareness of this valuable watershed. Floating homes and live aboard vessels are rare examples of non-publicly funded affordable housing, with tiny environmental footprints. Redwood City was founded on its position on the water, but little remains. It has lost two marinas already in recent years.

The marina should be preserved and the docks and facilities brought up to the standards of other marinas.

Karen Huff

LETTER 18

The PYC Historical Tank and Docktown As An Historical Area

Phil Bigelow [

Sent: Wednesday, December 10, 2014 3:00 PM

To: [Inner Harbor](#)

To the City's Consultants and City of Redwood City:

1. Docktown is not a new development, there have been vessels there for for approximately 50 to 60 years with people living on them. The Docktown Marina was constructed by the management of Docktown Marina, Fred E and his organization, and left mostly un-touched by Redwood City government for most of that time. The only time the government of Redwood City saw fit to regulate the Docktown Marina was when they stopped any more Floating Home Construction sometime around 2002, when all building was mandated to be halted by a letter/order of the City of Redwood City.

The City of Redwood City implied it was OK to be living at Docktown in a vessel vessel, by not telling the Marina residents that they could not be living there, at any time during the last 50 to 60 years. This has only happened in the last year or so.

2. So please don't treat Docktown as a new Development. You should be Grandfathering Docktown into the Inner Harbor Plan's EIR as a pre-existing area.

3. Docktown is Affordable housing, with numerous retired people living there because living there is affordable. And Docktown residents pay property tax. There are also younger people living there from 21 to 40 who can't afford to live anywhere else in Redwood City due to a big lack of Affordable housing in this city.

4. You should preserve the "Steam Tank" (including the cistern and remnants leading to the water) which is part of Redwood City's rich maritime history dating back to the 1800s. The rivets of the tank on top of the PYC Yacht Club is believed to have been built in the 1860's by viewing the style of rivets which pre-date the style of rivets used in World War One. This tank was used to service steamships that were entering into the Redwood City harbor in the 1800's. This tank and it's water tank should be considered as an historic site that is a vital part of the Redwood City rich maritime history. This historic site should also be part of the EIR for development in this area.

Thank you,

Philip Bigelow
Resident of Docktown Marina
Redwood City, CA
A Registered Voter

LETTER 19

Eir

David McCallum

Sent: Thursday, December 11, 2014 12:34 PM

To: [Inner Harbor](#)

Attachments: [photo.JPG \(78 KB\)](#); [ATT00001.txt \(87 B\)](#)

Dear sirs

My name is David McCallum I've lived here in Docktown for 15 yrs and have seen the changes that development has brought. The closure of two marinas, the lose of around 600 boat slips, and limiting the access to the bay.

With all the knew condominiums being built along redwood creek and dense housing downtown this little creeks value as a conduit to Mother Nature is invaluable

Picture yourself taking a walk along the creek. Are you going to go see the condos? No there needs to be something more, maybe something historic, something unique. That is what the historic water tank is and Docktown can be. We can make this place, the little Sausalito of the South Bay.

And interesting, even romantic stroll along the creek, for those who follow us.

The bay trail needs to be along the creek, behind the old water tank. As it was in the 1800

(See attached photo)

I urge you to include Docktown in the environmental impact report and to save the water tank, our last link to our maritime past from the 1800's.

David McCallum

The creekmaster

www.romancingthecreek.org

The water tank is on the top left where Redwood creek and Steinberger slough meet. You can see the cement pathway heading back to Redwood city past Franks tannery. Circa 1917. See city archives.





CITIZENS COMMITTEE TO COMPLETE THE REFUGE

453 Tennessee Lane, Palo Alto, CA 94306

Tel: 650-493-5540

www.bayrefuge.org

cccrrrefuge@gmail.com

December 11, 2014

Redwood City Community Development Department

Attn: Steven Turner, Planning Manager

1017 Middlefield Road, P.O. Box 391

Redwood City, CA 94064

innerharbor@redwoodcity.org

RE: Notice of Preparation of a Draft Environmental Impact Report for the Proposed Redwood City Inner Harbor Specific Plan, dated November 6, 2014

Dear Mr. Turner,

Citizens Committee to Complete the Refuge appreciates the opportunity to respond and provide scoping comments on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Proposed Inner Harbor Specific Plan (IHSP). The City's Notice of Preparation states that implementation of the proposed Inner Harbor Specific Plan "may result in potentially significant environmental effects in sixteen CEQA factors" that will be analyzed in the DEIR.

Inadequacy of NOP: The California Environmental Quality Act (CEQA) requires that the NOP "must be written so as to provide the agencies with sufficient information to enable them to make meaningful responses." (Remy et al, 2007) A project description should include detail sufficient to ascertain the nature and general magnitude of environmental impacts. Insufficient information has been provided for agencies, other stakeholders and the public to respond substantively to the NOP, especially in the following key areas:

1) There is inadequate information as to the location, extent and nature of the various **existing wetlands** in the IHSP project area, either in the maps included in the NOP, or in the narrative of the Project Location or in the Project Description. Agencies are not directed to the document on the City's website where that information can be found. Based on the information provided in the NOP, there is no way of knowing that existing jurisdictional wetlands throughout the IHSP Project Area, including a 21-acre diked wetland on the Ferrari property, would be impacted from roads, a recreation field, and residential and "water-dependent" development.

2) There is no definition or description of what is included in the "Water-Dependent Development" land use, which is shown on the *Draft Land Use Concept Plan* (Figure 2) as being both adjacent to and within Redwood Creek and Steinberger Slough, and within the diked wetland referred to as the "Ferrari property". Agencies cannot discern if this type of land use would involve significant impacts from fill, dredging, pile driving, etc.

This important information missing from the NOP is essential in order to be able to provide input as to the appropriate scope and content of the DEIR, and to understand and evaluate the environmental impact analysis, especially for the various agencies that have jurisdiction over wetlands, waterways and public trust lands. CCCR requests that the City recirculate an appropriately detailed NOP to remedy these deficiencies, and extend the 30 day scoping comment period to provide adequate opportunity to respond to additional information. At the very least, the DEIR must address these inadequacies.

The DEIR must have a complete Project Description with a level of detail that is consistent with CEQA requirements for a “project level” analysis. If the DEIR for the IHSP will be prepared at the “program level”, this should be clearly stated in the document and the DEIR should identify the framework for subsequent “project level” environmental analysis, review and public comment periods that may be specifically required.

The Project Description in the DEIR must include a statement of the project’s objectives. The NOP states that the Draft Land Use Concept Plan for the IHSP (Figure 2) “includes opportunities for” eight land uses/activities. Assuming these “opportunities” are the project objectives of the IHSP, the DEIR should identify them as such for greater clarity.

Biological Resources

Existing Conditions: The DEIR must provide an accurate description of existing conditions on the site, including the location, size, characteristics and current wildlife habitat value of all wetlands, tidal marsh, open waters and mudflats within the IHSP project area.

The IHSP includes a 21-acre diked wetland located on a site the NOP identifies as the “Ferrari property” which is labeled Water-Dependent Development-2 and Open Space Wetland Area in the Draft Land Use Concept Plan (Figure 2). This is a significant and important jurisdictional wetland that the DEIR must characterize accurately as:

- a former salt pond with historic tidal marsh channels still evident;
- surrounded by a perimeter levee with pickleweed and other tidal marsh vegetation;
- filled with rainwater, and bay water when the levee is overtopped during extreme high tides;
- containing shallow water and exposed and submerged mudflats;
- providing roosting and foraging habitat for migratory shorebirds and other waterfowl.

Attached to this scoping comment letter are photographs and bird observation data provided by Matthew Leddy documenting the different habitats and bird use at this site.

Omissions in the IHSP technical studies must be corrected in the DEIR, such as the failure to document the presence and extent of pickleweed and other tidal marsh vegetation on the inboard side of the perimeter levee on the Ferrari property diked wetland, and along sections of Redwood Creek and Steinberger Slough.

Surveys should be completed documenting wildlife in the Project Plan area, including surveys for endangered and special status species of plants and animals. Surveys of waterbird use conducted for the EIR should be

conducted throughout the year during high and low tide events to provide a clear picture of how the waterways and associated mudflats, and the Ferrari property diked wetland are being used by waterbirds (foraging, roosting, breeding, use by resident and migratory birds, etc.) and the suite of birds that are present. We assume that surveys will be conducted to determine how the IHSP Project Area is used by other species (such as mammals, etc.) as well.

Federal, state, and regional agencies with areas of jurisdiction in the IHSP Project area must be identified in the DEIR and the basis for their jurisdiction over specific sites and waterways should be accurately documented. Omissions in the technical report with respect to agency jurisdiction, such as the failure to document that the Ferrari property diked wetland is a former salt pond with historic tidal channels still evident, must be corrected in the DEIR (Section 10 Rivers and Harbors Act likely applies).

Potential Impacts: In addition to identifying and analyzing potential IHSP Project impacts to wetlands, tidal marsh, open waters and intertidal mudflats, the DEIR should specifically analyze any Project impacts to the interior of the Ferrari property which contains habitat that is synonymous in form and function to “mudflat” habitat, further supported by observations of bird use. In addition to tidal marsh, the Clean Water Act Section 404 (b) (1) Guidelines (Guidelines) (40 CFR §230-233) identify “mudflats” as Special Aquatic Sites which are defined at 40 CFR §230.3(q-1) as:

...those sites identified in Subpart E. They are geographic areas, large or small, possessing special ecological characteristics of productivity, habitat, wildlife protection, or other important and easily disrupted ecological values. These areas are generally recognized as significantly influencing or positively contributing to the general overall environmental health or vitality of the entire ecosystem of a region (See 230.10(3)).

The DEIR should identify the impacts of the proposed project on special status species and other wildlife during construction and resulting from implementation of the proposed project, including any impacts to fish from potential entrainment issues, sedimentation or pollutants. Impacts analyzed in the DEIR must include the following:

- noise impacts from construction equipment, pile driving and project based activities;
- light pollution, including any proposed night lighting for recreational fields;
- vibration from pile driving, and other construction or project related equipment or activities;
- disturbance from human activities including:
 - introduction or increase in non-native predators;
 - disturbance or predation by domestic pets;
 - attraction of nuisance species;
 - introduction or spread of invasive plant species.

Impacts to wildlife may range from loss of habitat, inability to conduct daily functions (roosting, foraging, breeding, nesting, etc.), detrimental expenditures of energy as wildlife move away from disturbance, reduced recruitment, greater distance traveled to roost sites, etc. These are just a few of the impacts to wildlife resources that must have effective and enforceable mitigation measures proposed in the DEIR.

The IHSP Project Area includes sites for “Water-Dependent Development”, which is not defined. If this land use would include placement of pilings, wharves or other structures in or over Redwood Creek, Steinberger Slough and the Ferrari property diked wetland, the DEIR must identify the specific impacts to biological resources in these areas. Additionally, if “Water-Dependent Development” would require dredging, both during construction and on an ongoing basis to maintain marinas and boating channels, the DEIR must identify the specific locations where dredging impacts would occur, the expected frequency of those dredging impacts in the future and the nature of the impacts dredging would have on biological resources.

The Project Area includes roosting and foraging habitat for birds, and migratory shorebirds and other waterfowl utilizing nearby Bair Island and the Cargill salt ponds may traverse the area. For this reason, any tall buildings in the IHSP Project Area could create bird strike hazards, and the DEIR should assess this hazard and propose appropriate mitigation measures.

Analysis of project impacts to biological resources should encompass potential adverse impacts to wildlife and habitats both adjacent to, and nearby the Project Area, especially with respect to water quality, noise and human disturbance. The reaches of Redwood Creek both bayward and landward of the project area should be included in the areas studied for potential impacts, as well as the National Wildlife Refuge at Bair Island. The IHSP project as proposed, will most likely lead to increased pedestrian and bicycle use of trails in the Refuge, and a greater number of recreational watercraft in Redwood Creek and nearby sloughs, and impacts to wildlife (including breeding harbor seals, endangered Ridgeway’s rail, migratory shorebirds, etc.) from these activities should be evaluated.

Recovery and Conservation Plans: The DEIR must also acknowledge and consider the existence of recovery plans and conservation plans that encompass the natural resource value of sites in the IHSP Project Area; specifically, the Ferrari property former salt pond which is labeled as a “diked wetland” in the geographic **Segment N – Redwood City Area** section of the 1999 *Baylands Ecosystem Goals Report*. This report by scientists and government agencies presents recommendations for the “kinds, amounts, and distribution of wetlands and related habitats that are needed to sustain diverse and healthy communities of fish and wildlife resources in the San Francisco Bay Area.” Under the discussion of “Unique Restoration Opportunities” specific to Segment N the report states:

This area has high potential for tidal marsh restoration and enhancement of seasonal wetlands and salt ponds for shorebirds and waterfowl.

The DEIR should also document and consider that this former salt pond is included in the U.S. Fish and Wildlife Service *Recovery Plan for Tidal Marsh Ecosystems*, which identifies strategies and geographic areas suitable for the recovery of federally listed species such as the salt marsh harvest mouse and Ridgeway’s rail (formerly California clapper rail) in San Francisco Bay.

Mitigation for Loss of Jurisdictional Wetlands: Based on the NOP and the City’s February 2014 *Redwood City Inner Harbor Environmental Issues and Options Report*, a significant number of acres of jurisdictional wetlands would be lost in the IHSP Project Area, specifically from Water-Dependent Development, residential development, roads, a recreational field, and public open space. These wetland habitats have been characterized in the report as Pickleweed Marsh, Shallow Open Water and Riparian.

If this proposed development is approved by permitting agencies, mitigation for wetland losses will be required. It is important that these losses are replaced by habitat with equivalent functions and wildlife values.

Additionally, the wetlands lost to development should be replaced in the vicinity of the Project Area. It is especially important that shorebird roosting habitat be located close to the extensive mudflats in the Redwood City area where the birds forage, as availability of close roosting sites can be a critical factor for migratory shorebirds. The DEIR must identify suitable “on-site” and “in-kind” locations that would fulfill these habitat parameters, and any mitigation must address the needs of the diverse suite of species that will be adversely impacted.

In order for mitigation of wetland loss to be effective, the DEIR must propose measures that include monitoring of mitigation sites to ensure the required habitat function and values have been realized. Mitigation measures must include monitoring plans, reporting intervals for on-site observations, and should clearly identify the agency (or agencies) that will be responsible for oversight/enforcement.

Enhanced or Restored Wetlands: The Project Description in the NOP states that the *Draft Land Use Concept Plan* for the IHSP includes opportunities for “Enhanced or restored wetlands”. The two areas designated as “Wetland Areas” in the Concept Plan (Figure2) along Redwood Creek and on the Ferrari property already have jurisdictional wetlands. There are a number of questions and concerns regarding these “enhanced and restored wetlands” that should be addressed in the DEIR:

- 1) It is inappropriate to identify restoration or enhancement of wetlands as a project objective if these actions would not occur in the absence of approvals and implementation of other project objectives. Since this is identified as an “opportunity” or project objective, any enhancement or restoration of wetlands must be clearly identified as being in addition to restoration, enhancement or preservation of wetlands required as mitigation for wetland acreage lost as a result of IHSP development. If this enhancement/restoration of the two Wetland Areas in the IHSP is associated with mitigation required by permitting agencies, it cannot be a project objective.
- 2) Since these two areas already have wetlands, in what ways will the Wetland Areas be enhanced or restored?
- 3) Will the IHSP Project result in the loss or conversion, from one type to another, of any existing waters of the U.S. as a result of the proposed restoration or enhancement?
- 4) Will the current function and wildlife values be modified; for example, current shallow, open water shorebird roosting/foraging habitat replaced by restoration to historic tidal marsh? If so, mitigation will be necessary for the loss of the existing habitat.
- 5) The DEIR should analyze and address potential impacts to the enhanced or restored Wetland Area on the Ferrari property from the adjacent proposed Water Dependent Development, adjacent industrial operation, the proposed road and any public trails associated with the bridge over Steinberger Slough. Impacts to wildlife, including endangered species such as salt marsh harvest mouse and Ridgeway’s rail, that may currently inhabit the area or become established following restoration must be considered and mitigated.
- 6) Because enhancement/restoration of these Wetland Areas is a project objective and not required mitigation, the DEIR should identify the party that will be responsible for implementing this objective in the IHSP. Would this be the City of Redwood City or private property owners?
- 7) Adverse environmental impacts to habitats or wildlife can often occur in larger restored wetlands if the site is not properly managed, especially in urbanized areas like the IHSP. How will long-term maintenance and management of the Ferrari property Wetland Area be addressed?

Aesthetics

The DEIR should document the current views of the Ferrari property wetland and wildlife from various vantage points both within and adjacent to the Project Area. The IHSP project's Water-Dependent Development proposed for two thirds of this diked wetland will block views of the remaining "Open Space Wetland Area" from a number of vantage points and this impact should be analyzed.

"Water Dependent-Development-1" includes a proposed expansion to the east along the edge of Steinberger Slough. The DEIR should evaluate whether any structures placed in this area, or new structures placed in and along any Project Area waterways will block views from the proposed public open spaces in the IHSP.

Buildings proposed for the Inner Harbor-1 and Inner Harbor-2 sites could impact viewsheds from public waterways, Refuge lands, and other sites in and around the Project Area. The DEIR must consider this impact and provide photo simulations from a variety of vantage points. Additionally, the use of story poles for any structures taller than existing heights in the IHSP Area should be employed to provide the public and other stakeholders with an accurate assessment of the visual impacts. Simulations and story poles should take into account increased elevations in certain parts of the IHSP area from placement of fill material.

Air Quality

The NOP provides no information on the source and amount of off-site fill material needed for the IHSP Project, including fill possibly needed for "measures to address risks associated with sea level rise".

The DEIR must provide information on the possible sources and amount of off-site fill material needed for the project, the probable means of conveyance to the site, the number and routes of truck trips to the site and the number of months that fill will be moving to the site and grading will be taking place. This information is essential because the DEIR must analyze air quality impacts from transporting fill and grading, as well as traffic impacts and potential public health hazards for nearby residents and workers.

Hydrology and Water Quality

The IHSP project area includes, and is adjacent to, sensitive aquatic, mudflat, tidal marsh, diked wetland, and riparian wetland habitats that could be adversely affected by construction activities and stormwater runoff. Construction activities, including fill and grading, could pollute these sites with excess sediment, and with chemical contamination from construction materials such as concrete, mortar, hydrated lime, fuels and paint. Stormwater run-off from the landscaped open space and recreational fields in the IHSP could carry pesticides and herbicides, and other stormwater contaminants will be generated by the various types of development in the IHSP. The DEIR must analyze these potential impacts and provide mitigation measures to prevent pollutants from affecting sensitive sites and waters of the Bay.

According to the NOP, the IHSP will provide "measures to address risks associated with sea level rise". The DEIR must provide adequate information on the proposed measures that will be employed to address 100-year flood risks in general, and flooding from sea level rise specifically, so that the environmental analysis in the DEIR can be evaluated. Any measures proposed should not impact sensitive habitats in the IHSP Project Area,

including any measures considered to protect existing urban development adjacent to the Ferrari property diked wetland.

The DEIR should analyze the effectiveness of these measures at various sea level rise scenarios, and consider potential impacts from future modification of these flood protection measures in the event sea level rise exceeds IHSP projections. The measures should be designed to meet standards established by the Bay Conservation and Development Commission (BCDC) to ensure that any necessary future modifications do not impact Bay habitats (the recent BCDC permit for the Pete's Harbor Project would be an appropriate resource).

Cumulative Impacts

As required by CEQA, the DEIR will analyze cumulative impacts of the IHSP Project for environmental factors such as transportation, greenhouse gas emissions and air quality. Because the IHSP Project Area is located in the baylands of Redwood City and includes Bay waterways, tidal marsh, mudflats and wetlands, impacts from the IHSP Project on biological resources must also be analyzed in the context of cumulative effects, both on the Redwood City segment of the Bay and the San Francisco Bay Estuary.

Conservation and species recovery plans developed by representatives from the scientific community and government agencies have identified key habitats and recovery strategies that are critical to the health of the estuary. When so much has been lost, even smaller areas of tidal marsh, mudflat, sloughs and ponds can provide crucial wildlife corridors, increase populations of endangered species, serve as nurseries for fish, and be a key component of the tidal marsh restoration/shorebird roosting site mosaic being carefully planned throughout the South Bay.

Former salt ponds retained for shorebird roosting in Alviso won't serve the shorebirds foraging in Redwood Creek or on the intertidal mudflats off of Greco and Outer Bair islands. Hundreds of acres of former diked lands in the Redwood City segment of the Bay are well on their way to becoming restored tidal marsh, which means shorebird roosting habitat and shallow open water will become even scarcer in years to come. The Cargill salt ponds can't be figured into the mosaic because their future is uncertain. These are important considerations that must be addressed in the DEIR.

Alternatives

The IHSP, as proposed, would result in the loss of two thirds of the Ferrari property diked wetland. This 21-acre site, with its mix of tidal marsh vegetation, open shallow water and mudflat, provides important roosting and foraging habitat for migratory shorebirds and other waterfowl. The former salt pond still has evidence of the tidal channels from the historic marsh that extended all along Redwood Creek and Steinberger Slough, making restoration back to tidal marsh much more easily accomplished.

Because of these significant current habitat and potential restoration values, it is important that the DEIR consider project alternatives in which impacts are avoided and this entire jurisdictional wetland remains intact. The DEIR alternatives analysis should include at least one alternative that proposes no development on the Ferrari property site, and instead increases the number of acres of "enhanced or restored wetlands" called for in the IHSP.

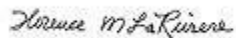
An alternative that avoids the permanent loss of a significant portion of the Ferrari property diked wetland could still meet all the IHSP project objectives. When considering the eight “opportunities” or project objectives listed in the NOP, all of the objectives can be met without this wetland being developed, including the “floating home community”. The Project Area has multiple locations designated for “Water-Dependent Development”, and the City of Redwood City currently owns and operates a marina along Redwood Creek in the Project Area that serves a floating home community of 100 residences. Maintaining and upgrading the current location would be expected to have far fewer environmental impacts than the loss of jurisdictional wetlands.

The Citizens Committee to Complete the Refuge has an ongoing history of interest in wetlands protection, restoration and acquisition. The Committee was originally formed in 1965 when our founding members became alarmed at the degradation of the Bay and its wetlands. With the support of Congressman Don Edwards, we worked to pass Congressional legislation in 1972 to form the San Francisco Bay National Wildlife Refuge. We worked with Congressman Edwards again, and in 1988 his legislation to double the size of the Refuge was signed into law. Our efforts have led to Refuge additions of 1,600 acres at Bair Island in Redwood City, and hundreds of acres throughout the Bay.

We have taken an active interest in Clean Water Act (CWA), Endangered Species Act (ESA) and California Environmental Quality Act (CEQA) regulations, policies and implementation at the local, state and national levels, demonstrating many years of ongoing commitment to wetland issues and protecting the public interest in wetlands, in Section 404 and 401 of the CWA, the ESA, and CEQA.

We thank you for the opportunity to provide comments. Please provide an acknowledgement that our comments have been received.

Sincerely,



Florence LaRiviere
CCCR Chairperson

Attachment: Photographs and Wildlife Observations – Ferrari Property Diked Wetland

cc: USACE
SFBRWQCB
EPA
DESFBNWR, USFWS
CDFW
NMFS

Literature Cited:

Goals Project. 1999. Baylands Ecosystem Habitat Goals. A report of habitat recommendations prepared by the San Francisco Bay Area Wetlands Ecosystems Goals Project. U.S, Environmental Protection Agency, San Francisco, California and San Francisco Regional Water Quality Control Board, Oakland CA.

Remy, M.H., T.A. Thomas, J.C. Moose, W.F. Manley. 2002. Guide to CEQA, California Environmental Quality Act 2006 Edition. Solano Press Books, Point Arena, CA.

U.S. Fish and Wildlife Service. 2013. Recovery Plan for Tidal Marsh Ecosystems of Northern and Central California. Sacramento, California.

Attachments: Photographs and Wildlife Observations – Ferrari Property Diked Wetland



Google earth image showing the 21-acre Ferrari property diked wetland, a former salt pond with historic tidal marsh channels still evident. February 2014.



Ferrari property diked wetland showing mudflat and pickleweed on inboard side of levee. Steinberger Slough is in the background just beyond the levee.
November 9, 2014



Ferrari property diked wetland with roosting shorebirds.
November 9, 2014.



Ferrari property - shorebirds foraging on the mudflat along the outboard side
of the perimeter levee adjacent to Redwood Creek. November 24, 2014

Wildlife Observations:

This former salt pond hosts a unique assemblage of waterbird species (shorebirds and ducks) that are using the exposed and submerged mudflat and open water habitat. Diving ducks, such as goldeneye and buffleheads, as well as dabblers, such as the northern shoveler, forage in this pond.

January 10, 2010 (high tide count)

Species	Number of birds	Bird activity
Black-necked Stilt	45	foraging and roosting
American Avocet	23	foraging and roosting
Willet	105	roosting
Lesser Yellowlegs	2	foraging
Western sandpiper	15	foraging and roosting
Least sandpiper	40	foraging and roosting
Dowitcher (species)	100	roosting
California Gull	17	roosting
Common Goldeneye	25	foraging
Bufflehead	7	foraging
Northern Shoveler	10	foraging

January 10, 2010 (low tide count)

Species	Number of birds	Bird activity
Black-necked Stilt	47	foraging
American Avocet	6	foraging
Lesser Yellowlegs	2	foraging
Common Goldeneye	29	foraging
Bufflehead	9	foraging
Northern Shoveler	6	foraging

November 9, 2014 (high tide count)

Species	Number of birds	Bird activity
Black-necked Stilt	149	foraging and roosting
American Avocet	133	roosting
Willet	44	foraging and roosting
Least sandpiper	21	foraging
Dowitcher (species)	110	roosting

November 21, 2014 (high tide count)

Species	Number of birds	Bird activity
Black-necked Stilt	112	foraging and roosting
American Avocet	110	roosting
Willet	81	roosting
Least sandpiper	42	foraging and roosting
Dowitcher (species)	310	foraging and roosting
Western Gull	1	roosting

All photographs and observations were made by Matthew Leddy, Professor Emeritus Biology, College of San Mateo. Contact: mtleddy@sbcglobal.net

Inner Harbor

Plan/EIR Scoping Comments

Preserve existing historical maritime structures

We should embrace and incorporate our maritime heritage in the inner harbor area. The inner harbor plan should include the Historical Tank building (currently known as PYC) as a key feature for the plan area.

Bike/Walk Path and Historic Tank

The proposed Bike/Walk Trail should be placed to the right of the Historic Tank building (facing Hwy 101) on the shore side, thus increasing the flexibility for new development on the left side of the Historic Tank building.

Only options that Include the Docktown community may be considered

Redwood City has allegedly taken the position that a residential community can be declared a 'new development' and thus removed, if a city creates planing process and declares its intent on creating a new set of building codes and asserts that the preexisting residential community does not comply with these future codes.

Essentially, this policy asserts any city has the right to 'take' any residential community which it deems, at its own desecration, as to be not current with as yet to be created building codes via a planning process.

I respectfully disagree with this policy. I therefore request that only options which include the current preexisting Docktown community be considered in the Inner Harbor Plan/ EIR. This aligns with the Inner Harbor Task force Guiding Principal #6: "Preserve existing and accommodate new floating communities".

Replace Dedicated Soccer Fields with Multi-Use Fields

Due to the small footprint of the study area, dedicated soccer fields and their respective parking requirements may not be the best use. Instead we should repurpose these soccer fields as multi-purpose areas in which soccer represent only one of its potential uses. Current nature preserves should not be removed for such fields.

Remove Bridge linking current Docktown Ramp area with Marina One

Such a structure would conflict with the preexisting marina as sailboats would not be a able to

pass under this structure.

Parking

1. Parking to accommodate BIAC: BIAC requires substantial parking for short periods of time to accommodate pick-ups and drop-offs.
2. Parking to accommodate Docktown Community: Long Term and Drop-off parking should be provided for current Docktown Residents to replace parking taken by bike-walk trail.
3. Parking to accommodate Recreational Boaters: Parking should be designated for recreational boaters, both with and without boat trailers.
4. Bike Parking, next to Historic Water Tank and BIAC should be included.

Boat Ramp

The current public boating ramp in Docktown be included in the study area for boat trailerable and non-trailerable boats.

101 Underpass

On the Docktown side of Redwood Creek, a minimalist bike/walk path under 101 should be considered as a lower cost alternative to the underpass on the other side of Redwood Creek.

Thank you for considering my comments.

James Jonas

Redwood City Resident

LETTER 22

EIR comments

Judi McDowell

Sent: Thursday, December 11, 2014 12:08 PM

To: [Inner Harbor](#)

Attachments:  [tannery 1917.png \(35 KB\)](#);  [photo 1.JPG \(126 KB\)](#)

Please make sure that Docktown and its unique community remain in the EIR plan. Be sure to preserve the Historic water tank as well, and continue to expand education and awareness of the importance in history the tank has had on the Redwood Creek waterway. The tank is very unique and can never be replaced. Its 24x24 inch underpinings are old growth redwood from the above hillsides. Moving it would negate the real connection it has to the city, and nearby communities development from as far back as the 1800's. Did you know it has a 5 foot deep cistern underneath?

The tank would be a perfect destination for those traveling along the bay trail which could run on either side of the building. I think a maritime museum, a coffee and sandwich shop, and/or rest, picnic stop, would be excellent uses of the structure. It now serves as the Peninsula yacht club (35 years) and a community center for many residents. Young and old gather here for music, activities and it is the meeting place for our creek clean ups, especially "Romancing the Creek" in February. Stop by and see it, we would love to give you a tour, brochures are by the door.

The tank has been standing here since at least 1900, perhaps before. We have an aerial picture of it in 1917.

The floating community here is not a new development. There have been boats and homes along the creek here for 50 years. New codes and regulations should not deter people from living on the creek here. We have been asking for sewer connections and decent shower and bath facilities here for many years when the private company ran the marina. Improve the area, do not destroy it. Do not use a new development excuse to harm this community. We pay taxes here too. Watch the many shows on TV or search the web, see the hundreds of lovely, unique, houseboat communities all over the world.

It is a great place for those with limited means to be able to live near where they work. Affordable housing could actually be increased here. Some who live here are retired or have limited income while others travel to work on the peninsula and nearby areas. Many are not able to afford living elsewhere. With the lack of affordable housing in the area, getting rid of this community would be a great mistake. Many here on the creek pick up trash, lots of trash, that floats by every day. Sitting here now, with the storm water rushing by, leaves, logs, and many pieces of plastic and bottles are floating out from the city storm drains to the bay and ocean. It is hard to watch!

I'm sure the NEW developments around the creekside could easily be situated to accommodate the current historic buildings and community to remain. It also gives a nostalgic view to other residents and visitors. Boating communities are always nice to look at.

Recently one of the homes here sank and tipped over. The people who live here rallied together to help the family in any way they could. You do not have this kind of community caring and connection very often!

Thank You so much, and please make a good decision with regards to our valuable community. I've attached a few pictures as well.

--

Judi McDowell <<
Peninsula Yacht Club

Have a blessed day! ~~~_/_)~~~_/_)~~~_/_)

Insight

"Has anyone stopped to consider that we might come closer to balancing the budget if all of us simply tried to live up to the Ten Commandments and the Golden Rule?" -- Ronald Reagan

"We must not let our rulers load us with perpetual debt." --Thomas Jefferson

"Never doubt that a small group of thoughtful citizens can change the world. Indeed, it's the only thing that ever has." --cultural anthropologist and writer Margaret Mead (1901-1978)



LETTER 23

Future of Docktown

June Kleider

Sent: Thursday, December 11, 2014 5:33 PM

To: [Inner Harbor](#); [GRP-Planning Commissioners](#); [GRP-City Council](#); [MGR-Bob Bell](#); [MGR-Bill Ekern](#)

To Whom it May Concern

WASTE OF FUNDS ON REPORTS

I have been attending meetings, reading reports and following the path the City of Redwood City has taken over the last several years, in fact since August 14, 2003. Based on the hope that the city would follow through with the conclusions spelled out in reports, we invested heavily in our floating home to make it safe and keep up with maintenance. Reports in favor of a floating home community have been ignored.

QUESTIONABLE MANAGEMENT

We have been served with a Cease and Desist Order when a wall of our Houseboat collapsed and we attempted to shore up the rotting wood. We were forced to vacate. We were told by Enforcement that there was no provision for emergency repairs. After several thousand dollars in legal fees we able to re-occupy. I bring this up only to emphasize the fact that Redwood City has not always been kind to the residents of Docktown and, in fact, been rigid and spiteful. Most recently a totally inadequate response to a fire aboard a vessel at Docktown when an inflatable with 2 new recruits showed up at a garden hose to put out the blaze. How lucky it was that there was no loss of life.

FALSE HOPES

A report of a plan to beautify the waterfront including bike baths, parks and a floating community was presented to members of the Redwood City Community (I believe in 2009). This gave us hope that our presence would have some stability. But here we are again faced with expulsion at the whim of the current administration.

I ask you to show some leadership, get ahead of the rising water levels dilemma and let us have some peace of mind by insuring the future existence of a floating home marina in Redwood Creek.

Yours truly
June and Alex Kleide

LETTER 24

Why keeping Docktown in its present location needs to be part of the Inner Harbor EIR
Lee Callister

Sent: Thursday, December 11, 2014 4:39 PM

To: [Inner Harbor](#); [GRP-Planning Commissioners](#); [GRP-City Council](#)

Cc: [MGR-Bob Bell](#); [MGR-Bill Ekern](#)

City Planners, Members of the Planning Commission, and City Council

Having seen an outline of the proposed Environmental Impact Report for the Inner Harbor Specific Plan I want to call your attention to the omission of Docktown Marina from the current outline and point out why that needs to be corrected.

1. The city cannot simply exclude an existing community that was endorsed by the Inner Harbor Task Force, is the subject of ongoing discussions between attorneys representing Docktown Residents and the State Lands Commission, and has been here for 50 years with the tacit approval of city officials.
2. Conclusions and Recommendations of the Inner Harbor Task Force, which thoroughly vetted the issue over the course of a year by the Task Force, up to and including the final meeting:
 - a. Floating homes in general and Docktown in particular was the topic most discussed in the meetings.
 - b. A list of Guiding Principles for development adopted by the task force on Feb 25 and subsequently presented in the meeting with members of the Planning Commission and Council had as item #6: **Preserve existing and accommodate new floating communities**
 - c. In a community meeting held to gauge public concerns, this was the single issue that received the most votes and comments with a large majority in favor
 - d. In their final meeting the task force voted to recommend the city work with State Lands and other officials to find a way to keep Docktown intact. (see notes and references)
3. This was essentially the position presented and discussed by Mr. Ekern at the joint meeting of the Planning Commission and City Council on June 12. (see notes and references)
4. Assumptions that Ferrari Pond represents a place to move Docktown Residents is not borne out by the facts. Rich Ferrari does not yet have a plan let alone permission to build anything, and doesn't think he can make it work he has to carve out a wetland set aside. Nor is it clear who could live there.

Redwood Creek Association attorneys William Sloan, Jennifer Jeffries, and Jason Bartlett of Morrison Foester recently met with State Lands staff and discussed Ferrari's limitations as an alternative to Docktown, and understand this may affect the Commission's position.

Mr. Ferrari has not yet presented a plan to the city, nor is expected to do so until the Inner Harbor Plan is approved! RCA is challenging this circular logic.

There are jurisdictional and environmental issues that may torpedo the project. No development can be completed within any known timeframe, and if adopted there no guarantee that all or any of the current floating residences at Docktown will be allowed to move there. Good reasons all for State Lands to endorse a position allowing residents to

stay on the creek.

Please make sure than an improved Docktown in its present location is part of the Inner Harbor EIR.

Notes and References:

Lisa Brownfield of MIG (consultant to the City) summarized the final recommendations of the Task Force, which included the following statement, which was included in s taff reports

- **Floating Communities:**

In addition to a floating community on the Ferrari property as conceptually shown in scenario A (with two points of access), a floating community incorporating public access to the waterfront will also be included along Redwood Creek. Both envisioned floating communities are subject to jurisdictional considerations and these shall be explained to the City.

Inner Harbor Task Force | April 16, 2014 Meeting Summary

<http://www.redwoodcity.org/phed/planning/innerharbor/docs/Revised%20Meeting%2011%20Summary.pdf> p9

The Agenda of the May 12 Joint Meeting of the City Council and Planning Commision which focused on the Inner Harbor Plan (packet page #465), described the goal as follows:

“Direct staff to proceed with preparation of an Environmental Impact Report and Inner Harbor Specific Plan based on recommendations of the Inner Harbor Specific Plan Task Force and discussion at the Joint Planning Commission City Council Study Session”

Agenda link:

<http://agendas.redwoodcity.org/sirepub/pubmtgframe.aspx?meetid=330&doctype=AGENDA>.

The Staff report presented to the Mayor and City Council at the May 12 meeting by the City Managers’ office said this:

“... the Task Force agreed that a Floating Community was a desirable development within the Project Area. The Task Force identified two locations for a floating community: 1) utilizing approximately 2/3rds of the Ferrari site; and 2) in pockets along Redwood Creek. The Task Force recommends that the City consider pursuit of legislative remedies to enable residential uses on the lands granted to the City from the State...

Documents can be found linked to the same agenda page

<http://agendas.redwoodcity.org/sirepub/pubmtgframe.aspx?meetid=330&doctype=AGENDA>.

*Text is from the
Inner Harbor Specific Plan Land Use and Circulation Update
presented at the Joint session which is linked to the agend*

Best regards
Lee Callister

LETTER 25

The tank building at Docktown is a historic resource which needs to be part of the Inner Harbor EIR.

Lee Callister

To help protect your privacy, some content in this message has been blocked. If you are sure that this message is from a trusted sender and you want to re-enable the blocked features, [click here](#).

Sent: Thursday, December 11, 2014 4:59 PM

To: [Inner Harbor](#); [GRP-Planning Commissioners](#)

Dear Inner Harbor Planning Group and Planning Commission

What follows is an email chain I sent to the Historic Resources Advisory Committee prior to my meeting with them about the history of the water tank building at Docktown that dates back to the days when Redwood Creek was the main "roadway" serving downtown, and currently houses the Peninsula Yacht Club, beginning with a response from the sf water dept historian to my questions, followed by my original email to them when I was actively researching this, and a link to an article I wrote on this subject for the Patch.

There is ample evidence here that this is a historic resource which should be protected, and that it needs to be part of the Inner Harbor EIR.

The land on which it sits was acquired by Franks Tannery long after the tank was built, part of an area of about 200 acres that extended beyond today's Kaiser Hospital.

Frank Salman, who spent his entire life working for the Tannery and was running it when the assets were distributed, gave what is now Docktown to his two sons, one of whom developed the harbor and boatyard..

Prior to the Yacht club taking over the building around 1982 it had also been used as the office for the marina, and marketing office for a line on boats, had had been touted by Jay Salaman as the site of a restaurant that was never built. Salman had been a member of the club, which has always received favorable rental rates in exchange for improvements made by club members of the years.

Here is also a link to an article I wrote for the Patch with some additional history.

<http://redwoodcity-woodside.patch.com/groups/docktown-report/p/docktowns-historic-tank-building>

Be sure to read by letter with pictures at the bottom of this email chain.

----- Forwarded message -----

From: Housh, Mike>> _____

Date: Thu, Jan 16, 2014 at 3:03 PM

Subject: RE: questions re unique water tower

To: Info _____

Benito - The most likely manufacturer of such a large steel structure in the 1870-1900 period in the Bay Area would be the Donohue Brother's Union Iron Works using steel from the Pacific Rolling Mills in Alameda. This company, the 19th Century's premier west coast industrial steel fabricating, locomotive manufacturing, and shipbuilding company, was bought out by Bethlehem Steel in 1905 - I would bet that the still operating successor company's archives (which I think are located in Hingham, MA) might still hold information about the predecessor company's large later 19th century projects like this. At least it would be a good starting point to look. Another potential resource might be San Mateo County's property tax records that would usually list large assets like this huge water tank when totaling up local businesses' tax bills by year. Mike

Michael Housh, Historian
San Francisco Public Utilities Commission
525 Golden Gate Avenue, 5th Floor
San Francisco, CA 94103

email: > _____
Ph. (<tel:%28415%29%20554-3163>

From: Capuyan, Benito On Behalf Of Info
Sent: Thursday, January 16, 2014 2:33 PM
To: Housh, Mike
Subject: FW: questions re unique water tower

Hi Mike and Happy New Year!

Do you know anyone in the business of authenticating the age of old water tanks?

-Benito

From: Lee Callister _____
Sent: Tuesday, January 07, 2014 1:04 PM
To: Info
Subject: Fwd: questions re unique water tower

Hello

I am wondering if you might know of anyone who can help authenticate the age of an old water tank.

This unique old "stubby" of a watertank tower has been turned into a building that houses our yacht club in Redwood City. The tank is built of steel, riveted together.

[cid:image001.png@01CF12CC.2428DD80]

The tower is built with redwood supports, at an angle. some have been removed to open up the space.

[cid:image002.png@01CF12CC.2428DD80]

A steel, made with rivets that sits on a redwood pedestal seems quite unusual based on other photos I have seen so far.

It can be seen in the distance near the creek in this picture of Frank's Tannery in Redwood City in 1917.

[cid:image003.png@01CF12CC.2428DD80]

here's the original photo, tank again in the distance next to the creek.

<http://sfbayhomes.com/wp-content/uploads/2011/10/Franks-Tannery-1917-Aerial.jpg>

I've been told the rivets date from the 1870's. And that it was originally used to provide water to steam boats (mostly scows) that used Redwood Creek to access what was then a harbor in downtown redwood city (which because the creek was subject to silting was eventually covered over.)

It is on property belonging to Frank's Tannery (which was the largest landholder and employer in the area for many years) but pictures of the tannery shows it had a much larger tower for it's leather making. .

The sides of the tower were closed off in the 1960's turning it into a building, and some of the supports were used as it no longer supported much weight. About 1980 it became the Peninsula Yacht Club which it still is today, whose members have continued to enlarge and improve it.

We are very interested in knowing the history and age of the structure.

Any help at all including references would be greatly appreciated

Best regards

Lee Callister





LETTER 26

Public Comment for Draft EIR

Lilley Yee

Sent: Thursday, December 11, 2014 4:23 PM

To: [Inner Harbor](#)

My name is Lilley Yee and I own a floating house at Docktown Marina. I enjoy living at the marina with a close net community and have joined the Peninsula Yacht Club in 2006. I have been an active volunteer at PYC for over five years and have served on the Board of Directors. I am currently the Commodore of the Club.

I am writing about the future use of the land, Docktown Marina and the historic water tank atop of our club. I would like to advocate the following:

- I want to request the City to **include an EIR** in the overall plan.
- Preserve the creek and the marina. Preservation applies to natural and other areas set aside to allow for protection, preservation, and enhancement of unique resources in Redwood City, including "wildlife habitat, creeks, tidal marsh lands, protected hillsides, and geological formations.
- Consider "Grandfathering" Docktown. Partner with State Lands Commission to obtain approval use of the water for floating homes and live-aboards.
- Preserve the historic mixed-use of a waterfront Neighborhood. Designation to allow a mix of uses that "includes housing and supporting commercial businesses, hospitality and restaurant uses that attract visitors, and businesses that support marina functions. Housing options should include floating homes and houseboats.
- Preserve the historic water tank. It is one of a kind priceless structure. There are historical records about the old water tank dating back to the 1870's.

Thank you in advance to for taking the time to consider my requests.

Best Regards,

Lilley Yee

Commodore

Peninsula Yacht Club

LETTER 27

Dock Town Redwood City CA. AKA Redwood Creek

Linda Lovenbury

Sent: Thursday, December 11, 2014 5:11 PM

To: [Inner Harbor](#)

Dear Committee,

I am sending this note in regards of Keeping Dock Town: Keep Docketown. Reasons & requests: affordable housing, grandfather Docketown, preserve the historic water tank, keep Docketown in the EIR.

Please help this wonderful community... my request as a property owner in Redwood City since 1970.

Sincerely,
Linda C. Lovenbury



December 11, 2014

Redwood City Community Development Department
Attn: Steven Turner, Planning Manager
1017 Middlefield Road, P.O. Box 391
Redwood City, CA 94064
innerharbor@redwoodcity.org

RE: Notice of Preparation of a Draft Environmental Impact Report
for the Proposed Redwood City Inner Harbor Specific Plan

Dear Mr. Turner,

Redwood City Neighbors United is a local advocacy group that has been involved in a number of Redwood City planning issues since 2010. We welcome the opportunity to provide scoping comments in response to the Notice of Preparation for the Proposed Redwood City Inner Harbor Specific Plan.

While the primary focus of our organization has been on Cargill's plan to develop on the salt ponds near Seaport Boulevard, there are a number of elements in the proposed Inner Harbor Specific Plan that raise similar environmental and quality of life issues and concerns.

We have a more general initial concern regarding the lack of information provided in the Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR) for the Inner Harbor Specific Plan (IHSP), including the Project Description. The City's lack of a more detailed specific plan proposal, inadequate description of existing and proposed land uses and resources, and cursory description of potential environmental effects is very problematic.

Omission of key information in the NOP may preclude agencies, Redwood City residents, and other interested parties from providing useful input into the "appropriate scope and content of the Draft Environmental Impact Report's environmental information." In order to achieve a thorough and effective CEQA environmental review and citywide planning process for the IHSP, these deficiencies must be remedied in the Draft Environmental Impact Report.

While the NOP stated that the IHSP Project may result in environmental impacts to a number of "CEQA factors that will be addressed in the EIR", we are providing comments only in the specific areas where we have concerns, or recommendations on scope and content of the DEIR.

Land Use and Planning

Ferrari Property Open Space – The Ferrari property is labeled as Water-Dependent Development-2 and Open Space Wetland Area in the IHSP Draft Land Use Concept Plan. According to the Technical Documents posted on the City’s website, two thirds of the 21-acre Ferrari property wetland is currently designated as Open Space-Preservation in the City’s General Plan. This category is for areas “set aside for protection, preservation and enhancement of unique resources including wildlife habitat.” Any allowed uses “must be complimentary to resource preservation, enhancement and management, including low-intensity recreational facilities such as hiking and biking trails and related improvements.”

The IHSP proposal includes converting approximately half of this Open Space-Preservation area to Water-Dependent Development, which is inconsistent with the General Plan and sets a bad precedent for City conversion of other Open Space lands in the future. The DEIR should clearly identify environmental impacts associated with this land use conversion, including the loss of wildlife habitat, restorable wetlands and passive recreational opportunities. Other General Plan policies pertaining to natural resources, wetlands and preservation of open space should be identified and the IHSP should be evaluated for consistency with these policies and impacts.

Malibu Grand Prix Property (Inner Harbor-2) - The DEIR should identify the current and proposed land use and zoning for the former Malibu Grand Prix site (labeled Inner Harbor-2 in the IHSP) and analyze the environmental impacts associated with conversion of Industrial-Light land use to Commercial Office, including increases in allowed density, maximum building heights, and traffic generation.

Incompatible Land Uses – The IHSP Project Area is immediately adjacent to existing industrial uses and businesses that are important to Redwood City and the region. Noise, light, dust, odors and truck traffic associated with these uses could impact the proposed residential and office uses in the IHSP. Likewise, complaints or health and safety issues that arise due to the proximity of incompatible uses could impact the viability of the businesses. The DEIR should analyze these potential impacts.

Transportation

The City’s Notice of Preparation for the Saltworks Project issued in October 2010, stated that “existing interchanges on Highway 101 are operating near or at capacity and the freeway is currently at capacity near the Project site.” The EIR for the City’s 2010 General Plan said that “both Woodside Road and Whipple Avenue corridors are operating at Level of Service E between El Camino and Highway 101.”

In the four years since these studies were completed, housing that is either under construction or approved at locations east of Highway 101 (One Marina and Blu Harbor) will be generating additional traffic. Neither this additional traffic, nor the traffic from the building boom Downtown has yet to really hit the streets. When cumulative impacts

from new office construction and new housing in other Peninsula cities are also factored in, it is clear that local and regional traffic is a huge issue, and an increasingly serious concern for Redwood City residents.

For this reason, the DEIR traffic analysis for the IHSP and the required cumulative traffic impact analysis must be robust. The DEIR should assess traffic impacts to Highway 101, Woodside Road, Seaport Boulevard, Bair Island Road, Whipple Avenue, Veterans Blvd. and other local arteries that will likely handle traffic from the IHSP Project.

Any mitigation measures proposed (such as TDMs) must be proven strategies, with standards that are verifiable, enforceable and include additional actions if standards aren't met. Only existing public transit systems, or systems for which environmental review has been completed and funding has been secured should be considered if the DEIR evaluates public transit as a mitigation for IHSP Project traffic. Alternatives considered in the DEIR should include reduced density/height for residential and office buildings in order to reduce the number of vehicle trips.

Increased traffic must be mitigated. All the project alternatives evaluated in the DEIR should hold to that standard to avoid an unacceptable scenario where a City Council "statement of overriding considerations" would allow significant unavoidable traffic impacts from the IHSP.

Biological Resources

In the NOP, the Project Location, Project Description and the "Draft Land Use Concept Plan" (Figure 2) do not provide an accurate picture of the size, location and different types of wetlands found throughout the IHSP Project Area and identified in the City's Technical Documents. Descriptive terms like "vacant land" and "open space" are deceptive when these areas include existing wetlands currently under the jurisdiction of agencies such as the U.S. Army Corps of Engineers and the Regional Water Quality Control Board. The two Wetland Areas shown in the Concept Plan are described as if wetlands will be created in these areas; however, according to the City's Technical Documents, pickleweed marsh and a wetland with documented wildlife use are already present there.

The DEIR must correct these omissions, and clearly identify and characterize the wetlands, other biological resources like the Redwood Creek and Steinberger Slough waterways, and the associated wildlife in the IHSP Project Area. The DEIR must analyze impacts to habitats and wildlife from both construction and IHSP Project implementation, and propose and evaluate appropriate mitigation.

Ferrari Property Wetland - This 21-acre wetland bordered by Redwood Creek and Steinberger Slough is actually a former salt pond. The site has pickleweed and other marsh vegetation on the surrounding levee, and shallow open water where a variety of shorebirds forage and roost during high tides. In deeper water, there are ducks and other waterfowl. According to the City's Technical documents, this wetland has very important wildlife value right now. Like the Cargill salt ponds, this pond could also be

restored to tidal marsh, providing habitat for the endangered Salt Marsh Harvest Mouse and Clapper Rail.

The IHSP proposes to destroy two thirds of this wetland for Water-Dependent Development, including one third of the pond that is designated “Open Space-Preservation” in the City’s General Plan. The DEIR should analyze impacts to the remaining remnant of this wetland from the adjacent proposed development, the proposed new road traversing the area and the adjacent existing industrial use operating at the edge of the pond. The DEIR should evaluate whether the remaining site that isn’t developed would provide viable wildlife habitat, especially for endangered species.

Unfortunately, the destruction of a valuable shorebird roosting site, and development on a former salt pond that could be restored back to tidal marsh sounds all too familiar to the residents of Redwood City who opposed the initial Saltworks proposal. The IHSP could set a precedence for development on other designated Open Space lands in the bayfront area that have current wildlife habitat value and potential for tidal marsh restoration. This potential impact should be evaluated in the DEIR.

The DEIR must include and evaluate at least one IHSP Project alternative that proposes no development on the Ferrari property site. While the “No Project Alternative” required by CEQA would reduce the amount of development, seven acres of the diked wetland could potentially still be lost.

Geology and Hydrology

According to the Technical Documents posted on the City’s website, the IHSP Project Area is in the FEMA 100-year flood plain, and the area is at risk from projected sea level rise. Soils in the area consist of alluvial deposits overlain by “Bay Mud”.

Earthquake/Liquefaction Hazards –Because of the nature of the soils in this bayland area, the DEIR should identify any liquefaction hazards or other hazards from seismic events and evaluate measures to ensure public safety. If the measures proposed for addressing sea level rise will include any levee structures, the DEIR should analyze risks of lateral spreading and sloughing of perimeter levees from earthquakes. Potential impacts from differential settlement, subsidence and expansive soils should be analyzed as well.

Flooding Risk From Sea Level Rise – Implementation of the IHSP would put additional people and businesses at risk from sea level rise. While the Project Description in the NOP states that the IHSP will provide “measures to address risks associated with sea level rise.” These measures are not described or defined. The DEIR must identify proposed measures and evaluate their effectiveness and environmental impacts. The DEIR should consider how these measures would be enhanced should additional flood protection be needed, and analyze any potential impacts from future enhancements to sensitive biological sites and wildlife.

The DEIR should identify costs associated with maintenance of these flood protection measures and any necessary future enhancements, and possible funding mechanisms should be evaluated. If implementation of the IHSP increases the City's future financial liability for flood protection, it could adversely impact the City's ability to protect critical infrastructure, neighborhoods and businesses in other parts of the city from sea level rise hazards. This potential impact should be analyzed in the DEIR.

Aesthetics

According to information on the Harbor View development under consideration for the Inner Harbor-2 area of the IHSP, the property owner is proposing three ten-story office towers. Maximum heights for the proposed residential area (Inner Harbor-1) and Water-Dependent Development must be provided in the DEIR to enable analysis of potential visual impacts.

The Redwood City bayfront is a special part of the city with unique vistas of the Bay, sloughs and hills. Building heights greater than existing structures in the general area would impact viewsheds within the Project Area and views from adjacent residential communities, offices, waterways and nearby public trails.

The defeat of Measure Q in 2004 speaks to the importance that Redwood City residents place on bayfront views. The DEIR should provide photo documentation of existing views and simulations of IHSP Project impacts, as well as mitigation measures to preserve the current open vistas in the area.

Alternatives

The DEIR alternatives analysis should consider a project alternative with no development on the Ferrari property wetland, that still meets the IHSP project objective of including a floating home community. Maintaining the floating home community at the current location, Water-Dependent Development-1 along Redwood Creek, would significantly reduce project environmental impacts by leaving a 21-acre important wildlife habitat intact. The Docketown site already has infrastructure in place, and any necessary infrastructure upgrades or construction of public access points would be far more environmentally benign than losing a significant number of acres of wetlands to development.

Thank you for the opportunity to comment on the NOP for the Proposed Redwood City Inner Harbor Specific Plan.

Sincerely,



Daniel Ponti
On behalf of the Steering Committee
Redwood City Neighbors United



December 11, 2014

SENT BY EMAIL

Jill Ekas, Contract Planner
City of Redwood City
1017 Middlefield Road
Redwood City, CA 94064-0391

Subject: Inner Harbor Specific Plan EIR Scoping Comments

Dear Ms. Ekas:

Following are comments on behalf of Seaport Industrial Association (SIA) regarding the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed Inner Harbor Specific Plan (IHSP). SIA is a business organization whose members include most of the industrial companies along Seaport Blvd. and Blomquist St., as well as the Port of Redwood City.

SIA and its members have participated actively in the public process related to the Inner Harbor Specific Plan, including as participants on the IHSP Task Force. As an organization that advocates for sound land use planning and transportation solutions, we appreciated the opportunity to work with City staff and community members to help shape the project that will be analyzed in the EIR.

SIA supports the City's vision for a vibrant, mixed-use Inner Harbor area that helps connect the community to the waterfront. To be successful, it is important that the plan works well with the immediately adjacent industrial corridor. The IHSP Task Force established a guiding principle to address this challenge: "Plan for land use and circulation compatibility with adjacent institutional, industrial, and port-dependent uses." Our scoping comments for the EIR center on these two potential impacts: land use compatibility and circulation.

Land Use Compatibility

The Inner Harbor Area is immediately adjacent to heavy industry and the port area. The City understands that its working port and industrial sector are vital assets for Redwood City and the broader Silicon Valley region. Non-industrial development in the port area, particularly at Pacific Shores Center, has been successful because of the City's early insistence on proactive planning and design for land use compatibility.

With respect to land use compatibility, the EIR should study the following:

- The impact of the project on land use compatibility with nearby heavy industry and the Port of Redwood City;
- The impact of alternative “urban and landscape design guidelines and standards” on land use compatibility with nearby industry and the Port of Redwood City;
- Potential mitigation for adverse impacts, including physical separation and buffers between existing industry and new buildings, and disclosures in recorded title documents and leases about nearby industrial uses;
- The potential impact of the project on freight rail service to the port area

The City’s General Plan gives guidance on compatibility in a number of places:

Policy BE-10.4: Consider the design of Mixed Use-Waterfront neighborhoods and relationship to the Port Area and Port uses.

Policy BE-21.1: Allow for growth and intensification of industrial uses in the Port Industrial Center.

Policy BE-22.2: Apply the following performance criteria and standards, as applicable, to all new development projects, with the level of application commensurate with the scale of development. *[The policy lists a variety of performance criteria, including:]* Uses proposed must clearly be compatible with surrounding established and planned uses.

Policy BE-32.4: Maintain the Port of Redwood City as a critically important use, and protect long-term Port, Port-related, and surrounding industrial uses from the encroachment of incompatible land uses as appropriate.

Program BE-22: Land Use/Neighborhood Transitions. Through design guidelines, strive to attain development in Waterfront Neighborhoods that minimizes potential conflicts with the Port area’s industrial uses.

- **Policy BE-21.4:** “Maintain railroad rights-of-way for materials transport and potential transit use.”

Traffic Circulation

Existing and future development in the Inner Harbor area will share existing or future roadway systems with the port industrial area that serves heavy truck traffic. Most significantly, development within the project area will add to traffic volume of all types at the Highway 101/ SR 84 interchange. This is the only current point of access for trucks going to and from the Port and industrial areas, and it will remain the primary point of access for the Inner Harbor area if the plan is remains as designed to discourage through traffic (a concept discussed by the Task Force).

The essential message from SIA is that the traffic analysis should take careful account of current and future truck volumes, as well as the interaction of cars and trucks near the freeway interchange. Special consideration should be given to the safety of bringing substantial numbers of bicyclists and pedestrians onto roadways and intersections with heavy truck and passenger vehicle traffic.

With respect to traffic circulation, the EIR should study the following:

- The impact of increased vehicular traffic on truck circulation;
- The interaction of cars and trucks as a traffic variable distinct from the volume of vehicles alone;
- The safety impact of proposed pedestrian and bicycle paths at the Seaport Blvd./Blomquist St. intersection;
- The potential for alternatives to separate cars and trucks to improve safety and circulation.

The General Plan includes policies related to traffic compatibility and circulation:

Policy BE-30.1: “Minimize potential conflicts between trucks and pedestrian, bicycle, and transit access and circulation on streets designated as truck routes.”

Policy BE-30.2: “Minimize potential conflicts between truck loading and unloading and pedestrian, bicycle, and transit access and circulation.”

Because the design of the new 101/84 freeway interchange contemplates capacity to handle traffic from new development in the Inner Harbor area, SIA strongly encourages the City to coordinate the IHSP EIR analysis with the 101/84 project EIR analysis. SIA members have shared data on truck volumes and patterns with the 101/84 project team, and that data is also relevant to the IHSP analysis.

SIA looks forward to continued participation in the project review process, and we appreciate your consideration of these comments.

Sincerely



Greg Greenway
Executive Director
Seaport Industrial Association



Loma Prieta Chapter serving San Mateo, Santa Clara & San Benito Counties

December 11, 2014

Redwood City Community Development Department
Attn.: Steve Turner
Planning Manager
Redwood City Planning Department
City of Redwood City
Via e-mail: innerharbor@redwoodcity.org

Re: Notice of Preparation of a Draft Environmental Impact Report for the Proposed Redwood City Inner Harbor Specific Plan

Sierra Club Loma Prieta Chapter welcomes this opportunity to provide a comment on the Scope of the proposed EIR. We have followed the Specific Plan process in detail and attended the task force meetings. We commend the city on a transparent and relatively inclusionary process. Many of our concerns and thoughts have been articulated at the meetings as well as before City Council.

- Sea level rise in this area is the defining issue for development in this part of Redwood City near the edge of the bay. There is no opportunity for levee protection from sea level rise.

Comment: An alternative needs to be included that anticipates the uncertainties in sea level rise and, therefore, includes Inner Harbor Area 1 as Open Space for active or passive recreation.

- The reasons are compelling and, we believe, they need to be addressed.
- An EIR is the instrument to inform and educate the public on alternatives that directly address the critical environmental issues relating to a project.

Future Inundation Site:

Changing Inner Harbor¹ from residential zoning to Open Space is the more environmentally positive alternative. This land is subject to inundation from Sea Level Rise as per the project environmental studies. Most critically, there is no opportunity to protect the area with levees.

It is no longer acceptable for cities to disclaim responsibility for future losses due to sea level rise, experienced by future new homeowners, as the City has done in the One Marina Development Agreement. The State has now initiated legislation acknowledging that promoting development in areas subject to inundation is no longer acceptable by cities.¹

Therefore Redwood City needs to acknowledge this reality and not allow private homes in a susceptible area, which has no possibility of future protection by levees. This alternative should consider Area 1 be downzoned to allow no new construction.

¹ September 21, 2014 Gov. Brown signed Assemblyman Rich Gordon's Assembly Bill 2516, addressing sea level rise, which requires cities, counties, coastal and Bayside airports, ports, state environmental agencies and utilities to share their studies, plans and actions through a database authored by the Select Committee on Sea Level Rise.

Recreation space deficit:

Redwood City is already below its parkland guideline of 3 acres per 1,000 residents, even when all school sites are included. We already have a deficit that needs to be addressed and this is an opportunity site for a centrally located usable parkland that also provides resilience.

In addition, Redwood City is building a thriving new downtown with a plan for 2,500 new housing units (now to be reduced by 740 units). There is no park space to support the thousands of new residents crowded into downtown. Our Recreation and Parks guidelines require 3 acres of parkland for every 1,000 residents. This translates to 9-15 new acres of parkland for the approximately 3,000 to 5,000 new residents of downtown expected by 2015 - 2016.

Inner Harbor Area 1, next to Hwy 101, is within walking and biking distance of downtown via Redwood Creek trail under Hwy 101. Park fees should be used to give higher priority to recreation spaces within easy access of this high-density, priority development area.

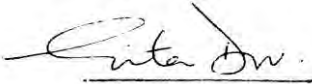
Beaches, creeks and waterfronts should always be public amenities

Redwood Creek should be treated as a public amenity. Marina One development, on the other side of Redwood Creek, unfortunately, does not, after all, invite or afford easy public access. See attached images at end. This is Redwood City's opportunity to make at least one side of the creek dedicated to open public parkland for true recreation rather than just a pedestrian pathway between three story buildings and floating homes.

Redwood City is a waterfront community without a waterfront:

Envision a public park along a waterfront- With its accessibility to downtown, a park space here would become the iconic public green space much as Civic Plaza is the iconic public plaza of our city.

Respectfully submitted:



Gita Dev
Sustainable Land Use Committee
Sierra Club Loma Prieta Chapter (SCLP)

Cc Mayor Jeff Gee
Vice Mayor Rosanne Foust
Council member Barbara Pierce
Council Member Ian Bain
Council Member Alicia Aguirre
Council Member John Seybert
Council Member Diane Howard
Planning Commissioner Nancy Radcliff
Parks and Recreation Director Chris Beth
Michael Ferreira, Conservation Committee Chair, SCLP
John Cordes, Exec. Director, SCLP
Gladwyn de'Souza, Transportation Committee, SCLP

One Marina development photos: Public waterfront promenade and (below) Typical vista in One Marina showing access route to public promenade does not have the vocabulary of public access spaces



LETTER 32

Inner Harbor Specific Plan

EIR Scope

Comments submitted by Carole Wong

December 11, 2014; amended December 12, 2014 (in red text)

NOTE:

- Items in **black text** indicate aspects of the conceptual land use plan that can impact the various environmental elements of the EIR
- Items in **blue text** indicate how Sea Level Rise (SLR) can impact the conceptual plan

Aesthetics

- a. Create, preserve, or enhance aesthetics of view corridors along Redwood Creek from multiple vantage points (e.g., Hwy 101, Bay Trail, bike/pedestrian bridges, public spaces). These view corridors should primarily consist of the natural environment *gradually* transitioning to developed areas.
- b. Extent that large building or groups of buildings create visual walls/blocks within the plan area should be avoided. Mitigate with view corridors from various vantage points and landscape screening.
- c. Impact of sound wall to block Hwy 101 noise along Inner Harbor-1 development; negative impact of blocking view corridor down Redwood Creek
- d. Extent that development, fixed and floating structures, and infrastructure along Redwood Creek are aesthetically consistent with natural environment (e.g., wood or stone material in color palette of natural environment rather than mirrored glass and chrome) and set back from water's edge to provide/preserve water views
- e. Extent that the plan provides physical space and/or visual natural screening between existing light industrial (LI) use and commercial development
- f. Extent that commercial development aesthetically harmonizes with adjacent existing uses (PF, LI) especially where there is insufficient physical buffer or visual screen
- g. Extent and impact of light pollution from development and night use of play fields on residential areas (including floating communities) and habitat in open space
- h. Various approaches for adaptation to sea level rise will have different aesthetic impacts – some methods may enhance aesthetics while others may detract
 1. Defensive levees and steel bulkhead walls will block ground floor views and, over time, create the appearance of development “fortresses” and the ground plane is sinking (which it will be below sea level). This would be the case for the northeast and northern portions of Inner Harbor-1 development (north of proposed Blomquist extension).
 2. Levees require wide expanses of lateral ground plane and create large massing. This horizontal use may reduce area for habitat (depending on construction method) yet may create a larger space for multi-use ped/bike path on top.
 3. Adaptive retreat (i.e., abandoning land uses and transitioning into water-based uses) can be designed to be aesthetically consistent with natural bay front environment and provide more habitat over time
 4. Development that is elevated and constructed on pilings (stilts) may initially detract from aesthetics until landscaping matures

Air Quality

- a. Extent of vehicle exhaust from increased trips of commuter traffic (such as employees working at corporate office park, residents within plan area, public users of open space and play fields)
- b. Impact of narrow access to Bair Island Road may increase pollution if commuters in vehicles more frequently choose to use western most access to Hwy 101

- c. Impact of dust, smoke, and/or chemicals from adjacent existing industrial uses on proposed new uses inside and adjacent to plan area
- d. [Sea Level Rise – Adaptive retreat methods in the plan area may improve air quality by reducing land-based uses and vehicle trips related to those land uses](#)

Agriculture and Forestry

- * (No specific input as there are no agricultural or forestry uses in the existing plan area nor in the proposed plan.)
- * To the extent that there may be food-producing urban gardens, include impact of existing adjacent industrial uses on this form of micro-agriculture

Biological Resources

- a. Impact of dredging of creek and increasing depth of open water for Water Development 1 & 2. Include estimate of how long will it typically take ecosystems to recover. Use Redwood Shores lagoon as analog? Compare plan area to experience of dredging the outer harbor.
- b. Proposed plan may improve open space for habitat by removal of polluting debris along creek and vacant lots
- c. [Sea level rise – Adaptive retreat methods will, over time, provide more habitat as land uses are transitioned into water-based uses with tidal action.](#)

Cultural Resources

- a. Baseline study indicates that there are no registered historical landmarks. That said, the local community values preservation of icons like the water tower along Redwood Creek. The proposed plan doesn't specify the exact location of existing water tower but should accommodate it and pay homage to its local history and its origins.

Geology and Soils

- a. Impact of dredging creek and increasing depth of open waters should be positive (removing silt, debris) and provide better flow from hills to the sea and tidal action
- b. [Sea level rise – Use of adaptive methods such as floating structures \(with deep pilings for piers that are also tall enough to accommodate sea level rise\) should mitigate potential damage from seismic events \(relative to complexes of fixed structures built on bay mud\)](#)

Greenhouse Gas Emissions and Energy

- a. Increase vehicle trips from commuters, residents, and visitors. Stress test should use the maximum theoretical buildout and daily daytime and nighttime use of playfields
- b. Impact of intense land-based development on energy use
- c. Impact of scenario where maximum theoretical buildout is:
 - 100% land-based development or
 - 100% commercial development or
 - 100% residential development or
 - 100% water-dependent development
 - 100% open space (allowing passive and active recreational uses)
- c. Impact of EV charging stations
- d. Impact of bike and car share programs/services
- e. Impact of corporate commuter buses that also service the plan area
- f. Impact of mass transit (buses, trolleys, ferry connections)
- d. [Sea level rise – Adaptive retreat methods should, over time, decrease gas emissions due to transition from land-based to water-based uses and a reduction in vehicle trips](#)

Hazards and Hazardous Materials

- a. Impact of *improved* underground infrastructure in the plan area (such as sewer lines) may reduce probability of spill of hazardous materials.
- b. Impact of extended network of underground infrastructure (Does increased area covered proportionately increase risk of hazards? Does extension of infrastructure imply increased vulnerability to sea level rise?)
- c. Impact of hazards originating in adjacent areas on development and proposed uses within plan area
- d. *Sea level rise -- Utility infrastructure should be designed for underground and underwater operation as sea levels rise.*
- e. *Extent that infrastructure for floating structures is adaptive to sea level rise will mitigate risk*

Hydrology and Water Quality

- d. Extent that dredging creek and increasing depth of open water impact hydrology in the short term, and improvements over the long term (tidal action, storm water runoff)
- e. Impact of scenario where maximum theoretical buildout is:
 - a. 100% land-based development or
 - b. 100% commercial development or
 - c. 100% residential development or
 - d. 100% water-dependent development or
 - e. 100% open space (allowing passive and active recreational uses)
- f. *Sea level rise – Impact of adaptive retreat versus dependence on raising levees/sea walls on hydrology.*

Land Use and Planning

- a. Extent of compatibility between commercial Class A office space and light industrial uses immediately adjacent to Inner Harbor-2 (buffer for volume and modes of transportation; potential loss of light industry businesses from adjacent area; health & safety)
- b. Extent of compatibility between Water-Dependent Development-2 and adjacent light industry; efficacy of Open Space Wetland Area as physical buffer
- c. Extent of compatibility between Water-Dependent Development-2 and Open Space Creek
- d. Specify compatible varieties/types of public uses for land-based Open Space rather than single use (e.g., not just play fields, not just private club on the waterfront opposite Water-Dependent Development-2)
- e. Specify arrangement of uses within Water-Dependent Development-1 that are compatible with regional plan and State jurisdiction (e.g., multiple points of public access to creek that are interspersed within Water-Dependent Development-1). Include mitigation actions to drive for compatibility (e.g., legislative action), not just list the reasons why proposed use is incompatible
- f. Extent of parking requirements to support variety of recreational uses of Open Space
- g. *Sea Level Rise impact on northeast and northern portions of Inner Harbor-1 development (north of proposed Blomquist extension). This area requires defensive approaches (sea walls, levees) that will create an elevated or fortified “peninsula” which juts into surrounding Open Space. Consider mitigation that includes two-tiered levels of ground plane where the lower one is subject to adaptive retreat (transitioning from land-based to water-dependent development) consistent with adjacent/surrounding Open Space.*

Mineral Resources – no input

Noise

- a. Impact of highway noise on residential Inner Harbor-1 residents. Include methods to mitigate other than sound walls along Hwy 101.
- b. Impact of noise from industrial uses in adjacent areas on commercial and residential uses in plan area

- c. Impact of nighttime use of play fields on residents within Inner Harbor-1 and Water-Dependent Developments 1 and 2 and wildlife
- d. Impact of local traffic noise (along Blomquist extension to Bair Island Road) on residents of Inner Harbor-1
- e. Impact of increased recreational use of creek and open water on residents of Water-Dependent Developments 1 & 2 and wildlife
- f. Noise impact of scenario where maximum theoretical buildout is:
 - 100% land-based development or
 - 100% commercial development or
 - 100% residential development or
 - 100% water-dependent development or
 - 100% open space (allowing passive and active recreational uses)

Population and Housing

- a. Impact in scenario where maximum theoretical buildout is:
 - 100% land-based development or
 - 100% commercial development or
 - 100% residential development or
 - 100% water-dependent development or
 - 100% open space (allowing passive and active recreational uses)
- b. Impact of displacement of existing residential population (Docktown, County shelter); include transition issues within plan area and/or need for replacement housing
- c. Impact of maximum theoretical buildout of commercial development on local housing demand
- d. Impact of maximum theoretical buildout of residential development on local housing demand
- e. [Sea Level Rise – Impacts land-based residential development located outside of fortified sea walls on ground plane; will likely need to be abandoned during adaptive retreat or converted to water-dependent residential structures.](#)

Public Services and Recreation

- a. Impact of 100% maximum theoretical buildout of residential development on:
 - demand for pre-school, K-8, and high school
 - parks and recreation
 - police, fire, and emergency services
 - public works
- b. Impact of 100% maximum theoretical buildout of commercial development on:
 - demand for pre-school, K-8, and high school
 - parks and recreation
 - policing, fire, and emergency services
 - public works
- c. Impact of 50/50 mix of residential and commercial development on:
 - demand for pre-school, K-8, and high school
 - parks and recreation
 - policing, fire, and emergency services
 - public works
- d. What is the ideal mix of development (residential, commercial, recreational and passive open space) and uses that create the least aggregate demand for:
 - pre-school, K-8, and high school
 - parks and recreation
 - policing, fire, and emergency services

- public works

Transportation, Circulation and Parking

- a. Impact on circulation in scenarios
 - with and without Walnut Street overpass (including bike, ped, vehicles)
 - bike/ped multiuse path for Bay Trail and commuters
 - physical separation of bike/ped from cars; and trucks
- b. Define parking requirements for maximum theoretical buildout for:
 - a. 100% land-based development or
 - b. 100% commercial development or
 - c. 100% residential development or
 - d. 100% water-dependent development or
 - e. 100% open space (allowing passive and active recreational uses)
- g. Impact of bike and car share programs/services
- h. Impact of corporate commuter buses that also service the plan area
- i. [Sea Level Rise – may provide opportunity for water-dependent shuttles/taxis and increase demand for land-based mass transit \(light rail, trolleys\) and connections to ferries; will reduce available parking areas](#)

Utilities and Service Systems

- See input for Hazards and Hazardous Materials, Water Quality

Alternatives

- a. Evaluate alternatives that assume Sea Level Rise and Redwood Creek Extreme Water Levels will be higher than what County recommends of “plan on at least 3 feet.”
 1. Sea Level Rise consistent with other estimates reported in the Baseline studies and evaluate scenarios of ‘Low,’ ‘Intermediate,’ and ‘High’ rates of SLR
 2. Inner Harbor and Redwood Creek Extreme Water Levels – evaluate scenarios of Mid- and End-of Century levels of MSL, MHHW, and 1:100. Refer to Table 3, page 16, Baseline Report (February 2014).
- b. Impact of ONLY commercial, residential, and recreational uses that can ultimately transition to water-dependent development. That is, while they may be initially land-based, they are designed and zoned for transition to water-dependent uses over time. (Note: This excludes Public Facility uses within the plan area.) The concept is to design in adaptive retreat approaches into Land Use designations, zoning, building ordinances, and supporting infrastructure.

LETTER 33

Draft EIR

lancelance

Sent: Friday, December 12, 2014 10:29 AM

To: [Inner Harbor](#)

I Strongly suggest the Commission include the future of Dock Town and the floating home community in the Draft EIR. Thank you,

Lance W. Frey, MA, LCSW



United States Department of the Interior



FISH AND WILDLIFE SERVICE
San Francisco Bay National Wildlife Refuge Complex
1 Marshlands Road
Fremont, California 94555

December 12, 2014

Ms. Jill Ekas
Contract Planner
Redwood City Planning Department
1017 Middlefield Road
P.O. Box 391
Redwood City, CA 94064

SUBJECT: Comments regarding the Notice of Preparation of a Draft Environmental Impact Report for the Proposed Redwood City Inner Harbor Specific Plan

Dear Ms. Ekas:

The U.S. Fish and Wildlife Service, Don Edwards San Francisco Bay National Wildlife Refuge (Refuge) appreciates the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report for the Proposed Redwood City Inner Harbor Specific Plan. The Refuge understands that the Specific Plan will propose detailed recommendations for the Inner Harbor area as part of the City's 2010 General Plan.

We are pleased to read that the Draft Land Use Concept Plan includes opportunities for enhanced or restored wetlands. With our long-term restoration of nearby Bair Island, we are intimately familiar with the shoreline along the west side of the Central San Francisco Bay. We believe the Inner Harbor area has great potential for wetland restoration as well as to act as a buffer to sea-level rise. The Refuge has several recommendations and concerns we would like the City to consider in this planning process as described below.

- Assess impacts to water quality, hydrology, wildlife, wetland habitat, and sub-tidal habitat along with associated wildlife as you develop the floating home community concept.
- Provide specific details on location and design for enhanced and restored wetland; coordinate with relevant regional, state, and federal wildlife agencies regarding this design process.
- With regard to water-oriented recreational activities, we are concerned with noise and disturbance to wildlife and habitat that may result from motorized and non-motorized craft. Watercraft should be discouraged or prohibited from tidal marsh areas due to wildlife disturbance especially during high tides.

- Coordinate with the Refuge, San Francisco Bay Trail (managed by the Association of Bay Area Governments), San Francisco Bay Area Water Trail (managed by State Coastal Conservancy), and the San Francisco Bay Conservation and Development Commission on design concepts and assess anticipated users for walking, biking, and watercraft trails and paths, as well as the possible wetland or water-oriented nature center.
- We are concerned that the 80 feet buffer along Redwood Creek may not be a sufficient barrier to adjacent development and recommend further assessment of impacts (e.g., ambient light, noise, trash, nuisance species) from the proposed multi-use trails, water-dependent development areas, inner harbor, open space, and recreational fields. We recommend consulting other similar project plans to determine an adequate buffer and other associated features.
- Assess and address potential impacts of pets on wildlife (e.g., dogs off leash, outdoor cats) from the recreation and residential areas.

Parts of the proposed project are located in Segment N of the recovery unit delineated in the 2013 Recovery Plan for Tidal Marsh Ecosystems of Northern and Central California (Recovery Plan). The recovery unit boundary in the San Francisco Estuary has been delineated to follow the extent of sea levels predicted by year 2050, under the medium to medium-high emissions scenario described in the 2009 Pacific Institute Study (Heberger et al. 2009¹). Given sea-level rise projections and that the Bay has lost approximately 90 percent of its tidal marsh habitat, we encourage the project to reconsider the development design and conserve any available or potential tidal marsh to benefit wildlife and people. You can find the 2013 Recovery Plan documents at: http://www.fws.gov/sacramento/es/Recovery-Planning/Tidal-Marsh/es_recovery_tidal-marsh-recovery.htm.

Thank you for considering our comments. We recommend that you also contact the U.S. Fish and Wildlife Service, Endangered Species Division in Sacramento to discuss potential effects of the Proposed Specific Plan to listed species and their habitat. If you have questions regarding our comments, please contact Wildlife Refuge Specialist, Melisa Amato at melisa_amato@fws.gov or (707) 769-4200 (Ext 102).

Sincerely,



Anne Morkill
Project Leader
San Francisco Bay National Wildlife
Refuge Complex

cc:

Cay Goude, U.S. Fish and Wildlife Service, Endangered Species Division (email)
Brian Wines, San Francisco Bay Regional Water Quality Control Board (email)
Bob Batha, San Francisco Bay Conservation and Development Commission (email)
Katerina Galacatos, U.S. Army Corps of Engineers, San Francisco District (email)
Suzanne DeLeon, California Department of Fish and Wildlife (email)

¹ Heberger, M., H. Cooley, P. Herrera, P.H. Gleick, and E. Moore. 2009. The impacts of sea-level rise on the California coast. A Draft Paper from the California Climate Change Center. Pacific Institute. CEC-500-2009-024-D.