

From: [Zenk, Jessica](#)
To: [Downtown West Project](#)
Subject: FW: Clarification of Parking Items
Date: Friday, May 7, 2021 9:02:24 PM
Attachments: [image003.png](#)
[851 Main St. Staff report.pdf](#)

From: Michelle Wendler <MWendler@watrydesign.com>
Sent: Thursday, May 6, 2021 4:28 PM
To: Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>; Lucy Lofrumento <lal@lmallp.com>; Collen, Arian <Arian.Collen@sanjoseca.gov>; Klein, Nanci <Nanci.Klein@sanjoseca.gov>
Cc: 'Jim Goddard (jgoddard@sapcenter.com)' <jgoddard@sapcenter.com>; Mike Moretto <MMoretto@watrydesign.com>; Jon Gustafson <jgustafson@sharksice.com>; Morley, Sean <sean@morleybros.com>; Phan, Johnny <Johnny.Phan@sanjoseca.gov>
Subject: RE: Clarification of Parking Items

[External Email]

With attachment this time.

From: Michelle Wendler
Sent: Thursday, May 6, 2021 4:27 PM
To: 'Zenk, Jessica' <Jessica.Zenk@sanjoseca.gov>; Lucy Lofrumento <lal@lmallp.com>; Collen, Arian <Arian.Collen@sanjoseca.gov>; Klein, Nanci <Nanci.Klein@sanjoseca.gov>
Cc: Jim Goddard (jgoddard@sapcenter.com) <jgoddard@sapcenter.com>; Mike Moretto <MMoretto@watrydesign.com>; Jon Gustafson <jgustafson@sharksice.com>; Morley, Sean <sean@morleybros.com>; Phan, Johnny <Johnny.Phan@sanjoseca.gov>
Subject: RE: Clarification of Parking Items

Hi Jessica

As discussed, I am trying to find more details but here is the whole staff report I mentioned. I believe that it is covered under the Downtown Planned Community Permit for development in downtown. See page 10 for an explanation of how they leverage the zoning ordinance for having parking available for the public. We have worked on a lot of projects in downtown Redwood City and they all have opened their parking to the public to get the reduction in parking ratio and have had to provide the counting and signage.

Michelle

From: Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>
Sent: Wednesday, May 5, 2021 1:36 PM
To: Lucy Lofrumento <lal@lmallp.com>; Collen, Arian <Arian.Collen@sanjoseca.gov>; Klein, Nanci

<Nanci.Klein@sanjoseca.gov>

Cc: Jim Goddard (<jgoddard@sapcenter.com> <jgoddard@sapcenter.com>); Michelle Wendler (<MWendler@watrydesign.com>); Mike Moretto (<MMoretto@watrydesign.com>); Jon Gustafson (<jgustafson@sharksice.com>); Morley, Sean (<sean@morleybros.com>); Phan, Johnny (<Johnny.Phan@sanjoseca.gov>)

Subject: RE: Clarification of Parking Items

Thanks, Lucy!

I was preparing a response to confirm that we can use part of our “regular” (3-4pm) time tomorrow to walk through both the math on Available spaces (current, and long-term), as well as revisions to Exhibit K.

Per my conversation with Jim just now, we can start with a higher-level discussion of how we’re working through your Request for Modifications (4/2), Key AMA Provision (4/21), and CEQA (4/28) letters. We also want to confirm other upcoming sessions together, including a next meeting on the Comprehensive Construction Management program, as J. Guevara and the DPW team have been further developing that since our discussion last month.

See you all at 3pm tomorrow!

Best,
Jess

From: Lucy Lofrumento (<lal@lmallp.com>)

Sent: Tuesday, May 4, 2021 1:07 PM

To: Zenk, Jessica (<Jessica.Zenk@sanjoseca.gov>); Collen, Arian (<Arian.Collen@sanjoseca.gov>); Klein, Nanci (<Nanci.Klein@sanjoseca.gov>)

Cc: Jim Goddard (<jgoddard@sapcenter.com> <jgoddard@sapcenter.com>); Michelle Wendler (<MWendler@watrydesign.com> <MWendler@watrydesign.com>); Mike Moretto (<MMoretto@watrydesign.com>); Jon Gustafson (<jgustafson@sharksice.com>); Morley, Sean (<sean@morleybros.com>)

Subject: RE: Clarification of Parking Items

[External Email]

Thanks for your email – we look forward to meeting with you and Arian on these issues (and we’ll look into the question regarding Redwood City).

Could you please also let us know the status of the revisions to Exhibit K to the Development Agreement? Perhaps we could discuss that as well, when we meet with Arian.

Best,
Lucy



Lucy Lofrumento

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From: Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>

Sent: Tuesday, May 4, 2021 8:56 AM

To: Lucy Lofrumento <lal@lmallp.com>; Collen, Arian <Arian.Collen@sanjoseca.gov>; Klein, Nanci <Nanci.Klein@sanjoseca.gov>

Cc: Jim Goddard (<jgoddard@sapcenter.com> <jgoddard@sapcenter.com>); Michelle Wendler (<MWendler@watrydesign.com> <MWendler@watrydesign.com>); Mike Moretto (<MMoretto@watrydesign.com> <MMoretto@watrydesign.com>); Jon Gustafson <jgustafson@sharksice.com>; Morley, Sean <sean@morleybros.com>

Subject: RE: Clarification of Parking Items

Thanks very much, Lucy.

This is very helpful.

We are reviewing the map prepared by Michelle and will reconcile the calculations asap.

Similarly, we can share the math on the "At a minimum, an additional 350 spaces will be available for SAP Center event use with a 1/3 mile."

I also appreciate the info from Redwood City about parking data and signage, including the Condition of Approval example. Do you have any info about how Redwood City proactively codifies that requirement?

Arian and I have time today to review your materials, and will be back in touch after that.

Best,
Jess

From: Lucy Lofrumento <lal@lmallp.com>

Sent: Monday, May 3, 2021 1:38 AM

To: Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>; Collen, Arian <Arian.Collen@sanjoseca.gov>; Klein, Nanci <Nanci.Klein@sanjoseca.gov>

Cc: Jim Goddard (jgoddard@sapcenter.com) <jgoddard@sapcenter.com>; Michelle Wendler (MWendler@watrydesign.com) <MWendler@watrydesign.com>; Mike Moretto <MMoretto@watrydesign.com>; Jon Gustafson <jgustafson@sharksice.com>; Morley, Sean <sean@morleybros.com>

Subject: Clarification of Parking Items

Importance: High

[External Email]

Hi Jess,

To follow-up on our discussion last Thursday, attached is a copy of a map and schedule prepared by Michelle Wendler, showing the calculations for parking spaces lost to the Downtown West project and related Cahill Lot 1 (Sub-Area 2), as well as the other Cahill lots. Could you please review and let us know if you agree with these calculations? Also, we would like to make sure we understand how the City arrived at the figure of 2,850 existing surface parking spaces.

Please note that we included the Cahill lots because, as we read the General Development Plan and related documents, it does not appear that there would be any plan or requirement that the spaces on those existing surface lots would ever be replaced with shared parking that could be used by Arena guests.

Along the same lines, during last Wednesday's PC presentation, the City stated that "At a minimum, an additional 350 spaces will be available for SAP Center event use with a 1/3 mile." We have been trying to figure out how that number was calculated, without success. Could you please show us the math on that? We want to be sure that we are all talking apples to apples based on the same set of facts, so that there is no misunderstanding.

Also attached is a copy of the SAP Center Structured Parking Design Guidelines, for your reference. We propose that these be added to the Conformance Review checklist and the Design Standards and Guidelines to help ensure the best overall functionality of new parking facilities. In addition, to follow-up on Michelle's comment during our meeting, please see the email below for an explanation of the parking guidance systems that could be added to the guidelines, both to help increase parking utilization and to help track actual "Available" spaces.

We think it might be helpful to schedule a short call in the next couple of days with you and Arian to discuss this, if you are available. Please let us know.

Thanks very much,
Lucy



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From: Michelle Wendler <MWendler@watrydesign.com>

Sent: Friday, April 30, 2021 4:03 PM

To: Lucy Lofrumento <lal@lmallp.com>

Cc: Jim Goddard (<JGoddard@sapcenter.com> <JGoddard@sapcenter.com>); Mike Moretto
<MMoretto@watrydesign.com>

Subject: Clarification of Parking Items

Hi Lucy

Based on our discussions attached is a map trying to clarify what spaces are counted in the lost spaces within 1/3 mile for confirmation with the City. (The 2850 as referenced in Exhibit K.) In addition I have reattached the information on the design guidelines for structured parking we discussed.

I would also like to follow up on the discussion regarding parking guidance systems. The City of Redwood City requires parking that is part of a development but used by the public nights and weekends (which is something they incentivize by giving reduced parking requirements) to provide parking guidance systems that count the stalls and display at the entry the number of available spaces. This automated counting would make it very transparent about whether the obligations of Available parking are being met and will help with overall wayfinding to find these available spaces which would be a benefit to parkers in general and Arena customers. If the right systems are being used it will count every individual space and you would know the difference between a specialty space such as an ADA space or EV space and how they were being used. Here is an example of a condition of approval from a project we worked on in Redwood City.

[SDR][ENGINEERING]

50. **Parking Data & Signage** – The project shall collect (utilizing sensors, loop detectors, or equivalent technology) and make publicly available, real-time garage occupancy data (via a parking app or other means deemed appropriate by the City and a sign at the garage entrance). [COA][ENGINEERING]

Michelle

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REPORT

**To the Honorable Mayor and City Council
From the City Manager**

June 11, 2018

SUBJECT

Request by the Acclaim Companies for a General Plan Amendment, Downtown Precise Plan Amendment, Downtown Planned Community Permit including ten guideline deviations and a historic preservation standard exception, Use Permit, and Tentative Parcel Map to develop a multi-story addition to the historic landmark/historic district contributor at 847-849 Main Street¹ ("Project"). The proposed mixed-use office/retail Project would exceed the General Plan and Downtown Precise Plan Maximum Allowable Development cap ("MAD" cap) for office square footage within downtown Redwood City. Pursuant to California Environmental Quality Act ("CEQA") Guidelines sections 15162 and 15163, a Supplemental Environmental Impact Report was prepared for the Project, which provides supplemental analysis of the environmental impacts already identified and analyzed in the 2011 certified Final Downtown Precise Plan Environmental Impact Report ("EIR"), and analyzes the aspects of the current Project that fall outside of the previous EIR analysis

RECOMMENDATION

Hold a public hearing and

- 1) Adopt a resolution to Certify the Final Supplemental Environmental Impact Report ("Final SEIR") for the 851 Main Street Project; to make and adopt the Findings and Statements Required by CEQA and Statement of Overriding Considerations pursuant to CEQA Guidelines; and to adopt the Mitigation Monitoring and Reporting Program ("MMRP") prepared for the Project (Attachment 1);
- 2) Adopt a resolution to Approve the General Plan Amendment to increase the nonresidential development cap for the Mixed Use - Downtown land use designation (Attachment 2);
- 3) Adopt a resolution to Approve the Downtown Precise Plan Amendment to increase the MAD cap for office floor area (Attachment 3); and
- 4) Adopt a resolution to Approve the Downtown Planned Community Permit including ten guideline deviations and one historic preservation standard exception, Use Permit, and Tentative Parcel Map, based on the findings and subject to the conditions of approval listed therein (Attachment 4)

¹ 851 Main Street is the primary address for the Project, which includes the addresses identified as 847 Main Street and 849 Main Street (see Downtown Precise Plan, p. 168).

BACKGROUND

In 2010, Redwood City fully updated its [General Plan](#) (“GP”). The 2010 update included the Mixed Use – Downtown land use designation intended to “create a vibrant city center with offices, theaters, retail businesses, and restaurants serving the residences, day-time businesses, and night-time entertainment populations”.

In January 2011, the City Council certified the Final Environmental Impact Report for the Redwood City Downtown Precise Plan and adopted the [Downtown Precise Plan](#) (“DTPP”). The DTPP describes the vision and goals for downtown Redwood City, and contains development standards and design guidelines to implement the Mixed-Use Downtown GP land use designation. The DTPP includes maximum development caps (“MAD caps”) for office, retail, residential, and lodging uses. The MAD caps are as follows (all expressed as net new):

DTPP

- 2,500 residential units
- 500,000 s.f. office
- 100,000 s.f. retail
- 200 lodging rooms

In January 2011, the City Council also adopted a General Plan Amendment to align the Mixed Use – Downtown development standards (height, residential density, and commercial intensity) with the adopted DTPP standards.

In 2013, the first downtown office development project, 900 Middlefield, was approved since the adoption of the DTPP. The 900 Middlefield project ultimately entitled 295,014 s.f. of the 500,000 s.f. office cap.

From August 11-13, 2014, the City received four applications for proposed office developments in downtown. Two weeks later, a fifth downtown office application was received (30 California, by Windy Hill Property Ventures). Three months later, on November 25, 2014, the 851 Main Street office development application was received. In total, the six office proposals exceeded the remaining office cap square footage. Ultimately, four of the six applications were deemed complete and able to move forward under the remaining office cap. Of the last two applications, 30 California was withdrawn and the developer of the 851 Main Street Project elected to move forward with a request for GP and DTPP amendments to increase the office cap. The Project required additional environmental analysis given that it proposes a DTPP amendment and

development that exceeds that analyzed in the EIR. Therefore, a Supplemental Environmental Impact Report ("SEIR") was prepared for the Project.

On September 6, 2016, the Planning Commission held a scoping session for the SEIR. The SEIR is intended to supplement the original certified EIR and update the analysis to cover the 851 Main Street Project.

On March 27, 2017, the City Council initiated a General Plan Amendment and Downtown Precise Plan Amendment for the 851 Main Street Project. The initiation was not an approval of the Project itself, but simply a green light allowing the Applicant to move forward through the public review and entitlement process.

On March 20, 2018, the Planning Commission held a public hearing to receive public comments on the Draft SEIR and to review and provide formal recommendation on the Project entitlements. The Commission voted 5-0 (Safdari absent, Schmidt recused) to adopt [Resolution No. 18-05](#), recommending that City Council approve the Project.

PROJECT DESCRIPTION

The Project site is comprised of four parcels with a total area of approximately 28,068 square feet and is currently improved with several low-rise buildings and surface parking. Three of the four buildings on-site are located within the Main Street Historic District, one of which is a designated historic landmark and contributor to the district (847-849 Main Street). The site has frontage on two streets: Main Street and Walnut Street. The three non-historic structures would be demolished. Three of the four original walls of the historic landmark would be retained² (one wall, roof and floor would be removed). The four parcels would be merged into one parcel, two levels of underground parking would extend the full length and width of the project site, and a multi-story addition would be constructed around and above the historic building.

The project would total 85,732 square feet inclusive of the historic building. The Project would contain 6,900 s.f. of active ground floor retail uses within the footprint of the historic building and the new lobby fronting on Main Street (the lobby would double as an art gallery open to the public). The project would contain 78,832 s.f. of commercial office on the ground floor and upper stories. Taking existing building square footage into account, the project would include 74,667 square feet of net new office and 1,813 square feet of net new retail space ([See Project Plans, dated 2/1/2018](#)).

² The Main Street front façade would be stabilized and protected during construction. The north and east walls would be dismantled, stored, and then reassembled in place.

As proposed, the Project would require a General Plan Amendment and Downtown Precise Plan Amendment to increase the MAD cap for office uses, Tentative Parcel Map to merge the parcels, Downtown Planned Community Permit for development in downtown, and Use Permit for office uses on the ground floor.



Main Street Perspective



Walnut Street Perspective

ANALYSIS

General Plan Amendment:

The project site is located within the Mixed Use – Downtown General Plan land use designation. This designation sets the vision of a mixed use district that allows residential, commercial, retail and lodging uses. These uses within close proximity to each other as well as the Caltrain station would help to create a vibrant downtown core with both daytime and nighttime activity. The proposed Project is consistent with this vision.

The Mixed Use – Downtown designation includes development standards, including density for residential uses, building heights, and intensity for commercial uses. The development caps identified within the GP include a maximum non-residential intensity of 600,000³ square feet. The DTPP further describes this non-residential capacity as office development (500,000 square feet) and retail development (100,000 square feet). Because the office caps have already been met, the proposed Project would exceed the cap and a General Plan Amendment is required to approve the Project. **The requested GP Amendment only pertains to the 851 Main Street Project, and would not**

³ On Jan. 24, 2011, City Council adopted a General Plan Amendment to the Mixed Use – Downtown land use designation in order to conform to the standards of the newly adopted DTPP. That change was not reflected in the General Plan document, which inadvertently still reads as 586,000 s.f. for non-residential uses.

increase the cap for future office proposals, nor would it transfer to other projects if the proposed 851 Main Street project did not move forward.

The text of the General Plan would be amended as follows:

- Maximum intensity: No limit on FAR, with a maximum capacity of 600,000 674,667 square feet of additional non-residential space (574,667 for office {74,667 of which to be located at 851 Main Street} and 100,000 for retail)

On March 27, 2017, City Council initiated a General Plan Amendment for the 851 Main Street Project. This action did not grant approval of the Project. It simply allowed the Applicant to move forward through the public review, analysis, and entitlement process. During discussion of this item, the City Council expressed a general willingness to allow individual downtown development projects that exceed the MAD caps to move forward, but only if they helped the City achieve one or more of identified goals, including:

- Affordable housing
- Downtown parks
- Revitalization of Main Street
- Small business assistance (replace/augment CDBG funds)
- Bike/pedestrian improvements

The City Council noted that the 851 Main Street Project could act as a catalyst in revitalizing Main Street, but that additional community benefits toward the identified goals would be expected.

The applicant is proposing a community benefits package (see Community Benefits section below) in addition to the off-site improvements, development impact fees, and mitigation measures required as part of the project approval.

Downtown Precise Plan Amendment:

The project site is located within the DTPP boundaries and is subject to all standards and guidelines contained therein.

Section 2.0.4 outlines the Maximum Allowable Development within the DTPP area, including 2,500 residential units, 500,000 s.f. office, 100,000 s.f. retail, and 200 lodging rooms. Under the office MAD cap, the following projects have been entitled:

- 900 Middlefield
- 2114 Broadway

- 2421 Broadway
- 815 Hamilton
- 601 Marshall
- 550 Allerton
- 2075 Broadway

With prior entitlement of these projects, there is not enough office square footage remaining in the cap for the proposed 851 Main Street Project ([See DTPP Office MAD cap](#)). The Applicant, therefore, seeks to amend the DTPP office cap to 574,667.

The text of Section 2.0.4.1 of the DTPP would be amended as follows:

b. Office development under this Plan shall not exceed ~~500,000~~ 574,667 net new square feet of gross floor area (74,667 of which to be located at 851 Main Street).

With exception of the office MAD cap, the proposed Project is consistent with the goals and vision of the DTPP. An expanded discussion on compliance with development standards and design guidelines is included later in this report.

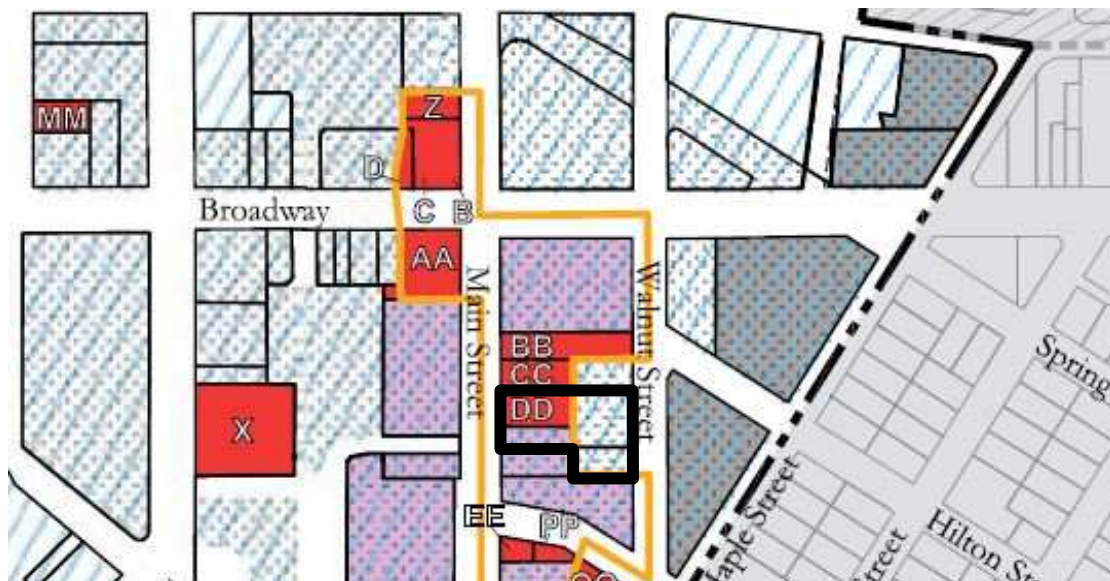
Downtown Planned Community Permit:

Development of the site is regulated by the DTPP. Pursuant to Section 2.0.3.A.3, the Project is considered a Historic Project, which requires review by the Historic Resources Advisory Committee (HRAC) and approval by the Planning Commission. Because the application includes a request for GP and DTPP amendments, City Council will take final action on the Project entitlement package.

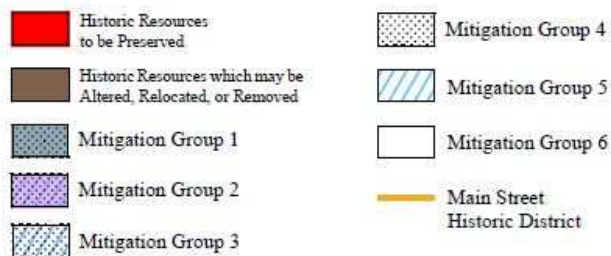
Project approval is to be based on conformance to the regulations of the DTPP, which includes two groups: *Standards* (which are mandatory) and *Guidelines* (which are highly recommended, but not mandatory). Because the Project seeks deviations from ten guidelines, the Project requires a recommendation from the Architectural Advisory Committee (AAC).

Historic Resources Review and HRAC Recommendation:

As noted earlier, the Project site includes merging four parcels. The two parcels fronting on Main Street are located within the Main Street Historic District. One of these parcels contains a designated historic landmark (DTPP Historic Resource DD – originally the Clifton Motor Co. at 847-849 Main Street) which is also a contributor to the Historic District. Further, the Project site is located adjacent to DTPP Historic Resource CC – Independent Order of Odd Fellows Hall at 839 (now 837) Main Street.



DTTP Historic Resources Map (Pg. 30)



Project Site

The Applicant hired Richard Brandi to prepare a historic report to evaluate the Project's compliance with applicable DTTP Historic Preservation Standards and Guidelines, compliance with the [Historic Preservation Ordinance](#), and compliance with the Secretary of the Interior's Standards (SOIS) for the Rehabilitation treatment.

The City hired Page & Turnbull to prepare a separate, independent analysis of the proposed project, including a cumulative impact analysis.

The Applicant also hired Architectural Resources Group to prepare a [Rehabilitation Plan](#) that outlines the methods by which the historic resource will be stabilized and protected during construction, and the methods for cleaning and repairing or replacing the character-defining features.

A full analysis of the DTTP historic preservation standards and guidelines, exception process (to allow a portion of the proposed building to exceed the height of the historic

structure by more than one story), required environmental mitigation measures, Secretary of the Interior's Standards, and Historic Preservation Ordinance has been prepared ([See Historic Preservation Analysis](#)).

The Project was reviewed by the HRAC on September 30, 2015 (study session) and again on July 13, 2017 for formal recommendations. Based on the historic reports, Rehabilitation Plan, and Staff analysis, the HRAC determined that the proposed Project meets all of the necessary requirements of the DTPP and Historic Preservation Ordinance, and forwarded a recommendation of approval ([See HRAC Resolution No. 17-02](#)). Staff and the Planning Commission recommend approval of the Downtown Planned Community Permit, including the exception to the historic preservation standard pertaining to the height of additions to the historic resource.

DTPP Standards Review:

Staff has reviewed the Project for compliance with the applicable regulations in the DTPP, and has determined that all applicable standards have been met. The Project is located within the Downtown Core zone along the Main Street side, and within the Downtown General zone along the Walnut Street side. Office uses are permitted in both zones. This section of Main Street requires active uses at the ground floor. The project includes ground floor retail and art gallery uses, both of which are identified as "Active Uses" in the DTPP.

The Project is located within the Historic Downtown architectural character zone. The proposed design is Neoclassical, which is permitted in this zone and required for additions to Historic Resource DD. The proposed Project incorporates a clearly articulated base, middle and top; and façade elements that align horizontally and vertically.

The Project is located in the 3-story height zone for the first 40' of depth along Main Street, and the 5-story zone for the remainder of the site. The proposed Project complies with all DTPP height zone regulations, including the process to exceed the height of the historic structure by more than one story referenced above.

DTPP Guidelines Review and AAC Recommendation:

The Applicant seeks deviations from ten of the design guidelines as outlined in the DTPP. The deviations generally pertain to establishment length, façade composition, and parking design ([See DTPP Guideline Deviation Request](#)).

The proposed Project was reviewed by the Architectural Advisory Committee (AAC) on September 7, 2017, at which time the Committee recommended approval of guideline

deviations 1 (partial), 7, 8, 9 & 10. The AAC was not comfortable with the proposed design and operation of the parking garage, and asked the Applicant to return at a future date with their parking and valet consultants.

The proposed Project returned to the AAC on November 2, 2017. Watry Design Inc. and Corinthian International Parking Services Inc. presented the parking design, described how the parking garage would operate, and answered questions from the Committee. The AAC ultimately recommended approval of six of the ten requested guideline deviations (1, 2, 7, 8, 9 & 10). The AAC did not recommend approval of the remaining four guideline deviations (3, 4, 5 & 6) dealing with the design of the underground parking garage. The Committee noted in their remarks that the City should consider amendments to the DTPP standards and guidelines if assisted parking and full valet parking programs are acceptable solutions to providing the required amount of on-site parking.

Staff and the Planning Commission recommend approval of the Downtown Planned Community Permit including ten guideline deviations, based on 1) The AAC's recommendations for the architectural-related aspects of the exterior of the building, 2) the design of the parking garage by Watry Design Inc., a Bay Area engineering firm that specializes in parking design, 3) the operation of the parking garage by a local valet operator in the Bay Area, 4) both the garage designer and parking operator have provided assurances that the parking plan is viable and can be operated as proposed, and 5) the fact that other approved DTPP office projects have included valet parking programs in order to meet their on-site parking requirements.

Parking:

Section 2.6 of the DTPP outlines the parking requirements for development projects in downtown. Non-residential uses require six spaces per 1,000 s.f. for private parking, or three spaces per 1,000 s.f. for shared public parking. The Applicant has opted to utilize the shared public parking ratio and will enter into a Parking Agreement with the City to ensure that the parking garage is available for public use on nights, weekends and holidays. Generally, the public parking hours would be 5:00pm – 12:00 midnight Monday through Friday, and 6:00am – 12:00 midnight on weekends and holidays.

For historic resources, Section 2.6.2.A.1.c states that the existing on-site parking supply shall be considered full satisfaction of the minimum parking requirement for the floor area of a historic resource. The historic resource at 847-849 Main Street has four on-site parking spaces for the 5,087 s.f. of floor area of the resource.

The parking calculation for the 851 Main Street Project would be as follows:

- Total building area of 85,732 minus the historic building floor area of 5,087 = 80,645
- 80,645 s.f. at 3/1000 = 242 parking spaces + 4 existing spaces for the historic building = 246 total required spaces for the Project

The proposed Project includes 246 parking spaces and the Applicant is not requesting to pay in-lieu fees. The Project would employ an “assisted parking program” where a valet attendant would direct drivers to spaces to self-park. Drivers would be guided to garage level B2, and then to level B1 after the lower level was full. Attendants would take the keys and car retrieval would operate as a full valet service ([See Parking Design Description](#) and [Assisted Parking Program](#)).

The proposed Project would also include a Transportation Demand Management (“TDM”) plan to help incentivize employee use of alternative modes of transportation to and from the site. A multi-year reporting and monitoring program would be required as a condition of approval. Also, as a requirement of the DTPP and to facilitate the TDM plan, bicycle storage facilities for 50 bikes and shower facilities are provided on-site.

Use Permit:

On March 28, 2016, the City Council adopted an amendment to the DTPP to require active ground floor uses along sections of Main Street between Broadway and Middlefield. The DTPP allows inactive ground floor uses in these areas with a Use Permit.

While the 851 Main Street application was received and deemed complete prior to the ground floor active use requirement, the DTPP amendment did not exempt pipeline projects from the requirement. As such, the Applicant is seeking a Use Permit to allow office uses at the rear of the ground floor (most of which is located in the Downtown General zone where ground floor office is permitted).

Section 2.2.1.D states that a Use Permit may be requested for inactive uses to locate on the ground floor where active uses are otherwise required if:

The front portion of the ground floor is occupied by an active use, giving the appearance that the inactive use is limited to the upper floors. This should be achieved through the following:

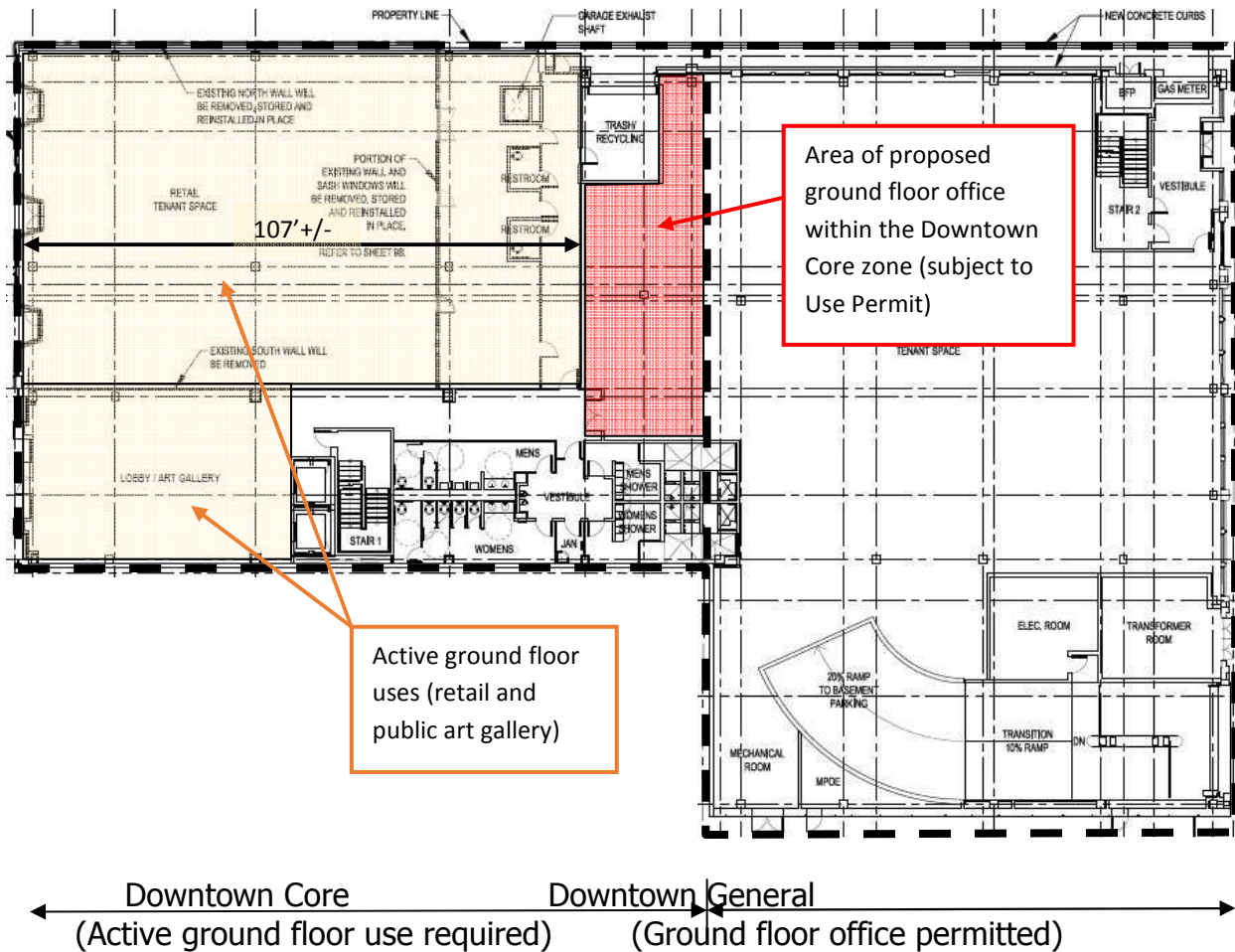
- a. The active use dominates the frontage with a depth of 20’ or greater and with a large and distinctive entrance, transparency, signage, and display of goods or services sold; and

- b. The inactive use is physically separated from the active space, is located within the rear portion of the ground floor, is accessed through a subsidiary entrance and hallway, which are kept at minimum widths, and has no public presence or visibility beyond the signage and doorway.

The proposed Project complies with both of these requirements. The Project includes ground floor active uses along the Main Street frontage, including retail uses within the footprint of the historic resource and a public art gallery within the new lobby entrance. The retail tenant space within the historic resource is approximately 80' in depth, well in excess of the minimum 20' requirement. An additional 27'+/- of retail office, storage, restrooms and exit corridor to support the retail tenant(s) would be located directly behind the retail space. The three existing Main Street entrances into the historic resource would remain, helping to reinforce the storefront pattern and creating transparency to engage passers-by on the sidewalk.

The proposed Project also includes a new two-story lobby entrance along Main Street, just south of the historic resource. The lobby is proposed to house a public art gallery, which is listed as an active ground floor use in the DTPP. The lobby would have a single entrance on Main Street and would lead to the elevators, front stairwell and restrooms. The core lobby/art gallery area would be approximately 48' in depth before narrowing down to a single hallway leading to the ground floor office area in the rear. Conditions of approval would require the art gallery signage and hours to be prominently displayed, and the office signage to be less prominent and minimal. Conditions of approval would also allow for modifications to the configuration of the public art gallery and lobby spaces by the Community Development Director, upon determination that such configuration is consistent with the DTPP. The ground floor office use would have a lobby vestibule and stairwell located along the Walnut Street façade, which would be the primary entrance for the office employees.

The proposed inactive ground floor office use would be set back approximately 107' from the Main Street frontage, and would therefore be physically separated from the active use. Approximately 1,300 s.f. of ground floor office would be located within the Downtown Core active ground floor use area, and subject to a Use Permit.



A full analysis of the Use Permit findings has been prepared ([See Use Permit Analysis](#)). Staff and the Planning Commission have determined that all of the findings to approve a Use Permit for office on the ground floor (located at the rear of the building) can be made, and recommend approval of the Use Permit.

Tentative Parcel Map (Subdivision Ordinance):

Pursuant to Article III of Chapter 30 of the Municipal Code (Subdivision Ordinance), the Project requires approval of a Tentative Map for the merger of parcels. Subdivision Ordinance Section 30.42 outlines the six required findings for Tentative Map, and requires the approval authority to disapprove a tentative map if any of the findings can be made.

A full analysis of the Tentative Map findings has been prepared ([See Tentative Map Analysis](#)). Staff and the Planning Commission have determined that findings to approve the Tentative Parcel Map can be made, and that the merger of four existing parcels into one parcel should be approved. A finding that the Tentative Map complies with the

General Plan pursuant to Government Code 66473.5 is also included in the draft resolution.

Affordable Housing:

In 2015, the City Council voted to adopt an Affordable Housing Impact Fee ([Municipal Code Article XVII](#) of Chapter 18). Adoption of this ordinance included language regarding pipeline projects, and exempted projects for which applications were deemed complete prior to September 21, 2015. The 851 Main Street project application was received on November 25, 2014 and deemed complete on September 1, 2015. The Project is therefore not subject to the fee, however, the Applicant is proposing donations to the City's Affordable Housing Fund in the amount of \$605,000 as part of a community benefits package (see below).

Community Benefits:

The Applicant is proposing the following community benefits in association with their Project:

Non-Mandatory Fees/Public Benefits	
Redwood City Affordable Housing Fund*	\$605,000
Public Art**	\$85,000
Redwood City Parks and Arts Foundation	\$25,000
Redwood City Schools and/or Spanish Immersion Programs (TBD)	\$25,000
Sheriff's Athletic League	\$5,000
TOTAL	\$745,000
*\$305,000 to be paid prior to issuance of building permit; \$300,000 to be paid prior to issuance of Temporary or Final Certificate of Occupancy (whichever is issued first).	
**Acclaim to furnish art in 851 Main Street lobby/art gallery for daily public viewing	

GENERAL PLAN COMPLIANCE

The 2010 General Plan designation for the DTPP area is Mixed Use – Downtown, which allows for a mix of commercial, retail, civic, and residential uses. The General Plan also establishes programs to encourage mixed-use urban development enjoyed by residents, workers, and visitors and a pedestrian environment allowing alternatives to the automobile for transportation. The downtown area maximizes the benefits of transit accessibility and promotes parking in the form of shared public facilities. The Project is consistent with the General Plan in that it provides mixed uses in a compact, urban setting.

The General Plan includes various goals, policies, and programs designed to achieve the overall long-term vision of the City. The proposed Project is consistent with and

helps to implement the vision of the General Plan, including but not limited to the following General Plan goals (additional General Plan goals are addressed in the Historic Preservation Analysis referenced in this report):

- Goal BE-18: Make Downtown the premier urban location on the Peninsula for business, government functions, shopping, dining, living, and entertainment, with attractive buildings and streetscapes that respect and respond to Redwood City's history.
- Goal BE-19: Provide areas for diverse employment and business opportunities with optimum commute access.
- Goal BE-31: Encourage developments and implementation of strategies that minimize vehicle trips and vehicle miles traveled.
- Goal BE-33: Position and promote Downtown as a center for employment, housing, retail, and entertainment on the Peninsula.
- Goal BE-37: Protect, preserve, restore, rehabilitate, and/or enhance historic resources.
- Goal BE-39: Emphasize and showcase the historic resources and unique character of Downtown Redwood City.

PUBLIC NOTIFICATION

Notice of this public hearing was published in the *San Mateo Daily Journal*, mailed to all property owners and tenants within 300' of the Project site and other interested parties, posted on the project webpage, and posted on the Project site.

A Notice of Availability of the Final Supplemental Environmental Impact Report was issued on May 22, 2018, sent to all applicable agencies, and posted on the Project webpage.

In addition, the proposed Project has been reviewed at eight previous public meetings (two HRAC, two AAC, two Planning Commission, City Council study session, and City Council initiation of GP and DTPP amendments).

ALTERNATIVES

- Continue the item and direct staff to perform additional environmental analysis (provide specific direction as to areas of analysis requiring augmentation).

- Deny the proposed General Plan and Precise Plan amendments for an increase to the allowable office square footage in downtown and direct the Applicant to wait until a comprehensive update to the DTPP is considered.
- Deny the Use Permit and require ground floor office use to be within the Downtown General zone only.
- Deny the Planned Community Permit and require the Project to be redesigned in order to retain the full historic resource at 847-849 Main Street.

FISCAL IMPACT

All costs associated with the Project will be borne by the Applicant. A Reimbursement Agreement has been executed between the City and the Applicant to ensure reimbursement of all City expenses including staff time, consultant invoices, and publication of notices.

ENVIRONMENTAL REVIEW

A Supplemental Environmental Impact Report (SEIR) has been prepared to update the 2011 certified DTPP EIR for the 851 Main Street Project. Pursuant to CEQA Guidelines section 15162 and 15163, the SEIR is intended to build upon the analysis in the previous EIR prepared for the DTPP and make any necessary revisions to adequately describe the differences between the original project (the DTPP) and the new project (the DTPP + the 851 Main Street Project). The SEIR is intended to inform City of Redwood City decision-makers, responsible agencies, and the general public of the potential environmental impacts associated with the proposed 851 Main Street Project. The original 2011 certified DTPP EIR together with the 2018 SEIR would become the complete environmental analysis for the DTPP area.

In accordance with the requirements of CEQA, a Draft SEIR was prepared and released for public comment on February 28, 2018. The mandatory 45 day public comment period was open from February 28 – April 13, 2018. The Draft SEIR found that the proposed 851 Main Street Project could result in potentially significant impacts related to Biological Resources; Cultural and Historic Resources; Public Services; Transportation and Circulation; Air Quality; Noise and Vibration; and Geology and Soils. However, all project-related impacts would be reduced to a less-than-significant level through the implementation of identified mitigation measures. No Project-related significant and unavoidable impacts were identified. Significant and unavoidable impacts originally identified in the 2011 certified DTPP EIR still remain.

The Final SEIR prepared for the project contains minor text changes and written responses to comments from the public and responsible agencies provided during the 45-day public review period. None of the input received from the public and responsible

agencies identifies new impacts or changes the analysis/outcomes of the Draft SEIR. The Mitigation Monitoring and Reporting Program (MMRP) will be incorporated into the conditions of approval for the project in order to avoid or substantially lessen significant environmental effects. Therefore, no further environmental analysis is required and there is no need to recirculate a revised SEIR with new information.

Certification of the SEIR does not result in Project approval, but it reflects a determination that the analysis of potential environmental impacts associated with the proposed Project is adequate for purposes of informing the decision makers and the public. Certification of the SEIR is required in order for the Project to be approved.



KAREN VAUGHN
PRINCIPAL PLANNER



AARON J. AKIN
COMMUNITY DEVELOPMENT DIRECTOR AND ASSISTANT CITY MANAGER



MELISSA STEVENSON DIAZ
CITY MANAGER

ATTACHMENTS

1. Resolution to Certify the Final SEIR, Adopt Findings, and Adopt MMRP
2. Resolution to Approve the General Plan Amendment

3. Resolution to Approve the Downtown Precise Plan Amendment
4. Resolution to Approve the Downtown Planned Community Permit, Use Permit, and Tentative Parcel Map including Conditions of Approval
5. Project Correspondence

LINKED DOCUMENTS

1. [Final SEIR](#)
2. [Draft SEIR](#)
3. [Project Plans, dated 2/1/18](#)
4. [DTPP Office MAD cap](#)
5. [Historic Preservation Analysis](#)
6. [HRAC Resolution No. 17-02](#)
7. [DTPP Guideline Deviation Request](#)
8. [Parking Design Description](#)
9. [Assisted Parking Program](#)
10. [Use Permit Analysis](#)
11. [Tentative Map Analysis](#)
12. [Planning Commission Resolution No. 18-05](#)

RELATED DOCUMENTS IN PLANNING DEPARTMENT

1. 2010 General Plan
2. Downtown Precise Plan
3. Historic Preservation Ordinance

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDWOOD CITY
ADOPTING CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING
CONSIDERATIONS; ADOPTING A MITIGATION MONITORING AND
REPORTING PROGRAM; AND CERTIFYING THE FINAL SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT FOR THE 851 MAIN STREET PROJECT**

WHEREAS, on January 24, 2011, the City Council certified the Final Environmental Impact Report for the Downtown Precise Plan (Resolution No. 15086); and

WHEREAS, on November 25, 2014, The Acclaim Companies (Applicant), submitted an application for a General Plan Amendment, Downtown Precise Plan Amendment, Tentative Parcel Map, Use Permit, and Downtown Planned Community Permit including ten Guideline deviations and a historic preservation standard exception, to develop an office and retail mixed use project located at 851 Main Street, (Project), which is located within the Downtown Precise Plan (DTPP); and

WHEREAS, the Project exceeds the General Plan Mixed Use – Downtown development standards for nonresidential space and the DTPP Maximum Allowable Development (MAD) cap for office floor area; and

WHEREAS, the City determined that the Project required preparation of a Supplemental Environmental Impact Report (SEIR), pursuant to the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.; hereafter “CEQA”), and the Guidelines for Implementation of the California Environmental Quality Act (Title 14, Sections 15000 et seq. of the California Code of Regulations, hereafter “CEQA Guidelines”); and

WHEREAS, from August 26, 2016 to September 27, 2016, the City held a public review period on the Notice of Preparation (NOP) for the SEIR. The City mailed, published and posted on its website a NOP to notify responsible agencies of the State Office of Planning and Research, surrounding property owners and tenants, and interested parties that a SEIR would be prepared for the Project; and

WHEREAS, on September 6, 2016, the Planning Commission held a public Scoping Session on the SEIR that served as a forum for the Planning Commission and public to comment on the NOP, to learn about the Project and discuss environmental issues that should be addressed in the SEIR; and

WHEREAS, pursuant to the requirements of CEQA and the CEQA Guidelines, the City prepared a SEIR to evaluate the potential environmental impacts associated with the 851 Main Street Project; and

WHEREAS, the Draft SEIR was published and circulated for public review and comment beginning on February 28, 2018, and ending on April 13, 2018. The Draft SEIR was filed with the State Office of Planning & Research under State Clearinghouse No. 2006052027; and

WHEREAS, on March 20, 2018, the Planning Commission (Commission) held a duly noticed public hearing to receive public comment on the Draft SEIR; and

WHEREAS, the City prepared written responses to the comments received during and immediately following the public review and comment period and included these responses in a separate volume entitled “Final Supplemental Environmental Impact Report for the 851 Main Street Project – Responses to Comments and Revisions to the Draft SEIR” which together with the Draft SEIR constitutes the Final Supplemental Environmental Impact Report (Final SEIR), and also prepared a Mitigation Monitoring and Reporting Program for the 851 Main Street Project (MMRP) pursuant to the requirements of CEQA and the CEQA Guidelines; and

WHEREAS, in addition to the public Scoping Session, eight official noticed public meetings and hearings of various City commissions and the City Council were held to deliberate the merits of the proposed Project and make recommendations regarding components of or a final action on the Project.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDWOOD CITY, AS FOLLOWS:

Section 1. The Council, having independently heard, considered, and weighed all the evidence in the record, finds that the above recitals are accurate and constitute findings in this matter and, together with the staff report and the application materials, including without limitation the Final SEIR, development plan, and all other documents, reports, studies, memoranda, maps, oral and written testimony, and materials in the City’s file for the applications and the Project, and all adopted City planning documents relating to the Project and the property including the City’s General Plan, Municipal Code, Zoning Ordinance, the Downtown Precise Plan, the Downtown Precise Plan Final EIR, and other applicable City laws and regulations, and all associated approved and certified environmental documents, have together served as an adequate and appropriate evidentiary basis for the findings and actions set forth in this Resolution and are hereby incorporated by reference.

Section 2. Pursuant to CEQA Guidelines section 15091 and based on its independent judgment and analysis, the Council hereby adopts the findings, conclusions, mitigation measures and statements set forth in the Findings and Statements Required by the California Environmental Quality Act and Statement of Overriding Considerations dated June 11, 2018 and the Mitigation Monitoring and Reporting Program for the 851 Main Street Project (attached hereto as Exhibit A and Exhibit B and incorporated by reference).

Section 3. The Council certifies the Final SEIR on file in the Office of the City Clerk of the City of Redwood City, which is incorporated herein by this reference. The City Council’s certification of the Final EIR is based on its independent judgment and analysis and the following findings:

- a. The City of Redwood City is the lead agency under CEQA for preparing the Final SEIR, and is the entity with final decision-making authority with regard to approval of the proposed 851 Main Street project.
- b. The Final SEIR has been completed in compliance with CEQA (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (Title 14, Section 15000 et seq., of the California Code of Regulations) and the applicable provisions of the Redwood City Municipal Code.
- c. The Final SEIR has been reviewed and considered by the City Council prior to the Council’s rendering of any decision regarding the approval of the 851 Main Street

- Project entitlements, including a General Plan Amendment and a Downtown Precise Plan Amendment to increase the development caps for new office floor area in Downtown.
- d. The Final SEIR reflects the City's independent judgment and has been found by the City to be adequate to support the City's approval of the 851 Main Street Project entitlements.
 - e. The information added in the Final SEIR does not constitute new significant information requiring recirculation.
 - f. Based on the City's review of the Final SEIR, it has been determined that the proposed 851 Main Street Project may have significant effects on the environment, but that all identified significant effects can be mitigated to a less-than-significant level. All significant and unavoidable impacts identified in the Downtown Precise Plan EIR remain, but the benefits of implementation of the Downtown Precise Plan and the Project outweigh those impacts as described in the Findings and Statements required by the California Environmental Quality Act and Statement of Overriding Considerations described in section (g) below.
 - g. Pursuant to Section 15091 of the CEQA Guidelines, the City's actions with respect to the 851 Main Street Project shall be based upon and subject to the findings, conclusions, mitigation measures and statements set forth in the Findings and Statements Required by the California Environmental Quality Act and Statement of Overriding Considerations dated June 11, 2018 and the Mitigation Monitoring and Reporting Program for the 851 Main Street Project (attached hereto as Exhibit A and Exhibit B and incorporated herein by reference).
 - h. Specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects identified in the Final EIR for the Downtown Precise Plan and the Final SEIR.
 - i. Pursuant to Section 15091 of the CEQA Guidelines, the City Council hereby determines that any subsequent actions or approvals to implement the 851 Main Street Project shall be based upon and subject to the findings, conclusions, mitigation measures and statements set forth in the Findings and Statements Required by the California Environmental Quality Act and Statement of Overriding Considerations dated June 11, 2018 and attached hereto as Exhibit A.

Section 4. This Resolution is effective upon its adoption.

* * *

EXHIBIT A

Findings and Statements required by the California Environmental Quality Act (Public Resources Code section 21000 *et seq*) and Statement of Overriding Considerations

I. Introduction

On behalf of the City of Redwood City (the “City”), and pursuant to the California Environmental Quality Act (“CEQA”) and Title 14, Chapter 3 of the California Code of Regulations (hereafter, the “CEQA Guidelines”), the City’s Planning Division has prepared a Supplemental Environmental Impact Report (the “SEIR”) for the 851 Main Street project (the “851 Main Street Project” or the “Project”). The City is the lead agency for the SEIR.

The 851 Main Street Project involves a General Plan amendment and a Downtown Precise Plan (“DTPP”) amendment to increase the maximum allowable density (“MAD”) cap for office use to allow construction of a new 85,732 square foot office and retail building, a Downtown Planned Community Permit, a Use Permit, and a Tentative Parcel Map. The DTPP describes the vision and goals for downtown Redwood City and contains development standards and design guidelines to implement General Plan goals. The DTPP includes MAD caps for office, retail, residential, and lodging uses as follows: 500,000 square feet of office use, 100,000 square feet of retail use, 2,500 residential units, and 200 lodging rooms.

Sections 15162 and 15163 of the CEQA Guidelines require that a supplement to a previously certified environmental impact report be prepared when changes are proposed to a project such that minor additions or changes are necessary to make the previous environmental impact report adequately apply to the project in the changed situation. In that instance, the supplemental environmental impact report need only contain the information necessary to make the previous environmental impact report adequate for the revised project.

As described below, the City previously certified an environmental impact report that analyzed the environmental effects associated with adoption and implementation of the DTPP in 2011. The 851 Main Street Project seeks to amend the DTPP to allow for additional office development. Given that the 851 Main Street Project proposes an amendment to the DTPP to exceed the development analyzed in the environmental impact report certified for the DTPP, a supplemental environmental impact report was prepared for the 851 Main Street Project to supplement the original certified environmental impact report and update the analysis therein to cover the 851 Main Street Project.

The supplemental environmental impact report provides analysis that substantiates the findings that: (1) the Project will not result in new significant environmental effects requiring additional mitigation measures, (2) the Project will

not cause a substantial increase in the severity of previously identified significant impacts that require major revisions to the previously certified EIR, and (3) the project will not require the preparation of a subsequent EIR.

A. Previous Environmental Review for DTPP

In August 2010, the City published a draft of the proposed DTPP and, as required by CEQA, also published the Draft Environmental Impact Report (the "Draft EIR") for the proposed DTPP. The Draft EIR identified and analyzed the potential environmental impacts that could result from the City's adoption and implementation of the proposed DTPP. The publication of the draft DTPP and Draft EIR initiated the public review and comment period mandated by CEQA. The public review and comment period closed on November 5, 2010.

After the close of the public review and comment period, the City reviewed and prepared written responses to all comments on the Draft EIR submitted during and immediately after the public review period. In December 2010, the City published the Final Environmental Impact Report (the "Final EIR") for the DTPP. The Final EIR includes the Draft EIR, the City's written responses to the comments on the Draft EIR, and revisions and corrections to the Draft EIR made after the August 2010 publication of the Draft EIR.

On December 14, 2010, the City's Planning Commission conducted a hearing on the proposed DTPP and the Final EIR. At that hearing, the Planning Commission adopted resolutions recommending that the City Council approve and adopt the proposed DTPP, subject to certain modifications preferred by the Planning Commission and described in the Draft EIR as Alternative 4 and Alternative 5.

Following the Planning Commission's action, the City Council reviewed the proposed DTPP and the Final EIR, and considered the Planning Commission's recommendations. Exercising its independent judgment, the City Council made findings of fact and adopted a statement of overriding considerations to support its certification of the Final EIR and approval of the new DTPP recommended by the Planning Commission.

B. 851 Main Street Project and Environmental Review

Since 2013, several applications for office use development projects have been approved and/or deemed complete. Combined, these projects met the MAD cap for office use under the DTPP. The 851 Main Street Project proposes amending the General Plan and DTPP in order to increase the MAD cap for office use. Given that the 851 Main Street Project proposes an amendment to the DTPP to exceed the development analyzed in the Final EIR, a Supplemental Environmental Impact Report (the "SEIR") was prepared for the Project to supplement the original certified Final EIR and update the analysis therein to cover the 851 Main Street Project.

The SEIR was prepared for the 851 Main Street Project pursuant to sections 15162 and 15163 of the CEQA Guidelines. The scope of the SEIR was limited to environmental issues raised by the differences between the proposed 851 Main Street Project and the DTPP project described and evaluated in the Final EIR. The SEIR supplements the previous CEQA review of the DTPP, incorporates the previous CEQA document by reference, and makes revisions to the previous CEQA documentation as necessary to adequately describe the differences between the DTPP project evaluated in the Final EIR, and the proposed 851 Main Street Project. The SEIR focused its review on the potential environmental effects that could occur due to the changes proposed by the Project to the previously-analyzed DTPP.

On September 6, 2016 the Planning Commission held a scoping session for the SEIR. On March 27, 2017, the City Council initiated a General Plan amendment and DTPP amendment for the Project.

On February 28, 2018, the City published a Draft SEIR and initiated the public review and comment period mandated by CEQA. The public review and comment period closed on April 13, 2018.

On March 20, 2018, the Planning Commission held a public hearing to receive public comments on the Draft SEIR and to review and provide formal recommendation on the Project entitlements. The Planning Commission voted 5-0 to recommend that the City Council approve the Project.

After the close of the public review and comment period, the City reviewed and prepared written responses to all comments on the Draft SEIR submitted during the public review period. On May 22, 2018, the City published the Final Supplemental Environmental Impact Report (the "Final SEIR") for the Project. The Final SEIR includes the Draft SEIR, the City's written responses to the comments on the Draft SEIR, and revisions and corrections to the Draft SEIR made after publication of the Draft EIR.

On June 11, 2018, the City Council reviewed the Project, Draft SEIR, and Final EIR, and considered the Planning Commission's recommendations. Exercising its independent judgment, the City Council made the findings of fact adopted a statement of overriding considerations contained herein (collectively, the "Findings") to support its certification of the Final SEIR and approval of the Project.

These Findings contain the City Council's written analysis and conclusions regarding the Project's environmental effects and mitigation measures, the proposed Project, and the overriding considerations which, in the City Council's view, justify the approval of the Project despite its potential environmental effects. These Findings are based upon the entire record of proceedings for the Project and the Final SEIR, as described below.

The approvals necessary for implementation of the Project are:

- Certification of the EIR for the 851 Main Street Project and adoption of the accompanying Mitigation Monitoring and Reporting Plan (the “MMRP”);
- Amendment of the City’s General Plan to amendment to increase the MAD cap for office use to allow construction of a new 85,732 square foot office and retail building;
- Amendment of the DTPP amendment to increase the MAD cap for office use to allow construction of a new 85,732 square foot office and retail building;
- A Downtown Planned Community Permit;
- A Use Permit; and
- A Tentative Parcel Map

The SEIR was prepared to meet all applicable CEQA requirements necessary to support these actions by the City Council.

II. General Findings and Overview

A. Record of Proceedings and Custodian of Record

For purposes of CEQA and these Findings, the record of proceedings for the City’s findings and determinations consists of the following documents and testimony, at a minimum:

- The SEIR, which consists of the *Draft Supplemental Environmental Impact Report for the 851 Main Street Project* (State Clearinghouse No. 2006052027), published and circulated for public review and comment by the City from February 28, 2018, through April 23, 2018 (the Draft SEIR), and the *Final Supplemental Environmental Impact Report for the 851 Main Street Project*, published and made available for public review on May 22, 2018 (the Final SEIR), and all appendices, reports, documents, studies, memoranda, maps, testimony, and other materials related thereto;
- The EIR, which consists of the *Draft Environmental Impact Report for the City of Redwood City Downtown Precise Plan* (State Clearinghouse No. 2006052027), published and circulated for public review and comment by the City from September 21, 2010 through November 5, 2010 (the Draft EIR), and the *Final Environmental Impact Report for the City of Redwood City Downtown Precise Plan*, published and made available for public review in January 2011 (the Final EIR), and all appendices, reports, documents, studies,

memoranda, maps, testimony, and other materials related thereto;

- All public notices issued by the City in connection with the Project and the preparation of the Draft SEIR and the Final SEIR, including but not limited to public notices for all public workshops and scoping sessions held to seek public comments and input on the Project;
- All written and oral communications submitted by agencies or interested members of the general public during and immediately after the public review periods for the Draft SEIR and Draft EIR, including oral communications made at public hearings or meetings held for the 851 Main Street Project and the DTPP;
- All minutes, testimony, statements, comments and other materials memorializing, describing or relating to workshops, meetings, scoping sessions, and hearings conducted by the City Council, the Planning Commission, the City's Historic Resources Advisory Committee, the City's Architectural Advisory Committee, and all other departments of the City relating to the City's preparation and consideration of the Project and the DTPP;
- All other public reports, studies, documents, memoranda, maps, or other materials reviewed and/or considered by the City in connection with its preparation and consideration of the proposed Project and the DTPP, the Draft SEIR, the Draft EIR, the Final SEIR, and/or the Final EIR, including the accompanying MMRPs, whether prepared by the City, its consultants, or by third parties;
- All matters of common knowledge to the members of the City's Planning Commission and City Council, including but not limited to: (i) the City's 1990 General Plan, its 2010 General Plan, and other applicable policies; and (ii) the City's zoning ordinance and all other applicable ordinances; (iii) information regarding the City's fiscal status and economic and development patterns and trends; (iv) federal, state and county laws, regulations, guidelines and publications applicable to or affecting the Project and the DTPP; and (v) reports, projections, documents and other materials regarding statewide, regional, and local planning and development matters within and outside of the City.

The record of proceedings is available for review by responsible agencies and interested members of the public during normal business hours at 1017 Middlefield Road, Redwood City, California. The custodian of these documents is the City of Redwood City's Planning Division.

B. Findings Regarding Preparation and Consideration of the SEIR

The City Council finds, with respect to the City's preparation, review and consideration of the SEIR, that:

- The City exercised its independent judgment in accordance with Public Resources Code section 20182.1(c) in retaining the independent consulting firm MIG to prepare the SEIR, and MIG prepared the SEIR under the supervision and at the direction of the City's Director of Planning Division.
- The City circulated the Draft SEIR for review by responsible and trustee agencies and the public and submitted it to the State Clearinghouse for review and comment by state agencies, as required by CEQA and the CEQA Guidelines.
- The SEIR and the proposed Project were presented to the City's Planning Commission, which reviewed and considered, and conducted a public hearing on, the SEIR and proposed Project. The Planning Commission determined that the SEIR was adequate and sufficient, and prepared in compliance with CEQA and the CEQA Guidelines, and recommended to the City Council that the City Council certify the SEIR and approve the Project.
- The SEIR and the proposed Project were presented to the City Council of the City, with the recommendation of the City's Planning Commission. The City Council reviewed and considered, and conducted a public hearing on, the SEIR and proposed Project.
- The SEIR has been completed in compliance with CEQA and the CEQA Guidelines and reflects the City's independent judgment and analysis.

By these Findings, the City Council ratifies, adopts and incorporates the analyses, explanations, findings, responses to comments, and conclusions of the SEIR, except as otherwise specifically provided and described in these Findings.

C. Findings Regarding Less Than Significant Impacts.

By these Findings, the City Council ratifies and adopts the SEIR's conclusions for the following potential environmental impacts which, based on the analyses in the SEIR, this City Council determines to be less than significant:

Land Use and Planning

Impact findings described in chapter 4 of the Final EIR for the DTPP remain the same and apply to the 851 Main Street Project. The City also finds as follows:

Impact on the Physical Arrangement of the Community: The proposed Project includes no changes or new conditions that would alter the conclusions of the Final EIR. The boundaries of the 183-acre DTPP area would not change, the 851 Main Street Project would serve to implement the goals and objectives of the DTPP related to expanding employment and shopping opportunities near public transportation within the Downtown, and the DTPP development regulations, standards, and guidelines would not change. The 851 Main Street Project would preserve and rehabilitate the historic structure at 847-849 Main Street and would be infill development consistent with the goals of the DTPP and the General Plan. The Project would contribute to revitalizing the City's historic Downtown and would provide compact, transit-accessible, pedestrian-oriented mixed uses while maintaining the character of the Downtown core. The Project would be consistent with and promote General Plan and DTPP policies for the Downtown area and remain consistent with the beneficial land use effects of the DTPP.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 4-11 and 4-12 and determines that impacts on the physical arrangement of the community remain less than significant.

Land Use Compatibility Impacts. The proposed Project includes no changes or new conditions that would alter the conclusions of the Final EIR. The 851 Main Street Project would replace existing commercial uses with new, intensified commercial uses, consistent with City Goals to revitalize the Downtown Core, the Project would preserve the historic features (847-849 Main Street) that contribute to the identify of the Main Street Historic District, the Project would include active ground-floor retail consistent with the DTPP, and the DTPP regulations, standards, and guidelines would not change. The Project would therefore be consistent with existing land uses and with DTPP and General Plan policies and regulations.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 4-12 and determines that impacts on land use compatibility remain less than significant.

Conflict With Any Applicable Land Use Plan, Policy or Regulation. The proposed Project includes no changes or new conditions that would alter the conclusions of the Final EIR. The 851 Main Street Project includes a General Plan amendment and amendment to the DTPP to increase the office MAD cap and would otherwise remain consistent with the General Plan, the DTPP, and the Zoning ordinance. The Project would not conflict with other precise plans within and near the DTPP area or with related local and regional plans and programs. The Project would further implement the DTPP and General Plan vision of a vibrant City

Center, would protect neighborhoods from encroachment of incompatible activities or land uses, and would protect existing historically and architecturally significant buildings. And the Project would have the added benefits of absorbing additional office and retail space demand that might otherwise be forced to locate outside the Downtown area, and would thereby keep the focus of this additional development in an already urbanized area better suited for increased development intensity. The Project would comply with all applicable land use plans, policies, and regulations designed to avoid or mitigate land use impacts.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 4-12 and 4-13 and determines that impacts resulting in a conflict with any applicable land use plan, policy, or regulation remain less than significant.

Conflict With Any Applicable Habitat Conservation Plan or Natural Community Conservation Plan. The DTPP area is not located in an existing or planned Habitat Conservation Plan or Natural Community Conservation Plan, so no impact would occur.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 4-13 and determines that there will still be no impacts resulting in a conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan.

Population and Housing

Impact findings described in chapter 5 of the Final EIR for the DTPP remain the same and apply to the 851 Main Street Project. The City also finds as follows:

Growth Inducement. The proposed Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) based on demand for office space in Downtown Redwood City, the 851 Main Street Project would accommodate market demand for infill (Downtown) development; (2) the 851 Main Street project, although not part of the MAD caps evaluated at a program level in the Redwood City General Plan EIR or the DTPP EIR, would be consistent with overall General Plan development goals; and (3) future individual development proposals will continue to be evaluated by the City – including environmental review in accordance with CEQA – and integrated within the overall City long-range planning process.

The proposed Project would not result in a substantial increase in population growth. Although the 851 Main Street project would replace existing commercial development with more intensified commercial development and would increase jobs in the Downtown, the Project would

not induce substantial population growth and would not create a new significant or substantially more severe significant population and housing impact.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 5-4 and 5-5 and determines that impacts resulting in growth inducement remain less than significant.

Displacement of Housing and People. The proposed Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the DTPP Final EIR concluded that DTPP implementation could result in the demolition of an estimated 84 housing units and the associated displacement of up to 185 persons; (2) approved DTPP residential projects already equal over 1,000 units; (3) the City will continue to implement policies for meeting its Regional Housing Needs Allocation (“RHNA”) in accordance with State law; and (4) because the 851 Main Street Project would not demolish any housing, no housing displacement would occur.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 5-5 and 5-6 and determines that impacts resulting in displacement of housing and people are less than significant.

Aesthetics

Impact findings described chapter 6 of the Final EIR for the DTPP remain the same and apply to the 851 Main Street Project. The City also finds as follows:

Impacts on Scenic Vistas. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the DTPP development regulations, Standards, and Guidelines would not change; and (2) the proposed 851 Main Street Project would be in compliance with all applicable DTPP Standards and, as a result, no additional aesthetic impacts related to scenic vistas would be anticipated. The Final EIR concluded that no scenic vistas or view corridors would be substantially obstructed or degraded by future development that occurs in accordance with the DTPP, the impact of the DTPP was considered to be less than significant, and no mitigations were required. Because of the flat terrain within and around the Downtown, scenic vistas from within the DTPP area are limited, and the proposed Project would not obstruct or degrade scenic vistas or view corridors.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 6-7 and 6-8 and determines that impacts on scenic vistas remain less than significant.

Impacts on Scenic Resources. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the DTPP development regulations, Standards, and Guidelines would not change; and (2) the proposed 851 Main Street Project would be in compliance with all applicable DTPP Standards and, as a result, no additional aesthetic impacts related to scenic resources within a scenic highway would be anticipated. The Final EIR concluded that no scenic resources within a scenic highway (including trees, rock outcroppings, and historic buildings) would be substantially obstructed or degraded by future development that occurs in accordance with the DTPP. The impact of the DTPP was considered to be less than significant, and no mitigations were required. Because the only designated scenic highway in Redwood City is Interstate 280, located approximately 3 miles west of the DTPP area, and neither the DTPP area nor the Project site are visible from Interstate 280, the proposed 851 Main Street Project would not obstruct or degrade scenic resources within a scenic highway.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 6-8 and determines that impacts on scenic resources remain less than significant.

Impacts on Visual Character. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the DTPP development regulations, Standards, and Guidelines would not change; and (2) the Final EIR concluded that the development occurring in conformance with the DTPP would result in a more discernible and distinctive Downtown form, would improve height and scale relationships at sensitive transitions to adjacent low-rise neighborhoods, and would enhance the overall historic character of the area. The impact of the DTPP was considered to be less than significant, and no mitigations were required. The proposed 851 Main Street Project would be in compliance with all applicable DTPP Standards and, as a result, no additional aesthetic impacts related to visual character would be anticipated.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 6-8 through 6-12 and determines that impacts to visual character remain less than significant.

Light and Glare Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) all new development still would be required to meet the lighting power allowances for Lighting Zone 3 for newly installed outdoor lighting equipment contained in Title 24, Parts 1 and 6, Building Energy Efficiency Standards; and (2) the proposed 851 Main Street Project would be in compliance with all applicable DTPP

Standards regarding light and glare, and as a result, no additional light and glare impacts would be anticipated. The Final EIR concluded that since new development within the DTPP area would be required to meet the lighting power allowances for Lighting Zone 3 for new installed outdoor lighting equipment contained in Title 24, Parts 1 and 6, Building Energy Efficiency Standards, unnecessary brightness of lighting, debilitating glare, and sky glow would be adequately controlled. Proposed new street lighting is also subject to review and approval by the City, and the impact of development occurring under the DTPP was considered to be less than significant, and no mitigations were required. The 851 Main Street Project does not alter these conclusions.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 6-12 and determines that impacts caused by light and glare remain less than significant.

Shadow Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions for the Final EIR based on the following information: (1) the DTPP development regulations, Standards, and Guidelines – including, among many others, those for shadow reduction (i.e., no identified shadow-sensitive use or space more than 50 percent in shadow at 12:00 PM on the Spring Equinox), building heights, setbacks, step-backs, and architectural character – would not change; (2) project plans comply with DTPP setback requirements to avoid shadow impacts on Main Street; and (3) the four-story portion of the 851 Main Street Project borders on Walnut Street, which is not identified as potentially shadow-sensitive, has no historic resources, and has no adjacent single-family residential development. In addition, due to their heights, mid-block location, and distance, the on-site buildings do not cast shadows on any shadow-sensitive locations identified in DTPP Section 2.7.5 (Shadow Impact Mitigation) (e.g., Courthouse Square, Library Plaza, residential properties outside the DTPP area). Therefore, because the proposed Project is in compliance with all applicable DTPP Standards regarding shadows, no additional shadow impacts are anticipated.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 6-12 and 6-13 and determines that impacts caused by shadows remain less than significant.

Public Services

Impact findings described in chapter 8 of the Final EIR for the DTPP remain the same and apply to the 851 Main Street Project. The City also finds as follows:

Police Facility Needs. The proposed 851 Main Street project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the Redwood City Police Department (“RCPD”) would continue to evaluate individual future development proposals, including the 851 Main Street Project, with design refinements required as necessary and standard conditions of project approval applied; and (2) at this time, no need for new or expanded RCPD facilities resulting from the 851 Main Street Project has been identified, in which case such an RCPD construction project would require its own environmental evaluation. Personnel from the RCPD participate in the City’s Plan Review Committee process and reviewed the proposed Project; no need for new or altered police facilities as a result of the proposed Project was identified.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 8-2 and 8-3 and determines that impacts to police facility needs remain less than significant.

Fire and Emergency Medical Service Facility Needs. The proposed 851 Main Street project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the Redwood City Fire Department (“RCFD”) would continue to evaluate individual future development proposals, with design refinements required as necessary and standard conditions of project approval applied; and (2) at this time, no need for new or expanded RCFD facilities resulting from the proposed project has been identified, in which case such an RCFD construction project would require its own environmental evaluation. Further, Personnel from the RCFD participate in the City’s Plan Review Committee process and reviewed the proposed Project; no need for new or altered fire facilities as a result of the proposed project was identified. The project design would be required to comply with all applicable City and State codes and regulations pertaining to fire protection, including review by the Fire Marshal of final location and number of hydrants, and confirmation of fire flow tests to assure a sufficient flow rate to comply with fire code requirements. As a standard condition of Project approval, Project must demonstrate, in conformance with the City’s Engineering Standards, that the existing water main meets the domestic and fire flow requirements in accordance with City Code Section 38.26 and the International Fire Code or construct and install new water mains sufficient to meet these requirements, in accordance with the City’s Engineering Standards and as directed by the City Engineer. All of the standard requirements and procedures described above regarding fire protection are subject to review and approval by the City. Therefore, the Project does not cause additional impacts to fire and emergency medical service facilities, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 8-5 and determines that impacts to fire and emergency medical service facilities remain less than significant.

Parks and Recreational Facilities Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the public space improvements in the DTPP would remain as proposed; (2) new development still would be required to comply with the City Parks, Recreation and Community Services Department Strategic Plan policies as well as applicable parkland dedication or in-lieu fee requirements (as applicable); and (3) at this time, no need for new or expanded parks and recreational facilities resulting from DTPP implementation with or without the proposed Project has been identified, in which case such a parks and recreation construction project would require its own environmental evaluation. Because the proposed Project does not include residential uses, additional demand for park and recreation resources would be less than if residential uses were included. However, as part of the Project plans, the 851 Main Street Project would include approximately 5,600 square feet of outdoor, rooftop terrace area (with amenities) for the office tenants, with one patio located on the roof above the building's historic Main Street façade, and two other patios located on the second-story roof. Therefore the Project does not cause additional impacts to parks and recreation facilities, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 8-6 and determines that impacts to parks and recreation facilities remain less than significant.

School Facilities Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) applicable State mandated school impact fees still would be assessed on individuals future projects; and (2) at this time, no need for new or expanded school facilities resulting from DTPP implementation (with or without the proposed Project) has been identified, in which case such a school construction project would require its own environmental evaluation. The proposed Project does not include residential uses, and therefore would not directly result in generation of new students. However, the Project would be required to pay mandatory school impact fees, and as described above, this would be considered sufficient to mitigate any potential school impacts. Therefore the Project does not cause additional impacts on school facilities, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 8-7 and 8-8 and determines that impacts to school facilities remain less than significant.

Impacts on Solid Waste Service. The proposed 851 Main Street project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) based on the solid waste generation rates used in the Final EIR (p. 8-21 = 0.006 lbs./sq.ft. office/day; 0.046 lbs./sq.ft. retail/day), the proposed 851 Main Street Project would result in an increase in solid waste of approximately 790 lbs./day, which is approximately 0.01 percent of the permitted daily through-put capacity of the Ox Mountain Landfill (3,598 tons per day) 1; (2) the South Bayside Waste Management Authority (SBWMA), of which Redwood City is a member, has signed a disposal agreement with Ox Mountain Landfill in which the landfill guarantees capacity through 2019 and is currently in negotiations for a term extension; (3) the Ox Mountain Landfill is estimated to have remaining capacity of 22 million cubic yards, or approximately 36 percent of its total potential capacity; and (4) all new development in Redwood City is required to comply with the City's waste reduction and recycling requirements. The very minor increase in solid waste generation associated with the Project will not create a more severe solid waste service impact than was previously evaluated in the Final EIR. Therefore, the Project will not cause additional impacts on solid waste facilities, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 8-9 and 8-10 and determines that impacts to solid waste services remain less than significant.

Transportation and Circulation

Impact findings described in chapter 9 of the Final EIR for the DTPP remain the same and apply to the 851 Main Street Project. The City also finds as follows:

Project Impacts on Freeway Ramp Operations. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the transportation impact analysis for the 851 Main Street Project was prepared based on known development plans in the immediate study area (not including freeway segments) and with the knowledge that the Final EIR analysis included regional growth (including freeway segments) to cover the entire DTPP planning area. Therefore, all freeway ramps would continue to have sufficient capacity and operate at an acceptable Level of Service (LOS). Therefore, the Project will not cause additional impacts to freeway ramp operations, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 9-63 and determines that impacts to freeway ramp operations remain less than significant.

Pedestrian and Bicycle Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR, based on the following information: (1) the DTPP development regulations, standards, and guidelines would not change, including those for the street grid, sidewalks, active building frontages, traffic-calming, wrapped parking lots and garages, mixed uses, “park once and walk” strategies, and wayfinding; and (2) the proposed Project would provide pedestrian and bicycle amenities consistent with DTPP policies. Therefore, the Project will not cause additional pedestrian and bicycle-related impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 9-64 and determines that pedestrian and bicycle impacts remain less than significant.

At-Grade Railroad Crossings Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the DTPP still does not propose any new at-grade railroad crossings or any substantial change to existing at-grade crossings; (2) although the 851 Main Street Project would result in an increase in peak hour trips compared to the DTPP, it would result in an overall decrease in daily trips. Therefore, the Project will not cause additional impacts to at-grade railroad crossings, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 9-65 and determines that impacts to at-grade railroad crossings remain less than significant.

Utilities and Infrastructure

Impact findings described in chapter 10 of the Final EIR for the DTPP remain the same and apply to the 851 Main Street Project. The City also finds as follows:

Water Supply Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the 2015 UWMP included the 851 Main Street Project in its projected future buildout assumptions; and (2) the City has confirmed that there would be a sufficient water supply for the 851 Main Street Project. Based on City engineering factors used to calculate projected water demand, the water demand for the 851 Main Street Project is forecast at 11,169 gallons per day, which includes the

office/commercial uses and landscaping. At this time, recycled water service has not been extended to the Project site; however, the Project has been designed and would be constructed with dual plumbing, which initially would carry domestic water, then recycled water when that system is eventually extended to the site. Landscape irrigation would conform to all City regulations and the California Water-Efficient Landscape Ordinance, which means in part that all plantings would be irrigated with an automatic drip, micro-spray, or bubbler system using a rain sensor. In addition, all Project utility calculations and designs are subject to review and approval by the City. The City's 2015 UWMP included the 851 Main Street Project in its calculations of City water demand through 2040, and determined that the existing contract supply (individual supply guarantee) would be sufficient to accommodate the proposed project. Analysis of the existing uses at the Project site indicates an existing demand of 10,766 gallons per day. Although the proposed 851 Main Street Project would result in a 3.7 percent increase in water demand (403 gallons per day) on the Project site, this increase would not result in any new significant impacts or a substantial increase in the severity of the impacts identified in the certified Final EIR related to water supply because the Project is already accounted for in the 2015 UWMP. Therefore, the Project will not cause additional impacts to water supply, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 10-3 and determines that impacts to water supply remain less than significant.

Water Distribution System Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the proposed Project would result in a small (2.4 percent) increase in water demand compared to the adopted DTPP MAD caps; (2) the Project's engineer did not identify the need for new water distribution system infrastructure related to the proposed Project; (3) the City has an ongoing Capital Improvement Program for water main replacement; and (4) the Project would be required to pay all City fees related to water infrastructure. Therefore, the Project will not cause additional impacts to water distribution systems, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 10-4 and determines that impacts to water distribution systems remain less than significant.

Fire Flow Impacts. The proposed 851 Main Street project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the Redwood City Fire

Department fire flow requirement for all Downtown land use types (multi-family residential, retail, office) would remain the same, at 4,000 gallons per minute; and (2) as a standard condition of Project approval, the proposed Project must demonstrate that the existing water main meets the domestic and fire flow requirements in accordance with City Code Section 38.26 and the International Fire Code. Therefore, the Project will not cause additional impacts to fire flow, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 10-4 and 10-5 and determines that impacts to fire flow remain less than significant.

RWQCB Wastewater Treatment Requirements Impacts. The proposed 851 Main Street project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the proposed Project would result in a small (2.4 percent) increase in wastewater generation compared to the adopted DTPP MAD caps; (2) the proposed Project would not require a change to any wastewater capital improvement projects; and (3) the Project would be required to pay all fees related to wastewater infrastructure and treatment facilities. Based on City engineering factors used to calculate projected wastewater generation, wastewater generation for the 851 Main Street Project is forecast at 10,611 gallons per day. Analysis of the existing uses at the Project site indicate an existing wastewater generation of 10,228 gallons per day. Although the proposed 851 Main Street Project would result in a 3.7 percent increase in wastewater generation (383 gallons per day) on the Project site, this increase would not result in any new significant impacts or a substantial increase in the severity of the impacts identified in the certified DTPP EIR related to wastewater, for the reasons described in (1) through (3) above. Therefore, the Project will not cause additional impacts to RWQCB wastewater treatment requirements, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 10-6 and 10-7 and determines that impacts to RWQCB wastewater treatment requirements remain less than significant.

Wastewater Treatment Capacity Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the proposed Project would result in a small (2.4 percent) increase in wastewater generation compared to the adopted DTPP MAD caps; (2) the Project's engineer did not identify the need for new wastewater collection and conveyance infrastructure related to the proposed project; (3) the proposed Project would not require a change to any wastewater capital

improvement projects; (4) the Project would be required to reduce inflow and infiltration to offset increased sewer demand from the project as determined by the City's Engineering & Transportation Division; and (5) the Project would be required to pay all fees related to wastewater infrastructure and treatment facilities. Therefore, the Project will not cause additional impacts to wastewater treatment capacity, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 10-7 through 10-9 and determines that impacts to wastewater treatment capacity remain less than significant.

Construction Period Water Quality Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: the proposed Project would be subject to the applicable requirements of the San Mateo Countywide Stormwater Pollution Prevention Plan (SWPPP) as part of the National Pollution Discharge Elimination System (NPDES) permit program, Redwood City Management and Discharge Control Program (Municipal Code Chapter 27A), and other City, County, and Regional Water Quality Control Board (RWQCB) regulations. Therefore, the Project will not cause additional impacts to water quality during the construction period, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 10-11 and determines that impacts to water quality during the construction period remain less than significant.

Long-Term Water Quality Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: the proposed Project would be subject to the applicable requirements of the San Mateo Countywide Stormwater Pollution Prevention Plan (SWPPP) as part of the National Pollution Discharge Elimination System (NPDES) permit program, Redwood City Stormwater Management and Discharge Control Program (Municipal Code Chapter 27A), and other City, County, and Regional Water Quality Control Board (RWQCB) regulations. Therefore, the Project will not cause additional long-term water quality impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 10-11 and determines that long-term water quality impacts remain less than significant.

Storm Drainage System Impacts. The proposed 851 Main Street project includes no changes or new conditions that would alter the conclusions of

the Final EIR based on the following information: (1) surface runoff is determined by a parcel's impervious surface and not by land use or density; (2) the proposed Project would replace existing developed areas and result in a small increase in impervious area (1,102 square feet) that would be subject to C.3 requirements; and (3) all new development still would be subject to the City's Drainage Guidelines for Commercial Development, which require post-development storm water discharge to be equal to or less than pre-development discharge. A standard City condition of Project approval requires that stormwater treatment controls be designed and sized to treat runoff from the entire project site using flow- or volume-based sizing criteria specified in Provision C.3.d of the Municipal Regional Stormwater Permit. The Project is expected to qualify for a 75 percent exemption under Special Project Category "B" (Larger Infill Projects) of the San Mateo Countywide Water Pollution Prevention Program, so the Project would be 75 percent exempt (in storm drainage volume) from County low impact development (LID) requirements because the project would: (1) be located in a designated downtown core area or downtown core zoning district and built to preserve/enhance a pedestrian-oriented type of urban design; (2) create and/or replace an area of impervious surface that is greater than 0.5 acres, and no more than 2.0 acres; (3) have no surface parking; (4) have at least 85 percent coverage of the entire site by permanent structures (with the remaining 15 percent used for safety access, parking structure entrances, etc.); and (5) would have a minimum density of either 50 dwelling units per acre (for residential projects) or a Floor Area Ratio (FAR) of 2:1 (for commercial or mixed use projects). This proposed exemption is subject to City review and approval. Final project-specific engineering design and calculations would be subject to City review and approval. Therefore, the Project will not cause additional impacts to storm drainage systems, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 10-11 and 10-12 and determines that impacts to storm drainage systems remain less than significant.

Groundwater Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) according to the 2015 UWMP, Redwood City does not use, and has no plans to use, groundwater as a water supply source; and (2) the proposed Project still would result in replacing existing developed areas (e.g., impervious surface) with new development. Because the proposed Project plans to build on the entire 0.64-acre site, the approximately 0.12-acre vacant parcel on the southeast portion of the Project site would be covered with impervious surface, which would represent a minimal decrease in area available for groundwater recharge over existing conditions. Therefore, the Project will

not cause additional impacts to groundwater, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 10-12 and determines that impacts to groundwater remain less than significant.

Flooding Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: all new development within flood hazard areas (100-year or 500-year) still would be subject to the City's flood damage avoidance requirements, such as raising the elevation of habitable space above anticipated flood heights. The Project site is located in Zone X (Other Flood Areas) on the FEMA Flood Insurance Rate Map, which includes "areas of 0.2% annual chance [500-year] flood; areas of 1% annual chance [100-year] flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood." However, in August 2015, the Federal Emergency Management Agency (FEMA) issued new preliminary Flood Insurance Rate Maps (FIRM) for the City of Redwood City, which have not yet been officially adopted by FEMA. According to the new preliminary FIRM for the City of Redwood City, the entire Project site would still be located in Zone X. In any case, the proposed Project would be required to comply with any City standards regarding flood protection. Therefore, the Project will not cause additional flooding impacts, and no additional mitigation is required

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 10-12 and 10-13 and determines that impacts caused by flooding remain less than significant.

Flooding Impacts Related to Dam Failure. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) regardless of the mix of land uses in the DTPP area, the City will continue to include potential flooding from a failure of Emerald Lake dam in its emergency preparedness, response, and evacuation programs; and (2) the Project site itself is not located within the Emerald Lake dam failure inundation area and would not be subject to flooding and associated risk of injury and loss of property in the event of a catastrophic failure of the dam. Therefore, the Project will not cause additional flooding impacts related to dam failure, and no additional mitigation is required

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 10-13 and determines that impacts caused by flooding related to dam failure remain less than significant.

Seiche, Tsunami and Mudflow Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: the DTPP area is not subject to any of these conditions. Therefore, the Project will not cause additional impacts related to seiche, tsunami, and mudflows, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 10-13 and determines that impacts to caused by seiche, tsunami and mudflows remain less than significant.

Noise and Vibration

Impact findings described in chapter 11 of the Final EIR for the DTPP remain the same and apply to the 851 Main Street Project. The City also finds as follows:

Permanent Increases in Noise Levels. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: implementation of the City's standard noise control practices would reduce noise impacts of the 851 Main Street Project to less than significant levels. Therefore, the Project will not cause additional impacts resulting in a permanent increase in noise levels, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 11-8 and 11-9 and determines that impacts causing permanent increases in noise levels remain less than significant.

Public and Private Airport Related Noise Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: the proposed project is located approximately 2.5 miles south of San Carlos Airport, and the threshold for evaluation of the San Carlos Airport is the projected CNEL 60 dB contour, and Redwood City and the Project site is outside the projected contour. Also, the Project site is outside the threshold under current and projected 2022 noise conditions and is 12 miles south of San Francisco International Airport and 18.4 miles north of San Jose International Airport. Although noise generated from aircraft contributes to the local, ambient noise within the City and at the Project site, it is intermittent and not at levels exceeding adopted noise standards. Therefore, the Project will not cause additional impacts to airport-related noise levels, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 11-10 and determines that impacts to airport-related noise levels remain less than significant.

Air Quality

Impact findings described in chapter 12 of the Final EIR for the DTPP remain the same and apply to the 851 Main Street Project. The City also finds as follows:

Consistency with the New 2017 Clean Air Plan. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR. The proposed DTPP and General Plan amendments required to implement the proposed Project would result in a significant impact if they would be inconsistent with the 2017 Clean Air Plan control measures or result in a projected increase in vehicle trips or vehicle miles travelled (VMT) that exceeds a projected population increase. The proposed Project would be consistent with all potentially applicable 2017 Clean Air Plan control measures, would not conflict with or impede implementation of BAAQMD's 2017 Clean Air Plan, and would not cause additional impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 12-8 and 12-9 and determines that impacts resulting in inconsistencies with the new 2017 Clean Air Plan remain less than significant.

Construction Emission Air Quality Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions in the Final EIR. Construction activities associated with development of the proposed Project's parking garage, retail space, and office building would include: demolition, site preparation, grading, excavation, shoring, building construction, paving, and architectural coating. Redwood City General Plan Public Safety Program PS-2 states that the City shall adopt and enforce dust and emission abatement measures for construction activities based on BAAQMD's guidelines and other appropriate regulations. Accordingly, the City will require the Project to incorporate BAAQMD-recommended basic construction measures into all appropriate bid, design, and construction drawings such that the Project's construction emissions would not exceed BAAQMD-recommended thresholds of significance for construction emissions. Therefore, the Project will not cause additional construction emission air quality impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 12-8 through 12-13 and determines that construction emission air quality impacts remain less than significant.

Operational Air Quality Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because the proposed Project's potential long-term increases in emissions would be substantially below all BAAQMD recommended thresholds of significance for operational emissions, and would result in a net reduction in NOX and CO emissions compared to existing conditions. Therefore, the Project will not cause additional operational air quality impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 12-14 and determines that operational air quality impacts remain less than significant.

Localized Carbon Monoxide Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because the proposed Project is anticipated to result in a decrease in total daily vehicle trips and associated vehicle emissions of NOx, CO, and PM compared to existing conditions. Thus, the Project is not anticipated to contribute to localized CO hotspots. Therefore, the Project will not cause additional localized carbon monoxide impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 12-14 and determines that localized carbon monoxide impacts remain less than significant.

Exposure of New Sensitive Receptors to Substantial Air Pollutant Concentrations. The proposed Project and DTPP/General Plan amendments pertain to development of new parking, retail, and office facilities. They do not involve the placement or siting of new sensitive receptors that would permanently occupy the proposed facilities and be exposed to existing pollutant concentrations. Conclusion. With the proposed Project, no impact would occur, and Final EIR Mitigation Measure 12-1 is not required for the Project.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 12-16 and determines that the Project would not expose new sensitive receptors to substantial air pollutant concentrations, and such impacts remain less than significant.

Cumulative Air Quality Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because the proposed Project would not result in amounts of

construction or operational emissions of criteria air pollutants that exceed BAAQMD thresholds of significance. BAAQMD considers projects that result in emissions that exceed its CEQA significance thresholds at an individual project level to also result in a considerable contribution to cumulative air quality impacts. Since the proposed Project would not individually exceed any BAAQMD CEQA significance thresholds, the proposed Project would result in less than significant cumulative air quality impacts. For TAC emissions, BAAQMD recommends that all local sources of TAC emissions within 1,000 feet of a sensitive receptor be evaluated. The stationary sources and local roadway emissions that constitute combined risks for the Project would not exceed BAAQMD thresholds of significance. Therefore, the Project will not cause additional cumulative air quality impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 12-27 and 12-28 and determines that cumulative air quality impacts would remain less than significant.

Climate Change

Except for Impact 13-1, impact findings described in chapter 13 of the Final EIR for the DTPP remain the same and apply to the 851 Main Street Project. The City also finds as follows:

Greenhouse Gas (GHG) Emissions. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information because the construction and operation of the proposed Project would not exceed the BAAQMD-recommended project-level threshold of significance for non-stationary GHG emissions of 1,100 MTCO₂e. Furthermore, the proposed Project would result in a net reduction in GHG emissions compared to existing conditions. This reduction in GHG emissions, which would occur despite an increase in employees associated with the additional nonresidential square footage within the DTPP, would serve to increase the overall GHG efficiency of the DTPP area. The reduction in GHG is based on the overall vehicle trip reduction which is associated with the land use change – changing from predominately restaurants to predominately general office space. Therefore, the proposed Project will not cause additional GHG emissions impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 13-7 and 13-8 and determines that GHG emissions impacts would remain less than significant.

Plan Consistency. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final

EIR because the proposed Project's GHG emissions would result in a net reduction in GHG emissions and be consistent with the goals, policies, and GHG reduction targets associated with 2040 Plan Bay Area, 2017 BAAQMD Clean Air Plan, CARB Scoping Plan, and the Redwood City CAP. Therefore, the proposed Project will not cause additional impacts resulting in inconsistencies with applicable GHG reduction plans, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 13-8 through 13-11 and determines that impacts resulting in inconsistencies with applicable GHG reduction plans would remain less than significant.

Energy Consumption. Implementation of the proposed Project would consume energy in multiple forms. This impact was not specifically identified in the Final EIR. Although operation of the parking garage and commercial building would increase energy usage compared to current conditions, the proposed Project's proximity to regional transit, and the City's requirements for energy-efficient design, would ensure the Project does not waste energy or consume energy in an inefficient or unnecessary manner. Therefore, the proposed Project will not cause additional energy consumption impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 13-11 through 13-13 and determines that energy consumption impacts are less than significant.

Hazards and Hazardous Materials

Impact findings described in chapter 14 of the Final EIR for the DTPP remain the same and apply to the 851 Main Street Project. The City also finds as follows:

Hazardous Materials Transport, Use or Disposal Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the 851 Main Street Project would not involve a new industrial or heavy commercial use in the DTPP area; and (2) the City would still require all new developments – regardless of the land use program – to follow all applicable local, State, and federal regulations pertaining to hazardous materials. Office and retail uses proposed by the 851 Main Street Project would not involve routine transport, use, or disposal of hazardous materials, or result in hazardous emissions. Although some hazardous substances (e.g., cleaning supplies) may be generated, stored, transported, used, or disposed of in association with the office and retail uses, existing local, State, and federal regulations and oversight would reduce the potential threat to a less than significant

impact. Therefore, the proposed Project will not cause additional impacts related to hazardous materials transport, use, or disposal, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 14-17 and determines that impacts related to hazardous materials transport, use, or disposal remain less than significant.

Risk of Upset or Accidents. The proposed Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the 851 Main Street Project would not involve a new industrial or heavy commercial use in the DTPP area; and (2) the City would still require all new developments – regardless of the land use program – to follow all applicable local, State, and federal regulations pertaining to hazardous materials. The proposed Project would be subject to all applicable existing local-, County-, regional-, State- and federally-mandated site assessment, remediation, removal, and disposal requirements of the City of Redwood City, San Mateo County Environmental Health Department (SMCEHD), Regional Water Quality Control Board (RWQCB), California Department of Public Health (CDPH), California Department of Toxic Substances Control (DTSC), and other responsible agencies. These uniformly applicable policies, standards, and regulations would adequately assure that possible health and safety impacts related to exposure to existing hazardous materials contamination would be less than significant. Therefore, the proposed Project will not cause additional impacts related to the risk of upset or accidents, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 14-7 and determines that impacts related to the risk of upset or accidents remain less than significant.

Hazardous Materials Near Schools. The proposed Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the proposed 851 Main Street Project office and retail uses would not involve routine transport, use, or disposal of hazardous materials, or result in hazardous emissions; (2) the 851 Main Street Project site is not located within ¼ mile of a school; and (3) the City would still require all new developments – regardless of the land use program – to follow all applicable local, State, and federal regulations pertaining to hazardous materials. Therefore, the proposed Project will not cause additional impacts related to hazardous materials near schools, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 14-7 and 14-8 and determines that impacts related to the risk of upset or accidents remain less than significant.

Exposure to Existing Hazardous Materials Contamination. The proposed Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the 851 Main Street Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; and (2) each developer in the DTPP area would still be required to comply with all applicable local, State, and federal regulations for site assessment, remediation, removal, and disposal of contaminated soil, surface water, and groundwater. Therefore, the proposed Project will not cause additional impacts related to exposure to existing hazardous materials contamination, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 14-8 and determines that impacts related to exposure to existing hazardous materials contamination remain less than significant.

Potential Asbestos and PCB Exposure. The proposed Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the 851 Main Street Project would follow the recommendations listed in the asbestos/lead paint survey; (2) although no PCBs or PCB-containing equipment were observed on the site, any fluorescent light ballasts manufactured before January 1, 1978 would be treated as a hazardous waste, and disposed of in compliance with local and state requirements; and (3) the City still would require all new developments – regardless of the land use program – to comply with applicable regulations pertaining to asbestos and PCB surveying and removal, particularly in coordination with BAAQMD. Therefore, the proposed Project will not cause additional impacts related to exposure to asbestos and PCB, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 14-8 and determines that impacts related to exposure to asbestos and PCB remain less than significant.

Potential Lead-Based Paint Exposure. The proposed Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the 851 Main Street Project would follow the recommendations listed in the asbestos/lead paint survey; and (2) the City still would require all new developments – regardless of the land use program – to comply with applicable regulations

pertaining to lead-based paint surveying and abatement, including requirements of the California Occupational Health and Safety Administration (CalOSHA) and performance standards published by the U.S. Department of Housing and Urban Development. Therefore, the proposed Project will not cause additional impacts related to exposure to lead-based paint, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 14-8 and 14-9 and determines that impacts related to exposure to lead-based paint remain less than significant.

Consistency With San Mateo County Comprehensive Airport Land Use Plan. The proposed Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the 851 Main Street Project would be consistent with ALUC-designated maximum building heights; (2) the DTPP development regulations and standards for building heights would not change; and (3) the boundaries of the DTPP area would not change. Therefore, implementation of the proposed project would not result in an airplane-related safety hazard for people residing or working in the project vicinity and the proposed Project will not result in additional impacts causing inconsistencies with the San Mateo County Comprehensive Airport Land Use Plan, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 14-0 and determines that impacts causing inconsistencies with the San Mateo County Comprehensive Airport Land Use Plan remain less than significant.

Other Airport-Related Safety Hazards. The proposed 851 Main Street Project site is not located in the vicinity of a private or military airport that could result in a safety hazard for people residing or working in the Project area. The closest private or military airports are Stanford University Medical Center heliport, approximately 5 miles southeast of the project site, and Moffett Field, approximately 11 miles southeast of the project site. Therefore, the proposed Project will not cause additional impacts related to airport-related safety hazards, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 14-9 and determines that impacts related to airport-related safety hazards remain less than significant.

Emergency Access. The 851 Main Street Project design would be required to comply with all applicable City codes and regulations pertaining to emergency access, as well as fire protection and security.

As a City standard condition of approval for all development projects, the Project must prepare a mandatory construction traffic routing and parking plan subject to City review and approval, to ensure that adequate emergency access is maintained during construction; all traffic control for lane closures during construction shall conform to the Work Area Traffic Control Handbook administered by the City. Therefore, the proposed Project will not cause additional impacts related to emergency access, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 14-9 and determines that impacts related to emergency access remain less than significant.

Wildland Fire Hazard. The 851 Main Street Project is located in a downtown urban environment not adjacent to wildlands and therefore would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, the proposed Project will not cause additional impacts related to wildland fire hazards, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 14-10 and determines that impacts related to wildland fire hazards are less than significant.

Biological Resources

Impact findings described in chapter 15 of the Final EIR for the DTPP remain the same and apply to the 851 Main Street Project. The City also finds as follows:

General Impacts on Vegetation and Wildlife. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the boundaries of the DTPP area would not change, so no additional vegetation or wildlife would be affected; (2) remaining undeveloped land in the DTPP area continues to be of low habitat value; and (3) all new development, including the 851 Main Street Project, would continue to be subject to the landscaping and tree planting requirements of the DTPP. The 851 Main Street Project would include four new street trees, all along Walnut Street. The Project also proposes box trees and native and/or adaptive non-invasive species on each of the three roof patios. In addition, the possible retention of the existing sidewalk extension (with planter boxes) on Main Street would be determined in coordination with future retail tenants in that space. Therefore, the Project will not cause additional impacts related to general vegetation and wildlife, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 15-3 and determines that impacts related to general vegetation and wildlife remain less than significant.

Conflicts With Applicable Plan, Policies, or Regulations.

Development on the Project site would be subject to review and approval by the City, and the Project shall be designed and constructed in accordance with all applicable standards adopted by the City of Redwood City, including the DTPP, the General Plan, and the Municipal Code (e.g., Tree Preservation Ordinance). The proposed Project would comply with all applicable local, State, and federal codes and regulations for site development, operation, and maintenance. In addition, no habitat conservation plan applies to the Project site. Therefore, the 851 Main Street Project would not conflict with any applicable plan, policy, or regulation related to biological resources, and this impact would be considered less than significant.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 15-6 and determines that impacts causing conflicts with applicable plans, policies, or regulations are less than significant.

Geology and Soils

Impact findings described in chapter 16 of the Final EIR for the DTPP remain the same and apply to the 851 Main Street Project. The City also finds as follows:

Seismic Hazards Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the boundaries of the DTPP area would not change, and no portion of the area is located within an Alquist-Priolo Earthquake Fault Zone; and (2) all new development still would be subject to the California Building Code and the City's development review procedures, including site-specific geotechnical investigations as part of the City's grading permit and building permit regulations prior to final approval. These requirements and related City inspection and verification procedures before project occupancy would provide reasonable assurances that the Project incorporates the necessary design and engineering refinements. Therefore, the Project will not cause additional impacts related to seismic hazards, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 16-7 and determines that seismic hazard impacts remain less than significant.

Geologic Structures. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR based on the following information: (1) the boundaries of the DTPP area would not change; and (2) all new development still would be subject to the California Building Code and the City's development review procedures, including site-specific geotechnical investigations as part of the City's grading permit and building permit regulations prior to final approval. These requirements and related City inspection and verification procedures before project occupancy would provide reasonable assurances that the project incorporates the necessary design and engineering refinements. Therefore, the Project will not cause additional impacts related to geologic structures, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 16-7 and 16-8 and determines that impacts to geologic structures remain less than significant.

Wastewater Disposal Systems. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because the proposed 851 Main Street Project would be connected to the municipal sewer system and would not use septic tanks or alternative wastewater disposal systems. Therefore, the Project will not cause additional impacts related to wastewater disposal systems, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 16-9 and determines that impacts to wastewater disposal systems are less than significant.

Conflicts with Applicable Plan, Policies, or Regulations. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because development on the site would be subject to review and approval by the City, and shall be designed and constructed in accordance with all applicable seismic standards adopted by the City of Redwood City, including the California Building Code (CBC), which requires that a site-specific geotechnical investigation be conducted and report prepared by a licensed professional. The proposed Project would also comply with all applicable local and State codes and regulations, and Project design would incorporate City-approved geotechnical recommendations for site development, and therefore would not conflict with any applicable plan,

policy, or regulation related to geology and soils. Therefore, the Project will not conflict with applicable plans, policies, or regulations, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 16-9 and determines that the proposed Project would comply with all applicable plans, policies, and regulations designed to avoid or mitigate geology and soils impacts, and therefore this impact would remain less than significant.

Cumulative Impacts

Impact findings described in chapter 17 of the Final EIR for the DTPP remain the same and apply to the 851 Main Street Project. The City also finds as follows:

Cumulative Land Use and Planning Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because the Project's contribution to cumulative impacts related to community cohesion, land use compatibility, and consistency with plans and policies are less than significant. The DTPP, including the 851 Main Street Project, would preserve and enhance compatibility among land uses within the DTPP area and with adjacent land uses surrounding the DTPP area, and would not conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the 851 Main Street Project together with the DTPP would not make a considerable contribution to land use impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 17-1 through 17-3 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative Population and Housing Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because Project and DTPP growth is contemplated in and consistent with adopted community plans and the environmental documents prepared for those plans. Current General Plan policies and programs control the timing of development, require infrastructure concurrency, and encourage a healthy jobs-housing balance. These General Plan policies apply to all development within the city. Further, the 851 Main Street Project would not displace housing or people. Therefore, the 851 Main Street Project together with the DTPP would not make a considerable contribution to population and housing impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 17-3 through 17-4 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Aesthetics and Visual Resources. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because the DTPP, with the 851 Main Street Project, would not obstruct scenic vistas and would have an overall beneficial effect on the visual character of the Downtown. Therefore, the 851 Main Street Project together with the DTPP would not make a considerable contribution to aesthetic and visual resource impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 17-4 through 17-5 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative Cultural and Historical Resources Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because the DTPP provides for the preservation of historic resources while also including procedures for removing other historic resources. Also, Final EIR Mitigation Measures 7-1, 7-2, 7-3, 7-4, and 7-5 and DTPP Standards and Guidelines would reduce Project and DTPP impacts to a less than significant level. While Final EIR Mitigation Measure 7-2 remains infeasible due to uncertainty and its corresponding impacts remain significant and unavoidable, the 851 Main Street Project together with the DTPP would not make a considerable contribution to cumulative cultural and historical resources impacts not already identified in the Final EIR, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 17-5 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative Police, Fire and Emergency Medical Facilities Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because any new or expanded facilities would require their own environmental review in accordance with CEQA. Further, the Final EIR determined that the DTPP would not contribute to a cumulative impact on public services, and Final EIR Mitigation Measure 8-1 (requiring traffic signal detectors for emergency vehicles, a project which is currently underway) remains

applicable to the 851 Main Street Project and future development of the DTPP area. Therefore, the 851 Main Street Project together with the DTPP would not make a considerable contribution to police, fire, and emergency medical facilities impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 17-5 through 17-6 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative Parks and Recreational Facilities Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because any new or expanded facilities would require their own environmental review in accordance with CEQA. Also, increased parks and recreational facilities demand would largely be offset by payment of the City's parks and recreation facilities fee, and the proposed 851 Main Street Project would be required to pay any applicable parkland dedication or in-lieu fees. Therefore, the 851 Main Street Project together with the DTPP would not make a considerable contribution to parks and recreation facilities impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 17-6 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative School Facilities Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because the 851 Main Street Project, which includes no residential component, would not directly result in generation of new students. Further, the construction of new or expanded school facilities could cause environmental impacts, but the location, timing, nature, extent, and severity of any potential environmental impacts would be too speculative to predict or evaluate, plus any new or expanded facilities would require their own environmental review in accordance with CEQA. Also, individual development projects are required to pay development impact fees assessed by the school districts and the 851 Main Street Project would be required to pay its appropriate school impact fees. Therefore, the 851 Main Street Project together with the DTPP would not make a considerable contribution to school facilities impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 17-6 and determines that the proposed Project

would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative Solid Waste Service Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because the additional solid waste from cumulative development of the DTPP area would represent approximately one percent of the maximum daily throughput of the three largest landfills receiving solid waste from Redwood City, and the 851 Main Street Project would contribute approximately 790 lbs./day of solid waste. Because the Ox Mountain Landfill (which receives approximately 88 percent of Redwood City solid waste) is estimated to have a remaining capacity of about 22 million cubic yards, or approximately 36 percent of its total potential capacity, and is currently permitted to operate through January 1, 2034, the 851 Main Street Project together with the DTPP would not make a considerable contribution to solid waste service impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 17-6 through 17-7 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative Water Supply Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because the City's 2015 Urban Water Management Plan (2015 UWMP), which was updated after certification of the Final EIR, concluded that the City would have adequate water supply under normal supply conditions to serve projected growth, including growth under the DTPP and the 851 Main Street project through 2040. Therefore, the 851 Main Street Project together with the DTPP would not make a considerable contribution to water supply impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 17-9 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative Water Distribution System Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because the existing water lines serving the DTPP area would have the capacity to handle the normal requirements of development under the DTPP. Construction of water system improvements, if necessary, would occur within existing public rights of way and would undergo separate environmental review.

Construction period traffic, noise, air quality, and other potential impacts would be mitigated through the City's standard construction mitigation practices. In addition, development projects are required to pay appropriate water system impact fees and the proposed 851 Main Street Project would be required to pay related water impact fees. Therefore, the 851 Main Street Project together with the DTPP would not make a considerable contribution to water distribution system impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 17-9 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative Wastewater Service Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because the contribution of the DTPP to the significant cumulative impact related to RWQCB wastewater treatment requirements would not be cumulatively considerable and the 851 Main Street Project would result in a small (2.8 percent) increase in wastewater generation. Finally, construction of wastewater system improvements, as necessary, would occur within existing public rights of way and would undergo separate environmental review, and the proposed 851 Main Street Project would be required to reduce inflow and infiltration to offset increased sewer demand from the project as determined by the City's Engineering & Transportation Division, and would be required to pay related wastewater infrastructure and treatment facility fees. Therefore, the 851 Main Street Project together with the DTPP would not make a considerable contribution to wastewater services impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 17-9 and 17-10 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative Noise Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because the projected cumulative development would not result in a perceptible (3 dBA) traffic noise increase along streets in the DTPP area or in the city as a whole. Further, the 851 Main Street Project would not expose new land uses to noise levels that exceed City standards. Therefore, the 851 Main Street Project together with the DTPP would not make a considerable contribution to noise impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 17-10 and 17-11 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative Ground-Borne Vibration Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because implementation of Final EIR Mitigation Measure 11-2 would reduce the impact of ground-borne vibration to a less than significant level. Further, the contribution of the DTPP and the Project to this cumulative noise and vibration impact would be less than significant as the 851 Main Street Project site is located more than 900 feet from the closest railroad tracks (the Caltrain corridor). Therefore, the 851 Main Street Project together with the DTPP would not make a considerable contribution to ground-borne vibration impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 17-11 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Consistency with Clean Air Plan – Cumulative Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because the DTPP would not interfere with implementation of 2010 Clean Air Plan control measures, would not result in an increase in vehicle trips that would be greater than the projected rate of increase in population, would be consistent with the Clean Air Plan, and the regional criteria pollutant and precursor impacts of the DTPP would be less than significant. Further, the proposed 851 Main Street Project would not conflict with or impede implementation of the BAAQMD 2017 Clean Air Plan. Therefore, the 851 Main Street Project together with the DTPP would be consistent with applicable plans, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 17-11 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative Localized Carbon Monoxide Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because carbon monoxide concentrations at congested intersections throughout the City under cumulative traffic conditions would be below State and federal ambient air quality standards. Further, the proposed Project is anticipated to result in

a decrease in total daily vehicle trips, with an associated decrease in vehicle emission of CO, compared to existing conditions, and would not cause or contribute to CO hotspots. Therefore, the 851 Main Street Project together with the DTPP would not make a considerable contribution to localized carbon monoxide impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 17-11 and 17-12 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative Toxic Air Contaminant and PM_{2.5} Exposure Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because General Plan policies and programs prevent new development from exposing sensitive receptors to significant TAC levels or odors and the policies and programs apply to all development within the City and would reduce cumulative impacts related to TACs and PM_{2.5} to less than significant levels. Further, implementation of Supplemental Mitigation Measure 12-1 to the proposed Project would reduce any impacts related to diesel-powered construction equipment to less than significant levels. Therefore, the 851 Main Street Project together with the DTPP would not make a considerable contribution to toxic air contaminant and PM_{2.5} exposure impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 17-12 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative Odors Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because implementation of Final EIR Mitigation 12-2 to the Project and the DTPP area would reduce odor impacts to mixed-use development to less than significant cumulative levels. Therefore, the 851 Main Street Project together with the DTPP would not make a considerable contribution to odor impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 17-12 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative GHG Emissions Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because GHG emissions of the DTPP are accounted for in the General Plan and would represent a less than considerable contribution to the significant cumulative impact of global climate change. Further, the DTPP would result in CO₂e emissions below the BAAQMD significance threshold, and therefore would represent a less than considerable contribution to the significant cumulative impact of global climate change. Finally, the construction and operation of the proposed Project would not exceed the BAAQMD recommended project-level thresholds for non-stationary GHG emissions and would result in a net reduction in GHG emissions compared to existing conditions. Therefore, the 851 Main Street Project together with the DTPP would not make a considerable contribution to GHG emissions impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 17-12 and 17-13 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative Flooding Impacts Related to Sea Level Rise. The Final EIR concluded that development under the DTPP could be exposed to flooding impacts related to sea level rise; however, the California Supreme Court's decision in *California Building Industry Association (CBIA) v. Bay Area Air Quality Management District* (2015) confirmed that CEQA, with several specific exceptions, is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Sea level rise is addressed in the City's CAP and General Plan policies, especially in the Built Environment, Public Safety, and Natural Resources chapters. The City continues to develop and implement strategies and programs for addressing anticipated sea level rise. Because the 851 Main Street Project would not exacerbate sea level rise, Project-specific mitigations are not required; therefore, Final EIR Mitigation Measure 13-1 is not required. Finally, based on the *CBIA* court decision, flooding impacts related to sea level rise is no longer considered an impact under CEQA, and therefore the 851 Main Street Project together with the DTPP would not result in any cumulative flooding impacts, and no mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 17-13 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative Hazardous Materials Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because applicable federal and State laws, regulations, standards and oversight, and local policies and programs would reduce impacts related to storage, use, and disposal of potentially hazardous materials. Further, the 851 Main Street Project would be required to comply with all applicable local, State, and federal regulations pertaining to hazardous materials, and therefore the 851 Main Street Project together with the DTPP would not make a considerable contribution to impacts related to hazards and hazardous, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on pages 17-13 and 17-14 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative Biological Resources Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because the majority of Redwood City is already urbanized and has low habitat value for wildlife and although some cumulative development (i.e., the Cargill Saltworks project) could contribute to a significant cumulative biological resource impact, such projects would be subject to their own environmental review, mitigation, and permitting. The Final EIR requires implementation of mitigation measures 15-1 through 15-4, which reduce biological resources impacts from DTPP development to less than significant levels. Further, the proposed 851 Main Street Project would also be required to comply with all applicable plans, policies, regulations, and Final EIR Mitigation Measures designed to avoid or mitigate biological resource impacts, and therefore cumulative impacts from the 851 Main Street project related to biological resources would be less than significant. Therefore the 851 Main Street Project together with the DTPP would not make a considerable contribution to biological resources impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 17-14 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

Cumulative Geology and Soils Impacts. The proposed 851 Main Street Project includes no changes or new conditions that would alter the conclusions of the Final EIR because potential risks to life and property from geologic and soils-related hazards would be adequately mitigated by existing laws, regulations, and policies, including the California Building

Codes and the City's development review procedures (which require, where necessary, site-specific geotechnical investigations). Further, the proposed 851 Main Street Project would also be required to comply with all applicable plans, policies, regulations, and Final EIR mitigations designed to avoid or mitigate geology and soils impacts, and therefore the 851 Main Street Project together with the DTPP would not make a considerable contribution to biological resources impacts, and no additional mitigation is required.

The City Council therefore adopts the analysis and conclusions made in the Draft SEIR on page 17-14 and determines that the proposed Project would not considerably contribute to a significant cumulative impact, and therefore this impact remains less than significant.

III. Findings and Recommendations Regarding Significant Environmental Impacts

The City previously made findings and adopted a statement of overriding considerations in connection with its adoption of the DTPP. To the extent that the 851 Main Street Project could potentially cause additional significant impacts, or exacerbate impacts identified in the Final EIR as significant or significant and unavoidable, the Final SEIR provides a detailed analysis of such impacts. The Draft SEIR evaluated the Project's potential environmental impacts based on the Project's proposed changes to the previously-analyzed DTPP development, and also evaluated the Project's potential cumulative impacts.

The City Council concurs with the conclusions in the Draft SEIR, as incorporated into the Final SEIR, that (i) all of the 851 Main Street Project's significant and potentially significant impacts will be rendered less than significant by the mitigation measures described and discussed below; (ii) all mitigation measures from the Final EIR remain applicable to the Project and any future development within the DTPP unless otherwise specified herein; and (iii) all impacts previously identified in the Final EIR for the DTPP as "significant and unavoidable" remain significant and unavoidable with the addition of the 851 Main Street Project except for Impact 13-1 relating to flooding due to sea level rise, but there are overriding considerations that make those impacts acceptable to the City.

For the potentially significant impacts identified for the 851 Main Street Project below, the City makes the following findings:

Cultural and Historic Resources

Impacts on Archaeological Resources. Given that the DTPP area is located on alluvial soils, on the margin of San Francisco Bay, near former wetlands, and along Redwood Creek and its tributaries, there is a high potential for Project construction to disturb unrecorded archaeological resources. This possibility represents a potentially significant impact.

a) **Potential Impact.** The impact identified above is described and discussed on page 7-8 of the Draft SEIR.

b) **Mitigation Measures.** Final EIR Mitigation Measure 7-1 will be implemented for the Project as provided in the MMRP for the DTPP

c) **Findings for the 851 Main Street Project.** Based on the Final SEIR and the entire record before the City, the City Council finds that Final EIR Mitigation Measure 7-1 would reduce the impacts to archaeological resources to a ***less than significant*** level because the mitigation measures require that (i) prior to the issuance of grading permits within the DTPP construction crews be trained regarding the possible presence and identification of cultural resources and regarding laws and procedures for protecting cultural resources, (ii) that work be stopped if archaeological resources are discovered on the construction site, (iii) a qualified archaeologist be retained to evaluate the significance of discovered resources, and (iv) appropriate steps be taken to avoid, protect and preserve such resources as described in Final EIR Mitigation Measure 7-1.

Impacts of Development on Properties that Contain Historic Resources. The Project may cause the demolition, destruction or alteration of, or an addition to, a historic resource such that the significance of the resource is "materially impaired." The DTPP identifies seven of the 47 historic resources within the DTPP area as historic properties which are allowed to be altered, relocated or removed. The removal or alteration of one or more of these historic resources such that the significance of the resource is "materially impaired" would constitute a significant impact under CEQA.

a) **Potential Impact.** The impact identified above is described and discussed on pages 7-9 through 7-12 of the Draft SEIR.

b) **Mitigation Measures.** Final EIR Mitigation Measure 7-2 will be implemented for the Project as provided in the MMRP for the DTPP. Final EIR Mitigation Measure 7-2 requires the following: (1) if feasible, Project implementation of the Secretary of the Interior's Standards through review by a qualified architect or architectural historian (36 CFR 61) as well as by the City's Historic Resources Advisory Committee (HRAC); or (2) if (1) is not feasible, relocation of the resource such that the resource retains its eligibility for listing on the California Register; or (3) if neither (1) nor (2) is feasible, a combination of

historical documentation, maximum feasible retention and reuse, salvaging, and historical interpretation of the resource. Under CEQA, only options (1) and (2) would reduce the impact to a less than significant level.

c) Findings for 851 Main Street Project. Pursuant to Final EIR Mitigation Measure 7-2, the Project will implement option (1). A historic resource report was prepared by the Project applicant; the City requested a second historic resource report; and a Rehabilitation Plan was prepared. The City's Historic Resources Advisory Committee ("HRAC") found that the Project meets all of the applicable Secretary of the Interior's Standards as well as all other requirements of the exception process and recommended approval of the Project. Project adherence to the Rehabilitation Plan will ensure full compliance with applicable standards and Final EIR Mitigation Measure 7-2, and therefore City Council finds that implementation of Final EIR Mitigation Measure 7-2 reduces this impact to a ***less than significant level for the 851 Main Street Project***.

However, based on the Final SEIR and the entire record before the City, the City Council still finds that impacts of development on properties that contain historic resources ***remain significant and unavoidable as to the rest of the DTPP area*** as follows:

(i) Mitigation Measures. This impact could be mitigated by Final EIR Mitigation Measure 7-2 because the measure requires that for any discretionary project that may have a potentially significant adverse effect on a historic resource within the DTPP area the project applicant shall, to the extent feasible: (i) assure that the project adheres to either or both of the standards promulgated by the Secretary of the Interior for (a) the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or (b) Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer; (ii) if adherence to those standards is not feasible, the historic resource shall be relocated; (iii) if relocation is not feasible, the applicant shall first, document the historic resource; second, retain and reuse the historic resource; third, salvage character-defining features for reuse on-site; or fourth, interpret the historical significance of the resource through a permanent exhibit in a publicly accessible location onsite or elsewhere in the DTPP area. However, given the uncertainty with respect to the condition of and circumstances surrounding the historic resources at the time future development projects are proposed, and without knowing the specific design characteristics of such future development proposal, the City cannot determine with certainty that Final EIR Mitigation Measure 7-2 would reduce the DTPP's potential impacts on historic resources to a less than significant level on sites other than the 851 Main Street Project site. Therefore, this impact remains significant and unavoidable for the rest of the DTPP area.

(ii) **Remaining Impacts.** Because there are no feasible mitigation measures available to mitigate the significant impact identified above, this impact is considered ***significant and unavoidable***.

(iii) **Overriding Considerations.** The environmental, social, economic and other benefits of the DTPP override the significant adverse impacts of the DTPP relating to historic resources described above, as set forth in the Statement of Overriding Considerations below.

Impacts on Historic Districts. Future development in the DTPP area on properties within or adjacent to a designated or potential historic district may materially alter the physical characteristics that convey its significance and that justify its inclusion in the California Register or its local designation. Such an adverse change to a CEQA-defined historic resource would constitute a significant impact.

a) **Potential Impact.** The impact identified above is described and discussed on pages 7-12 to 7-13 of the Draft SEIR.

b) **Mitigation Measures.** Final EIR Mitigation Measure 7-3 will be implemented for the Project as provided in the MMRP for the DTPP

c) **Findings for 851 Main Street Project.** Based on the Final SEIR and the entire record before the City, the City Council finds that Final EIR Mitigation Measure 7-3 would reduce the impact of the 851 Main Street Project on historic districts to a ***less than significant*** level because it would require the Project to be reviewed by a qualified architect or architectural historian for its potential impacts on the adjacent historic district, to implement any site and architectural design modifications identified through this review process as necessary to avoid a "substantial adverse change" in the significance of the historic district, and to protect its continued eligibility for listing on the California Register. The City's HRAC reviewed the Project plans and associated historic reports, which demonstrated that the Project would comply with the Secretary of the Interior's Standards and would not impact the Historic District's continued eligibility for listing in the California Register.

Impacts of Development Properties Adjacent to Historic Resources. Future development in the DPP area on properties adjacent to historic resources may materially alter the physical characteristics that convey the historic resource's significance and that justify its inclusion in the California Register or its local designation. Such an adverse change to a CEQA-defined historic resource would constitute a significant impact.

a) **Potential Impact.** The impact identified above is described and discussed on page 7-13 of the Draft SEIR.

b) **Mitigation Measures.** Final EIR Mitigation Measure 7-4 will be implemented for the Project as provided in the MMRP for the DTPP.

c) Findings for the 851 Main Street Project. Based on the Final SEIR and the entire record before the City, the City Council finds that Final EIR Mitigation Measure 7-4 would reduce the above impact of the 851 Main Street Project to **a less than significant** level because it would require the Project be reviewed by a qualified architect or architectural historian for its potential impacts on the adjacent historic resource, and to implement any site and architectural design modifications identified through this review process as necessary to avoid a "substantial adverse change" in the significance of the historic resource and protect its continued eligibility for listing on the California Register. The City's HRAC reviewed the Project plans and associated historic reports, mandated Project revisions to avoid a "substantial adverse change" in the significance of any adjacent historic resource, and concluded that the Project would not physically alter, demolish, or destroy any portion of an adjacent historic resource.

Impacts on Paleontological Resources. Project construction involving earth-moving and, in particular, deep grading activity, could potentially disrupt, alter or eliminate as-yet undiscovered paleontological resources. This would be a potentially significant impact.

a) Potential Impact. The impact identified above is described and discussed on page 7-14 of the Draft SEIR.

b) Mitigation Measures. Final EIR Mitigation Measure 7-5 will be implemented for the Project as provided in the MMRP for the DTPP.

c) Findings for the 851 Main Street Project. Based on the Final SEIR and the entire record before the City, the City Council finds that Final EIR Mitigation Measure 7-5 would reduce the impacts on paleontological resources to a **less than significant** level because it would require that prior to the issuance of grading or demolition permits, the City, in coordination with a qualified paleontologist, shall assess individual development project proposals within the DTPP area for the potential to destroy or damage unique paleontological resources. Should the paleontologist determine that the proposal has the potential to damage paleontological resources, the paleontologist shall provide to the City detailed procedures for the avoidance or preservation of these resources, or for complete data recovery concerning the resources.

Public Services

Emergency Response and Evacuation Impacts. Traffic from the Project would create additional traffic congestion on local roads, possibly interfering with emergency response or evacuation of the area by the RCPD, and thereby indirectly interfering with emergency response or evacuation plans.

a) Potential Impact. The impact identified above is described and discussed on page 8-3 of the Draft SEIR.

b) Mitigation Measures. Final EIR Mitigation Measure 8-1 will be implemented for the Project as provided in the MMRP for the DTPP.

c) Findings for the 851 Main Street Project. Based on the Final SEIR and the entire record before the City, the City Council finds that Final EIR Mitigation Measure 8-1 will reduce impacts on emergency response and evacuation to ***less than significant*** levels because it requires the City to implement signal detectors at selected intersections as needed to provide priority traffic signal timing for emergency response vehicles, with fair share participation in the cost of implementation by new development in the DTPP area, and this program is underway. Project design would also be required to comply with all applicable City and State codes and regulations pertaining to emergency access and security, and all standard requirements and procedures regarding emergency access are subject to review and approval by the City, so no additional impacts to emergency response and evacuation are anticipated and no additional mitigation is required.

Transportation and Circulation

Project Impacts to El Camino Real/Whipple Avenue Intersection, El Camino Real/Jefferson Avenue Intersection, Main Street/Woodside Road Intersection, Veterans Boulevard/Woodside Road Intersection, and Northbound and southbound US 101 (Impacts 9-1, 9-2, 9-3, 9-7, and 9-8 in the Final EIR). With the addition of the Project, these intersections and freeway segments may continue to operate at unacceptable levels of service, which would constitute a significant impact.

a) Potential Impact. The impacts identified above are described and discussed on pages 9-62 through 9-63 of the Draft SEIR. The Final EIR concluded that impacts to these intersections and freeway segments were significant and unavoidable.

b) Mitigation Measures. Final EIR Mitigation Measures 9-1 through 9-3, 9-7, and 9-8 will be implemented for the Project as provided in the MMRP for the DTPP.

c) Findings for the 851 Main Street Project. Based on the Final SEIR and the entire record before the City, the City Council finds that the proposed Project would not change the conclusions in the Final EIR because: (1) the transportation impact analysis prepared for the 851 Main Street Project determined that for those DTPP intersections where the 851 Main Street Project added fewer than 10 trips per lane, the Project impact was determined to be less-than-significant, since the added Project traffic would be nominal, and no further analysis was required; (2) the transportation impact analysis for the 851 Main Street Project was prepared based on known development plans in the immediate study area (not including freeway segments) and with the knowledge that the Final EIR analysis included regional growth (including freeway

segments) to cover the entire DTPP planning area; and (3) Final EIR mitigations still apply the Project. Therefore, the Project would result in a ***less than significant*** impact on these intersections and freeway operations.

However, based on the Final SEIR and the entire record before the City, the City Council still finds that impacts of development pursuant to the DTPP ***remain significant and unavoidable as to the rest of the DTPP area*** as follows:

(i) **Mitigation Measures.** Final EIR Mitigation Measures 9-1 through 9-3, 9-7, and 9-8 remain applicable to future development under the DTPP, as those mitigation measures could reduce the impacts to the affected intersections and freeway segments identified above and in the Final EIR. However, because of certain roadway constraints and/or the fact that certain improvements are within the jurisdiction of another authority, these mitigation measures remain infeasible.

(ii) **Remaining Impacts.** Because there are no feasible mitigation measures available to mitigate the significant impacts identified above, these impacts are considered significant and unavoidable.

(iii) **Overriding Considerations.** The environmental, social, economic and other benefits of the DTPP override the significant adverse impacts of the DTPP relating to increased traffic described above, as set forth in the Statement of Overriding Considerations below.

Project Impacts to Middlefield Road/Woodside Road Intersection, Broadway/Woodside Road Intersection, Veterans Boulevard/Whipple Avenue Intersection (Impacts 9-4, 9-5, and 9-6 in the Final EIR). With the addition of the Project, these intersections may continue to operate at unacceptable levels of service, which would constitute a significant impact.

a) **Potential Impact.** The impacts identified above are described and discussed on pages 9-63 and 9-64 of the Draft SEIR. The Final EIR concluded that impacts to these intersections were significant and unavoidable, except for Impact 9-6.

b) **Mitigation Measures.** Final EIR Mitigation Measures 9-4, 9-5, and 9-6 will be implemented for the Project as provided in the MMRP for the DTPP.

c) **Findings for the 851 Main Street Project.** Based on the FEIR and the entire record before the City, the City Council finds that the proposed Project would not change the conclusions of the Final EIR because: (1) Final EIR mitigations still apply to the Project; and (2) for these three intersections, the transportation impact analysis prepared for the 851 Main Street project determined that Project traffic added would not be considered significant, as discussed in sections 9.4.3 and 9.5.4 of the Draft SEIR. For the Middlefield Road/Woodside Road intersection, the Project would exacerbate unacceptable

LOS F operation during the AM and PM peak hours compared to Existing Conditions. However, the average delay at this signalized intersection would not increase by five or more seconds. For the Woodside Road/Broadway intersection, the Project would exacerbate unacceptable LOS F operation during the AM and PM peak hours, respectively, compared to Existing and Background No Project Conditions. However, the average delay at this signalized intersection under either Existing or Background plus Project Conditions would not increase by five or more seconds. Since approval of the DTPP, the 101/84 Interchange Project, which includes this intersection, has received approval and environmental clearance from Caltrans. Because the full cost of the Interchange is not included in the City's Transportation Impact Fee, projects that would contribute new trips to intersections within the Interchange project would be required to pay their fair share of the cost of the Interchange Project. Therefore, the 851 Main Street Project would be required to pay its fair share concurrent with building permit applications. For the Whipple Avenue/Veterans Boulevard intersection, the Project would exacerbate unacceptable LOS F operation during the PM peak hour compared to Background No Project Conditions. However, the average delay at this signalized intersection would not increase by five or more seconds. Therefore, impacts from the proposed 851 Main Street Project on these three intersections would be ***less than significant***.

However, based on the Final SEIR and the entire record before the City, the City Council still finds that impacts of development pursuant to the DTPP ***remain significant and unavoidable as to the rest of the DTPP area*** as follows:

(i) **Mitigation Measures.** Final EIR Mitigation Measures 9-4, 9-5, and 9-6 remain applicable to future development under the DTPP, as those mitigation measures could reduce the impacts to the affected intersections identified above and in the Final EIR. However, because of certain roadway constraints and/or the fact that certain improvements are within the jurisdiction of another authority, Final EIR Mitigation Measures 9-4 and 9-5 remain infeasible.

(ii) **Remaining Impacts.** Because there are no feasible mitigation measures available to mitigate the significant impacts identified above (Impacts 9-4 and Impact 9-5), these impacts are considered significant and unavoidable.

(iii) **Overriding Considerations.** The environmental, social, economic and other benefits of the DTPP override the significant adverse impacts of the DTPP relating to increased traffic described above, as set forth in the Statement of Overriding Considerations below.

Project Impacts to Non-DTPP Intersections of Middlefield Road/Jefferson Avenue and Main Street/Pine Street. With the addition of the Project, these intersections could operate at unacceptable levels of service, which would constitute a significant impact.

a) Potential Impact. The impact identified above is described and discussed on page 9-64 of the Draft SEIR. The Final EIR did not study these intersections.

b) Mitigation Measures. Supplemental Mitigation Measure 9-1 and Supplemental Mitigation Measure 9-2, as described in the Final SEIR, will reduce impacts to the Main Street/Pine Street intersection to a less than significant level. Supplemental Mitigation Measure 9-1 requires installation of either: (a) all-way-stop control; or (b) a traffic signal at the Main Street/Pine Street intersection. Under the all-way stop control option, the northbound right-turn movement from Main Street onto Woodside Road would continue to be set back from the intersection and would not be controlled by a stop sign. Vehicles in this movement would yield to vehicles on the on-ramp. Under the traffic signal option, the peak hour signal warrant analysis would not serve as the only basis for deciding the appropriate time to install a traffic signal. The full set of warrants would be investigated, based on a thorough study by an experienced engineer of traffic and roadway conditions at the Main Street/Pine Street intersection, before the decision to install a signal is made. Because installation of signals can lead to certain types of collisions, the City would undertake regular monitoring of actual traffic conditions and accident data, and a reevaluation of the full set of warrants, in order to prioritize and program the intersection for signalization. The all-way stop control could include some modifications to curb lines to align the intersection. Also, the applicant will pay the transportation impact fee to mitigate its impact on this intersection, concurrent with building permit applications for the 851 Main Street Project. Supplemental Mitigation Measure 9-2 requires implementation of Supplemental Mitigation Measure 9-1, as described above.

c) Findings for the 851 Main Street Project. The transportation impact analysis prepared for the proposed 851 Main Street Project determined that traffic generated by the proposed Project could result in project impacts that would be potentially significant for two study intersections not analyzed in the Final EIR (Middlefield Road/Jefferson Avenue and Main Street/Pine Street). For the Middlefield Road/Jefferson Avenue intersection, the Project would exacerbate unacceptable LOS E operation during the PM peak hour compared to Background No Project Conditions. However, the average delay at this signalized intersection would not increase by five or more seconds, which is the standard used by the City to determine whether a significant impact exists. Therefore, Project impacts to this intersection would be less than significant. For the Main Street/Pine Street intersection, the addition of Project traffic would exacerbate unacceptable intersection operations at this intersection during the PM peak hour under Existing plus Project Conditions, and the peak hour volume warrant would also be met. Also, the addition of Project traffic would exacerbate unacceptable

intersection operations at this intersection during the PM peak hour for the Background Plus Project Condition, and the peak hour volume warrant would also be met. Therefore, impacts from the proposed 851 Main Street Project on the Main Street/Pine Street intersection would be considered new impacts not identified in the Final EIR. However, with implementation of Supplemental Mitigation Measures 9-1 and 9-2, these impacts would be reduced to a ***less than significant*** level.

Project Impacts on Transit Service. The Project could place additional demand on existing Caltrain, Samtrans, shuttle, and other transit services.

a) Potential Impact. The impact identified above is described and discussed on page 9-65 of the Draft SEIR. The Final EIR concluded that impacts to transit service were significant and unavoidable.

b) Mitigation Measures. Final EIR Mitigation Measure 9-9 will be implemented for the Project as provided in the MMRP for the DTPP.

c) Findings for 851 Main Street Project. The proposed 851 Main Street Project would slightly increase the impacts to transit service, but the mitigation required by the Final EIR (Mitigation Measure 9-9) would remain the same. Because the proposed Project would result in an increase in peak hour trips compared to the DTPP, but would also result in an overall decrease in daily trips, additional transit trips resulting from the proposed Project would not substantially increase the severity of this DTPP impact.

However, based on the Final SEIR and the entire record before the City, the City Council still finds that impacts of development pursuant to the DTPP ***remain significant and unavoidable as to the rest of the DTPP area*** as follows:

(i) Mitigation Measures. Final EIR Mitigation Measure 9-9 remains applicable to future development under the DTPP, as that mitigation measure could reduce the impacts described above by requiring City coordination with Caltrain, SamTrans, and the High Speed Rail Authority to facilitate expanded transit services to the DTPP area in pace with DTPP-related increases in transit demand. However, because the implementation and timing of any expanded transit services outside the City's jurisdiction cannot be guaranteed, this impact is still considered ***significant and unavoidable***

(ii) Remaining Impacts. Because there are no feasible mitigation measures available to mitigate the significant impact identified above, this impact is considered significant and unavoidable.

(iii) Overriding Considerations. The environmental, social, economic and other benefits of the DTPP override the significant adverse

impacts of the DTPP relating to transit described above, as set forth in the Statement of Overriding Considerations below.

Cumulative Impacts on El Camino Real/Whipple Avenue Intersection, El Camino Real/Jefferson Avenue Intersection, Main Street/Woodside Road Intersection, Broadway/Chestnut Street Intersection, Bay Road/Woodside Road Intersection, Bradford Street/Main Street Intersection, Veterans Boulevard/Woodside Road Intersection, Northbound and Southbound US 101 Segment, and US 101/Woodside Road ramp (Final EIR Impacts 9-10, 9-11, 9-12, 9-17, 9-19, 9-20, 9-22, 9-23, and 9-24). With the addition of the Project plus cumulative conditions, these intersections may continue to operate at unacceptable levels of service, which would constitute a significant impact.

a) Potential Impact. The impact identified above is described and discussed on pages 9-65 to 9-66 of the Draft SEIR. The Final EIR concluded that impacts to these intersections and freeway segments were significant and unavoidable.

b) Mitigation Measures. Final EIR Mitigation Measures 9-10, 9-11, 9-12, 9-17, 9-19, 9-20, 9-22, 9-23, and 9-24 will be implemented for the Project as provided in the MMRP for the DTPP.

c) Findings for the 851 Main Street Project. Based on the Final SEIR and the entire record before the City, the City Council finds that the proposed Project would not change the conclusions in the Final EIR because: (1) the transportation impact analysis prepared for the 851 Main Street Project determined that for those DTPP intersections where the 851 Main Street Project added fewer than 10 trips per lane, the Project impact was determined to be less than significant, since the added Project traffic would be nominal, and no further analysis was required; (2) the transportation impact analysis for the 851 Main Street Project was prepared based on known development plans in the immediate study area (not including freeway segments) and with the knowledge that the Final EIR analysis included regional growth (including freeway segments) to cover the entire DTPP planning area; (3) Final EIR mitigations would apply to the Project. Also, the new 101/84 Interchange Project will improve traffic conditions along the Woodside corridor, and the Project will be required to pay its fair share for the 101/84 Interchange Project concurrent with building permit applications.

However, based on the Final SEIR and the entire record before the City, the City Council still finds that impacts of development pursuant to the DTPP ***remain significant and unavoidable as to the rest of the DTPP area*** as follows:

(i) Mitigation Measures. Final EIR Mitigation Measures 9-10, 9-11, 9-12, 9-17, 9-19, 9-20, 9-22, 9-23, and 9-24 remain applicable to

future development under the DTPP, as those mitigation measures could reduce the impacts to the intersections and freeway segments described above. However, because these mitigation measures require a variety of engineering solutions, often requiring new rights-of-way and collaboration with Caltrans, whose approval cannot be guaranteed, and because the City's General Plan contains policies and programs for Pedestrian Enhanced Design ("PED") intended to promote alternative modes of transportation in the DTPP area, the identified engineering solutions could conflict with these PED policies and programs. The identified impacts associated with those mitigation measures are therefore considered ***significant and unavoidable***.

(ii) **Remaining Impacts.** Because there are no feasible mitigation measures available to mitigate the significant impact identified above, these impacts are considered significant and unavoidable.

(iii) **Overriding Considerations.** The environmental, social, economic and other benefits of the DTPP override the significant adverse impacts of the DTPP relating to traffic described above, as set forth in the Statement of Overriding Considerations below.

Cumulative Impacts on Middlefield Road/Jefferson Avenue Intersection, Middlefield Road/Main Street Intersection, Middlefield Road/Woodside Road Intersection, Broadway/Walnut Street Intersection, Broadway/Woodside Road Intersection, Veterans Boulevard/Whipple Avenue Intersection (Final EIR Impacts 9-13, 9-14, 9-15, 9-16, 9-18, and 9-21). With the addition of the Project plus cumulative conditions, these intersections may continue to operate at unacceptable levels of service, which would constitute a significant impact.

a) **Potential Impact.** The impact identified above is described and discussed on pages 9-66 to 9-67 of the Draft SEIR. The Final EIR concluded that impacts to the intersections studied in Impacts 9-13, 9-14, 9-15, 9-16, and 9-18 were significant and unavoidable. The Final EIR concluded that impacts to the intersection studied in Impact 9-21 were less than significant.

b) **Mitigation Measures.** Final EIR Mitigation Measures 9-13, 9-14, 9-15, 9-16, 9-18, and 9-21 will be implemented for the Project as provided in the MMRP for the DTPP.

c) **Findings for 851 Main Street Project.** Based on the Final SEIR and the entire record before the City, the City Council finds that the proposed Project would not change the conclusions in the Final EIR because (1) the Final EIR mitigations would apply to the Project; and (2) for these six intersections, the transportation impact analysis prepared for the 851 Main Street project determined that cumulative project traffic would not be considered significant. For the Middlefield Road/Jefferson Avenue intersection, the Project would

exacerbate unacceptable LOS F operations during PM peak hour compared to Cumulative No Project Conditions. However, the average delay at this signalized intersection would not increase by five or more seconds. For the Main Street/Middlefield Road intersection, the Project would exacerbate unacceptable LOS F operations during the PM peak hour as compared to Cumulative No Project Conditions. However, the average delay at this signalized intersection would not increase by five or more seconds. For the Middlefield Road/Woodside Road intersection, the Project would exacerbate unacceptable LOS F operations during the AM and PM peak hours compared to Cumulative No Project Conditions. However, the average delay at this signalized intersection would not increase by five or more seconds. For the Walnut Street/Broadway intersection, the Project would degrade intersection operations from an acceptable LOS D to an unacceptable LOS F during the PM peak hour. However, the unsignalized intersection does not meet the peak hour volume signal warrant. For the Woodside Road/Broadway intersection, the Project would exacerbate unacceptable LOS F operations during the AM and PM peak hours compared to Cumulative No Project Conditions. However, the average delay at this signalized intersection would not increase by five or more seconds. Also, since approval of the DTPP, the 101/84 Interchange Project, which includes this intersection, has received approval and environmental clearance from Caltrans and the Project would be required to pay its fair share of the cost of the Interchange Project. For the Whipple Avenue/Veterans Boulevard intersection, the Project would exacerbate unacceptable LOS E operation during the AM peak hour and LOS F during the PM peak hour compared to Cumulative No Project Conditions. However, the average delay at this signalized intersection would not increase by five or more seconds. Therefore, cumulative impacts from the proposed 851 Main Street Project on these six intersections would be ***less than significant***.

However, based on the Final SEIR and the entire record before the City, the City Council still finds that impacts of development pursuant to the DTPP ***remain significant and unavoidable as to the rest of the DTPP area*** as follows:

(i) **Mitigation Measures.** Final EIR Mitigation Measures 9-13, 9-14, 9-15, 9-16, 9-18, and 9-21 remain applicable to future development under the DTPP, as those mitigation measures could reduce the impacts to the intersections and freeway segments described above. However, because these mitigation measures require a variety of engineering solutions, often requiring new rights-of-way and collaboration with Caltrans, whose approval cannot be guaranteed, and because the City's General Plan contains policies and programs for Pedestrian Enhanced Design ("PED") intended to promote alternative modes of transportation in the DTPP area, the identified engineering solutions could conflict with these PED policies and programs. The identified impacts are therefore considered ***significant and unavoidable*** (except for Impact 9-21 at Veterans/Whipple, which requires restriping of lanes with no additional right-of-way to reduce the impact to a less than significant level).

(ii) **Remaining Impacts.** Because there are no feasible mitigation measures available to mitigate the significant impacts identified above, these impacts (except for Impact 9-21) are considered significant and unavoidable.

(iii) **Overriding Considerations.** The environmental, social, economic and other benefits of the DTPP override the significant adverse impacts of the DTPP relating to traffic described above, as set forth in the Statement of Overriding Considerations below.

Non-DTPP Intersection Cumulative Plus Project Impacts. With the addition of the Project plus cumulative conditions, the Maple Street/Middlefield Road and Main Street/Pine Street intersections may operate at unacceptable levels of service, which would constitute a significant impact.

a) **Potential Impact.** The impact identified above is described and discussed on page 9-68 of the Draft SEIR. These intersections were not studied in the Final EIR.

b) **Mitigation Measures.** Supplemental Mitigation Measure 9-5, as described in the Final SEIR, will reduce impacts to the Main Street/Pine Street intersection to a less than significant level. Supplemental Mitigation Measure 9-5 requires installation of a traffic signal at the Main Street/Pine Street intersection, and for the 851 Main Street Project and future DTPP project applicants to pay the transportation impact fee to mitigate impacts to this intersection

c) **Findings for 851 Main Street Project.** Based on the Final SEIR and the entire record before the City, the City Council finds that the transportation impact analysis prepared for the proposed Project determined that traffic generated by the proposed 851 Main Street Project could result in cumulative Project impacts that would be potentially significant for two study intersections not analyzed in the Final EIR. For the Maple Street/Middlefield Road intersection, the Project would exacerbate unacceptable LOS F operations during the PM peak hour under Cumulative plus Project Conditions, but the average delay at this signalized intersection would not increase by five or more seconds. For the Main Street/Pine Street intersection, the addition of Project traffic would exacerbate unacceptable intersection operations at this intersection during the PM peak hour under Cumulative plus Project Conditions, and the peak-hour volume warrant would also be met. However, with implementation of Supplemental Mitigation 9-5, this impact would be reduced to a ***less than significant*** level.

Non-DTPP Intersection Cumulative No Project Impacts. Without the addition of the Project but with existing cumulative conditions, the Maple Street/Middlefield Road and Main Street/Pine Street intersections may operate at unacceptable levels of service, which would constitute a significant impact.

a) Potential Impact. The impact identified above is described and discussed on page 9-68 of the Draft SEIR. These intersections were not studied in the Final EIR.

b) Mitigation Measures. Supplemental Mitigation Measure 9-3 and Supplemental Mitigation Measure 9-4, as described in the Final SEIR, will reduce impacts to these intersections to a less than significant level. Supplemental Mitigation Measure 9-3 requires restriping of the westbound approach to Maple Street/Middlefield Road, which would provide a dedicated left-turn lane, one through lane, and one right-turn lane and the number of eastbound receiving lanes on the east leg would be reduced from two to one. Further, improvements for the Maple Street/Middlefield Road and Main Street/Middlefield Road intersections will be considered in tandem, certain portions of Final EIR Mitigation Measure 9-14 will be eliminated in order to mitigate the impacts at the Main Street/Middlefield Road intersection. And finally, the Project will be required to pay its fair share toward the cost of implementing improvements to the intersection above and beyond those required by Final EIR Mitigation Measure 9-14. Supplemental mitigation Measure 9-4 requires installation of a traffic signal at the Main Street/Pine Street intersection, and for the 851 Main Street Project and future DTPP project applicants to pay the transportation impact fee to mitigate impacts to this intersection.

c) Findings for 851 Main Street Project. Based on the Final SEIR and the entire record before the City, the City Council finds that the transportation impact analysis prepared for the proposed 851 Main Street Project determined that traffic generated by the DTPP even without the 851 Main Street project would result in new cumulative impacts that would be potentially significant for two study intersections not analyzed in the Final EIR. For the Maple Street/Middlefield Road intersection, under Cumulative No Project Conditions, PM peak hour traffic delay would exceed City thresholds without the Project. For the Main Street/Pine Street intersection, under Cumulative No Project Conditions, PM peak hour traffic delay for the Main Street/Pine Street intersection would exceed City thresholds without the Project. These cumulative impacts on the Maple Street/Middlefield Road and Main Street/Pine Street intersections without the proposed 851 Main Street Project would be considered new cumulative impacts not identified in the Final EIR. However, with implementation of Supplemental Mitigation Measure 9-3 and Supplemental Mitigation Measure 9-4, these impacts would be reduced to ***less than significant*** levels.

Noise and Vibration

Exposure to Noise Levels Exceeding Standards. The occupants of new multifamily residential development around the Project area could be exposed to noise levels in excess of City General Plan Noise Element land use/noise compatibility guidelines and State Title 24 standards.

a) **Potential Impact.** The impact identified above is described and discussed on pages 11-6 to 11-7 of the Draft SEIR.

b) **Mitigation Measures.** Final EIR Mitigation Measure 11-1 is not required for the Project, but will continue to be required for development within the DTPP area.

c) **Findings for the 851 Main Street Project.** The proposed Project would not involve the placement or siting of new sensitive receptors, but would result in new retail and office land uses at 851 Main Street. These facilities are anticipated to operate primarily during daytime hours (7 AM to 7 PM), with limited evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) activities. According to the Redwood City General Plan Noise Guidelines for Land Use Planning (see Table 11.5 in the DTPP EIR), the satisfactory noise level for a commercial land use is less than 70 CNEL. The ambient noise monitoring conducted indicates existing daytime noise levels along Main Street are in the range of approximately 63 to 66 dBA Leq, and existing daytime noise levels along Walnut Street are in the range of about 53 to 69 dBA Leq. Evening and nighttime levels along both Main Street and Walnut Street are presumed to be lower, as businesses close and there is less vehicle traffic on the local roadway system. As such, the proposed retail and office land uses would not be exposed to noise levels in excess of 70 CNEL. The proposed Project would not expose sensitive receptors to levels that exceed noise standards and, therefore, would not result in a new potentially significant or substantially more severe significant impact than that identified in the Final EIR. Therefore, this impact would remain ***less than significant***, and Final EIR Mitigation Measure 11-1 is not required for this Project (although it continues to be required for the rest of the DTPP area).

Project-Related Permanent Ground-Borne Vibration Impacts. Where new residential or other vibration sensitive uses are proposed within 100 feet or less of the nearest tracks, a potentially significant intermittent vibration impact could occur.

a) **Potential Impact.** The impact identified above is described and discussed on page 11-7 of the Draft SEIR.

b) **Mitigation Measures.** Final EIR Mitigation Measure 11-2 is not required for the Project, but will continue to be required for development within the DTPP area.

c) **Findings for the 851 Main Street Project.** The proposed Project is not located within 100 feet of the centerline of any railroad track or other

substantial source of vibration. The closest railroad to the proposed project at 851 Main Street is the Caltrain corridor, which is located more than 900 feet away from the closest Project boundary. **No impact** would occur because of the proposed Project, and Final EIR Mitigation Measure 11-2 is not required for this Project (although it continues to be required for the rest of the DTPP area).

Project-Related Temporary Construction Ground-Borne Vibration Impacts. Demolition and construction activities could generate substantial temporary ground-borne vibration (e.g., from pile driving) exceeding standard vibration thresholds, which could interfere with normal activities or cause a nuisance for or damage to adjacent properties.

a) Potential Impact. The impact identified above is described and discussed on pages 11-7 to 11-8 of the Draft SEIR.

b) Mitigation Measures. Final EIR Mitigation Measure 11-3 will be implemented for the Project as provided in the MMRP for the DTPP.

c) Findings for the 851 Main Street Project. Construction of the proposed Project would result in the partial and full demolition of existing buildings, excavation, shoring, building construction, and other construction activities in close proximity to other historical buildings and facades. The following recommendations for protecting vibration sensitive buildings have been included in the Project's design: (1) foundation extension (underpinning) beneath the IOOF building's south wall (the closest historical structure) to transfer foundation loads and provide later support, (2) careful observation of any dewatering activities to limit potential settlement, and (3) use of hand operated equipment within 25 feet of adjacent buildings to reduce possible vibration impacts. Mitigation 11-3 requires projects to reduce groundborne vibration levels by implementing vibration-reduction measures such as equipment operating restrictions, public notifications, vibration minimization techniques (e.g., pre-drilling), pre-construction surveys, and construction monitoring, and will reduce any impacts to a **less than significant** level.

Temporary Construction Noise Impacts. Demolition and construction activities of the Project area could temporarily increase noise levels at nearby residential and commercial receptors that exceed the City's land use/noise compatibility guidelines.

a) Potential Impact. The impact identified above is described and discussed on page 11-8 of the Draft SEIR.

b) Mitigation Measures. Final EIR Mitigation Measure 11-4 will be implemented for the Project as provided in the MMRP for the DTPP.

c) Findings for the 851 Main Street Project. Construction of the proposed Project would result demolition, excavation, building construction, and other construction activities in close proximity to the adjacent sensitive residential

receptors, such as the Redwood Plaza Village on Main Street (located approximately 65 feet from the project site), the City Center Plaza on Main Street (located approximately 100 feet from the project site), and the Redwood City Commons on Walnut Street (located approximately 75 feet from the project site). Final EIR Mitigation Measure 11-4 requires the Project to reduce demolition and construction noise impacts by implementing noise-reduction measures such as: (1) the preparation and distribution of a detailed construction plan to noise-sensitive land uses within 500 feet of the construction site, (2) limiting noise-generating construction activity to 7 AM to 8 PM Monday through Friday (consistent with the Redwood City Municipal Code), (3) the use of temporary barriers and noise blankets as necessary, and (4) the designation of a noise disturbance coordinator to address construction noise complaints. Final EIR Mitigation Measure 11-4 would reduce any impacts to a ***less than significant*** level.

Air Quality

Exposure of Existing Sensitive Receptors to Substantial Air Pollutant Concentrations. The Project could expose sensitive receptors to toxic air contaminants (TACs) and particulate (PM_{2.5}), including diesel-powered construction equipment.

a) Potential Impact. The impact identified above is described and discussed on pages 12-15 to 12-26 of the Draft SEIR.

b) Mitigation Measures. Supplemental Mitigation Measure 12-1 will require implementation of BAAQMD-recommended additional construction measures, construction equipment restrictions, and preparation of an alternative construction risk reduction plan which would limit construction activities and require the implementation of controls that would reduce predicted adverse construction health risks to less than significant levels.

c) Findings for 851 Main Street Project. Based on the Final SEIR and the entire record before the City, the City Council finds that the Project could result in potential adverse health effects from diesel-powered construction equipment. A Health Risk Assessment prepared for the Project indicates that construction emission of diesel particulate matter and PM_{2.5} would not exceed BAAQMD-recommended thresholds of significance with the inclusion of Supplemental Mitigation Measure 12-1. Final EIR Mitigation Measure 12-1 would reduce any impacts to a ***less than significant*** level.

Potential Impacts From Odors. Construction and operation of the Project could result in objectionable odors.

a) Potential Impact. The impact identified above is described and discussed on pages 12-26 and 12-27 of the Draft SEIR.

b) Mitigation Measures. Final EIR Mitigation Measure 12-2 will be

implemented for the Project as provided in the MMRP for the DTPP.

c) Findings for the 851 Main Street Project. Based on the Final SEIR and the entire record before the City, the City Council finds that construction related activities may result in fuel, solvent, paint, and other odors associated equipment operation, material deliveries, and application of architectural coatings. Such odors may be noticeable at adjacent facilities, but would be temporary in nature, occurring mostly during the daytime, and would not persist for substantial periods of time (i.e., odors may persist for a few hours at most during architectural coating application). Operational use of the proposed mixed-use Project could result in food service uses (e.g., restaurants) in close proximity or in the same building as odor-sensitive uses (e.g., office spaces). Such food service uses can generate localized odors as a result of cooking processes (which may or may be considered objectionable) and waste disposal. Final EIR Mitigation Measure 12-2 requires food service land uses to implement odor reduction measures to the City's satisfaction, including grease filtration or grease removal systems, baffle filters, electrostatic precipitators, water cooling/cleaning units, disposable pleated or bag filters, activated carbon filters, oxidizing pellet beds, catalytic conversion, proper packaging and frequency of food waste disposal, and/or consideration of exhaust stack and vent location with respect to receptors in order to reduce odor impacts of DTPP-facilitated mixed use development to a less than significant level. Final EIR Mitigation Measure 12-2 would reduce any impacts to a ***less than significant*** level.

Climate Change

Flooding Impacts Related to Sea Level Rise. The Project area and the DTPP area could be subject to flooding due to sea level rise associated with global climate change.

a) Potential Impact. The impact identified above is described and discussed on page 13-11 of the Draft SEIR.

b) Mitigation Measures. Final EIR Mitigation Measure 13-1 is not required for the Project, nor will it be required for future development of the DTPP area.

c) Findings for the 851 Main Street Project and the DTPP area. Based on the Final SEIR and the entire record before the City, the City Council finds that development under the proposed Project could be exposed to flooding impacts related to sea level rise; however, the California Supreme Court's decision in *California Building Industry Association (CBIA) v. Bay Area Air Quality Management District* (2015) confirmed that CEQA, with several specific exceptions, is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Sea level rise is addressed in the City's CAP and General Plan policies, especially in the Built Environment, Public Safety, and Natural Resources chapters. The City

continues to develop and implement strategies and programs for addressing anticipated sea level rise. Because the 851 Main Street Project would not exacerbate sea level rise, Project-specific mitigations are not required; therefore, Final EIR Mitigation Measure 13-1 is not required. Finally, based on the *CBIA* court decision, flooding impacts related to sea level rise is ***no longer considered an impact under CEQA***.

Biological Resources

Impacts on Special-Status Species and Sensitive Natural Communities. Development adjacent to Redwood Creek may result in the loss of special-status northern coastal salt marsh community and special-status species.

a) **Potential Impact.** The impact identified above is described and discussed on pages 15-3 and 15-4 of the Draft SEIR.

b) **Mitigation Measures.** Final EIR Mitigation Measure 15-1 is not required for the Project, but will continue to be required for future DTPP development as provided in the MMRP for the DTPP.

c) **Findings for the 851 Main Street Project.** Based on the Final SEIR and the entire record before the City, the City Council finds that the proposed 851 Main Street Project would not change the conclusions of the Final EIR because: (1) new residential, retail, and lodging developments and City-initiated improvements are still permitted under the adopted DTPP MAD caps, with or without the proposed 851 Main Street project; (2) these available developments and improvements could be allowed adjacent to Redwood Creek; and (3) Final EIR Mitigation Measure 15-1 (Impacts on Special-Status Species and Sensitive Natural Communities) would still apply to such development and improvements to reduce the impact on special-status species and sensitive natural communities to a less-than-significant level. However, (1) because the 851 Main Street Project site is located about 1,200 feet south of Redwood Creek, where it daylights near Bradford Street, and (2) due to intervening development between the Project site and the creek, the 851 Main Street Project itself would not result in impacts on special-status species. Therefore, ***no additional impact*** would occur because the proposed Project is not located adjacent to Redwood Creek; however, future DTPP-facilitated development adjacent to Redwood Creek will still require implementation of Final EIR Mitigation Measure 15-1.

Impacts on Riparian Habitats. Development adjacent to Redwood Creek may result in the loss of riparian habitats.

a) **Potential Impact.** The impact identified above is described and discussed on page 15-4 of the Draft SEIR.

b) **Mitigation Measures.** Final EIR Mitigation Measure 15-1 is not required for the Project, but will continue to be required for future DTPP

development as provided in the MMRP for the DTPP.

c) Findings for the 851 Main Street Project. Based on the Final SEIR and the entire record before the City, the City Council finds that the proposed 851 Main Street Project would not change the conclusions of the Final EIR based on the following information: (1) new residential, retail, and lodging developments and City-initiated improvements are still permitted under the adopted DTPP MAD caps, with or without the proposed 851 Main Street Project; (2) these available developments and improvements could be allowed adjacent to Redwood Creek; and (3) Final EIR Mitigation Measure 15-1 (Impacts on Special-Status Species and Sensitive Natural Communities) would still apply to such development and improvements to reduce the that impact on riparian habitats to a less than significant level. However, (1) because the 851 Main Street Project site is located about 1,200 feet south of Redwood Creek, where it daylights near Bradford Street, and (2) due to intervening development between the Project site and the creek, the 851 Main Street Project itself would not result in impacts on riparian habitat identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, ***no additional impact*** would occur because the proposed Project is not located adjacent to Redwood Creek; however, future DTPP-facilitated development adjacent to Redwood Creek will still require implementation of Final EIR Mitigation Measure 15-1.

Impacts on Jurisdictional Wetlands and Regulated Waters. Development adjacent to Redwood Creek may result in loss or disturbance of jurisdictional wetlands or regulated waters.

a) Potential Impact. The impact identified above is described and discussed on page 15-4 of the Draft SEIR.

b) Mitigation Measures. Final EIR Mitigation Measure 15-2 is not required for the Project, but will continue to be required for future DTPP development as provided in the MMRP for the DTPP.

c) Findings for the 851 Main Street Project. Based on the Final SEIR and the entire record before the City, the City Council finds that the proposed 851 Main Street Project would not change the conclusions of the Final EIR based on the following information: (1) new residential, retail, and lodging developments and City-initiated improvements are still permitted under the adopted DTPP MAD caps, with or without the proposed 851 Main Street Project; (2) these available developments and improvements could be allowed adjacent to Redwood Creek; and (3) Final EIR Mitigation Measure 15-2 (Jurisdictional Wetland Impacts) would still apply to such development and improvements to reduce the that impact on jurisdictional wetlands and regulated waters to a less than significant level. However, (1) because the 851 Main Street Project site is located about 1,200 feet south of Redwood Creek, where it daylights near Bradford Street, and (2) due to intervening development between the Project site

and the creek, the 851 Main Street Project itself would not result in impacts on jurisdictional wetlands or regulated waters. Therefore, ***no additional impact*** would occur because the proposed Project is not located adjacent to Redwood Creek; however, future DTPP-facilitated development adjacent to Redwood Creek will still require implementation of Final EIR Mitigation Measure 15-2.

Wildlife Movement and Migratory Wildlife Impacts. Grading and construction activities associated with the Project could impact nesting birds.

a) Potential Impact. The impact identified above is described and discussed on pages 15-5 to 15-6 of the DEIR.

b) Mitigation Measures. Final EIR Mitigation Measure 15-3 will be implemented for the Project as provided in the MMRP for the DTPP.

c) Findings for the 851 Main Street Project. Based on the Final SEIR and the entire record before the City, the City Council finds that the proposed 851 Main Street Project would not change the conclusions of the Final EIR based on the following information: (1) grading and construction still would occur in the DTPP area; and (2) the 851 Main Street Project would include tree removal and trimming, as well as ground disturbing activities. Final EIR Mitigation 15-3 will be required as a condition of Project approval and requires: (1) tree removal and trimming, as well as ground disturbing activities, to take place outside the breeding season (February 15 to August 31); or (2) site-specific nesting bird surveys in conformance with CDFW protocols. This measure would reduce the potential impacts of the project on migratory wildlife to a ***less than significant*** level.

Potential Loss of Heritage Trees. The Project may result in the removal of heritage trees as defined by the City's Tree Preservation Ordinance (Municipal Code chapter 35).

a) Potential Impact. The impact identified above is described and discussed on page 15-5 of the Draft SEIR.

b) Mitigation Measures. Final EIR Mitigation Measure 15-4 will be implemented for the Project as provided in the MMRP for the DTPP.

c) Findings for the 851 Main Street Project. Based on the Final SEIR and the entire record before the City, the City Council finds that the proposed 851 Main Street Project would not change the conclusions of the Final EIR based on the following information: (1) development still could result in the removal of heritage trees; and (2) the 851 Main Street Project would be subject to the City's Tree Preservation Ordinance. Final EIR Mitigation Measure 15-4 requires compliance with the Tree Preservation Ordinance prior to individual project approval, which would reduce the potential impacts of the project on Heritage and protected trees (as defined by the City's Tree Preservation

Ordinance) to a less than significant level. The three street trees to be removed are regulated under chapter 29 of the Municipal Code. Final EIR Mitigation Measure 15-4 requires obtaining a tree removal permit for any tree proposed to be removed, and the replacement of removed trees. The Project proposes to remove four trees (three street trees along Main Street and one non-street tree at the proposed project driveway on Walnut Street), and proposes to plant three new street trees along Main Street and four new street trees along Walnut Street. Therefore, the Project would not require a change to the impact or mitigation. Final EIR Mitigation Measure 15-4 remains applicable to the proposed 851 Main Street Project and remains sufficient to reduce this impact to ***a less than significant*** level.

Impacts on Fish and Wildlife Populations. Development adjacent to Redwood Creek may result in impacts to fish and wildlife populations.

a) Potential Impact. The impact identified above is described and discussed on pages 15-5 to 15-6 of the Draft SEIR.

b) Mitigation Measures. Final EIR Mitigation Measure 15-1 is not required for the Project, but will continue to be required for future DTPP development as provided in the MMRP for the DTPP.

c) Findings for the 851 Main Street Project. Based on the Final SEIR and the entire record before the City, the City Council finds that the proposed 851 Main Street Project would not change the conclusions of the Final EIR based on the following information: (1) new residential, retail, and lodging developments and City-initiated improvements are still permitted under the adopted DTPP MAD caps, with or without the proposed 851 Main Street Project; (2) these available developments and improvements could be allowed adjacent to Redwood Creek; and (3) Final EIR Mitigation Measure 15-1 (Impacts on Special-Status Species and Sensitive Natural Communities) would still apply to such development and improvements to reduce the that impact on fish and wildlife populations to a less-than-significant level. However, (1) because the 851 Main Street Project site is located about 1,200 feet south of Redwood Creek, where it daylights near Bradford Street, and (2) due to intervening development between the Project site and the creek, the 851 Main Street Project itself would not result in impacts on the sustainability of fish and wildlife populations. Therefore, ***no additional impact*** would occur because the proposed Project is not located adjacent to Redwood Creek; however, future DTPP-facilitated development adjacent to Redwood Creek will still require implementation of Final EIR Mitigation Measure 15-1.

Geology and Soils

Expansive Soils Impacts. The proposed Project may be subject to hazards from expansive soils.

a) Potential Impact. The impact identified above is described and discussed on page 16-8 of the Draft SEIR.

b) Mitigation Measures. Final EIR Mitigation Measure 16-1 will be implemented for the Project as provided in the MMRP for the DTPP.

c) Findings for the 851 Main Street Project. Based on the Final SEIR and the entire record before the City, the City Council finds that the proposed 851 Main Street Project would not change the conclusions of the Final EIR because development would still be allowed in areas that may include expansive soils, but a site-specific geotechnical report for the proposed 851 Main Street Project was prepared as required by Final EIR Mitigation Measure 16-1 which concluded that at-grade improvements could be sensitive to shrink-swell effects from expansive soil caused by varying moisture content of near-surface soil. Therefore, careful management of surface and subsurface drainage would be required to prevent moisture from collecting and cracking at-grade foundations, floor slabs, the garage slab, and sidewalks. All solutions identified in the project geotechnical report would be subject to City review and approval for feasibility and effectiveness. Therefore, Final EIR Mitigation Measure 16-1 remains applicable to the proposed 851 Main Street Project and remains sufficient to reduce this impact to ***a less than significant*** level.

Corrosive Soils Impacts. Development of the Project site, in particular water distribution system pipelines, other buried metal infrastructure and building materials, and concrete reinforcement, would be subject to damage and failure, and require high levels of maintenance or early replacement, due to the presence of extremely corrosive soils within the DTPP area.

a) Potential Impact. The impact identified above is described and discussed on page 16-8 of the Draft SEIR.

b) Mitigation Measures. Final EIR Mitigation Measure 16-2 will be implemented for the Project as provided in the MMRP for the DTPP.

c) Findings for the 851 Main Street Project. Based on the Final SEIR and the entire record before the City, the City Council finds that the proposed 851 Main Street Project would not change the conclusions of the Final EIR because the Project would be subject to Final EIR Mitigation Measure 16-2, which specifies that buried metal infrastructure have cathodic protecting using a sacrificial anode system that conforms to Part VII (G) of the City's water system design criteria and standard specification details Section 02661. Additionally, concrete mixes must conform to Caltrans specifications for Protection of Reinforcement Against Corrosion Due to Chlorides, Acids, and Sulfates as outlined in the Memo to Designers 10-5, January 2002. Therefore, Final EIR Mitigation Measure 16-2 remains applicable to the proposed 851 Main Street Project and remains sufficient to reduce this impact to ***a less than significant***

level.

Soil Erosion and Sedimentation. Grading for the Project would temporarily disturb the site's existing topography and vegetative cover, leaving soils exposed to wind and water erosion during the construction period. Eroded soils could be washed into on-site or off-site drainage facilities. Resulting sedimentation could affect the flows in these drainage facilities, increasing flooding potential and maintenance problems and degrading water quality.

a) Potential Impact. The impact identified above is described and discussed on page to 16-9 of the Draft SEIR.

b) Mitigation Measures. Final EIR Mitigation Measure 16-3 will be implemented for the Project as provided in the MMRP for the DTPP.

c) Findings for the 851 Main Street Project. Based on the Final SEIR and the entire record before the City, the City Council finds that the proposed 851 Main Street Project would not change the conclusions of the Final EIR because grading activities still would leave soils exposed to wind and water erosion, and the Project would be subject to DTPP EIR Mitigation 16-3 which requires the preparation of an erosion control plan subject to City approval and consistent with the required San Mateo County Stormwater Pollution Prevention Plan (SWPPP) Best Management Practices. The plan shall be implemented during Project construction and would reduce the potentially significant impact on soil erosion and sedimentation to a less than significant level. Therefore, Final EIR Mitigation Measure 16-3 remains applicable to the proposed 851 Main Street Project and remains sufficient to reduce this impact to **a less than significant** level.

Cumulative Impacts

Cumulative Transportation and Circulation Impacts. The Project could cause cumulative transportation and circulation impacts.

a) Potential Impact. The impact identified above is described and discussed on pages 17-7 through 17-8 of the Draft SEIR.

b) Mitigation Measures. Final EIR Mitigation Measures 9-10 through 9-24 will continue to be implemented for the Project and the DTPP as provided in the MMRP for the DTPP and as described in the Final SEIR to address cumulative traffic impacts; however, all but Final EIR Mitigation Measure 9-21 would still result in significant and unavoidable impacts. Implementation of Supplemental Mitigation Measures 9-1 through 9-5 would reduce cumulative impacts of the Project to less than significant levels.

c) Findings for 851 Main Street Project. As described in the Transportation and Circulation section above, the cumulative impacts of the

Project on six of the intersections experiencing cumulative traffic impacts would be ***less than significant***. Also, new cumulative impacts on two intersections not analyzed in the Final EIR would be ***less than significant*** with implementation of Supplemental Mitigation Measures 9-3 through 9-5, as described in the Transportation and Circulation section above. Therefore, the Project's new contribution to cumulative transportation and circulation impacts would be ***less than significant***.

However, based on the Final SEIR and the entire record before the City, the City Council still finds that impacts of development pursuant to the DTPP ***remain significant and unavoidable as to the rest of the DTPP area*** as follows:

(i) **Mitigation Measures.** Final EIR Mitigation Measures 9-10 through 9-24 and Supplemental Mitigation Measures 9-3 through 9-5 would reduce corresponding cumulative Project and DTPP development impacts. However, Final EIR Mitigation Measures 9-10 through 9-20 and 9-22 through 9-24 would still result in ***significant and unavoidable*** impacts as described in the Transportation and Circulation section above.

(ii) **Remaining Impacts.** Because there are no feasible mitigation measures available to mitigate the significant impacts identified above, these impacts are considered significant and unavoidable.

(iii) **Overriding Considerations.** The environmental, social, economic and other benefits of the DPP override the significant adverse transportation and circulation impacts of the DTPP described above, as set forth in the Statement of Overriding Considerations below.

IV. Findings Regarding Project Alternatives

As required under CEQA Guidelines section 15163, the scope and content of this supplement to the Final EIR is limited to additions and changes necessary to make the previously-certified Final EIR adequate for the DTPP as revised by the 851 Main Street Project. Consequently, the Final SEIR addresses only the environmental issues that are raised by the differences between the approved DTPP and the proposed 851 Main Street Project (which includes a General Plan Amendment and a Precise Plan Amendment to exceed the development cap allowance for office uses). The scope of any further alternatives analysis would therefore be limited to a discussion of alternatives to the proposed 851 Main Street Project that would avoid or substantially lessen the significant effects resulting from the Project above and beyond the Final EIR alternatives analysis.

As discussed in the various SEIR chapters analyzing environmental topics (e.g., Cultural and Historic Resources, Public Services, Transportation and Circulation, Noise, Air Quality, Biological Resources, Geology and Soils), the 851 Main Street Project would not result in a significant Project impact that could not

be mitigated to a less than significant level, nor would the supplemental mitigation measures create secondary environmental impacts. Therefore, no further discussion of alternatives to the proposed 851 Main Street Project is required because the Project already avoids or lessens any of its potentially significant impacts to less than significant levels.

V. Statement of Overriding Considerations.

As described in the above Findings, the 851 Main Street Project will not result in any significant impacts that could not be mitigated to a less than significant levels, nor will the 851 Main Street Project contribute to cumulative significant impacts. Therefore, pursuant to Public Resources Code Section 21081 and Section 15093 of the CEQA Guidelines, this City Council adopts and makes the following Statement of Overriding Considerations regarding the significant unavoidable impacts that were previously identified in the Final EIR and that remain for future DTPP implementation under the Final EIR following approval of the 851 Main Street Project (collectively, for purposes of this Statement of Overriding Considerations, the “Project”)

The City finds and determines that: (i) the majority of the significant impacts of the Project will be reduced to less than significant and acceptable levels by the mitigation measures described in the Final EIR and Final SEIR and approved and adopted by these Findings; (ii) the City’s approval of the Project will result in certain significant adverse environmental effects that cannot be avoided even with the incorporation of all feasible mitigation measures into the Project; and (iii) there are no other feasible mitigation measures or feasible Project alternatives that would avoid or substantially lessen the remaining significant environmental effects. The significant effects that have not been mitigated to a less than significant level and are therefore considered significant and unavoidable are:

- Impact 7-2: Impacts of Development on Properties that Contain Historic Resources
- Impact 9-1: Project Impact on El Camino Real/Whipple Avenue Intersection
- Impact 9-2: Project Impact on El Camino Real/Jefferson Avenue Intersection
- Impact 9-3: Project Impact on Main Street/Woodside Road Westbound Ramps Intersection
- Impact 9-4: Project Impact on Middlefield Road/Woodside Road Intersection

- Impact 9-5: Project Impact on Broadway/Woodside Road Intersection
- Impact 9-7: Project Impact on Veterans Boulevard/Woodside Road Intersection
- Impact 9-8: Project Impacts on Freeway Segments
- Impact 9-9: Impacts on Transit Service
- Impact 9-10: Cumulative Impact on El Camino Real/Whipple Avenue Intersection
- Impact 9-11: Cumulative Impact on El Camino Real/Jefferson Avenue Intersection
- Impact 9-12: Cumulative Impact on Main Street/Woodside Road Westbound Ramps Intersection
- Impact 9-13: Cumulative Impact on Middlefield Road/Jefferson Avenue Intersection
- Impact 9-14: Cumulative Impact on Middlefield Road/Main Street Intersection
- Impact 9-15: Cumulative Impact on Middlefield Road/Woodside Road Intersection
- Impact 9-16: Cumulative Impact on Broadway/Walnut Street Intersection
- Impact 9-17: Cumulative Impact on Broadway/Chestnut Street Intersection
- Impact 9-18: Cumulative Impact on Broadway/Woodside Road Intersection
- Impact 9-19: Cumulative Impact on Bay Road/Woodside Road Intersection
- Impact 9-20: Cumulative Impact on Bradford Street/Main Street Intersection
- Impact 9-22: Cumulative Impact on Veterans Boulevard/Woodside Road Intersection.

- Impact 9-23: Cumulative Impacts on Freeway Segments.
- Impact 9-24: Cumulative Impact on Freeway Ramp Operations.

Despite these potentially significant effects, it is the City's considered judgment that the benefits offered by the Project outweigh the potentially adverse effects of these significant impacts. The substantial evidence supporting the following described benefits of the Project can be found in the preceding Findings, which are herein incorporated by reference, in the Downtown Precise Plan itself, and in the record of proceedings as defined in Section II, above. Each overriding consideration set forth below constitutes a separate and independent ground for finding that the benefits of the Project outweigh its potential adverse effects and each such consideration, standing alone, warrants approval of the Project.

The Downtown Precise Plan is intended to implement the growth, land use, sustainability and historic resources policies of the new 2010 Redwood City General Plan, which will guide growth in the City through the first thirty years of the 21st century. The City's population is expected to increase to more than 92,000 persons by 2030, an increase of more than 21%, or more than 16,000 persons over its current population. Growth that occurs haphazardly, without considered planning and forethought, has been demonstrated to result in unsustainable communities that lead to unsustainable lifestyles—'sprawl' development that requires more infrastructure to serve fewer people, puts greater distances between employees and employers thereby increasing commute times, and requires more, and more inefficient, uses of energy. Redwood City's recently-approved General Plan was designed to produce a community that would serve as a model for sustainable growth and sustainable lifestyles, and its vision, goals, and policies for the downtown area are an important component of the General Plan. The Downtown Precise Plan would implement and carry out this vision, and these goals and policies, and enable the City to realize the benefits promised by the General Plan. Those benefits, which are also benefits of the Downtown Precise Plan, include the following:

1. Implementing the General Plan's goals and policies relating to sustainable growth. The new General Plan contains numerous policies and programs designed and intended to promote sustainable growth and development. The policies and programs relating to the downtown area are an important component of this plan. The City's vision for the downtown area is described generally at pages BE-47 and BE-74 of the new General Plan, which contains numerous goals, policies and programs designed to achieve this vision. Adoption and implementation of the proposed Downtown Precise Plan is a necessary and important step in achieving this vision. The DTPP will facilitate and extend the General Plan vision by providing specific regulations intended to create a vibrant urban center in the downtown area, consistent with the General Plan vision. (DTPP, Book I, pp. 19-28, and Book II)

2. Reducing the number of vehicle trips that occur in the City and the number of vehicle miles traveled by residents of the City. Motor vehicle trips are the biggest source of air pollution and greenhouse gas emissions in California. Reducing the number and length of vehicle trips by residents of Redwood City will benefit Redwood City residents, both directly and indirectly, by improving local air quality, alleviating traffic congestion on local streets and roadways, contributing to regional and statewide efforts to reverse or slow global warming, reducing local energy consumption, and contributing to broader efforts to reduce our nation's dependency on foreign oil and petroleum products. Adoption and implementation of the proposed DPP will enable substantial residential growth in close proximity to public transit, employment opportunities, entertainment and recreational opportunities, retail and commercial providers, and other necessary services, thereby eliminating and/or shortening the length of a significant number of vehicle trips in the City. In addition, shortening the length of commuter trips and other vehicle trips will reduce the time spent in vehicles, enabling residents to devote more time to more productive or desirable activities.

3. Ensuring that development in the downtown area is undertaken in a manner that preserves the historic and cultural resources and respects the existing character of the downtown area. The Downtown Precise Plan contains an extensive set of policies and programs to preserve the historic and cultural resources in the downtown area. (DPP, Book II and Appendix 1) These policies and programs will benefit the City and its residents by preserving the City's important historic and cultural landmarks and resources and by ensuring new downtown development is compatible with and respects the historic character of the downtown area.

4. Compliance with State mandates. Assembly Bill 32, the Global Warming Solutions Act of 2006, requires that greenhouse gas emissions be reduced to 1990 levels by 2020. The State has determined that cities must implement land use strategies, such as dense and walkable infill development in downtown areas, as part of their AB 32 strategy. SB 375, the Sustainable Communities and Climate Protection Act of 2008, goes further, requiring dramatic regional reductions in tailpipe emissions from passenger vehicles through transportation, land use, and housing policies—particularly through slowing suburban sprawl and encouraging modes of transportation other than private automobiles. By encouraging and facilitating compact and pedestrian-oriented development near existing jobs, services, and transit, the Downtown Precise Plan is an important part of Redwood City's obligation to comply with AB 32 and SB 375. Also, state housing laws require cities, even built-out cities like Redwood City, to facilitate a reasonable share of regional growth. The Downtown Precise Plan is an important part of fulfilling these obligations as put forth in the recently state-certified Redwood City Housing Element.

5. Coordination with regional planning efforts. Several regional agencies, including the Association of Bay Area Governments (ABAG), the

Metropolitan Transportation Commission (MTC), the Bay Area Air Quality Management District (BAAQMD), and the San Francisco Bay Conservation and Development Commission (BCDC), have plans and programs in place to encourage development away from rural areas, wildlife areas, and the Bay and into downtowns, job centers, and transit station areas. In fact, ABAG has designated Downtown Redwood City as a Priority Development Area. In addition, the Downtown Precise Plan is an important part of the Grand Boulevard Initiative, which is a coalition of nineteen cities, two counties, and local and regional transportation agencies which seeks to facilitate compact, walkable, and transit-oriented growth along El Camino Real by improving the safety and aesthetics of the highway throughout the region. The original Downtown Precise Plan and the Montgomery Villa housing project on El Camino Real were both awarded “Grand Boulevard Awards” for their contributions toward the realization of this regional vision. The Northern California Chapter of the American Planning Association also awarded the original Downtown Precise Plan with its Comprehensive Planning, Small Jurisdiction award in 2008 in recognition of its contribution toward planning in the region.

6. Enhanced economic development. By encouraging and facilitating high-quality, context-sensitive development, the Downtown Precise Plan will help support economic development. Future office, residential, and hotel construction will place new customers within easy reach of Downtown shops and restaurants, increasing their chances for success. Increased economic activity in Downtown, combined with the protections in the Downtown Precise Plan, will add value to historic resources, increasing the likelihood of adaptive re-use and reducing the odds of neglect. Increased property values and retail sales will also increase revenue for the City of Redwood City, improving its ability to provide public safety and services.

7. Reduced suburban sprawl. Development is often difficult in existing urban areas due to smaller sites, high land costs, increased likelihood of opposition, and stringent zoning, which often leads developers to seek out sites at the edge of the metropolitan area where there are fewer constraints. However, low density growth in rural areas (often called “suburban sprawl”) increases congestion on regional highways, destroys farmland and wildlife habitats, and requires expensive new infrastructure. By allowing for a reasonable amount of regional growth in a very desirable and efficient infill location, the Downtown Precise Plan can have the benefit of reducing pressure for future suburban sprawl by a corresponding amount.

8. Preservation of sensitive neighborhoods. By providing for higher-density residential growth downtown, the Downtown Precise Plan would relieve growth pressure on some of the City’s more sensitive neighborhoods which are dominated by low-rise single family homes and are known or expected to contain many of the City’s historic resources, thereby better maintaining the character of those neighborhoods and better protecting existing and future historic resources.

EXHIBIT B

MITIGATION MONITORING CHECKLIST--851 MAIN STREET PROJECT

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The environmental mitigation measures listed in column two below have been incorporated into the conditions of approval for the 851 Main Street project in order to mitigate identified environmental impacts. A completed and signed chart will indicate that each mitigation requirement has been complied with, and that City and State monitoring requirements have been fulfilled with respect to Public Resources Code section 21081.6. **DTPP = Downtown Precise Plan**

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
<i>CULTURAL AND HISTORIC RESOURCES</i>						
Impact 7-1: Impacts on Archaeological Resources. Given that the DTPP area is located on alluvial soils, on the margin of San Francisco Bay, near former wetlands, and along Redwood Creek and its tributaries, there is a high potential for new development facilitated by the DTPP to disturb unrecorded archaeological resources. This possibility represents a potentially significant impact .	Mitigation 7-1. Implementation of the following mitigation measures would reduce the potential impact of new development facilitated by the DTPP on undiscovered archaeological resources to a less-than-significant level : (a) In the event that any deposit of prehistoric or historic archaeological materials is encountered during project construction activities, all work within an appropriate buffer area around the discovery shall be stopped and a qualified archaeologist meeting federal criteria under 36 CFR 61 shall be contacted to assess the deposit(s) and make recommendations. If deposits of prehistoric or historic archaeological materials cannot be avoided by project activities, the City Community Development Department shall confirm that the project applicant(s) have retained a qualified archaeologist to evaluate the potential historic significance of the resource(s). If the deposits are determined to be non-significant by a qualified archaeologist, avoidance is not necessary. If the deposits are determined to be potentially significant by the qualified archaeologist, the resources shall be avoided if feasible. If the City determines that avoidance is not feasible, project impacts shall be mitigated in accordance with the	Project applicant; City	City	During project-specific environmental review; condition of grading permit issuance; field verify implementation during grading and construction.		

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IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>recommendations of the qualified archaeologist, in coordination with the City Community Development Department and in accordance with CEQA Guidelines section 15126.4 (b)(3)(C), which requires implementation of a data recovery plan.</p> <p>The data recovery plan shall include provisions for adequately recovering all scientifically consequential information from and about any discovered archaeological materials and include recommendations for the treatment of these resources. In-place preservation of the archaeological resource is the preferred manner of mitigating potential impacts, as it maintains the relationship between the resource and the archaeological context. In-place preservation also reduces the potential for conflicts with the religious or cultural values of groups associated with the resource. Other mitigation options include, but are not limited to, the full or partial removal and curation of the resource.</p> <p>The City Community Development Department shall confirm that the project applicant(s) have retained a qualified archaeologist for the preparation and implementation of the data recovery plan, which shall be conducted prior to any additional earth-moving activities in the area of the resource. The recovery plan shall be submitted to the project applicant, the City Community Development Department, and the Northwest Information Center (NWIC). Once the recovery plan is reviewed and approved by the City Community</p>					

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IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>Development Department and any appropriate resource recovery completed, project construction activity within the area of the find may resume. A data recovery plan shall not be required for resources that have been deemed by the NWIC as adequately recorded and recovered by studies already completed.</p> <p>(b) Prior to the issuance of grading permits within the DTPP area, the City Community Development Department shall confirm that any development applicant has required all construction crews to undergo training for the identification of federal or state-eligible cultural resources, and that the construction crews are aware of the potential for previously undiscovered archaeological resources within the plan area, of the laws protecting these resources and associated penalties, and of the procedures to follow should they discover cultural resources during project-related work. All future individual development projects proposed in the DTPP area will be subject to applicable CEQA review and evaluation requirements, and to the extent that such projects are found to have the potential to disturb or destroy archaeological resources, appropriate mitigation measures would be required to address any identified significant impacts.</p>					
Impact 7-2: Impacts of Development on Properties that Contain Historic Resources. DTPP-permitted future development on properties within the DTPP area that contain a historic resource may cause the demolition, destruction or alteration of, or an	Mitigation 7-2. For any future discretionary project involving a DTPP area property that contains a historic resource, including the seven properties which the DTPP identifies as historic properties which may be altered, relocated or removed, the City	Project applicant; City	City	During project-specific environmental review; condition of grading permit issuance; field verify		

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IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
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<p>addition to, a historic resource such that the significance of the resource is "materially impaired." CEQA Guidelines section 15064.5, subd. (b)(3), provides that if a project follows the Secretary of the Interior's standards for the treatment and rehabilitation of historic properties, then the impacts on the historical resource shall be considered less-than-significant.</p> <p>The DTPP includes an extensive set of <i>Additions or Modifications to Historic Resources (AMHR)</i> Regulations that were written with the intent to comply with the Secretary of the Interior's Standards for Rehabilitation as applied to the particular significant characteristics of each identified individual historic resource in the DTPP area. The DTPP states that projects that are found by City staff to conform to these AMHR standards would require no further evaluation for historic resource impacts. However, unless such a finding is made independently by a qualified professional meeting the Secretary of the Interior's Professional Qualifications Standards that the project follows the Secretary of the Interior's standards for the treatment and rehabilitation of historic buildings, the potential for a significant historic resource impact may remain. In addition, the DTPP identifies seven of the 47 historic resources within the DTPP area as historic properties which are allowed to be altered, relocated or removed. The DTPP notes that the City is developing a strategy to aid in the relocation of these resources by securing a new site for them, although no such strategy is included in the DTPP. The removal or alteration of one or more of these historic resources such</p>	<p>shall require the applicant to implement the following mitigation measures.</p> <p>(a) If feasible, the applicant shall, to City satisfaction, ensure that the project adheres to one or both of the following standards:</p> <ul style="list-style-type: none"> Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer. The project shall be reviewed by a qualified architect or architectural historian approved by the City and meeting the Secretary of the Interior's Professional Qualifications Standards published in the Code of Federal Regulations (36 CFR part 61), who shall make a recommendation to the City's Historic Resources Advisory Committee as to whether the project follows the Secretary Standards for Rehabilitation, as well as to whether any specific modifications are necessary to do so. The final determination as to a project's adherence to the Secretary Standards for Rehabilitation, as well as the specific modifications to be required to do so, shall be made by the Historic Resources 			implementation during grading and construction.		

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that the significance of the resource is "materially impaired" would constitute a significant impact under CEQA. Such adverse changes or potential adverse changes in the significance of a CEQA-defined historic resource would constitute a significant impact .	<p>Advisory Commission or the body with final decision-making authority over the project. The specific modifications required shall be enforceable through permit conditions, agreements or other measures.</p> <p>(b) If measure (a) is determined by the City to be infeasible, and if relocation of the historic resources is determined by the City to be a feasible alternative to demolition, the historic resource shall be moved to a new location compatible with the original character and use of the historical resource, and its historic features and compatibility in orientation, setting, and general environment shall be retained, such that the resource retains its eligibility for listing on the California Register.</p> <p>If neither measure (a) nor measure (b) is determined by the City to be feasible, the City shall, as applicable, implement the following measures in the following order:</p> <p>(c) Document the historic resource before any changes that would cause a loss of integrity and loss of continued eligibility. The documentation shall adhere to the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The level of documentation shall be proportionate with the level of significance of the resource. The documentation shall be made available for inclusion in the Historic American Building Survey (HABS) or the Historic American Engineering Record (HAER) Collections in the Library of Congress,</p>					

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IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
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	<p>the California Historical Resources Information System and the Bancroft Library, as well as local libraries and historical societies, such as the Redwood City Public Library.</p> <p>(d) Retain and reuse the historic resource to the maximum feasible extent and continue to apply the Standards for Rehabilitation to the maximum feasible extent in all alterations, additions and new construction.</p> <p>(e) Through careful methods of planned deconstruction to avoid damage and loss, salvage character-defining features and materials for educational and interpretive use on-site, or for reuse in new construction on the site in a way that commemorates their original use and significance.</p> <p>(f) Interpret the historical significance of the resource through a permanent exhibit or program in a publicly accessible location on the site or elsewhere within the DTPP area.</p> <p>The program EIR on the DTPP represents a “first tier” EIR to be followed by additional CEQA compliance review for future individual discretionary projects in the DTPP area. Pursuant to California Public Resources Code section 21084.1 and CEQA Guidelines section 15064.5, subd. (b), in the event that the City finds that a future individual project involving a DTPP area property that contains a historic resource will affect the historical resource <i>and</i> the effect may cause a substantial adverse change in the significance of that</p>					

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		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>resource, CEQA will require preparation of a “second tier,” site-specific EIR for that project, unless it is determined that the significant impact can be mitigated to a less-than-significant level.</p> <p>The City shall refrain from approving a future project that is determined to have a significant effect on a historic resource if it is determined that there are feasible alternatives or mitigation measures that can substantially lessen or avoid those effects. If the City affirmatively determines that there are no feasible alternatives or mitigation measures that will reduce the effect to a level of insignificance, the City shall issue a statement of overriding considerations.</p> <p>No purpose can be served by attempting to prepare such site-specific project impact assessment at this first tier stage when future development projects remain unspecified and uncertain.</p> <p>Implementation of mitigation measures (a) through (f) above can be expected to reduce the potential adverse impacts to historic resources from implementation of the DTPP to the maximum extent feasible. However, given the uncertainty with respect to the condition of and circumstances surrounding the historic resources at the time future development projects are proposed that would affect such resources, and without knowing the specific design characteristics of such future development proposals, the City cannot determine with certainty that these measures would reduce the</p>					

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IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	DTPP's potential impacts on historic resources to a less-than-significant level. Consequently, this potential impact remains significant and unavoidable .					
Impact 7-3: Impacts on Historic Districts. Future development in the DTPP area on properties within or adjacent to a designated or potential historic district may materially alter the physical characteristics that convey its significance and that justify its inclusion in the California Register or its local designation. Such an adverse change to a CEQA-defined historic resource would constitute a significant impact .	Mitigation 7-3: Each proposed future development project within or immediately adjacent to a designated historic district that requires a discretionary approval shall be reviewed by a qualified architect or architectural historian approved by the City and meeting the Secretary of the Interior's Professional Qualifications Standards (36 CFR part 61), and by the City's Historic Resources Advisory Committee, for its potential impacts on the adjacent historic district--whether it follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings. Any site and architectural design modifications identified through this review process as necessary to avoid a "substantial adverse change" in the significance of the historic district and protect its continued eligibility for listing on the California Register, as determined by the City, shall be required as conditions of project approval. This measure is expected to reduce the potential impact of the DTPP related to historic districts to a less-than-significant level .	Project applicant; City	City	During project-specific environmental review; condition of grading permit issuance; field verify implementation during grading and construction.		
Impact 7-4: Impacts of Development on Properties Adjacent to Historic Resources. Future development in the DTPP area on properties adjacent to historic resources may materially alter the physical characteristics that convey its significance and that justify its	Mitigation 7-4: Each proposed future development adjacent to a historic resource that requires a discretionary approval shall be reviewed by a qualified architect or architectural historian approved by the City and meeting the Secretary of the Interior's	Project applicant; City	City	During project-specific environmental review; condition of grading permit issuance; field verify implementation		

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IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
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inclusion in the California Register or its local designation. Such an adverse change to a CEQA-defined historic resource would constitute a significant impact .	Professional Qualifications Standards (36 CFR part 61), and by the City's Historic Resources Advisory Committee, for its potential impacts on the adjacent historic resource. Any site and architectural design modifications identified through this review process as necessary to avoid a "substantial adverse change" in the significance of the adjacent historic resource and protect its continued eligibility for listing on the California Register, as determined by the City, shall be required as conditions of project approval. This measure is expected to reduce the potential historic resources impacts of development on adjacent non-historic properties to a less-than-significant level .			during grading and construction.		
Impact 7-5: Impacts on Paleontological Resources. Future development activities in the DTPP area involving earth-moving and, in particular, deep grading activity, could potentially disrupt, alter or eliminate as-yet undiscovered paleontological resources. This would be a potentially significant impact .	Mitigation 7-5: Prior to the issuance of a grading or demolition permit for future development projects in the DTPP area, the City Community Development Department, in coordination with a qualified paleontologist, shall assess individual development project proposals within the DTPP area for the potential to destroy unique paleontological resources. The City Community Development Department shall require development proposals entailing significant earthworks or deep foundations with the potential to penetrate sedimentary rock layers to incorporate a study by a professional paleontologist to assess the potential for damage of paleontological resources. Should the paleontologist determine that the proposal has the potential to damage paleontological resources, the paleontologist shall provide detailed provisions for the	City; project applicant	City	During project-specific environmental review; condition of grading permit issuance; field verify implementation during grading and construction.		

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IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	protection of these resources to the City Community Development Department. These provisions may include the complete avoidance of the resource, in-place preservation, and/or complete data recovery as discussed in Mitigation Measure 7.1(a). Implementation of this measure would reduce the potential impact on paleontological resources to a less-than-significant level .					
<i>PUBLIC SERVICES</i>						
Impact 8-1: Emergency Response and Evacuation Impacts. Traffic from future development under the DTPP would create additional traffic congestion on local roads, possibly interfering with emergency response or evacuation of the area by the Redwood City Police Department, and thereby indirectly interfering with emergency response or evacuation plans. These possible DTPP effects on emergency response and evacuation in the DTPP area represent a potentially significant impact .	Mitigation 8-1. The City shall implement signal detectors at selected intersections as needed to provide priority traffic signal timing for emergency response vehicles, with fair share participation by new development in the DTPP area in the cost of implementation. Implementation of this measure would reduce potential impact on emergency response or emergency evacuation plans to a less-than-significant level .	City; fair-share reimbursement from project applicant.	City	Condition of project occupancy permit		
<i>TRANSPORTATION AND CIRCULATION</i>						
Impact 9-9: Impacts on Transit Service. Based on the trip generation estimates, buildout of the DTPP would generate an estimated additional 117 AM peak hour transit trips and 121 PM peak hour transit trips, which would place additional demand on existing Caltrain, Samtrans, and shuttle service, as well as the streetcar proposed in the New General Plan and the proposed future High Speed Rail service. Therefore, the transit impacts of the DTPP would be a potentially significant impact .	Mitigation 9-9: The City shall coordinate with Samtrans, Caltrain, and the High Speed Rail Authority to facilitate expanded transit services to the DTPP area in pace with DTPP-related increases in transit demand. However, given the long-term buildout of the DTPP and the uncertainty of the existing and proposed transit facilities, equipment and services in the future, it cannot be determined at this time whether service enhancements would be implemented concurrently with increased demand such that acceptable service levels would be	City; fair-share reimbursement from project applicant.	City	During project-specific environmental review and ongoing throughout DTPP implementation		

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IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	maintained. Therefore, the impacts of the DTPP on transit service are currently deemed to be significant and unavoidable .					
Supplemental Impact 9-1: Existing Plus Project Impacts on Main Street/Pine Street Intersection. The addition of project traffic would exacerbate unacceptable intersection operations at this side-street stop-controlled intersection during the PM peak hour. The peak-hour volume warrant would also be met for this location. Therefore, this would be considered a significant environmental impact . This is a new impact not identified in the 2010 DTPP EIR because this intersection was not studied at that time.	Supplemental Mitigation 9-1. To improve intersection operations at this intersection, the City shall require installation of either: (a) all-way-stop control; or (b) a traffic signal at the Main Street/Pine Street intersection. (a) Under the all-way stop control option, the northbound right-turn movement from Main Street onto Woodside Road would continue to be set back from the intersection and would not be controlled by a stop sign. Vehicles in this movement would yield to vehicles on the on-ramp. The all-way stop control could include some modifications to curb lines to align the intersection. (b) Under the traffic signal option, the peak hour signal warrant analysis should not serve as the only basis for deciding the appropriate time to install a traffic signal. The full set of warrants should be investigated, based on a thorough study by an experienced engineer of traffic and roadway conditions at the Main Street/Pine Street intersection, before the decision to install a signal is made. Because installation of signals can lead to certain types of collisions, the City should undertake regular monitoring of actual traffic conditions and accident data, and a re-evaluation of the full set of warrants, in order to prioritize and program the intersection for signalization.	City; transportation impact fee payment from project applicant.	City	City study and installation prior to project occupancy permit; applicant payment concurrent with building permit applications.		

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IDENTIFIED IMPACT	RELATED MITIGATION MEASURE (Performance Criteria)	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>The applicant shall pay the transportation impact fee to mitigate its impact on this intersection, concurrent with building permit applications for the 851 Main Street project.</p> <p>With either mitigation (all-way-stop control or traffic signal), intersection operations would improve to acceptable levels (LOS D or better), and the Existing Plus Project impact would be reduced to a <i>less-than-significant level</i>.</p>					
<p>Supplemental Impact 9-2: Background Plus Project Impacts on Main Street/Pine Street Intersection. The addition of project traffic would exacerbate unacceptable intersection operations at this side-street stop-controlled intersection during the PM peak hour. The peak-hour volume warrant would also be met for this location. Therefore, this would be considered a <i>significant environmental impact</i>. This is a new impact not identified in the 2010 DTPP EIR because this intersection was not studied at that time.</p>	<p>Supplemental Mitigation 9-2. Implement Supplemental Mitigation 9-1. With implementation of Supplemental Mitigation 9-1, the Background Plus Project impact would be reduced to a <i>less-than-significant level</i>.</p>	City; transportation impact fee payment from project applicant.	City	City study and installation prior to project occupancy permit; applicant payment concurrent with building permit applications.		
<p>Supplemental Impact 9-3: Cumulative No Project (DTPP) PM Peak Hour Traffic Impacts on Maple Street/Middlefield Road Intersection. Intersection level of service calculations indicate that PM peak hour traffic delay for the Maple Street/Middlefield Road intersection would exceed City thresholds, <i>without the project</i>. This would represent a <i>new significant cumulative environmental impact</i> for the DTPP that was not identified in the 2010 DTPP EIR.</p>	<p>Supplemental Mitigation 9-3. To improve operations at the Maple Street/Middlefield Road intersection to LOS C during the PM peak hour, the City shall restripe the westbound approach, which would provide a dedicated left-turn lane, one through lane, and one right-turn lane (see accompanying diagram). The number of eastbound receiving lanes on the east leg would be reduced from two to one.</p>	City; fair-share reimbursement from 851 Main Street project applicant plus future project applicants.	City	City improvements prior to project occupancy permit; applicant payment concurrent with building permit applications.		

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	<p>Because the intersection of Maple Street/Middlefield Road is near the intersection of Main Street/Middlefield Road and they share a traffic signal controller, improvements made at these two intersections should be considered in tandem. As identified in the 2010 DTPP EIR, the following measures in DTPP EIR Mitigation 9-14 would mitigate impacts at the Main Street/Middlefield Road intersection:</p> <ul style="list-style-type: none"> restriping the eastbound approach on Middlefield Road to one dedicated left-turn lane and one shared through/right-turn lane, accommodating a dedicated left-turn lane on the westbound approach on Middlefield Road, and changing the signal phasing from a current split-phase to protected left-turn phasing. <p>Both the Maple Street and Main Street intersections on Middlefield Road operate on the same signal controller. To accommodate the proposed protected left-turn phasing required in DTPP EIR Mitigation 9-14 at the Main Street intersection, the Middlefield approaches at Maple Street would also need to have dedicated left-turn lanes to accommodate the protected left-turn phasing. Because there is insufficient right-of-way to provide a separate eastbound left-turn lane on Middlefield Road at Maple Street, the City should eliminate the eastbound left-turn movement at Maple Street and reroute vehicles to use the</p>					

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	<p>eastbound left-turn lane at Main Street.</p> <p>The City shall require the applicant to pay their fair share toward the cost of implementing the improvements above and beyond those identified in DTPP EIR Mitigation 9-14.</p> <p>With these roadway improvements and protected left-turn phasing on Middlefield Road at both the Main Street and Maple Street intersections, the cumulative DTPP impact at the Maple Street/Middlefield Road would be reduced to a <i>less-than-significant level</i>.</p>					
<p>Supplemental Impact 9-4: Cumulative No Project (DTPP) PM Peak Hour Traffic Impacts on Main Street/Pine Street Intersection.</p> <p>Intersection level of service calculations indicate that PM peak hour traffic delay for the Main Street/Pine Street intersection would exceed City thresholds, <u>without the project</u>. This would represent a <i>new significant cumulative environmental impact</i> for the DTPP that was not identified in the 2010 DTPP EIR.</p>	<p>Supplemental Mitigation 9-4. To improve intersection operations at this intersection, the City shall install a traffic signal at the Main Street/Pine Street intersection.</p> <p>The peak hour signal warrant analysis should not serve as the only basis for deciding the appropriate time to install a traffic signal. The full set of warrants should be investigated, based on a thorough study by an experienced engineer of traffic and roadway conditions at the Main Street/Pine Street intersection, before the decision to install a signal is made. Because installation of signals can lead to certain types of collisions, the City should undertake regular monitoring of actual traffic conditions and accident data, and a re-evaluation of the full set of warrants, in order to prioritize and program the intersection for signalization.</p> <p>The City shall require project applicants (including the 851 Main</p>	<p>City; transportation impact fee payment from 851 Main Street project applicant plus future project applicants.</p>	<p>City</p>	<p>City study and installation prior to project occupancy permit; applicant payment concurrent with building permit applications.</p>		

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	<p>Street project applicant) to pay the transportation impact fee to mitigate their impact to this intersection, concurrent with building permit applications.</p> <p>With implementation of this supplemental mitigation, the Cumulative No Project impact would be expected to be reduced to a less-than-significant level.</p>					
<p>Supplemental Impact 9-5: Cumulative Plus Project Impacts on Main Street/Pine Street Intersection. The addition of project traffic would exacerbate unacceptable intersection operations at this side-street stop-controlled intersection during the PM peak hour. The peak hour volume warrant would also be met for this location. Therefore, this would be considered a significant environmental impact. This is a new impact not identified in the 2010 DTPP EIR.</p>	<p>Supplemental Mitigation 9-5. Implement Supplemental Mitigation 9-4. With implementation of Supplemental Mitigation 9-4, this new cumulative DTPP impact would be reduced to a less-than-significant level.</p>	City; transportation impact fee payment from 851 Main Street project applicant plus future project applicants.	City	City study and installation prior to project occupancy permit; applicant payment concurrent with building permit applications.		
<i>NOISE</i>						
<p>Impact 11-3: DTPP-Related Temporary Construction Ground-Borne Vibration Impacts. Demolition and construction activities in the DTPP area could generate substantial temporary ground-borne vibration (e.g., from pile driving) exceeding standard vibration thresholds, which could interfere with normal activities or cause a nuisance for or damage to adjacent properties. Exposure of persons to excessive ground-borne vibration would represent a potentially significant impact.</p>	<p>Mitigation 11-3. Reduce ground-borne vibration levels that may be generated by future site-specific demolition and construction activities by imposing conditions of approval on all future projects involving demolition and construction activities, which conditions shall require the following ground-borne vibration abatement measures:</p> <ul style="list-style-type: none"> Restrict vibration-generating activity to between the hours of 7:00 AM and 5:00 PM, Monday through Friday. Prohibit such activity on weekends and holidays. 	Project applicant	City	Condition of grading permit issuance; field verify implementation during grading and construction.		

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	<ul style="list-style-type: none"> ▪ Notify occupants of land uses located within 200 feet of pile-driving activities of the project construction schedule in writing. ▪ Investigate in consultation with City staff possible pre-drilling of pile holes as a means of minimizing the number of percussions required to seat the pile. ▪ Conduct a pre-construction site survey documenting the condition of any historic structure located within 200 feet of pile driving activities. ▪ Monitor pile driving vibration levels to insure vibration does not exceed appropriate thresholds for the building (5 mm/sec (0.20 inches/sec) ppv for structurally sound buildings and 2 mm/sec (0.08 inches/sec) ppv for historic buildings. <p>This measure would reduce impacts related to exposure to temporary construction-related ground-borne vibration to a <i>less-than-significant level.</i></p>					
Impact 11-4: Temporary Construction Noise Impacts. Demolition and construction activities within the DTPP area could temporarily increase noise levels at nearby residential and commercial receptors. Noise levels at 50 feet from the demolition or construction equipment source could reach approximately 105 dBA, resulting in intermittent	Mitigation 11-4. Reduce demolition and construction noise impacts on adjacent uses by imposing conditions of approval on all future projects involving demolition and construction activities, which conditions shall require the following conventional construction-period noise abatement measures:	Project applicant	City	Condition of grading permit issuance; field verify implementation during grading and construction.		

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interference with typical residential and business activities, and exceeding the City's land use/noise compatibility guidelines. This possibility represents a potentially significant impact .	<ul style="list-style-type: none"> ▪ <i>Construction Plan.</i> Prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby noise-sensitive facilities so that construction activities and the event schedule can be scheduled to minimize noise disturbance. This plan shall be provided to all noise-sensitive land uses within 500 feet of the construction site. ▪ <i>Construction Scheduling.</i> Ensure that noise-generating construction activity is limited to between the hours of 7:00 AM to 8:00 PM Monday through Friday. (Redwood City Municipal Code Section 24.30) ▪ <i>Construction Equipment Mufflers and Maintenance.</i> Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. ▪ <i>Equipment Locations.</i> Locate stationary noise-generating equipment required on construction project sites as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project site. ▪ <i>Construction Traffic.</i> Route all construction traffic to and from the construction sites via designated truck routes to the 					

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	<p>maximum extent feasible. Prohibit construction-related heavy truck traffic in residential areas where feasible.</p> <ul style="list-style-type: none"> ▪ <i>Quiet Equipment Selection.</i> Use quiet construction equipment, particularly air compressors, wherever feasible. ▪ <i>Temporary Barriers.</i> Construct solid plywood fences around construction sites adjacent to residences, operational businesses, or noise-sensitive land uses. ▪ <i>Temporary Noise Blankets.</i> Temporary noise control blanket barriers should be erected along building facades of construction sites to attenuate noise from elevated activities if noise conflicts cannot be resolved by scheduling. (Noise control blanket barriers can be rented and quickly erected.) ▪ <i>Noise Disturbance Coordinator.</i> For projects that would last over one year in duration, the City may choose to require project designation of a "Noise Disturbance Coordinator" who would be responsible for responding to any local complaints about construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Post in a conspicuous location a telephone 					

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	<p>number for the Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The project sponsor should be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing construction schedule notices. The Noise Disturbance Coordinator would work directly with an assigned City staff member.)</p> <p>These measures would reduce temporary construction noise impacts to a less-than-significant level.</p>					
AIR QUALITY						
<p>Supplemental Impact 12-1: Construction-Related Toxic Air Contaminant and PM2.5 Emissions. Project construction would expose sensitive receptors located adjacent to and in close proximity of the project site to localized, outdoor concentrations of diesel particulate matter that exceed BAAQMD risk thresholds. This project-related effect is considered to represent a potentially significant impact.</p>	<p>Supplemental Mitigation 12-1. To reduce potential adverse health risks associated with short-term emissions of diesel particulate matter (DPM) generated during project construction activities, the applicant and/or its designated contractors, contractor's representatives, or other appropriate personnel shall:</p> <ul style="list-style-type: none"> ▪ <i>Implement BAAQMD-recommended "Additional Construction Measures."</i> The project shall implement the following BAAQMD-recommended additional construction mitigation measures during construction activities: <ul style="list-style-type: none"> ○ All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 	Project applicant	City	Approved Construction Risk Reduction Plan as condition of grading permit approval; implementation during excavation, grading, and construction, with field verification.		

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	<p>percent, to be verified by lab samples or moisture probe.</p> <ul style="list-style-type: none"> ○ All excavation, grading, and/or demolition activities shall be suspended when average winds speeds exceed 20 miles per hour. ○ Temporary wind breaks (e.g., fences) shall be installed on the windward (generally the north/northwest) of actively disturbed areas of construction. The wind breaks should have at maximum 50 percent air porosity. ○ Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established. ○ Simultaneous occurrence of excavation, grading, and ground-disturbing construction activities in the same area at any one time shall be limited and/or phased to reduce the amount of disturbed surfaces at any one time. ○ All trucks and equipment, including their tires, shall be washed off prior to leaving the site. 					

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	<ul style="list-style-type: none"> ○ Site access to a distance of 100 feet from the paved road, or as much as feasible, shall be treated with a compacted layer of wood chips, mulch, gravel, or other cover as feasible to reduce track-out. ○ Minimize the idling time for diesel-powered construction equipment to two minutes provided such idling restrictions are consistent with manufacturer's equipment specifications. ■ <i>Construction equipment restrictions.</i> The following construction equipment restrictions shall apply to the proposed project: <ul style="list-style-type: none"> ○ Electric-powered hook-ups shall be provided instead of using diesel- or gasoline-powered generators. The use of diesel- or gasoline-powered generators may be permitted for emergency/ back-up purposes provided they meet U.S. EPA Tier IV emissions standards. ○ All construction equipment with a rated power-output of 50 horsepower or greater shall meet U.S. EPA and CARB Tier III Emission Standards for particulate matter. This may be achieved via the use of equipment with engines that 					

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	<p>have been certified to meet Tier III emission standards, or through the use of equipment that has been retrofitted with a CARB-verified diesel emission control strategy (e.g., particulate filter) capable of reducing exhaust PM emissions to levels that meet Tier III standards.</p> <ul style="list-style-type: none"> ○ A minimum of 45 percent of construction equipment with a rated power-output of 50 horsepower or greater shall meet U.S. EPA and CARB Tier IV Final Emission Standards for particulate matter. This may be achieved via the use of equipment with engines that have been certified to meet Tier IV emission standards, or through the use of equipment that has been retrofitted with a CARB-verified diesel emission control strategy (e.g., particulate filter) capable of reducing exhaust PM emissions to levels that meet Final Tier IV standards. ▪ <i>Prepare Alternative Construction Risk Reduction Plan.</i> In-lieu of implementing the measures above, the applicant may, prior to the start of any construction activity, prepare a Construction Risk Reduction Plan for the project which: 					

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	<ul style="list-style-type: none"> Identifies the final planned construction phasing schedule and anticipated equipment operations. Estimates the proposed project's construction emissions based on the final phasing and equipment plan. Any emission update shall be performed using the latest-recommended emissions estimator model recommended by the BAAQMD or other standard, acceptable methodology (e.g., contractor-specific fleet emission factors and estimates of equipment operating hours). Models the potential diesel particulate matter and total PM2.5 concentrations resulting from refined emissions estimates. Any modeling shall be performed using an accepted screening or refined dispersion-model recommended for use by the BAAQMD. The modeling shall focus on discrete, residential receptors located near the proposed project site. Estimates potential adverse health effects associated with exposure to DPM. Risk estimates shall follow the latest recommendations of the BAAQMD. The goal of the risk estimation shall be to identify the receptor(s) or 					

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	<p>areas of receptors where carcinogenic and non-carcinogenic risk thresholds may be exceeded. If risks are exceeded, the plan shall identify feasible on- and off-site measures to reduce risks to levels below BAAQMD thresholds. On-site measures may include the BAAQMD “Additional Construction Measures” and construction equipment restrictions included in Supplemental Mitigation 12-1, as well as phasing/activity restrictions. Off-site measures may include coordinating with all impacted receptors to replace and upgrade existing HVAC systems to provide high-performance panel filters capable of reducing potential modeled outdoor PM2.5 concentrations/risks to levels that are below BAAQMD thresholds. If adverse health effects associated with DPM exposure are not exceed, no additional mitigation would be required.</p> <p>The implementation of these measures would limit construction activities and require the implementation of controls that would reduce predicted adverse construction health risks to levels that do not exceed BAAQMD recommended thresholds of significance.</p> <p>The proposed project and corresponding DTPP/General Plan amendments could result in potential</p>					

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	adverse health effects from diesel-powered construction equipment. This impact was not specifically identified in the 2010 DTPP EIR and this represents a new, potentially significant impact. Supplemental Mitigation 12-1, however, would reduce predicted adverse construction health risks to levels that do not exceed BAAQMD-recommended thresholds of significance and render Supplemental Impact 12-1 less than significant .					
Impact 12-2: Odor Impacts of Mixed-Use Development. Development facilitated by the proposed DTPP could result in food service uses (e.g., restaurants) in close proximity or in the same building as residential or other odor-sensitive uses. Such food service uses can generate odors as a result of cooking processes and waste disposal. Char broilers, deep-fryers, and ovens tend to produce food odors that can be considered offensive to some people, and food waste can putrefy if not properly managed. This potential represents a potentially significant impact .	Mitigation 12-2. Consistent with the BAAQMD CEQA Air Quality Guidelines, future approvals of DTPP-facilitated food service uses shall be conditioned upon implementation of some or all of the following measures, to City satisfaction, in order to reduce odors generated by such uses: integral grease filtration or grease removal systems, baffle filters, electrostatic precipitators, water cooling/cleaning units, disposable pleated or bag filters, activated carbon filters, oxidizing pellet beds, catalytic conversion, proper packaging and frequency of food waste disposal, and exhaust stack and vent location with respect to receptors. Implementation of these measures would reduce odor impacts of DTPP-facilitated mixed use development to a less-than-significant level .	Project applicant	City	Condition of building permit issuance; field verify implementation during construction.		
BIOLOGICAL RESOURCES						
Impact 15-3: Wildlife Movement and Migratory Wildlife Impacts. Grading and construction activities associated with development under the DTPP could impact nesting birds. This possibility represents a potentially significant impact .	Mitigation 15-3: All tree removal and trimming, as well as ground disturbing activities, shall be scheduled to take place outside of the breeding season (February 15 to August 31). If construction is unavoidable during this time, a qualified biologist shall	Project applicant	City; CDFW	Condition of grading permit issuance; field verify implementation during grading and construction.		

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	conduct a survey for nesting birds no more than three days prior to the removal or trimming of any tree and prior to the start of ground disturbing activities. If active nests are not present, project activities can proceed as scheduled. If active nests of protected species are detected, a buffer will be established around the nest based on consultation with CDFW and based on CDFW standards, which buffer shall remain in place until the City has determined, in consultation with a qualified biologist, that the buffer is no longer necessary to avoid significant impacts to the nest. This measure would reduce the potential impacts of the DTPP related to migratory wildlife to a <i>less-than-significant level</i> .					
Impact 15-4: Potential Loss of Heritage Trees. Future development in accordance with the DTPP may result in the removal of heritage trees as defined by the City's Tree Preservation Ordinance (Municipal Code chapter 35). This possibility represents a <i>potentially significant impact</i> .	Mitigation 15-4. Any project in the DTPP area that would involve the removal of any tree shall complete the application and review process specified in the City's Tree Preservation Ordinance (Municipal Code chapter 35) prior to project approval. Implementation of this measure would ensure protection of heritage trees, as well as planting of replacement trees in cases where trees are removed, thereby mitigating potential impacts to a <i>less-than-significant level</i> .	Project applicant	City	During individual project review; condition of grading permit issuance; field verify implementation during grading and construction.		
GEOLOGY AND SOILS						
Impact 16-1: Expansive Soils Impacts. The proposed DTPP would allow development in areas that may be subject to hazards from expansive soils, representing a <i>potentially significant impact</i> .	Mitigation 16-1. The detailed, design-level geotechnical investigations required by the City Building Official shall include analysis of expansive soil hazards and recommend stabilization measures. Once grading plans have been	Project applicant	City	During individual project review; condition of grading permit issuance; field verify implementation		

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	<p>developed, the actual use of expansive soils in engineered fill construction shall be further evaluated and the location of primary borrow source areas for fills shall be determined. Additionally, supplemental field and laboratory testing of potential cut materials shall be completed. In addition to observing all cut and fill slope construction, the project geotechnical engineer shall inspect and certify that any expansive soils underlying individual building pads and all roadway subgrades have been either removed or amended in accordance with City-approved construction specifications. If expansive soils are not fully remediated on each lot and in the area of all public and private improvements at the time of site development, the project geotechnical engineer shall make site-specific recommendations for grading, drainage installation, foundation design, the addition of soil amendments, and/or the use of imported, non-expansive fill materials, as may be required to fully mitigate the effects of weak or expansive soils and prevent future damage to project improvements. These recommendations shall be reviewed by a City-retained registered geologist and, following his or her approval, be incorporated into a report to be included with each building permit application and with the plans for all public and common area improvements. In addition, since proper drainage, in particular, can improve the performance of expansive soils by significantly reducing their tendency to shrink and swell, deed restrictions shall be imposed to</p>			during grading and construction.		

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	prohibit significant modification of finished lot grades that would adversely affect site drainage. Implementation of these measures to the satisfaction of the City, combined with conformance with standard California Building Code, State of California, City of Redwood City, and other applicable regulations, would reduce the potential effect of expansive soils to a <i>less-than-significant level</i> .					
Impact 16-2: Corrosive Soils Impacts. Development within the DTPP area, in particular water distribution system pipelines, other buried metal infrastructure and building materials, and concrete reinforcement, would be subject to damage and failure and would require high levels of maintenance or early replacement, due to the presence of extremely corrosive soils within the DTPP area, which would represent a <i>potentially significant impact</i> .	<p>Mitigation 16-2: Water systems and other buried metal infrastructure in all future development within the DTPP area shall, in addition to other coatings called for in the specifications, have cathodic protection using a sacrificial anode system. Design criteria for cathodic protection shall conform to Part VII (G) of the City's water system design criteria and standard specification details Section 02661.</p> <p>Concrete mix designs shall conform to California Department of Transportation (Caltrans) Memo to Designers 10-5 January 2002 Protection of Reinforcement Against Corrosion Due to Chlorides, Acids and Sulfates.</p> <p>This measure would reduce the impact of the DTPP related to corrosive soils to a <i>less-than-significant level</i>.</p>	Project applicant	City	Condition of grading permit issuance; field verify implementation during grading and construction.		
Impact 16-3: Soil Erosion and Sedimentation. Grading for future development in accordance with the proposed DTPP would temporarily disturb the site's existing topography and vegetative cover, leaving soils	Mitigation 16-3. The City shall require applicants for future development projects in the DTPP area involving a grading area of 10,000 or more square feet to prepare <i>erosion control plans</i> subject to City	Project applicant	City	Condition of grading permit issuance; field verify implementation during grading and construction.		

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exposed to wind and water erosion during the construction period. Eroded soils could be washed into on-site or off-site drainage facilities. Resulting sedimentation could affect the flows in these drainage facilities, increasing flooding potential and maintenance problems and degrading water quality. These possible effects of soil erosion represent a potentially significant impact .	approval and consistent with the required project <i>Stormwater Pollution Prevention Plans</i> (SWPPPs) as well as Best Management Practices (BMPs) specified by the Redwood City Stormwater Management and Discharge Control Program (Municipal Code Chapter 27A). The plans and BMPs shall be implemented during construction. Erosion during all phases of construction shall be controlled through the use of erosion and soil transport control facilities. These shall include the use of catch basins and filter fabrics, and the direction of stormwater runoff away from disturbed areas. The plans shall also provide for long-term stabilization and maintenance of remaining exposed soils after construction is completed. Areas disturbed by construction shall be either covered with impervious surfaces (e.g., buildings and pavement) or fully stabilized with landscaping and/or native vegetation. All revegetated areas shall be irrigated and maintained as necessary to ensure the long-term survival of the vegetation. Implementation of this measure would reduce this potential impact to a less-than-significant level .					

RESOLUTION NO. _____**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDWOOD CITY
TO AMEND THE CITY'S GENERAL PLAN MIXED USE – DOWNTOWN LAND
USE DESIGNATION FOR THE 851 MAIN STREET PROJECT**

WHEREAS, on January 24, 2011, the City Council adopted Resolution No. 15088 to amend the City's General Plan to achieve consistency between the General Plan Mixed Use - Downtown land use designation and newly-adopted Downtown Precise Plan; and

WHEREAS, the General Plan Mixed Use - Downtown land use designation includes development standards as follows:

- Maximum density: No limit on density, with a maximum capacity of 2,500 additional units
- Height: 3-12 stories
- Maximum intensity: No limit on FAR, with a maximum capacity of 600,000 square feet of nonresidential space

WHEREAS, the General Plan Mixed Use – Downtown maximum intensity limit of 600,000 square feet of nonresidential space includes the Downtown Precise Plan (DTPP) Maximum Allowable Development (MAD) caps of 500,000 square feet for new office floor area and 100,000 square feet for new retail floor area; and

WHEREAS, previously entitled development projects located within the DTPP Plan area have exhausted the square footage available under the MAD cap for new office floor area; and

WHEREAS, on November 25, 2014, The Acclaim Companies (Applicant), submitted an application for a General Plan Amendment, Downtown Precise Plan Amendment, Tentative Parcel Map, Use Permit, and Downtown Planned Community Permit including ten Guideline deviations and a historic preservation standard exception, to develop an office and retail mixed use project located at 851 Main Street, (Project), which is located within the DTPP area; and

WHEREAS, the 851 Main Street Project exceeds the DTPP MAD cap for new office floor area and the General Plan Mixed Use – Downtown maximum intensity for new nonresidential space; and

WHEREAS, the Applicant is seeking to amend the General Plan Mixed Use – Downtown maximum intensity for new nonresidential space as follows:

Maximum intensity: No limit on FAR, with a maximum capacity of ~~600,000~~ 674,667 square feet of additional non-residential space (574,667 for office {74,667 of which to be located at 851 Main Street} and 100,000 for retail)

WHEREAS, on March 27, 2017, the City Council held a duly noticed public hearing and initiated a General Plan Amendment and Downtown Precise Plan Amendment to allow the Applicant to move forward through the project analysis and public hearing entitlement process; and

WHEREAS, on March 20, 2018, the Planning Commission held a duly noticed public hearing in accordance with all applicable requirements of the State Planning and Zoning law, the Redwood City Zoning Ordinance and the Redwood City Municipal Code to review the Draft Supplemental Environmental Impact Report and the Project entitlements, and forwarded a recommendation (5-0, Safdari absent, Schmidt recused) to approve the requested Project entitlements; and

WHEREAS, on June 11, 2018, the City Council held a duly noticed public hearing in accordance with all applicable requirements of the California Environmental Quality Act (CEQA) and adopted a resolution certifying the Final Supplemental Environmental Impact Report (SEIR) for the 851 Main Street Project; and

WHEREAS, the Council is empowered by Redwood City Municipal Code Chapter 18, Article XI, Section 18.60 et seq., to amend the General Plan; and

WHEREAS, the Council has determined that the proposed Project is consistent with and would further the purpose of and appropriately implement the General Plan and Downtown Precise Plan goals, development standards as amended to increase the office development cap, and urban design guidelines and applicable provisions of the Redwood City Municipal Code and Zoning Ordinance.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

Section 1. The Council, having independently heard, considered, and weighed all the evidence in the record, finds that the above recitals are accurate and constitute findings in this matter and, together with the staff report and the application materials, including without limitation the Final SEIR, the development plan, and all other documents, reports, studies, memoranda, maps, oral and written testimony, and materials in the City's file for the applications and the Project, and all adopted City planning documents relating to the Project and the property including the City's General Plan, Municipal Code, Zoning Ordinance, the Downtown Precise Plan, and other applicable City laws and regulations, and all associated approved and certified environmental documents, have together served as an adequate and appropriate evidentiary basis for the findings and actions set forth in this Resolution.

Section 2. CEQA. In the exercise of its independent judgment, the Council finds that:

- a. The certified Final SEIR and the Findings and Statements Required by the California Environmental Quality Act and Statement of Overriding Considerations made and adopted concurrently with the Final SEIR, including all technical background reports and appendices, have (i) adequately analyzed the potential impacts of the 851 Main Street Project; (ii) included a Mitigation Monitoring and Reporting Program (MMRP) that would mitigate certain significant impacts to a less-than-significant level; and (iii) set forth substantial evidence demonstrating that the benefits of implementing the Downtown Precise Plan and the Project outweigh all remaining significant and unavoidable impacts.
- b. Pursuant to CEQA Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the Council has based its determinations are located in and may be obtained from the Office of

the City Clerk at 1017 Middlefield Road Redwood City California. The City Clerk is the custodian of records for all matters before the City; and

Section 3. General Plan Amendment - Findings. In the exercise of its independent judgment, the Council finds that:

- a. The Project is consistent with the goals and policies of the City's 2010 General Plan and appropriately implements the Mixed Use – Downtown General Plan land use designation, as set forth in the staff report and analyses referenced therein.
- b. The proposed General Plan text amendment to increase the development cap for nonresidential development within downtown will not create conditions that would be detrimental to the public health, safety and general welfare.
- c. Through the certification of the Final SEIR and its associated Mitigation Monitoring Plan (MMRP), all identified impacts associated with the General Plan amendment to increase the nonresidential development cap would be mitigated to a less-than-significant level.

Section 4. General Plan Amendment. The Council amends the text of the General Plan Mixed Use – Downtown land use designation as follows:

Maximum intensity: No limit on FAR, with a maximum capacity of ~~600,000~~ 674,667 square feet of additional non-residential space (574,667 for office {74,667 of which to be located at 851 Main Street} and 100,000 for retail)

[Text of the Mixed-Use – Downtown land use designation to otherwise remain unaltered]

Section 5. This Resolution is effective upon its adoption.

* * *

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDWOOD CITY
TO AMEND THE CITY'S DOWNTOWN PRECISE PLAN MAXIMUM
ALLOWABLE DEVELOPMENT CAP FOR THE 851 MAIN STREET PROJECT**

WHEREAS, on January 24, 2011, the City Council adopted Resolution No. 15087 to approve and adopt the Downtown Precise Plan (DTPP) and certified the Final Environmental Impact Report for the Downtown Precise Plan (FEIR); and

WHEREAS, Section 2.0.4 of the DTPP currently includes Maximum Allowable Development (MAD) caps as follows:

- a. Residential development under this Plan shall not exceed 2,500 net new dwelling units
- b. Office development under this Plan shall not exceed 500,000 net new square feet of gross floor area
- c. Retail development under this Plan shall not exceed 100,000 net new square feet of gross floor area
- d. Lodging development under this Plan shall not exceed 200 net new guest rooms

WHEREAS, previously entitled development projects located within the DTPP area have exhausted the square footage available under the MAD cap for new office floor area; and

WHEREAS, on November 25, 2014, The Acclaim Companies (Applicant), submitted an application for a General Plan Amendment, Downtown Precise Plan Amendment, Tentative Parcel Map, Use Permit, and Downtown Planned Community Permit including ten Guideline deviations and a historic preservation standard exception, to develop an office and retail mixed use project located at 851 Main Street, (Project), which is located within the DTPP area; and

WHEREAS, the 851 Main Street Project exceeds the DTPP MAD cap for new office floor area; and

WHEREAS, the Applicant is seeking to amend section 2.0.4.1.b of the DTPP to raise the DTPP MAD cap for new office floor area in order to accommodate the Project as follows:

- b. Office development under this Plan shall not exceed ~~500,000~~ 574,667 net new square feet of gross floor area (74,667 of which to be located at 851 Main Street).*

WHEREAS, on March 27, 2017, the City Council held a duly noticed public hearing and initiated a General Plan Amendment and Downtown Precise Plan Amendment to allow the Applicant to move forward through the Project analysis and public hearing entitlement process; and

WHEREAS, on March 20, 2018, the Planning Commission held a duly noticed public hearing in accordance with all applicable requirements of the State Planning and Zoning law, the Redwood City Zoning Ordinance and the Redwood City Municipal Code to review the Draft Supplemental Environmental Impact Report (Draft SEIR) and the Project entitlements, and forwarded a recommendation (5-0, Safdari absent, Schmidt recused) to approve the requested Project entitlements; and

WHEREAS, on June 11, 2018, the City Council held a duly noticed public hearing in accordance with all applicable requirements of the California Environmental Quality Act (CEQA) and adopted a resolution certifying the Final Supplemental Environmental Impact Report (Final SEIR) for the 851 Main Street Project; and

WHEREAS, the Council is empowered by Redwood City Zoning Ordinance Articles 49 and 52 to amend the Downtown Precise Plan; and

WHEREAS, the Council has determined that the proposed Project is consistent with and would further the purpose of and appropriately implement the General Plan and Downtown Precise Plan goals, development standards as amended to increase the office development cap, and urban design guidelines and applicable provisions of the Redwood City Municipal Code and Zoning Ordinance.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

Section 1. The Council, having independently heard, considered, and weighed all the evidence in the record, finds that the above recitals are accurate and constitute findings in this matter and, together with the staff report and the application materials, including without limitation the Final SEIR, the development plan, and all other documents, reports, studies, memoranda, maps, oral and written testimony, and materials in the City's file for the applications and the Project, and all adopted City planning documents relating to the Project and the property including the City's General Plan, Municipal Code, Zoning Ordinance, the Downtown Precise Plan, the Downtown Precise Plan Final EIR, and other applicable City laws and regulations, and all associated approved and certified environmental documents, have together served as an adequate and appropriate evidentiary basis for the findings and actions set forth in this Resolution and are hereby incorporated by reference.

Section 2. CEQA. In the exercise of its independent judgment, the Council finds that:

a. The certified Final SEIR and the Findings and Statements Required by the California Environmental Quality Act and Statement of Overriding Considerations made and adopted concurrently with the Final SEIR, including all technical background reports and appendices, have (i) adequately analyzed the potential impacts of the 851 Main Street Project; (ii) included a Mitigation Monitoring and Reporting Program (MMRP) that would mitigate certain significant impacts to a less-than-significant level; and (iii) set forth substantial evidence demonstrating that the benefits of implementing the Downtown Precise Plan and the Project outweigh all remaining significant and unavoidable impacts; and

b. Pursuant to CEQA Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the Commission has based its determinations are located in and may be obtained from the Office of the City Clerk at 1017 Middlefield Road Redwood City California. The City Clerk is the custodian of records for all matters before the City; and

Section 3. Downtown Precise Plan Amendment - Findings. In the exercise of its independent judgment, the Council finds that:

a. The Project is in the public interest and is consistent with and appropriately implements the goals and vision of the Downtown Precise Plan.

b. The proposed Downtown Precise Plan text amendment to increase the office

development cap within downtown will not create conditions that would be detrimental to the public health, safety and general welfare.

c. Through the certification and adoption of the Final SEIR, the Findings and Statements Required by the California Environmental Quality Act and Statement of Overriding Considerations, and the associated Mitigation Monitoring Plan (MMRP), all identified impacts associated with the Downtown Precise Plan amendment to increase the office development cap would be mitigated to a less-than-significant level and any remaining significant and unavoidable impacts identified by the Downtown Precise Plan EIR are outweighed by specific economic, legal, social, technological, or other benefits.

Section 4 . Downtown Precise Plan Amendment. The Council amends the text of DTPP Section 2.0.4.1.b as follows:

- b. Office development under this Plan shall not exceed ~~500,000~~ 574,667 net new square feet of gross floor area (74,667 of which to be located at 851 Main Street).*

Section 5. This Resolution is effective upon its adoption.

* * *

RESOLUTION NO. _____**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDWOOD CITY TO APPROVE A TENTATIVE PARCEL MAP, USE PERMIT, AND DOWNTOWN PLANNED COMMUNITY PERMIT INCLUDING TEN GUIDELINE DEVIATIONS AND ONE HISTORIC PRESERVATION STANDARD EXCEPTION FOR AN OFFICE AND RETAIL MIXED USE PROJECT LOCATED AT 851 MAIN STREET IN DOWNTOWN REDWOOD CITY**

WHEREAS, on November 25, 2014, The Acclaim Companies (Applicant), submitted an application for a General Plan Amendment, Downtown Precise Plan Amendment, Tentative Parcel Map, Use Permit, and Downtown Planned Community Permit including ten Guideline deviations and a historic preservation standard exception, to develop an office and retail mixed use project located at 851 Main Street, (Project), which is located within the Downtown Precise Plan (DTPP); and

WHEREAS, on September 30, 2015, the Historic Resources Advisory Committee (HRAC) held a study session to review and provide feedback on the Project's compliance with the historic resources preservation requirements of the DTPP and the Historic Preservation Ordinance (Chapter 40 of the Redwood City Municipal Code); and

WHEREAS, on September 6, 2016, the Planning Commission (Commission) held a duly noticed scoping session for the preparation of a Supplemental Environmental Impact Report (SEIR), which would supplement the original certified downtown EIR and update the analysis to cover the 851 Main Street Project; and

WHEREAS, on March 27, 2017, the City Council held a duly noticed public hearing and initiated a General Plan Amendment and Downtown Precise Plan Amendment to allow the Applicant to move forward through the Project analysis and public hearing entitlement process; and

WHEREAS, on July 13, 2017, the HRAC held a duly noticed public hearing to consider the historic reports prepared by Richard Brandi and Page and Turnbull, the Rehabilitation Plan prepared by Architectural Resources Group, the Project's compliance with the historic resources preservation requirements of the DTPP, and compliance with the City's Historic Preservation Ordinance (Chapter 40). The HRAC determined:

- (1) The historic reports adequately evaluated the Project pursuant to the DTPP, Chapter 40, and the California Environmental Quality Act (CEQA);
- (2) The Project will not have a significant adverse impact on the historic landmark located at 847-849 Main Street, and will protect the landmark's continued eligibility for listing on the California Register;
- (3) The Project is consistent with and fully adheres to the Secretary of the Interior's Standards for the Treatment of Historic Properties;
- (4) The Project will not create a significant adverse change in the significance of the adjacent historic landmark at 837 Main Street (IOOF Building), and will protect the adjacent historic resource's continued eligibility for listing on the California Register;
- (5) The Project meets all of the historic preservation requirements of the DTPP

including the Exception to the Historic Resources Preservation Standards process.

The HRAC adopted Resolution No. 17-02 and forwarded a recommendation of approval for the Project including the requested Exception to the Historic Resources Standard for height of additions to the historic landmark building; and

WHEREAS, on September 7, 2017, the Architectural Advisory Committee (AAC) held a duly noticed public hearing to consider the Project including the ten requested DTPP guideline deviations, and forwarded a recommendation of approval for five of the ten deviation requests. The AAC asked for the Project to return to further address inactive frontage along Walnut Street and parking garage design deviations; and

WHEREAS, on November 2, 2017, the AAC held a duly noticed public hearing to consider the Project and the remaining five guideline deviation requests, and forwarded a recommendation of approval to the Planning Commission for a total of six of the ten deviation requests that relate to Maximum Establishment Length, Façade Height Articulation, Building Base Façade Composition, Building Middle Façade Composition, General Private Frontage Regulations, and Parking Space Design for tandem parking spaces. The AAC did not recommend approval of four deviation requests related to the parking garage design and operation; and

WHEREAS, on March 20, 2018, the Planning Commission held a duly noticed public hearing in accordance with all applicable requirements of the State Planning and Zoning law, the Redwood City Zoning Ordinance, and the Redwood City Municipal Code to 1) receive public comments on the Draft SEIR and 2) make recommendations to the City Council on the various project entitlements. The public comment period for the Draft SEIR was open from February 28, 2018 through April 13, 2018; and

WHEREAS, on March 20, 2018, the Commission considered the staff reports, the recommendations from the HRAC and AAC, materials and documents, and oral and written testimony presented by all those wishing to be heard on this Project; and

WHEREAS, on March 20, 2018, the Commission reviewed the Draft Supplemental Environmental Impact Report (SEIR), including all technical background reports and appendices, and determined that the information contained therein was adequate for purposes of providing a recommendation to the City Council on the requested project entitlements; and

WHEREAS, on March 20, 2018, the Commission determined that the proposed Project is consistent with and would further the purpose of and appropriately implement the General Plan and Downtown Precise Plan goals, development standards as amended to increase the office development cap, and urban design guidelines and applicable provisions of the Redwood City Municipal Code and Zoning Ordinance, and by a vote of 5-0 (Safdari absent, Schmidt recused) recommended that the City Council approve the requested entitlements including a General Plan Amendment, Downtown Precise Plan Amendment, Tentative Parcel Map, Use Permit, and Downtown Planned Community Permit including a recommendation for approval of the requested ten guideline deviations and one historic preservation standard exception.

WHEREAS, on May 22, 2018, the Final SEIR for the 851 Main Street Project, including written responses to all comments received during the Draft SEIR public comment period, was published for public review; and

WHEREAS, on June 11, 2018, the City Council held a duly noticed public hearing in accordance with all applicable requirements of State Planning and Zoning law, the California Environmental Quality Act (CEQA), the Redwood City Zoning Ordinance, and the Redwood City Municipal Code to consider the 851 Main Street Project and required environmental analysis; and

WHEREAS, on June 11, 2018, the City Council considered the staff reports, materials and documents, and oral and written testimony presented by all those wishing to be heard on this Project; and

WHEREAS, on June 11, 2018, the City Council considered and certified a Supplemental Environmental Impact Report (SEIR) and Mitigation Monitoring and Reporting Program (MMRP) prepared by the City's Planning Division in accordance with the requirements of CEQA, as part of the City's consideration of the 851 Main Street Project; and

WHEREAS, on June 11, 2018, the City Council adopted a resolution to amend the General Plan Mixed Use – Downtown land use designation to increase the maximum nonresidential floor area cap to accommodate the 851 Main Street Project; and

WHEREAS, on June 11, 2018, the City Council adopted a resolution to amend the Downtown Precise Plan to increase the Maximum Allowable Development (MAD) cap for office floor area cap to accommodate the 851 Main Street Project; and

WHEREAS, the City Council has determined that the proposed Project is consistent with and would further the purpose of and appropriately implement the General Plan and Downtown Precise Plan goals, development standards as amended to increase the office development cap, and urban design guidelines and applicable provisions of the Redwood City Municipal Code and Zoning Ordinance.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

Section 1. The Council, having independently heard, considered, and weighed all the evidence in the record, finds that the above recitals are accurate and constitute findings in this matter and, together with the staff report and the application materials, including without limitation the Draft SEIR, development plan, and all other documents, reports, studies, memoranda, maps, oral and written testimony, and materials in the City's file for the applications and the Project, and all adopted City planning documents relating to the Project and the property including the City's General Plan, Municipal Code, Zoning Ordinance, the Downtown Precise Plan, and other applicable City laws and regulations, and all associated approved and certified environmental documents, have together served as an adequate and appropriate evidentiary basis for the findings and actions set forth in this Resolution.

Section 2. Tentative Parcel Map (TM2014-11): In the exercise of its independent judgment, the Council finds that:

- a. The map, design, and improvements of the proposed subdivision are consistent with the City of Redwood City General Plan, the Downtown Precise Plan, the City of Redwood City Municipal Code, the City of Redwood City Zoning Ordinance, and all applicable subdivision improvement requirements as it allows for the merger of four existing parcels into a single conforming development parcel;
- b. The site of the proposed subdivision is physically suited for the type and intensity of the proposed development as it is located within an urbanized downtown environment;
- c. The design and proposed improvements are not likely to cause substantial environmental damage, or substantially and avoidably injure fish, wildlife or their habitat, or cause serious public health problems as the site is already developed with buildings and improvements, and does not contain any existing habitats;
- d. The design and proposed improvements of the proposed project will not conflict with essential public easements for access through, or use of, property within the proposed subdivision as the proposed improvements and dedications will enhance the pedestrian experience and promote access.

Section 3. Tentative Parcel Map (TM2014-11): The Council finds that the proposed subdivision, together with the provisions for its design and improvement, is consistent with the general plan as set forth in the staff report.

Section 4. Use Permit (UP2017-016): In the exercise of its independent judgment, the Council finds that:

- a. The proposed use will be consistent with the various elements and objectives of the general plan and any applicable Specific and Precise Plans, and zoning regulations for the subject location as it will create active storefronts along Main Street and locate ground floor office uses toward the back of the building along the Walnut Street frontage;
- b. The proposed use is compatible with surrounding uses as it includes both office and ground floor active uses similar to other uses located on the same block;
- c. The use and its associated structures and facilities will not be detrimental to the public health, safety, or welfare of the people and property of Redwood City as the proposed project will help to create a vibrant Main Street corridor and will provide lighting and sidewalk improvements to the Walnut Street corridor;
- d. The use and facilities will not adversely affect or conflict with adjacent uses or impede the normal development of surrounding property as the project is located on land that is already improved with buildings and will not obstruct access or future development of adjacent parcels;
- e. Adequate public and private facilities such as utilities, landscaping, parking spaces and traffic circulation measures are or will be provided for the proposed use.

Section 5. Planned Community Permit (DPC2014-09): In the exercise of its independent judgment, the Council finds that:

- a. The project and improvements proposed under Downtown Planned

- Community Permit Application No. DPC2014-09 are consistent with, conform to the intent of, and will appropriately implement the Downtown Precise Plan for the 851 Main Street project;
- b. The establishment, maintenance and operation of the project and improvements proposed under Downtown Planned Community Permit No. DPC2014-09 will not, under the circumstances of this particular case, be detrimental to the health, safety, peace, morals, or general welfare of persons residing or working in the neighborhood of the project, or be detrimental or injurious to property or improvements in the neighborhood of the project, or to the general welfare of the City, because the project has been found to be consistent with the community goals established in the City's General Plan and Zoning Ordinance;
 - c. The Project and improvements comply fully with all applicable standards of the DTPP, as amended to increase the office development cap, with the exception of Historic Preservation Standard 2.1.3.DD.1.d for height of additions to the historic landmark located at 847-849 Main Street;
 - d. The Project and improvements comply fully with all provisions of the Exceptions to the Historic Resource Preservation Standards process as detailed in DTPP Section 2.0.3.A.3.a for Historic Projects;
 - e. The Project and improvements proposed under Downtown Planned Community Permit Application No. DPC2014-09 will not create a significant adverse impact on the historic landmark located at 847-849 Main Street, nor the historic landmark located adjacent to the project site located at 837 Main Street (IOOF Building; DTPP Historic Resource CC); nor the Main Street Historic District, and all resources including the District will retain their eligibility for listing on the California Register of Historic Places as detailed in HRAC Resolution No. 17-02 and the 851 Main Street Historic Preservation Analysis;
 - f. The Project and improvements comply with all but ten guidelines of the DTPP pertaining to maximum establishment length, building base and middle façade composition, general private frontages, façade height articulation, and parking space and access lane design. The project, including the ten requested guideline deviations, would appropriately implement the goals, vision and intent of the DTPP.

Section 6. Project Recommendation Subject to Conditions of Approval: The Council approves the Project, based on certification of the SEIR and adoption of the MMRP, amendment of the General Plan and Downtown Precise Plan for additional office floor area, all applicable required findings, and subject to the Conditions of Approval (Exhibit A) attached hereto and incorporated herein by reference.

Section 7. Community Benefits: The Council accepts the proposed community benefits described herein:

Non-Mandatory Fees/Public Benefits	
Redwood City Affordable Housing Fund*	\$605,000
Public Art**	\$85,000
Redwood City Parks and Arts Foundation	\$25,000
Redwood City Schools and/or Spanish Immersion Programs TBD	\$25,000

Sheriff's Athletic League	\$5,000
TOTAL	\$745,000
*\$305,000 to be paid prior to issuance of building permit; \$300,000 to be paid upon issuance of Temporary or Final Certificate of Occupancy (whichever is issued first)	
**Acclaim to furnish art in 851 Main Street lobby/art gallery for daily public viewing	

Section 8. This Resolution is effective upon its adoption.

* * *



EXHIBIT A

CITY OF REDWOOD CITY

CONDITIONS OF APPROVAL

851 Main Street

General Plan Amendment, Downtown Precise Plan Amendment, Downtown Planned Community Permit (DPC2014-09) Including Ten Guideline Deviations, Historic Preservation Standard Exception, Tentative Parcel Map (TM2014-11), and Use Permit (UP2017-016)

The following Conditions of Approval [COA] and Standard Development Requirements [SDR] apply to this project. The COAs are specific conditions applicable to the proposed project. The SDRs are items which are codified or adopted by resolution and have been included for ease of reference, they may not be appealed or changed. The SDRs are not intended as a comprehensive list. The COAs and SDRs are grouped under specific headings that relate to the subject matter and the responsible division is described in brackets, i.e. [PLANNING].

The applicant is responsible for the fulfillment of all conditions and standard development requirements, unless specifically stated otherwise.

In addition to complying with all applicable City, County, State and Federal Statutes, Codes, Ordinances, Resolutions and Regulations, Permittee expressly accepts and agrees to comply with the following Conditions of Approval and Standard Development Requirements of this Permit:

Project Conformance

1. **Substantial Conformity** - All improvements shall substantially conform to the project plans prepared by DES Architects dated Feb. 1, 2018, and related information submitted by the Applicant, on file with the Community Development Department. [COA][PLANNING]
2. **Approval Letter & Conditions in Building Permit Plans** - This list of conditions of approval shall be printed on the first page of the building permit plans. [COA][PLANNING]
3. **Use** - The project approval is for Office and Retail use only. Active ground floor uses, as defined in the Downtown Precise Plan, are required in the ground floor level fronting along Main Street. Any change to the approved use is subject to review and approval by the City. The Community Development Director may approve modifications to the proposed ground floor uses upon determination that such modifications are consistent with the Downtown Precise Plan. [COA][PLANNING]
4. **Exterior Colors and Materials** - A mockup of the proposed materials and colors for Planning review and approval shall be prepared prior to framing inspection. [COA][PLANNING]

5. **Mitigation Measures** - Provide written documentation of compliance with all required mitigation measures prior to issuance of final Certificate of Occupancy. [COA][PLANNING]

Fees

The following fees must be paid in full prior to issuance of the building permit unless otherwise described below.

6. **Transportation Impact Fee** - Pay a Traffic Impact Fee for the net new trips resulting from the proposed project, estimated at \$142,000. [SDR] [ENGINEERING]
7. **Water and Sewer Fees** – Pay applicable water, recycled water, and wastewater-related fees as outlined on the [City's website](#). [SDR][ENGINEERING]
8. **School Impact Fee** – For residential additions greater than 500 square feet and new commercial or industrial construction, pay a School Impact Fee to the [Sequoia Union High School District](#). Information regarding this fee may be obtained by contacting the Sequoia Union High School District at (650) 369-1411. [SDR][SCHOOL DISTRICT]
9. **Mitigation Fees** – The project may be subject to additional fees as outlined in the adopted Mitigation Monitoring Plan. [COA] [ENGINEERING]
 - a. Fair share payment to mitigate impacts on the 101/84 interchange, estimated at \$398,408 based on 350 employees.
10. **Notice of Fees Protest** – The applicant may protest any fees, dedications, reservations, or other exactions imposed by the City as part of the approval or as a condition of approval of this development. Per California Government Code Section 66020, this 90-day protest period has begun as of the date of the approval of this application. [SDR][OFFICE OF THE CITY ATTORNEY]

Historic Preservation

11. **Rehabilitation Plan** – Project must fully adhere to the Rehabilitation Plan for the 847-849 Main Street designated historic landmark.

The historic Main Street façade must be stabilized and protected in place throughout the entire construction phase. The Main Street historic transom glass panels may be removed and stored during construction, but the transom window framing must remain in place. Historic transom glass panels are to be cleaned and reinstalled post-construction. Original tiles along the front of the building and in the vestibules must be retained. All aspects of the historic Main Street façade are to be retained and rehabilitated, with the exception of non-historic storefront materials. The north and east walls of the historic landmark are to be carefully dismantled, stored, and reassembled on-site. All work to be done in accordance with the Secretary of Interior's Standards for the Rehabilitation Treatment.

Historic Preservation Professional – At minimum, a Historic Preservation Professional shall be on site once every two weeks during any construction on the historic facades. In addition to a Pre-Demolition meeting with the City, the Preservation Professional shall also make a site visit during the following sensitive activities [COA] [PLANNING]:

- a. Review labeling and cataloging of salvage elements in-place prior to removal.
- b. Review initial glazing removal. Confirm removal techniques, crating, and storage conforms to approved plans.
- c. Review initial installation of historic protection. Protection shall conform to approved plans.
- d. Review historic protection when completely in-place before the start of any demolition activities.
- e. Review concrete cutting locations and methods prior to commencement of work (north and east walls).
- f. Review initial removal of concrete (north and east walls).
- g. Review initial removal of steel sash windows (east wall). Confirm removal techniques, crating and storage conforms to approved plans.
- h. Review initial modification of steel sash windows prior to reassembly.
- i. Review initial reassembly of steel sash windows.
- j. Review initial reassembly of concrete walls (north and east walls).
- k. Review initial removal of protection.
- l. Review restoration mock-ups which may include cleaning, concrete, glazing, and tile repair.
- m. Review initial reinstallation of glazing.

In addition, the Preservation Professional shall be on site when any of the following occur:

- Protection needs to be temporarily removed for access or construction.
- Protection needs to be modified.
- Conditions are uncovered that do not match construction documents.

12. **HABS documentation** – Full HABS documentation shall be prepared by Architectural Resources Group and submitted to the City prior to issuance of Temporary or Final Certificate of Occupancy, whichever occurs first. [COA][PLANNING]

13. **Cultural Resources Management Plan** – Project must fully adhere to the City's Cultural Resources Management Plan. A report describing the project's compliance shall be submitted to the city prior to issuance of Temporary or Final Certificate of Occupancy, whichever occurs first. [COA][PLANNING]

14. **Unreinforced Masonry Buildings** – The project site contains a designated historic resource and is within 300 feet of six other historic buildings, three of which are identified as being unreinforced masonry buildings (800 Main Street, 831-833 Main, and 114 Stambaugh). An exterior survey and conditions report shall be prepared for the three identified unreinforced masonry buildings, and the adjacent 837 Main Street historic landmark building (IOOF building) prior to issuance of Demolition Permit. Pile-driving and other vibration activities shall be done in accordance with required

geotechnical mitigation measures. Any indication of damage to the above listed buildings due to vibration from the project site shall result in a stop work notice and development of alternative construction methods prior to resuming work. [COA][PLANNING]

15. **Work/Damage Beyond Scope** – Any damage or removal of historic walls or character defining features of the 847-849 Main Street historic landmark beyond that identified in the approved Rehabilitation Plan shall result in a stop work notice for review of applicable SEIR analysis. If damage or work is beyond that analyzed in the SEIR, further work on the project will be halted until an updated environmental analysis can be performed and the amended SEIR certified by the City. [COA][PLANNING]

Landscaping and Site Improvements

16. **Stormwater Runoff** - Post-construction runoff into the storm drain shall not exceed pre-construction runoff levels. The applicant's design professional shall evaluate the project's impact to the City's storm drainage system and shall substantiate their conclusions with drainage calculations to the satisfaction of the City Engineer. The project shall be designed in conformance with the Drainage Guidelines for [Commercial](#) Development. [SDR] [ENGINEERING]
17. **Tree Protection** - Provide tree protection measures for ordinance-sized trees near the project and show these measures on the building permit plans. [COA][PLANNING]
18. **Tree Removal Permit** - Obtain a Tree Removal Permit for the removal and tree trimming of all ordinance-size trees (number, type and location) defined within the City's Tree Preservation Ordinance prior to building permit issuance. [[SDR](#)][PLANNING]
19. **Street Trees** - Four (24-inch box) street trees shall be planted along the Walnut Street frontage and three (24-inch box) street trees shall be planted along the Main Street frontage, for a total of seven new street trees. The tree species and location will be determined by the City Engineer and Planning Manager. These improvements shall be included as part of the building permit submittal package. Newly planted trees shall be both irrigated and maintained by the applicant. [[SDR](#)][PLANNING]
20. **Exterior Lighting** – Provide a lighting plan for proposed exterior lighting, including cut sheets, a photometric site plan demonstrating light levels and a diagram showing light spillover. This information shall be included in the building permit plans. New light sources must not introduce glare or light effects that spill off the property. [COA][PLANNING]
21. **Future Signage** – Future signage must conform to the signage regulations of Section 2.10 of the DTPP. Detailed signage plans must be submitted and approved, and a Sign Permit and Building Permit issued prior to the installation or construction of any signage for the project. [SDR][PLANNING]

22. **Bicycle Parking** – Provide for 10 short-term (visitor) and 40 secure bicycle parking and demonstrate this on the building permit plans. [COA][ENGINEERING]
23. **Clean Air Vehicle Parking** – Provide for 21 designated parking spaces for any combination of low-emitting, fuel-efficient and carpool/vanpool vehicles. [COA][ENGINEERING]
24. **Electric Vehicle Charging Stations** – Provide for 6% of onsite parking spaces to be equipped with ability to install electrical vehicle (EV) charging stations. Four spaces shall have a charging station installed prior to Final Certificate of Occupancy. [COA][ENGINEERING]
25. **Discards Collection** - Prior to the issuance of a building permit, the applicant shall submit to Engineering a Discards Collection Plan for review and approval. The plan shall include the following elements and additional elements as required by City staff: [COA][ENGINEERING]
 - a. **Maintenance and Service:** Trash, recycling and composting (Discards) storage areas shall include adequate space for the maintenance and servicing of containers for all materials that are provided by local hauling companies.
 - b. **Adequate Space for Trash, Recyclables and Compostables:** The amount of space provided for the collection and storage of recyclable materials shall be at least as large as the amount of space provided for the collection and storage of trash materials and shall reflect the estimated volumes of trash and recyclable and compostable materials to be generated providing for the separate and dedicated containers for those materials with the goal of 25% or less of the total materials generated going to a landfill. An appropriately sized and designed area for wastes banned from regular trash containers such as electronics, fluorescent lamps and batteries shall be designated. Residential properties will also provide area for bulky item collection such as mattresses, furniture, tires and white goods. This shall be reflected in the Discards Collection Plan.
 - c. **Convenience and Accessibility:** The recycling area shall be at least as accessible and convenient for tenants and collection vehicles as the trash collection and storage area. Separate, properly labeled (as per City standards) and dedicated chutes must be provided for each and every collected stream of materials - not just for trash (non-recyclable and non-compostable materials) if chutes are planned. The trash and recycling room(s) or areas shall be located on an exterior wall of the building (if indoors) with adequately-sized door or gate access to the street through the wall so as to minimize distance for the collection vehicle personnel and eliminate temporary outdoor storage of containers on collection days. If the storage area is located outside, then it must be easily accessible by the collection vehicles. If the day-to-day-use trash and recycling area(s) cannot be located adjacent to the street, then service-day locations easily accessible by the collection vehicle staff must be provided in an area on-site as per city standards in enclosures completely screened and

covered from off-site view by a solid fence or masonry wall at least six feet high and in harmony with the architecture of the building(s).

- d. **Equipment/Storage:** All trash enclosures shall be completely screened and covered from off-site view by a solid fence or masonry wall at least six feet high and in harmony with the architecture of the building(s). Alternatively, the trash facilities may be placed within the building. Sewer drains, fire sprinklers, enclosures, and roofing (if outdoors) shall be provided as per City standards.
- e. **Implementation and Reporting:** Applicant and its successors and assigns shall implement the approved Discards Collection Plan and report its activities and achievements to the Public Works Department annually as requested.

Parcel Map

- 26. **Parcel Map** - Obtain approval of and record a Parcel Map prior to issuance of building permit that includes the new building foundation. All parcel maps shall include the lot configuration and proposed easements and conform to the Subdivision Map Act and Chapter 30 of the Municipal Code. [[SDR](#)][ENGINEERING]
- 27. **Agreements** - Prior to Parcel Map approval, enter into the following agreements in a form acceptable to the City Attorney and the Community Development Director: [COA][ENGINEERING]
 - a. **A Landscape Maintenance Agreement** for all assigned landscape areas in public rights of way, easements, and/or on property in which the City holds an interest to be maintained. Maintenance items shall include, but are not limited to, planting trees, shrubs, flowers, grass, decorative pavers, and all appurtenances including irrigation systems and pedestrian scale lighting.
 - b. **A Stormwater Treatment Measures Maintenance Agreement** for all on-site stormwater treatment measures associated with the project.
 - c. **An Improvement Agreement** to guarantee the installation of all improvements required of the project and to provide for payment of all City inspection and plan check charges associated with the installation of public and private improvements, including, but not limited to, streets, sanitary sewers, water, storm drains and street lights.
 - d. **A Shared Parking Covenant** providing the City with assurance that the shared parking obligations under the Downtown Precise Plan will be met and that the valet parking service will be provided for the life of the project. The shared parking covenant shall be recorded against the property along with the Parcel Map.

Reports and Surveys

- 28. **Geotechnical Report** - Include a geotechnical field review and reports for all grading

work, prepared by a licensed geotechnical engineer and in conformance with Engineering Standards, Volumes II & III, CBC, and other State regulations. This shall be submitted as part of the building permit application. [SDR][ENGINEERING]

29. **As-Builts** – Provide “as-built” or “record” drawings, to be submitted in paper, PDF and AutoCAD formats prior to project sign-off. [COA][ENGINEERING]

Utility Infrastructure Improvements

30. **Conformance with the City’s Engineering Standards** – All public improvements shall be designed and constructed in accordance with the [City’s Engineering Standards](#). [SDR][ENGINEERING]
31. **Encroachment Permits** – Obtain an Encroachment Permit from the Engineering and Transportation Division for work listed below. This permit shall be obtained prior to the commencement of construction of the road, utilities, or any site improvements. [SDR][ENGINEERING]
- a. Work in the City public right-of-way, easements or property in which the City holds an interest.
 - b. Work requiring a grading permit. Grading permits require a Plot and Finished Grading Plan prepared by a California-registered Civil Engineer.
 - c. Work requiring on-site shoring which affects the public right of way
 - d. Work using the public right-of-way for any fixed structure (awnings, roof overhangs, fixed planters, etc.). Insurance, meeting the City’s standards, is required. This permit will be recorded against the property.
32. **Undergrounding Utilities** - The applicant shall underground all overhead utilities within the site as well as along the Walnut Street project frontage. The undergrounding shall be shown on the building permit plans. [SDR][ENGINEERING]
33. **Sewer Capacity** – Prior to encroachment permit issuance, submit to the City, and obtain approval of, an evaluation and report prepared by a licensed engineer demonstrating that the existing sewer mains have sufficient capacity for the project. The study shall consider existing, project, other approved projects, and applications currently under review in determining the needed capacity. If the existing sewer main is less than 6” in size, or is in any other way not sufficient as determined by the City Engineer, applicant shall, as part of the Project, construct and install new sewer mains sufficient to meet such requirements, in accordance with the City’s Engineering standards and as directed by the City Engineer to the City Engineer’s satisfaction. [SDR][ENGINEERING]
34. **Peak Wet Weather Flow Capacity** – Redwood City has exceeded its Peak Wet Weather Flow (PWWF) capacity in the past. A methodology to reduce inflow and infiltration (I/I) by pipe replacement was determined. The applicant shall reduce (I/I) to offset increased sewer demand from the project by replacing aged sewer mains or pay an equivalent in-lieu fee. The length of pipe replacement required or the amount of fee will be based on the project’s sewage generation projection (Attachment L of the City’s

Engineering Standards). [COA][ENGINEERING]

35. **Sewer Lateral Limit** – The project is limited to one sewer lateral per parcel. [COA][ENGINEERING]
34. **Sewer Lateral Size for Commercial Development** - For new or remodeled commercial buildings, sewer laterals less than 4” shall be upgraded to a minimum 6” size. [SDR] [ENGINEERING]
35. **Water Mains** – Prior to encroachment permit issuance, submit to City, and obtain approval of, an evaluation and report, prepared by a licensed engineer, in conformance with the City's Engineering Standards, demonstrating that the proposed water main meets the domestic and fire flow requirements in accordance with City Code Section 38.26 and the International Fire Code. If the existing water main is less than 6” in size, or is in any other way not sufficient as determined by the City Engineer, applicant shall, as part of the Project, construct and install new water mains sufficient to meet such requirements, in accordance with the City's Engineering Standards and as directed by the City Engineer. New water mains shall be 8” minimum in size and extend across the entire property frontage, from the nearest point of connection to an existing 6” or larger water main. [SDR][ENGINEERING]
36. **Water Meters** – The project is limited to one “master” water meter for domestic water service, one “master” water meter for dual plumbing recycled water, one meter for irrigation, and one meter on the fire service backflow preventer. Any additional metering for individual units must be accomplished by private sub-meters within the property. [COA][ENGINEERING]
37. **Recycled Water Facilities** – Recycled water (purple pipe) facilities shall be provided and designed in accordance with Engineering Standards for dual plumbing, irrigation, and other warranted uses per the Recycled Water Ordinance, Chapter 38. Services that are to be supplied by recycled water (either at the time of project completion or at a future date) shall be designed to properly function at the design pressure required by Engineering. Upon a final determination by the City that recycled water is available for the property, the applicant shall connect the project to the recycled water system. Pipe material for internally dual plumbed systems intended for the conveyance of recycled water shall be constructed of non-metallic materials as allowed in the California Plumbing Code, and in accordance with the City's Customer Guidelines for Recycled Water Use. [SDR][ENGINEERING]
38. **Recycled Water Report** - The applicant shall hire an engineer licensed in California and experienced in the field of wastewater treatment to prepare a recycled water report for dual plumbed facilities, pursuant to California Water Code section 13522.5 and in accordance with California Code of Regulations sections 60314 and 60323 (found within Title 22, Division 4, Chapter 3). A draft report is required to be prepared prior to commencing any plumbing work, and will be routed to the Public Works Department for review and coordination with the State Water Resources Control Board Division of Drinking Water (DDW) for approval. The report shall be completed, and approved by

DDW prior to project closeout. [COA] [ENGINEERING]

39. **Cross-Connection Control Test** - Prior to issuance of the certificate of occupancy, all applicable plumbing systems must pass a cross-connection control test, performed by a Cross-Connection Control Specialist Certified through the CA-NV Section of the AWWA and observed by Public Works staff. The cross-connection control test method must be included in the Recycled Water Report. The applicant is responsible for all fees associated with the performance of the cross-connection control test. [COA] [ENGINEERING]
40. **Discharge Permit for Subterranean Garages** - If the subterranean garage requires groundwater pumping into the sewer system, a Discharge fee will apply and a Discharge Permit will be required by [Silicon Valley Clean Water \(SCVW\)](#) prior to issuance of the building permit. [SDR][ENGINEERING]
41. **Backflow Protection** – Backflow protection on all water services is required. The backflow preventer shall be above grade and located on private property, accessible to the Public Works division for testing. [COA][ENGINEERING]
42. **Fire Flow** - The Project shall meet fire flow requirements as established by the Fire Department which are based on the Fire Code. Fire flow tests are typically performed during the preliminary design phase but must be completed prior to submittal of final design. Applicant shall contact the Fire Department for fire flow requirements, and then submit a written fire flow test request to Engineering. [COA][ENGINEERING]
43. **C3 Requirements** - Plans shall be designed to meet C3 requirements of the Municipal Regional Permit (MRP) NPDES Permit CAS612008 and be in compliance with San Mateo County C.3 Stormwater Technical Guidance. [SDR][ENGINEERING]
 - a. **Treatment Controls** – Treatment measures to be shown on final improvement or grading plans shall not differ materially from the treatment measures presented on the project's Tentative Parcel Map, approved on, without written approval from the Engineering Department.
 - b. **Treatment Measure Inspection** – Applicant shall coordinate installation of stormwater treatment measures with the municipality, shall arrange to have the City's designated inspector present at the time of installation, and shall have the City's designated inspector complete a final inspection of installed stormwater treatment measure immediately after installation is complete.
44. **Stormwater Management Plan (SWMP)** – Applicant shall prepare a SWMP that includes, at a minimum, exhibit(s) showing drainage areas and location of Low Impact Development (LID) treatment measures; total project site area and total area of land disturbed; total new and/or replaced impervious area; treatment measures and hydraulic sizing calculations; a listing of source control and site design measures to be implemented at the site; saturated hydraulic conductivity rate(s) at relevant locations or hydrologic soil type (A, B, C or D) and source of information; elevation of high

seasonal groundwater table; and a brief summary of how the project is complying with Provision C.3 of the MRP. [COA][ENGINEERING]

45. **Stormwater BMPs** - Stormwater Pollution Prevention Program Best Management Practices (BMPs) for construction shall be implemented to protect water quality, in accordance with the approved Stormwater Pollution Prevention Plan (SWPPP). BMP plan sheets are available electronically for inserting into project plans. [SDR][ENGINEERING]

Street Infrastructure Improvements

46. **Streetlights** - A new streetlight shall be installed, if needed, as determined by the City Engineer. The style and location of all streetlights shall be as determined by the City Landscape Architect. [SDR][ENGINEERING]
47. **Repair or Replace Street Infrastructure** - Restore streets surrounding the project site to the satisfaction of the City Engineer at project completion. When this requires additional pavement restoration, the City Engineer shall approve the preferred layout of pavement markings. [SDR][ENGINEERING]
48. **Reconstruction of Frontage Streets** - The City has identified the need for street reconstruction along Walnut Street fronting the project site, including a minimum of a 2" grind and overlay for the project frontage. Additional reconstruction may be required if the construction of the project adversely affects the existing pavement. [SDR][ENGINEERING]
49. **Parking Garage Ramps** - Parking garage ramps shall meet the Design Criteria of the Engineering Standards and consider safety and visibility of pedestrians to the satisfaction of the City Engineer. Access controls shall be designed and placed in such a way that vehicles do not block the public sidewalk or queue in the public right-of-way. The access control system shall be delineated in the building permit submittal. Person doors with panic hardware and alarms shall be installed at or adjacent to gates between private and public parking to allow the safest emergency egress path of travel. [SDR][ENGINEERING]
50. **Parking Data & Signage** - The project shall collect (utilizing sensors, loop detectors, or equivalent technology) and make publicly available, real-time garage occupancy data (via a parking app or other means deemed appropriate by the City and a sign at the garage entrance). [COA][ENGINEERING]
51. **Shoring for Excavations** - No tiebacks shall extend into the public right of way or onto adjacent properties without the written agreement of the City and/or private property owner. Any tie-backs within the City's right of way shall be de-tensioned prior to permit sign-off and/or project acceptance. [COA] [ENGINEERING]

Construction-Related Activities

52. **Pre-Construction Meeting** - After City permits are approved, but prior to start of construction, hold a preconstruction conference with Engineering and Building staff and other interested parties. The developer shall arrange for the attendance of the construction manager, contractor, and all subcontractors who are responsible for grading and erosion and sedimentation protection controls. [COA][ENGINEERING]
53. **Construction Management and Staging** - Prior to encroachment permit issuance, submit a construction parking management plan, which shall outline the number of construction workers by phase, phase duration, where parking will be located for each phase. Construction parking, material storage, equipment, or other construction-related uses are not allowed within the City right of way without prior approval from the City Engineer. [COA][ENGINEERING]
54. **Lane Closures** - Traffic control for lane closures shall conform to the Work Area Traffic Control Handbook. Street closures require submission of traffic control plans and approval in advance. [SDR][ENGINEERING]
55. **Public Parking During Construction** - Temporary parking meter permits shall be issued prior to removing any public parking spaces from public use during construction. An application fee of \$30.00, together with the parking meter fees applicable for the expected duration of the temporary parking meter permit (\$2.00-\$8.00 daily per space depending on location) shall be paid in advance prior to issuance of the permit. [SDR][ENGINEERING]
56. **Winterizing** - If construction is not complete by the start of the wet season (October 1 through April 30), implement a winterization program to minimize the potential for erosion and sedimentation. As appropriate to the site and status of construction, winterization requirements shall include inspecting/maintaining/cleaning all soil erosion and sedimentation controls prior to, during, and immediately after each storm event; stabilizing disturbed soils through temporary or permanent seeding, mulching, matting, tarping or other physical means; rocking unpaved vehicle access to limit dispersion of much onto public right-of-way; and covering/tarping stored construction materials, fuels, and other chemicals. Plans to include proposed measures to prevent erosion and polluted runoff from all site conditions shall be submitted for approval by CDD prior to beginning construction. As site conditions warrant, the City Engineer may direct the applicant to implement additional winterization requirements. [COA][ENGINEERING]
57. **Grading** - Grading shall be performed in accordance with the City's Engineering Standards. Soil or other construction materials shall not be stockpiled in the public right-of-way. Submit cut/fill volumes (CY) for all soils to be imported to or exported from the site. [SDR][ENGINEERING]
58. **Monitoring** - The Soils Engineer shall conduct continuous site inspections during trenching and backfill operations at the applicant's expense. The Soils Engineer shall take compaction tests and submit the results to Engineering & Construction.

[SDR][ENGINEERING]

Parking

59. **Valet/Assisted Parking** – The following requirements apply [COA][PLANNING]:
- a. All valet parking attendants working on-site must park their private vehicles on the project site and not utilize public street parking spaces. Valet attendants are encouraged to participate in the TDM program and use alternative modes of transportation.
 - b. Valet parking program is required for the life of the project. Any request to remove the valet parking program will require approval of the City Council. Removal of the valet parking program may require additional environmental analysis. Removal of the valet parking program may require payment of Parking In-Lieu Fees for deficient parking spaces, at the per space rate in place at time of request.
 - c. If it is determined at any time during construction that the full 246 parking spaces are infeasible, the applicant shall be required to pay Parking In-Lieu Fees for the deficient number of spaces, up to a maximum of five spaces. Payment would be due prior to issuance of Temporary Certificate of Occupancy (TCO) or Certificate of Occupancy (CO), whichever is first. If six or more spaces are found to be infeasible, the applicant shall be required to obtain additional discretionary approvals to allow the payment of additional Parking In-Lieu Fees. Additional environmental analysis may be required.
 - d. Daytime retail patrons of the 851 Main Street project shall be allowed to use the on-site parking. The assisted parking program/valet shall allow visitors and patrons of the proposed on-site retail establishments to park during daytime hours, Monday through Friday.
 - e. The valet parking staff shall re-park vehicles located in the drive aisles into parking stalls once stalls become available.

Finance

60. **Sales and Use Taxes** – Applicant shall use good faith efforts to register with the Board of Equalization to create an ID prior to project construction and operation. This maximizes the City's allocation of sales and use taxes associated with project construction. Contact Nancy Murguia, Finance Department, at (650) 780-7097 or nmurguia@redwoodcity.org. [COA][FINANCE]

Fire and Safety

61. **Radio Coverage for Emergency Responders** – All building and parking garages shall have approved radio coverage for emergency responders within the building. Upon completion of the building construction, a radio coverage test shall be conducted per the applicable codes and standards and if the test fails an Emergency Responders Radio Coverage System shall be installed. Verify any Blue Box phone communication requirements with the Redwood City Police Department. [COA][POLICE]

62. **Emergency Responder Radio Communications system** – The project is required to have an Emergency Responder Radio Communications System (ERRCS) installed in accordance with CFC 510. [COA][FIRE]
63. **Fire Department Knox Building Access** – Knox Key boxes are required as part of this project to allow emergency access for firefighters to all buildings. Building Permit plans shall indicate that Knox Key boxes will be provided at all entrances to the building at locations approved by the fire department. Recessed key boxes shall be installed at all buildings five to six feet above finished grade per CFC 506. [COA][FIRE]
64. **Electrical Room Access** – The electrical room shall have access along the Walnut Street side of the building with a door that exists on the street side. [COA][FIRE]
65. **Available Water Supply to Project Site** – Provide current fire flow information from the water purveyor to indicate the maximum available water flow in gallons per minute (GPM) at a minimum of 20 pounds per square inch (psi) residual pressure. This information must be dated and indicate the information is the most current information available from the water purveyor. [COA][FIRE]
66. **Fire Hydrants** – The number and location of fire hydrants based on the required fire flow for this project shall be determined utilizing Appendix B and C of the CFC. [COA][FIRE]
67. **Automatic Fire Sprinkler/Standpipe System Required** – As the proposed building is four or more stories in height, the building and garage areas are required to be equipped with standpipe/fire sprinkler systems meeting NFPA Standard 13. Provide plans and hydraulic calculations for the design of these systems. The plans shall also indicate on-site exterior standpipe connections and interior standpipe connections in all of the building's stairwells that need to be included in the hydraulic calculations. [COA][FIRE]
68. **Fire Department Connections** – FDC's to the fire sprinkler/standpipe systems shall be located at the fire access side of all buildings within 50 feet of a fire hydrant. [COA][FIRE]
69. **Fire Alarm Systems Required** – UL Central Station fully addressable fire alarm systems are required in all buildings meeting NFPA 72. Provide plans and voltage drop calculations for the design of these systems.
70. **Fire Pits** – No fire pits may be located on the rooftop patios. [COA][FIRE]
71. **Portable Fire Extinguishers Required** – Portable fire extinguishers, with a minimum classification of 2A:10BC are required to be permanently installed in all buildings within 50 feet of travel from all portions of the building in compliance with NFPA 10 and CFC 906. [COA][FIRE]
72. **Addressing and Access** – The following requirements apply: [COA][FIRE]
 - a. Addresses must be logical, sequential numbers, i.e. First Floor 101, 102, 103, Second Floor 202, 203, 204, as opposed to F303, G401, etc.

- b. Plans shall indicate where on the building exterior the address will be located and the size (minimum 12") in a contrasting background facing the street from which the building takes the address CFC 505.
- c. Provide a key pad with 24 hour access code for public safety personnel at the main entrance, as opposed to just RFID readers or similar devices

73. Elevator Requirements – The following requirements for elevators apply: [SDR][BUILDING]

- a. One elevator shall be available for use as an accessible means of egress in case of emergency.
- b. One elevator shall be connected to backup generator power in order to remain operable during emergencies. This elevator shall be provided with appropriate signage and shall extend to all floors including the lower levels of the parking structure
- c. All additional elevators shall be connected to battery backup with sufficient power to bring the elevator to the exit level in the event of an emergency.
- d. All elevators shall be equipped with smoke curtains.
- e. Elevators in buildings that are four stories or more shall provide for fire department emergency access to all floors. At least one elevator car in each building shall be of such a size and arrangement to accommodate an ambulance gurney 24 inches by 84 inches with not less than 6-inch radius corners, in the horizontal, open position and shall be identified by the international symbol for emergency medical service. The symbol shall not be less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame CBC 3002.4.

Downtown Specific Projects

74. General Plan and DTPP Office MADCAP – The maximum allowable development cap (MADCAP) is increased only to accommodate the 851 Main Street project. Office cap allocation is not transferrable to any other development location. The maximum amount of net new office floor area allocated to 851 Main Street is 74,667 square feet. Existing office floor area to be removed is 4,165 square feet. Total office square footage allowed on-site is 78,832 square feet. [COA][PLANNING]

75. Active Uses – The DTPP requires active ground floor uses fronting onto Main Street. The primary use of the 847-849 Main Street historic resource must be an active use as identified in the DTPP Use Chart. Office lobby and reception uses shall be secondary to the primary active use. Placement of a receptionist desk in the lobby must be at least 40 feet back from the entry door. [COA][PLANNING]

76. **Art Gallery** – The new Main Street entrance shall be set up and utilized as an art gallery and be fully open to the public. Art gallery signage, hours, and “Open to the Public” must be prominently displayed on the Main Street frontage. Any office tenant signage and hours on the Main Street frontage must be minimal and secondary to the art gallery signage. [COA][PLANNING]
77. **Ground floor windows** – All ground floor windows for non-residential uses shall provide an unobstructed view into the building of at least 20 feet. [COA][PLANNING]
78. **Downtown Model** – Upon approval of the final project design, the applicant shall provide autocad files for the creation of a scaled model for purposes of adding to the City’s scaled model of downtown. Costs associated with the creation of the scaled model shall be borne by the applicant and will be charged to the project cost recovery account. [COA][PLANNING]
79. **Downtown TDM** – A final Transportation Demand Management (TDM) program, describing the elements to be implemented, shall be reviewed and approved prior to certificate of building occupancy. The TDM program shall include an annual reporting requirement that details parking utilization rates and tenant use and awareness of the program. Annual reporting shall begin on December 1 of each year. [COA][ENGINEERING]
80. **Downtown Mitigation Measures** – Implement and comply with all applicable mitigation measures described in the Supplemental Environmental Impact Report (SEIR) and associated Mitigation Monitoring Program (MMRP) for the project. [SDR][PLANNING]

General Requirements

81. **Exterior Materials** – The exterior materials, colors, textures, trim elements, windows and roof pitch of the project shall be consistent throughout and substantially conform to the colors and materials board, date received February 1, 2018, on file with Planning Services. [COA][PLANNING]
82. **Modifications** - Modifications to the approved plans require Planning review and approval prior to building permit issuance. Minor project modifications required to meet building, fire, and safety codes at time of building permit plan check may be allowed, at the City’s discretion. Modifications that are deemed to be consistent with the Downtown Precise Plan may be allowed, as determined by the Community Development Director. Substantial modification of approved plans, as determined by the Community Development Director, may be subject to an amendment or a new Permit. [COA][PLANNING]
83. **Indemnification** – Per Redwood City Code Section 1.54, Applicant shall defend (with counsel approved by City), indemnify, and hold harmless the City, its agents, officers, and employees from and against any claim, action, or proceeding (including without limitation any appeal or petition for review thereof) against the City or its agents, officers or employees related to an approval of the Project, including without limitation

any related application, permit, certification, condition, environmental determination, other approval, compliance or failure to comply with applicable laws and regulations, and/or processing methods ("Challenge"). City may (but is not obligated to) defend such Challenge as City, in its sole discretion, determines appropriate, all at applicant's sole cost and expense. Applicant shall bear any and all losses, damages, injuries, liabilities, costs, and expenses (including, without limitation, staff time and in-house attorney's fees on a fully-loaded basis, attorney's fees for outside legal counsel, expert witness fees, court costs, and other litigation expenses) arising out of or related to any Challenge ("Costs"), whether incurred by Applicant, City, or awarded to any third party, and shall pay to the City upon demand any Costs incurred by the City. No modification of the project, any application, permit, certification, condition, environmental determination, other approval, change in applicable laws and regulations, or change in processing methods shall alter the applicant's indemnity obligation. Per Government Code Section 66474.9, Applicant's indemnification obligation with respect to any Challenge concerning a subdivision (tentative, parcel, or final map application or approval) shall be limited to actions brought within the time period provided for in Government Code Section 66499.37, unless such time period is extended for any reason. The City shall promptly notify Applicant of any such claim, action or proceeding and shall cooperate fully in the defense. [COA][OFFICE OF THE CITY ATTORNEY]