

FINAL
WESTPORT
SPECIFIC PLAN

February 27, 1995
Redwood City, California

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EXECUTIVE SUMMARY

Purpose of the Specific Plan

The purpose of this report is to recommend a Specific Plan for a commercial project known as Westport, in the Redwood Shores area of Redwood City. The Plan recommends three distinct "corporate campus developments." There is an existing approved Specific Plan for the site allowing approximately 1,250,000 square feet of office space in 13 buildings. This plan is being prepared because a reduction of square footage is proposed to 980,000 SF which is to be built in 20 buildings.

The purpose of the Specific Plan is to detail the distribution, location and extent of the use of land, including open space, parking areas, and building areas within the Westport project and set standards and criteria by which development will be constructed.

Located on the Redwood Peninsula, "Westport" comprises a triangular site of approximately 85 acres. The site is bounded to the north and west by the Belmont Slough, to the south by existing multifamily residential developments known as Peninsula Landing and The Boardwalk.

The site is within the jurisdiction of the City of Redwood City.

PLAN OVERVIEW

The public agency that requested and initiated the plan.

The Westport Specific Plan is prepared under the auspices of the City of Redwood City to regulate the development of a portion of the Redwood Peninsula known as Westport.

Detailed purposes of the plan.

The purpose of the Westport Specific Plan is to recommend a Specific Plan for a commercial project known as Westport, in the Redwood Shores area of Redwood City. The Specific Plan will detail the distribution, location and extent of the use of land, including open space within the Westport project, and will set standards and criteria by which development will proceed. The details will respond to the specific nature and location of the site.

The scope or range of development and issues addressed by the plan.

Because of the specific nature of the proposed development for this site, the scope of the Specific Plan can address the following range of development and conservation issues: Land Use, Open Space, Circulation, Safety, Transportation, and Utilities.

Location, including the jurisdiction in which the planning area is situated.

The Westport project site is located on the Redwood Shores Peninsula of Redwood City in San Mateo County (Figure 1). The project site is located within Redwood City at Bridge Parkway, Island Drive and Shell Drive (Figure 2). Located approximately one mile west of Highway 101, the site is bordered by the Belmont Slough to the north and west, and by existing residential development along Marine Parkway to the east and the south.

The acreage of the Specific Plan site.

The area of the site is 85 acres (Figure 5). Of that area, all the acreage is zoned commercial in use.

A statement clarifying whether the Specific Plan is a policy or regulatory document or both.

The Westport Specific Plan is intended to be both a policy and regulatory document. As a policy document, it is intended to establish guidelines and approaches. As a regulatory document, it is intended to establish land use regulations and specific criteria for infrastructure, buildings and open space.

An explanation of how the plan's policies and regulations accomplish the Specific Plan's purposes.

The Specific Plan's policies and regulations detailed in this document are intended to work in conjunction with the General Plan, Zoning Ordinances and Building Codes. The Specific Plan shall be the document that identifies the criteria and policies specific to and necessary for the development of the Westport site. When combined with the other regulations, the Specific Plan will allow for the effective and attractive development of the Westport site.

A statement of the relationship of the Specific Plan to the General Plan.

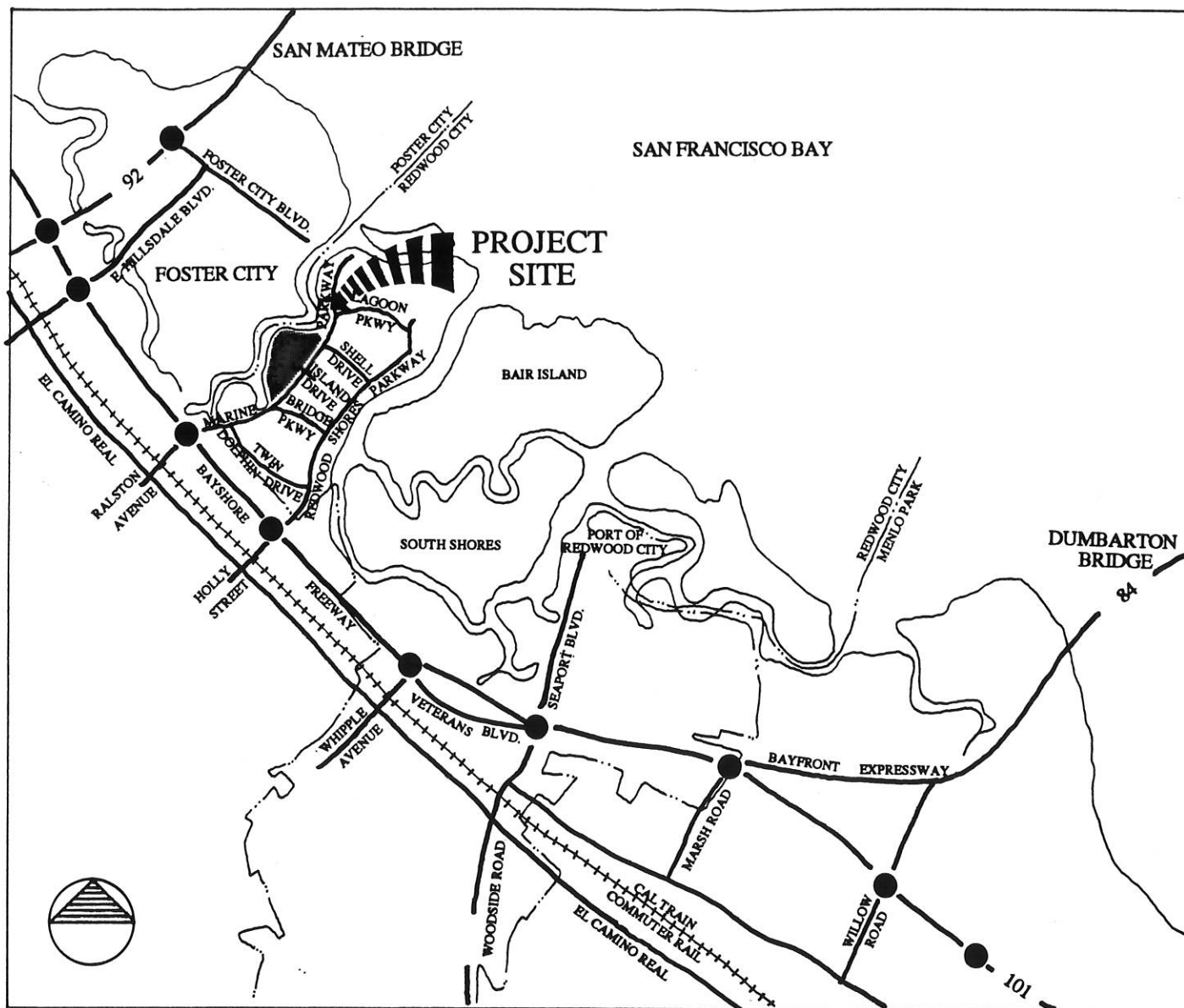
As of August 1994, the General Plan designates the entire Westport site as "Commercial Park" (Figure 12). If the City Council adopts this new Specific Plan, it will be consistent with the General Plan and Zoning, CP Commercial Park, (Figure 13)

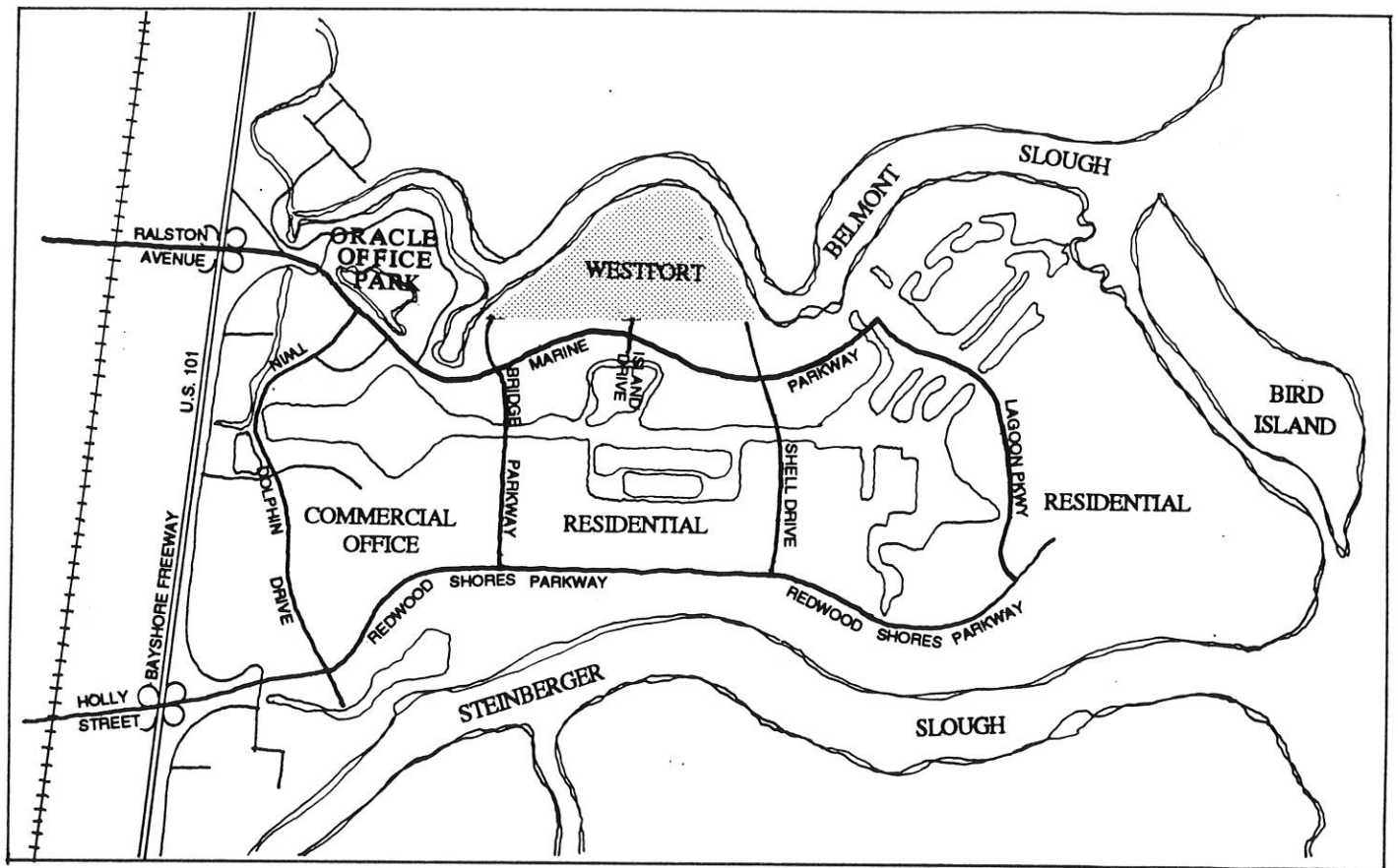
A statement of the relationship of the Specific Plan to the plans of neighboring jurisdictions, regional agencies, and the State.

In the current ABAG (Association of Bay Area Governments) Regional Plan 1970- 1990, the Westport site is identified as a "Commercial Office" zone.

Severability clause

In the event that any regulation, condition, program, or portion of this specific plan is held invalid or unconstitutional by a California or Federal Court of competent jurisdiction, such portion shall be deemed separate, distinct, and independent provisions. The invalidity of such provisions shall not affect the validity of the remaining provisions thereof.



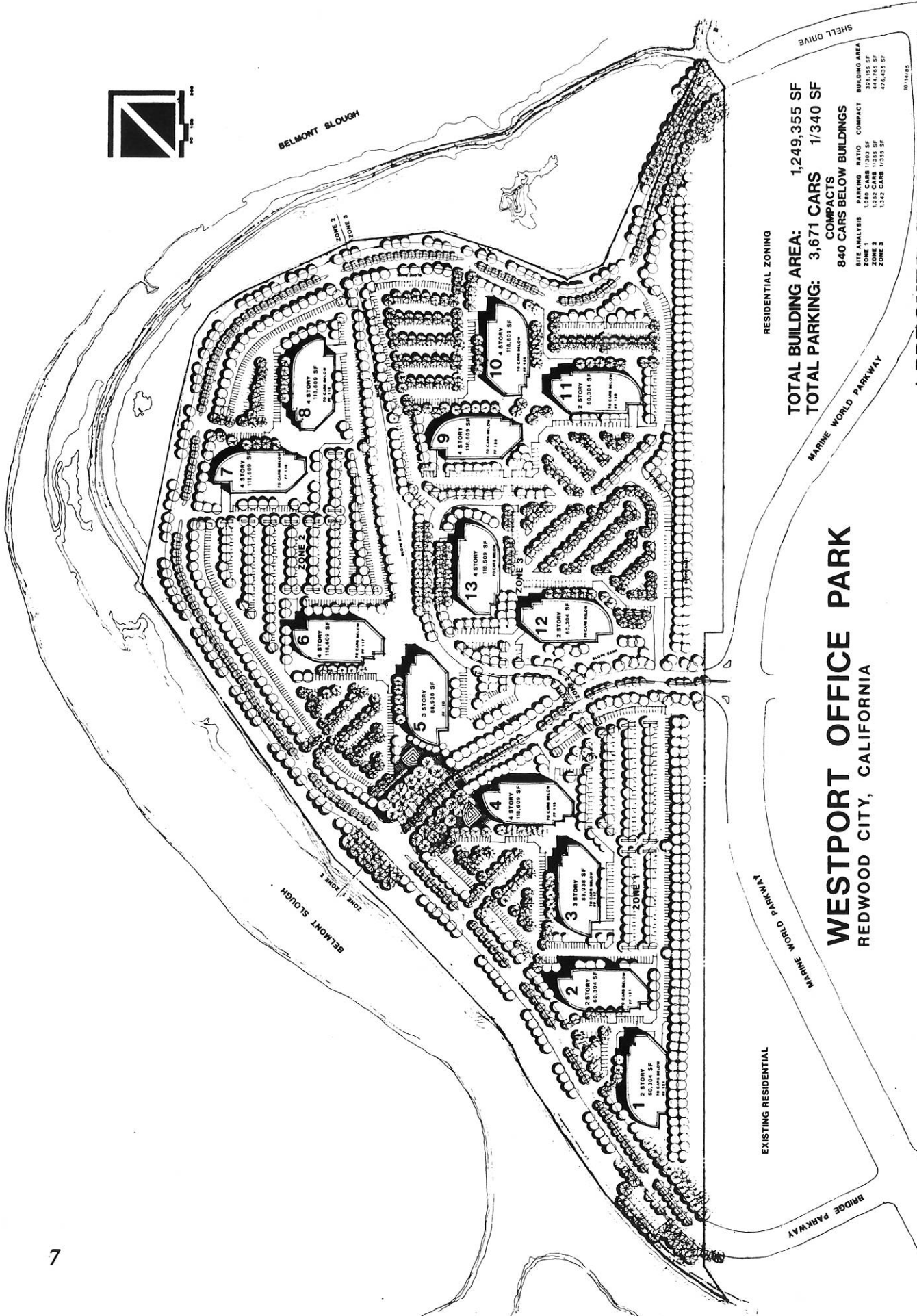


THE SITE AND ITS CONTEXT

The project site is a former tidal marsh that was diked in the early 1900's, used as a refuse disposal area from 1948 to approximately 1970, filled and graded at various times since the mid-70s. Various plans have been made for commercial and office development on the site, approvals and a development agreement has been granted for a proposed 1.25 million square foot commercial development as shown on (Figure 3). Because this Specific Plan proposal is pending, construction of the original approved commercial project has not yet started. The existing site conditions are shown on (Figure 4). A detailed historical and geological background of the site is provided in the Risk Assessment prepared by Chem Risk and updated in the Chem Risk letter dated June 28, 1994.

Over the past twenty-five years, the Redwood Peninsula has been converted to urban uses and transformed into one of the most significant master planned communities in the Bay Area. Development has proceeded generally from the center of the peninsula outward to the east and west, with the earliest residential uses located in a band to the south of the major channel. This original development was spearheaded by Leslie Salt, emulating efforts begun at the same time in near-by Foster City. Conventional residential development with relatively large lot sizes of 6,000 square feet or greater characterized this early phase in the history of the community. In 1973, the sale of the property to Mobile Land marked a change toward higher residential densities and greater diversity of land uses with residential development oriented around channels and water ways and commercial uses focused along the highway.

Today, most of the land area is owned by Redwood Shores Properties and surrounding the Westport site is slated for residential use. Westport has been approved for development by Redwood City for a number of years, and the existing circulation and utility infrastructure systems, have been designed to accommodate this eventual build out of the approved 1,250,000, square feet +/- of space.



EXISTING RESIDENTIAL

MARINE WORLD PARKWAY

MARINE WORLD PARKWAY

BRIDGE PARKWAY

SHELL DRIVE

RESIDENTIAL ZONING

TOTAL BUILDING AREA: 1,249,355 SF
TOTAL PARKING: 3,671 CARS 1/340 SF

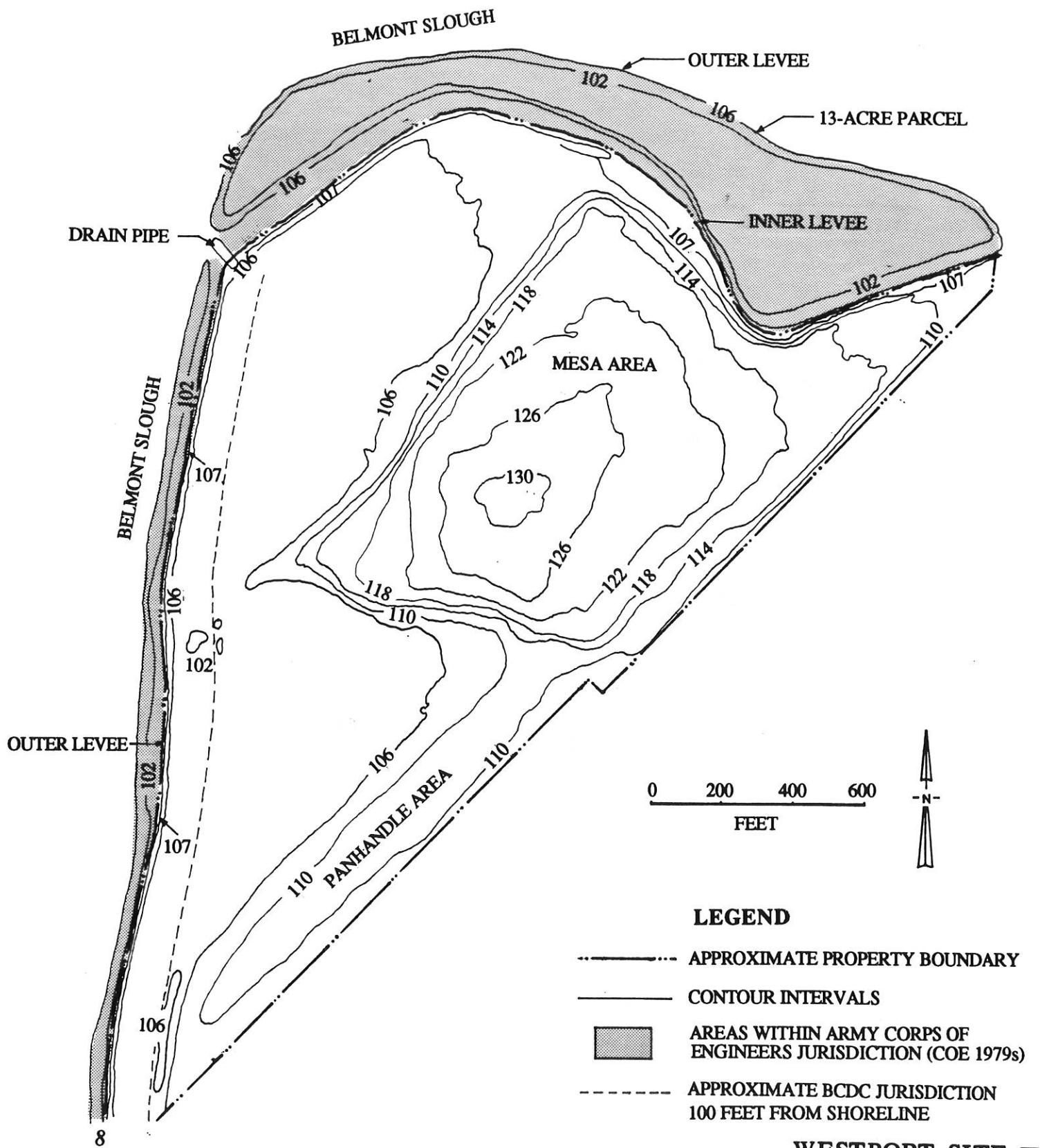
COMPACTS
840 CARS BELOW BUILDINGS

SITE ANALYSIS	PARKING	RATIO	COMPACT	BUILDING AREA
ZONE 1	1,000 CARS	1/200 SF	328,151 SF	444,765 SF
ZONE 2	1,232 CARS	1/255 SF	476,435 SF	
ZONE 3	1,342 CARS	1/255 SF	476,435 SF	

WESTPORT OFFICE PARK REDWOOD CITY, CALIFORNIA

APPROVED SPECIFIC PLAN

FIGURE 3



WESTPORT SITE ■

FIGURE 4

LAND USE

Redwood Shores has long been identified as a growth area for Redwood City. Originally begun as a residential community, several thousand residential units have been built over the past twenty-five years, first by Leslie Properties, then by Mobil Land and currently, by Redwood Shores Properties, the master developer for Redwood Shores. Today, more than 3,500 units have been built, and approximately 2,300 units are planned for a final build-out of nearly 6,000 units. A variety of contemporary housing products can be found at Redwood Shores, representing the efforts of some of the largest builders and more well-known architects in California. Together, existing residential areas achieve an overall net parcel density of approximately 10 dwelling units per acre, with unit types ranging from some of the more conventional larger single-family lots in the older areas to townhouse and multi-family of up to 29 dwelling units per acre (1)

Redwood Shores currently represents about ten percent of the overall population of Redwood City, now estimated at around 70,000. Because its housing stock is newer, the residents of Redwood Shores tend to be working-age professionals with fewer children (1)

Recent years have seen tremendous growth in office buildings in Redwood Shores near U.S. 101. With the development of nearby Island Park, Centrum, and other parts of Shores Center (the commercial portion of Redwood Shores), nearly 2.7 million square feet of commercial development has been constructed and over 3.5 million square feet is yet to be built, for a total build-out of 6.2 million square feet. In addition, a 350-room hotel and limited support retail and restaurants are also located within close proximity to the highway. Buildings average around six or seven stories in height and generally house corporate offices for such tenants as DHL, Oracle, and Nikon Precision. The uses provide another layer of diversity to the land uses, as well as a needed source of employment in a highly accessible location adjacent to the housing at Redwood Shores and other nearby locations. Further, the commercial uses are a very important source of revenue for the City of Redwood City (1)

Westport will be a development consisting of high-tech firms such as computer companies, biotech firms, software development companies and similar uses. By developing a working environment the community can gain the benefits of reduced traffic congestion and efficient use of land resources. Because the site is large, Westport is divided into three distinct corporate campuses, Zone 1, Zone 2, and Zone 3 (Figure 5).

This division will allow each campus area to be constructed independently of the other campus areas as market demand dictates.

There is one separate development proposal for the Westport site. Because it is the desire of the City of Redwood City to consider Westport as a single proposal, the site is designed in "Three Zones" (Figure 6). The plan contains 20 two story buildings.

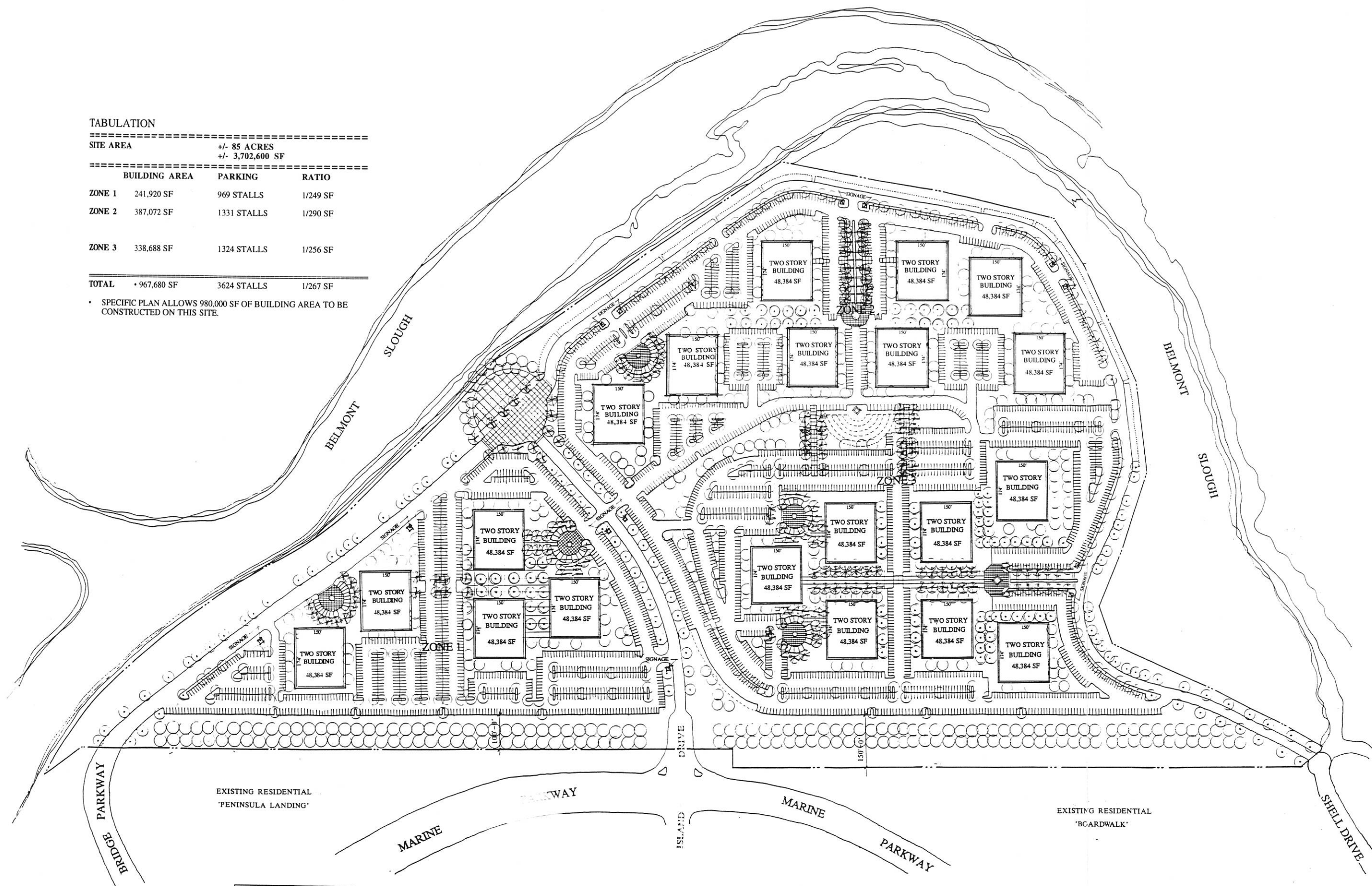
The complete buildout portion of the site would include approximately 980,000 square feet of two story office and high-tech space located in 20 buildings as shown in (Figure 5). The buildings would be linked together by a series of open space courtyards, outdoor seating areas and recreational facilities, creating a campus-style development. Large landscaped areas will be massed at the perimeter of the commercial development to provide generous landscape buffers and points of transition between the commercial and adjacent residential uses. A 4-acre linear park area would separate the commercial development from the existing residential developments.

**(1) Lido Neighborhood Specific Plan*

TABULATION

SITE AREA		+/- 85 ACRES	
		+/- 3,702,600 SF	
BUILDING AREA		PARKING	RATIO
ZONE 1	241,920 SF	969 STALLS	1/249 SF
ZONE 2	387,072 SF	1331 STALLS	1/290 SF
ZONE 3	338,688 SF	1324 STALLS	1/256 SF
TOTAL		3624 STALLS	1/267 SF

* SPECIFIC PLAN ALLOWS 980,000 SF OF BUILDING AREA TO BE CONSTRUCTED ON THIS SITE.



WESTPORT OFFICE PARK
REDWOOD CITY, CALIFORNIA
PEERY & ARRILAGA

MASTER SITE PLAN

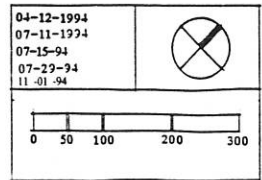
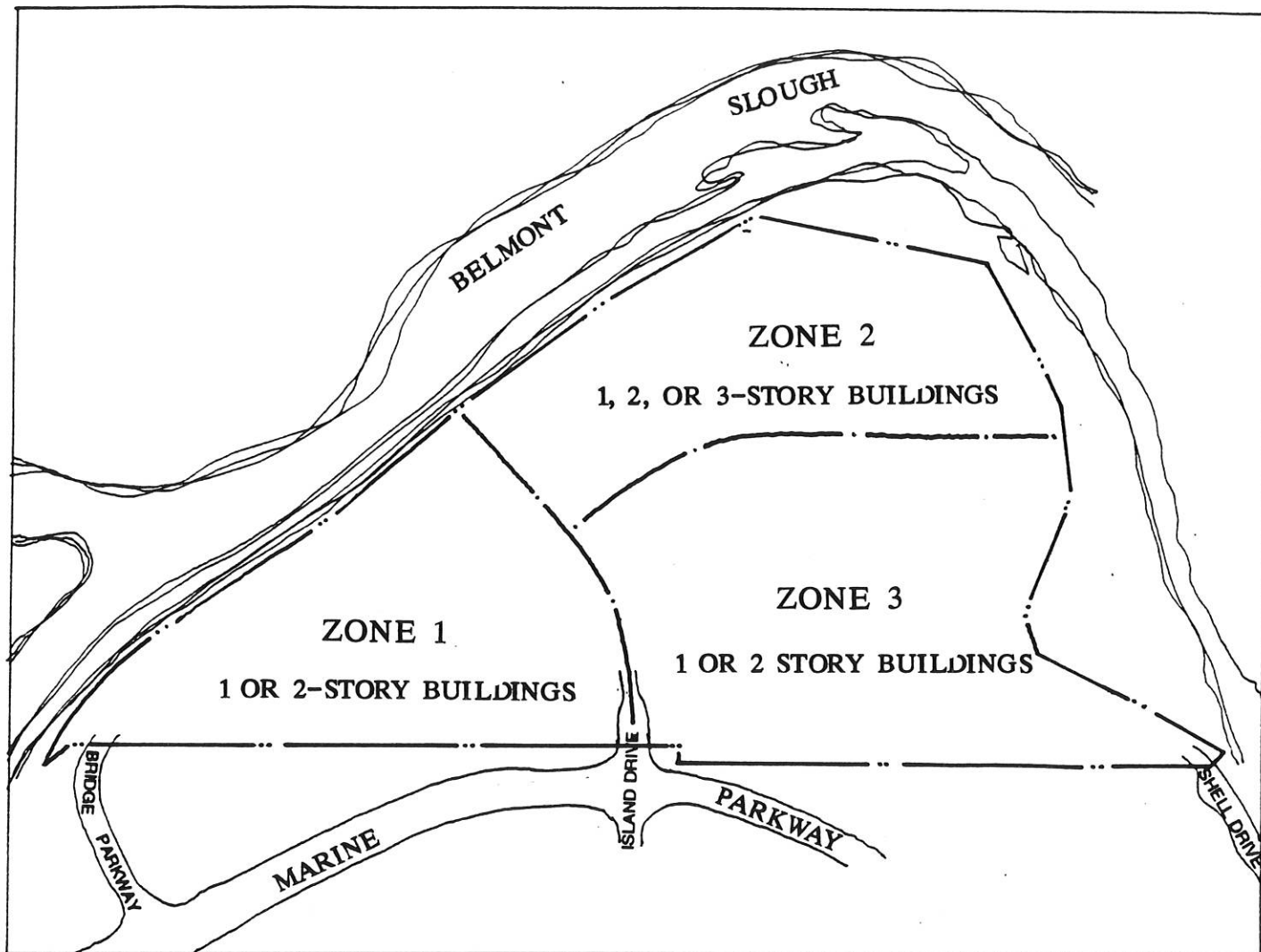


FIGURE 5



PROPOSED LANDSCAPE PLANT PALETTE

EVERGREEN SCREEN AND WINDBREAK TREES:

ALNUS PROMBIFOLIA
PINUS CANARIENSIS
PINUS HALEPENSIS 'BRUTIA'
PINUS PINEA
EUCALYPTUS POLYANTHOS
EUCALYPTUS RUDIS

LEYLAND CYPRUS
WHITE ALDER
CANARY ISLAND PINE
CALABRIAN PINE
ITALIAN STONE PINE
SILVER DOLLAR GUM
DESERT GUM

NERIUM OLEANDER
LIGUSTRUM JAPONICUM 'TEXANUM'
PITTOSPORUM CRASSIFOLIUM
STYLOSTEMUM PANICULATUM
ROSMARINUS LOCKWOODII
PITTOSPORUM TORIBA
PYRACANTHA SPECIES
RAPHIOLEPS INDICA
XYLOSMA CONGESTUM
BOUQUINVILLEA SPECIES
PHOTINIA FRASERI

OLEANDER
TEXAS PRIVET
KARO
BRUSH CHERRY
ROSEMARY
TOBIRA
FIRETHORN
INDIA HAWTHORNE
SHINY XYLOSMA
BOUQUINVILLEA
RED-LEAF PHOTINIA

LARGE-SCALE PERIMETER "THEME" AND ACCENT TREES:

POPULUS NIGRA 'ITALICA'
POPULUS FREMONTII
SALIX BABYLONICA
PLATANUS ACERIFOLIA
ALNUS RHOMBIFOLIA

LOMBARDY POPLAR
FREMONT COTTONWOOD
WEPPING WILLOW
LONDON PLANE TREE
WHITE ALDER

GROUNDCOVERS:

OSTEOSPERMUM FRUTICOSUM
LANTANA MONTEVIDENSIS
HYPERICUM CALYCHINUM
MYOPORUM PARVIFOLIUM
CARPOTRIS EDULIS
HEDERA HELIX 'HARRIS'
GAZANIA RIGENS LEUCOLAENA
ATRIplex SEMIBACATA
SEEDED OR SODDED LAWN AREAS

AFRICAN DAILY
TRAILING LANTANA
AARON'S BEARD
CREEPING MYOPORUM
STANDARD ICE PLANT
HARRIS IVY
TRAILING GAZANIA
AUSTRALIAN SALT BUSH
DWARF FESCUE (MEDALLION)
BY PACTIC SOD OR
APPROVED EQUAL

PARKING AREA SHADE AND ACCENT TREES:

LIQUIDAMBAR STYRACIFLUA
MYOPORUM LAETUM
ACACIA MELANOCYLLON
AGONIS FLEXUOSA

AMERICAN SWEET GUM
MYOPORUM
BLACKWOOD ACACIA
AUSTRALIAN WILLOW MYRTLE

FLOWERING ORNAMENTAL ACCENT AND SCREEN TREES:

PIRUS CALLERYANA 'ARISTOCRAT'
PRUNUS CERASIFERA 'THUNDERCLOUD'
MELALEUCA LINARIIFOLIA
LIQUSTRUM LUCIDUM
METROSIDEROS EXCELSUS

ARISTOCRAT FLOWERING PEAR
PURPLE-LEAF PLUM
FLAXLEAF PAPERBARK
GLOSSY PRIVET
NEW ZEALAND CHRISTMAS
TREE

SMALL/LARGE-SCALE ACCENT AND SCREEN SHRUBS:

AGAPANTHUS AFRICANUS
ARBITUS UNEDO
ABELIA GRANDIFLORA
CALLISTEMON VIMINALIS
CEANOTHUS SPECIES

LILY-OF-THE-NILE
STRAWBERRY TREE
GLOSSY ABELIA
LEMON BOTTLEBRUSH
WILD LILAC

HOPSEED BUSH
ESCALLONIA
EURYOPS
VERONICA
CHINESE JUNKERS
LANTANA
HEAVENLY BAMBOO

UNIFYING FOCAL POINT DESIGN ELEMENT
(I.E. RAISED PLANTER W/ SPECIMEN SHADE
TREE & FLOWERING COLOR OR SCULPTURAL
WATER ELEMENT USING RECLAIMED WATER)

COASTAL PARKWAY PLANTING TO CONFORM
TO "ORACLE LOOP" LANDSCAPE TREATMENT
(I.E. LAWN W/ LOMBARDY POPLAR, WILLOWS,
CYPRUS, ALDER, LONDON PLANE, ETC)

ZONE ONE THEME -
'PRIVET COURT PLAZA'

OPEN EMPLOYEE PATIO

OBSERVATION DECK W/ BENCHES
BICYCLE/PEDESTRIAN PATH
ATOP EXISTING LEVEE (TYP.)

SECONDARY PEDESTRIAN
CONNECTOR PATH (TYP.)

ENTRY "THEME TREE"
& SKYLINE ACCENT
(I.E. LOMBARDY POPLAR)

EXISTING LAWN, POPLARS
& MYOPORUM

EXISTING LAWN, ALDERS, &
COTTONWOOD

EXISTING LAWN, POPLARS
& MYOPORUM

EXISTING LAWN, POPLARS
& MYOPORUM

EXISTING LAWN, POPLARS
& MYOPORUM

EXISTING LAWN, POPLARS
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& MYOPORUM

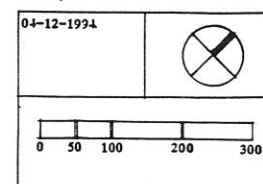
WESTPORT OFFICE PARK
REDWOOD CITY, CALIFORNIA

PEERY & ARRILLAGA

PRELIMINARY LANDSCAPE MASTER PLAN

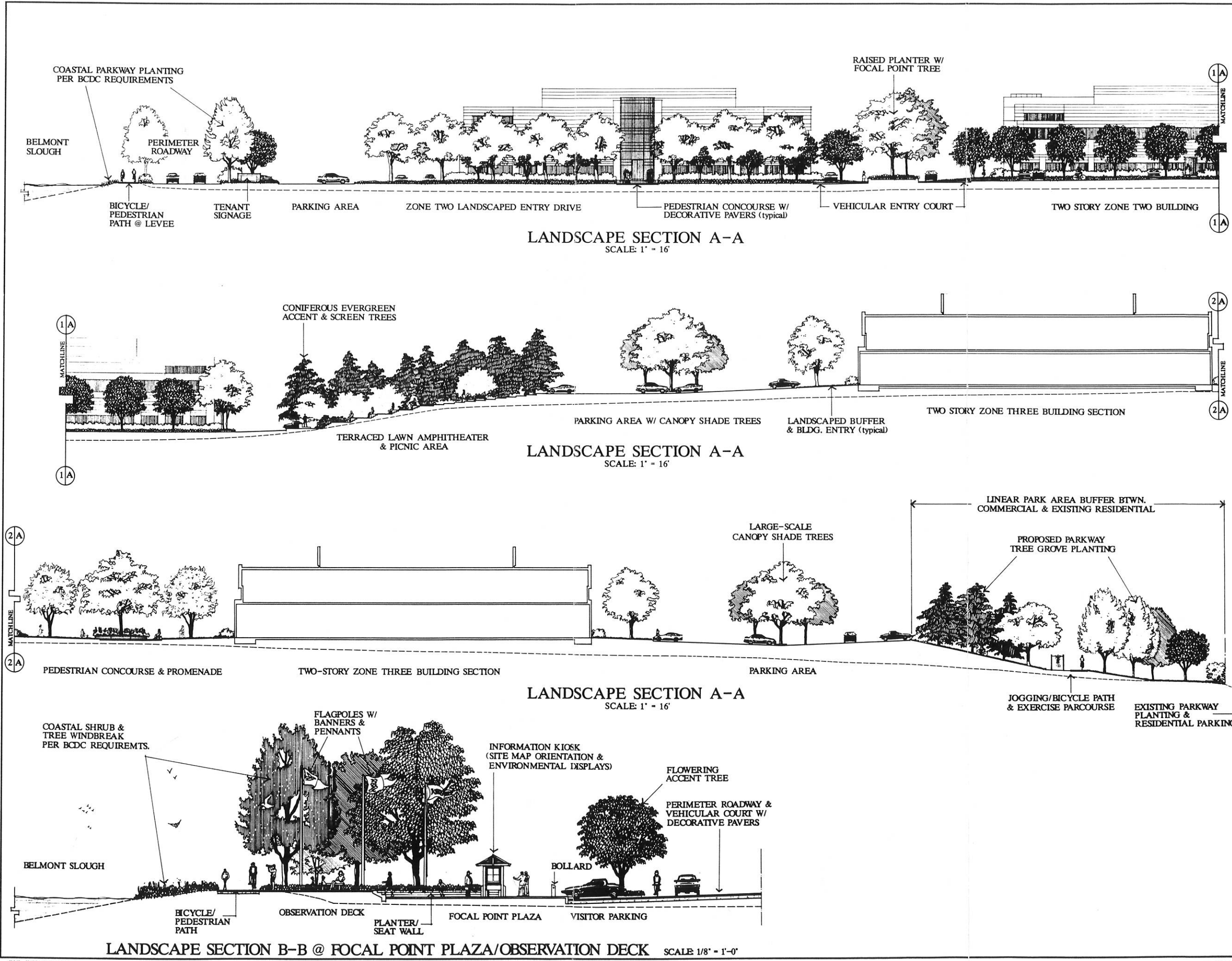


8.327



LAUDERBAUGH/HILL ASSOCIATES
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FIGURE 7



REVISIONS	BY



LAUDERBAUGH/HILL
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PRELIMINARY LANDSCAPE SECTIONS

WESTPORT OFFICE PARK
REDWOOD CITY, CALIFORNIA
PEERY & ARRILLAGA

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Scale	AS SHOWN
Drawn	LHL
Job	34585
Sheet	PL-2 Of 2 Sheets

FIGURE 8

Building profiles have also been significantly lowered from the 1985 specific plan and view corridors maintained, to minimize the visual impact of the R and D development on the existing residential developments. Adjacent to each of the buildings, a variety of outdoor tenant areas will be created using courtyards, seat walls and benches to provide garden settings for outdoor tenant use. Jogging, walking, and biking paths are also included on-site and will be connected to existing and future Redwood Shores facilities. Clusters of parking, interspersed with landscaped areas, have been distributed equally throughout the site (Figures 7 & 8).

Of the 85 acres proposed for R and D development, approximately 15 percent of the area would be occupied by buildings. The remaining land would be used for parking 44 percent and landscaped open space 41 percent.

Tenants for the research and development area are expected to be high-tech firms such as computer firms, electronic engineering companies, software development companies, biotech firms, and similar businesses seeking corporate or regional facilities. It is anticipated that some of the R and D employees may also live in the surrounding residential developments, thereby allowing residents to live and work in the same area. Support facilities such as; eating facilities, and exercise areas may also be constructed by the tenants in conjunction with this development.

Design Guidelines

The building design for Westport shall consist of high quality architectural finishes. The exterior finishes shall consist in integral colored precast concrete wall panels and glass curtain wall construction. Each building will have a main entry element consisting of glass panels and precast concrete panels see Figures 9-11 . The concrete panels and glass colors may vary from within the three zones or may be consistent colors and finishes to denote a large campus master planned community similar to the Oracle development in Redwood Shores.

The building structure will be a structural steel frame supported by piles. All floors and roof framing shall be steel to continue the high quality building construction proposed for Westport. Mechanical equipment shall be shielded by a continuous roof screen of high quality materials and design, see Figure 11.

Design Options

Market conditions and/or future soil studies may result in changes to the height and siting of some buildings. Some tenants may require a slightly larger building area and may wish to add additional story, while future soil studies may recommend the relocation of buildings due to the underlying soil conditions.

For these reasons the Specific Plan will incorporate some design flexibility or options to address the above situation. The Specific Plan shall permit buildings no higher than 3 stories (53 ft) as long as they are set back at least 260 feet from the southeasterly property line in order to minimize the visual impact of these taller buildings. Two story buildings shall be set back at least 175 feet from the southeasterly property line.

Zones 2 and 3 of the project (see Figure 6) may be combined in order to allow some flexibility in the siting of three story buildings(s) in the interior area.

The project will still retain its overall building density even with the above design changes. The project will not exceed 980,000 sq ft. Any decrease in building footprint will most likely result in more landscaping area. Total parking shall remain the same.

Buildings located in Zones 1 and 3 may be either 1 or 2 stories in height. Buildings located in Zone 2 may be either 1, 2 or 3 stories in height.

Any changes to building height (two to three stories) or location of building footprints will have to first be reviewed by the Planning Commission. The Commission shall make a finding of consistency to the Westport Specific Plan prior to approving the changes.

TABLE 1-1 PROJECT TABULATION

TOTAL AREA *Approx. 85 acres*
 Approx. 3,702,600 SF

BUILDINGS

Number of Buildings: 20

Building Land Coverage: Approx. 15%

Floor Area Ratio: Approx. 546,012 SF (13 Acres)

Total Floor Space: 980,000 SF

Building Height: 36' to 53', 2 and 3-Story (excluding mechanical screening)

PARKING

Spaces: Approx. 3624

Parking space land coverage: Approx. 44%

Parking Area : Approx. 1,638,522 SF (38 Acres)

Parking Ratio: 1/272 square feet

LANDSCAPING

Landscaping land coverage: Approx. 41%

Landscape area: Approx. 1,518,066 SF (34 Acres)

Buildings are shown with a 20 ft landscape setback from parking or driveway areas, except where there are delivery or service areas required by the tenants of Westport. In order to insure that this quality is maintained while allowing some future flexibility, all buildings shall have an average of 20 ft of landscaping on each side, but in no case shall the landscape area be reduced to less than 10 ft.

WESTPORT OFFICE PARK

REDWOOD
CITY
CALIFORNIA

PEERY
&
ARRILLAGA



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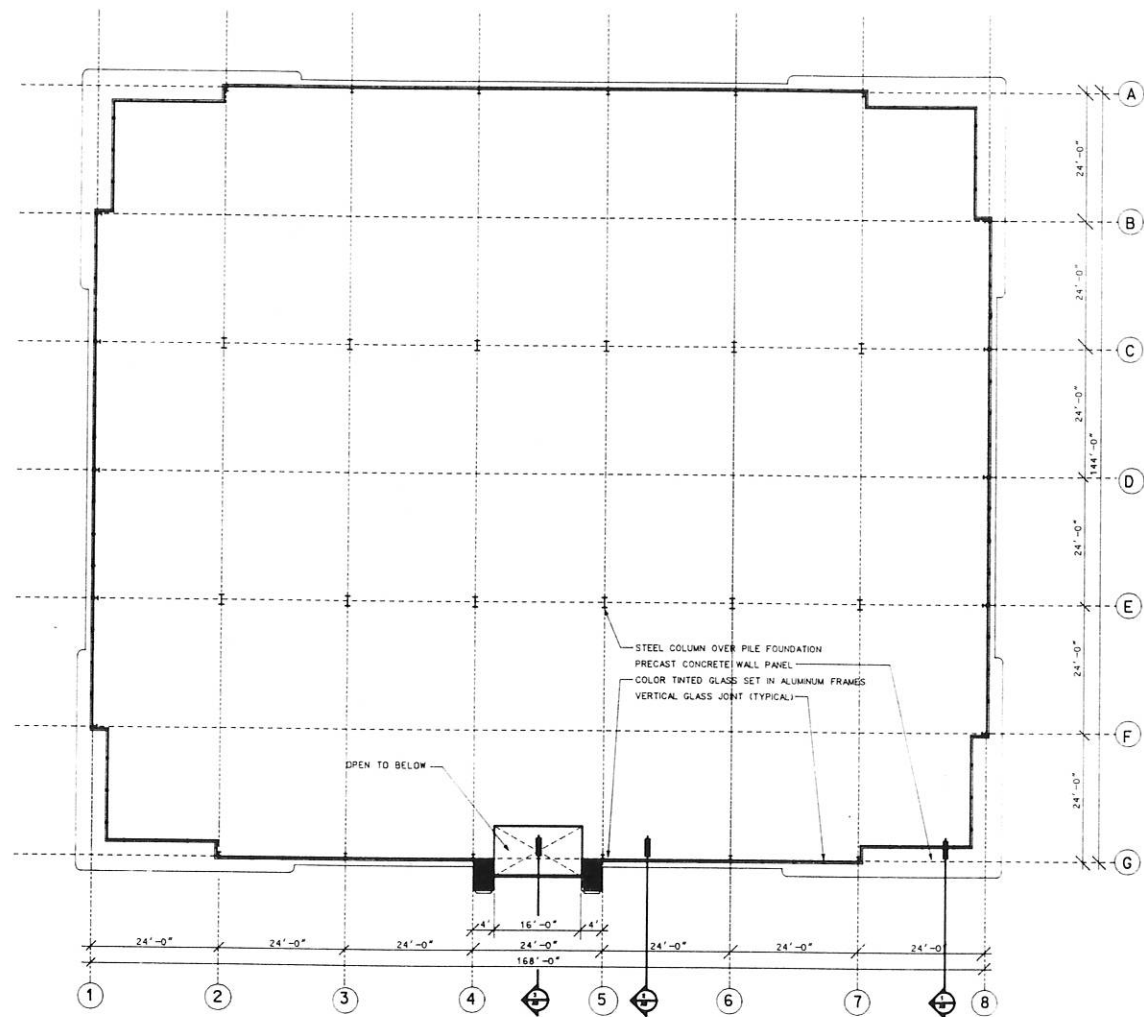
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FLOOR PLANS
BUILDING 1

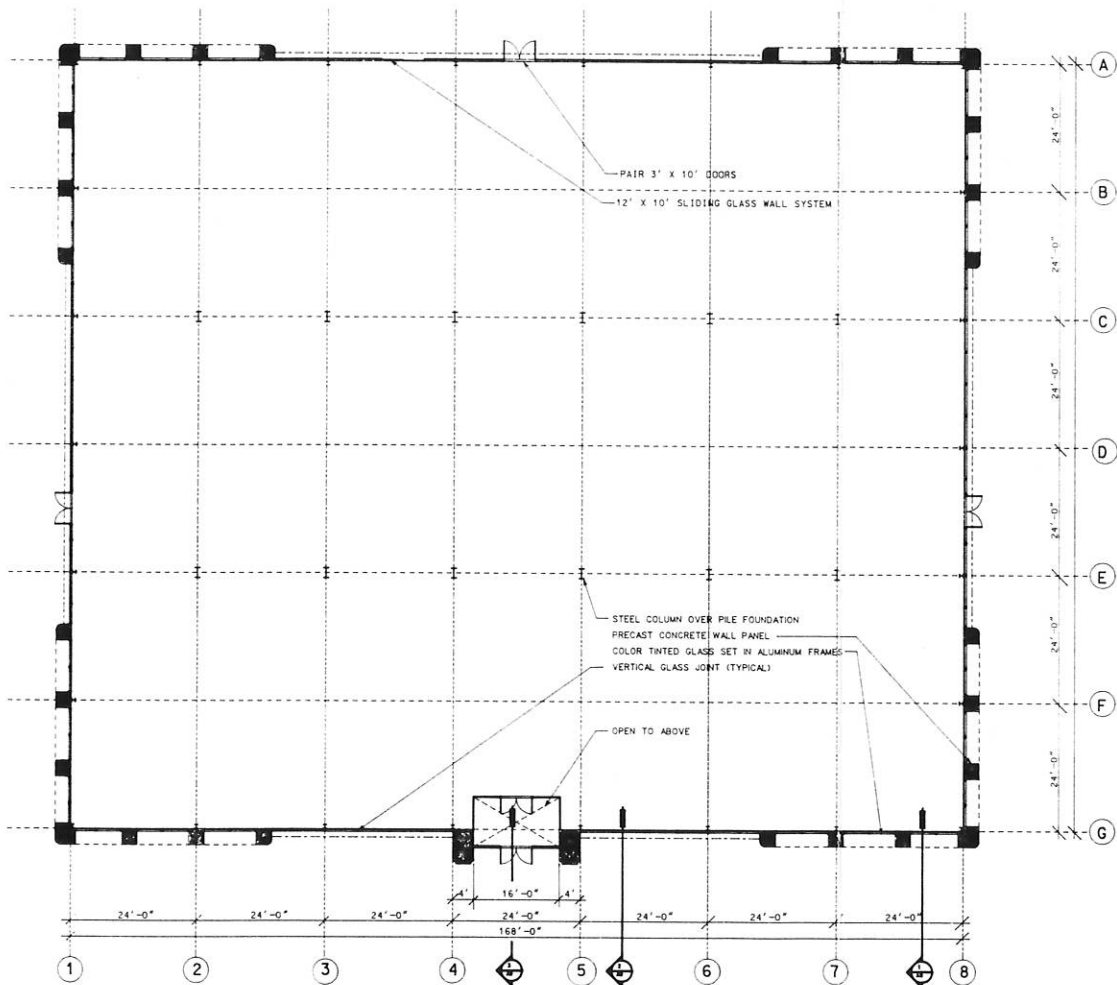
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FIGURE 9



SECOND FLOOR PLAN



FIRST FLOOR PLAN

WESTPORT OFFICE PARK

REDWOOD
CITY
CALIFORNIA

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&
ARRILLAGA



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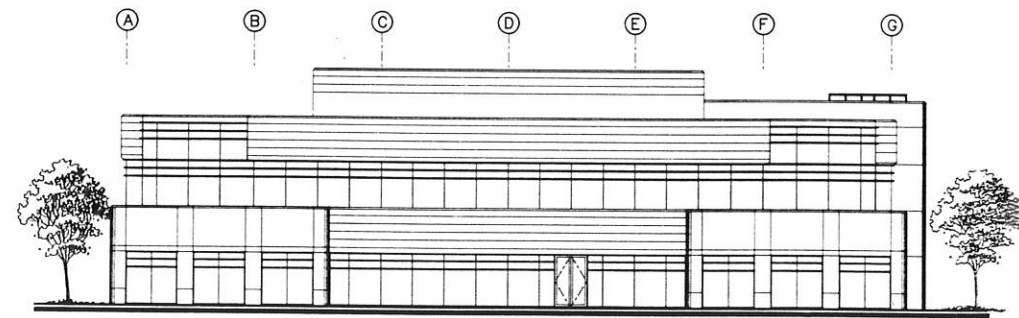
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EXTERIOR
ELEVATIONS
BUILDING 1

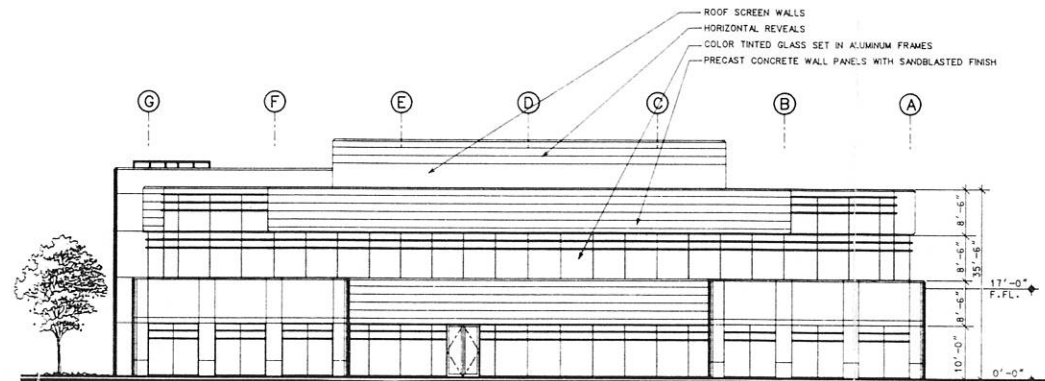
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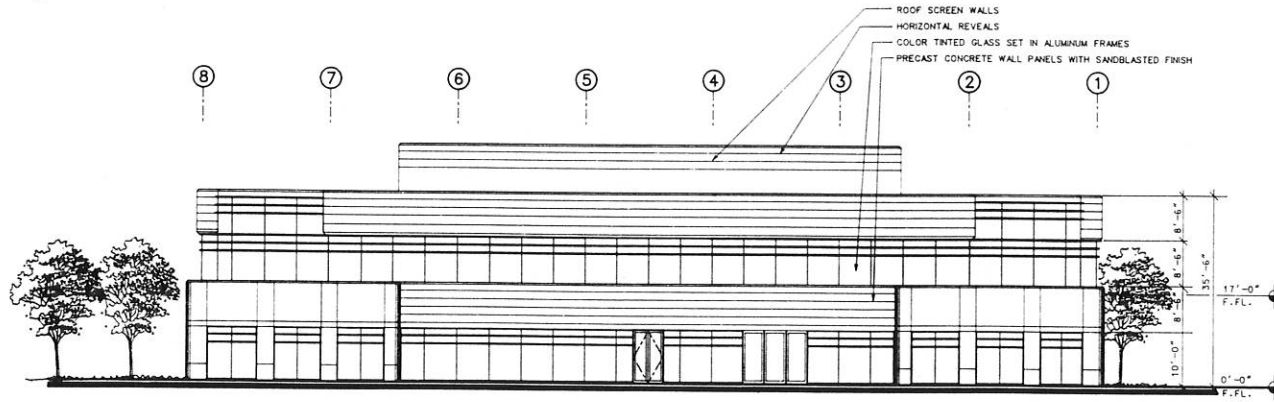
FIGURE 10



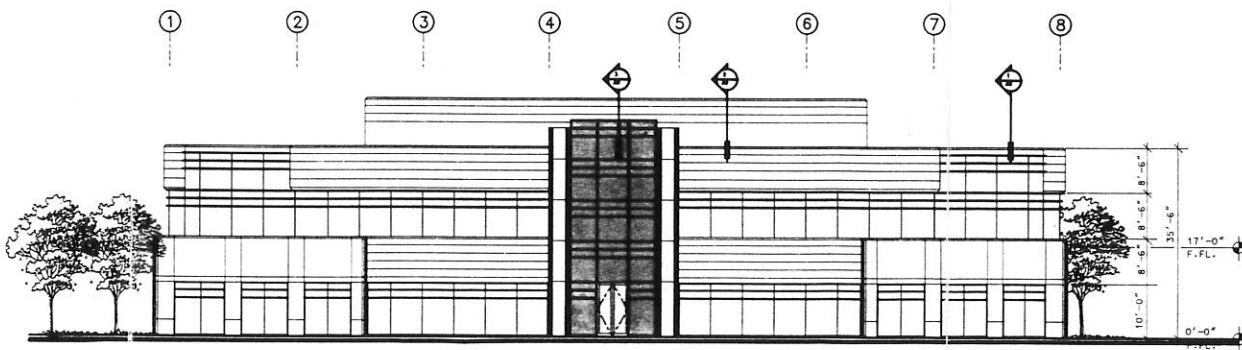
SIDE ELEVATION



SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION

WESTPORT OFFICE PARK

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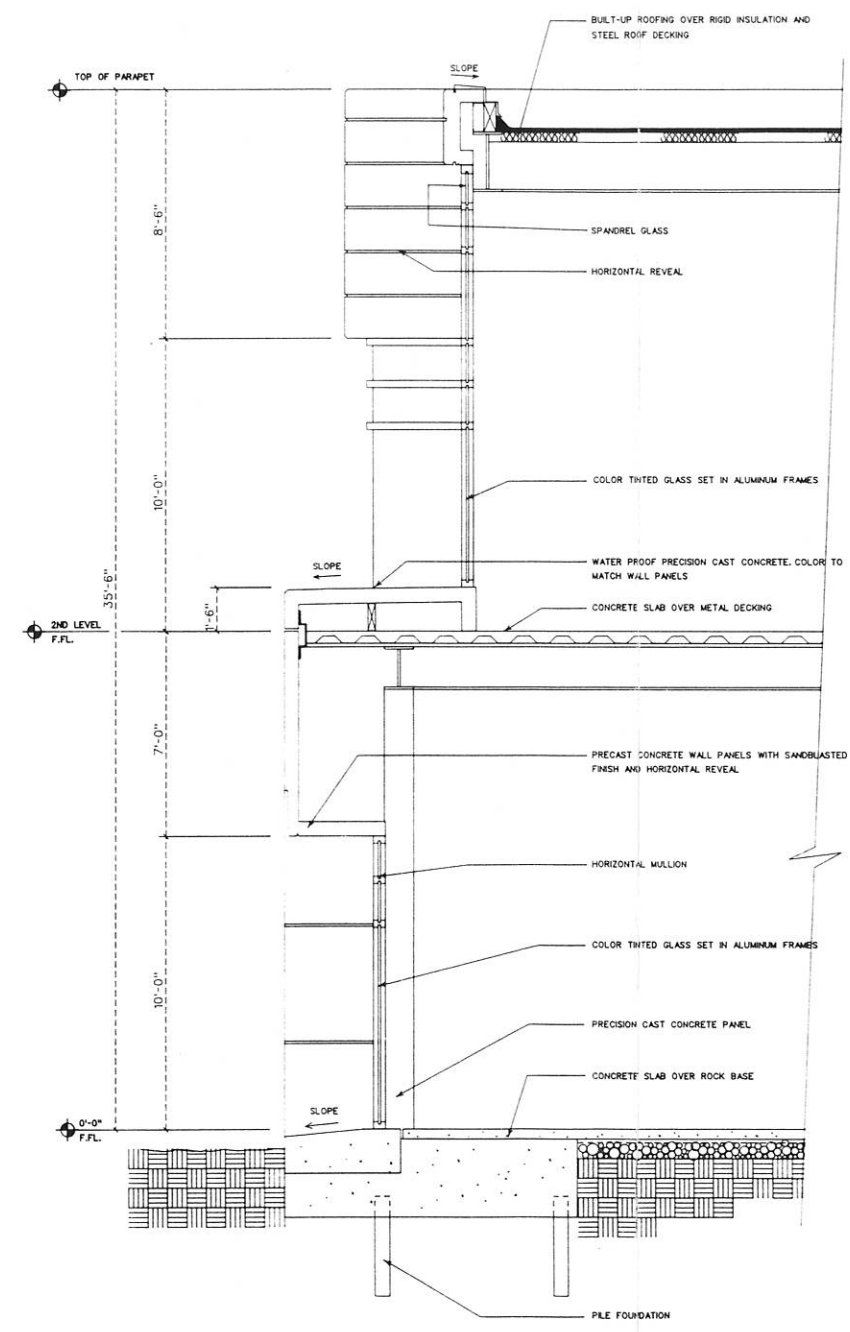
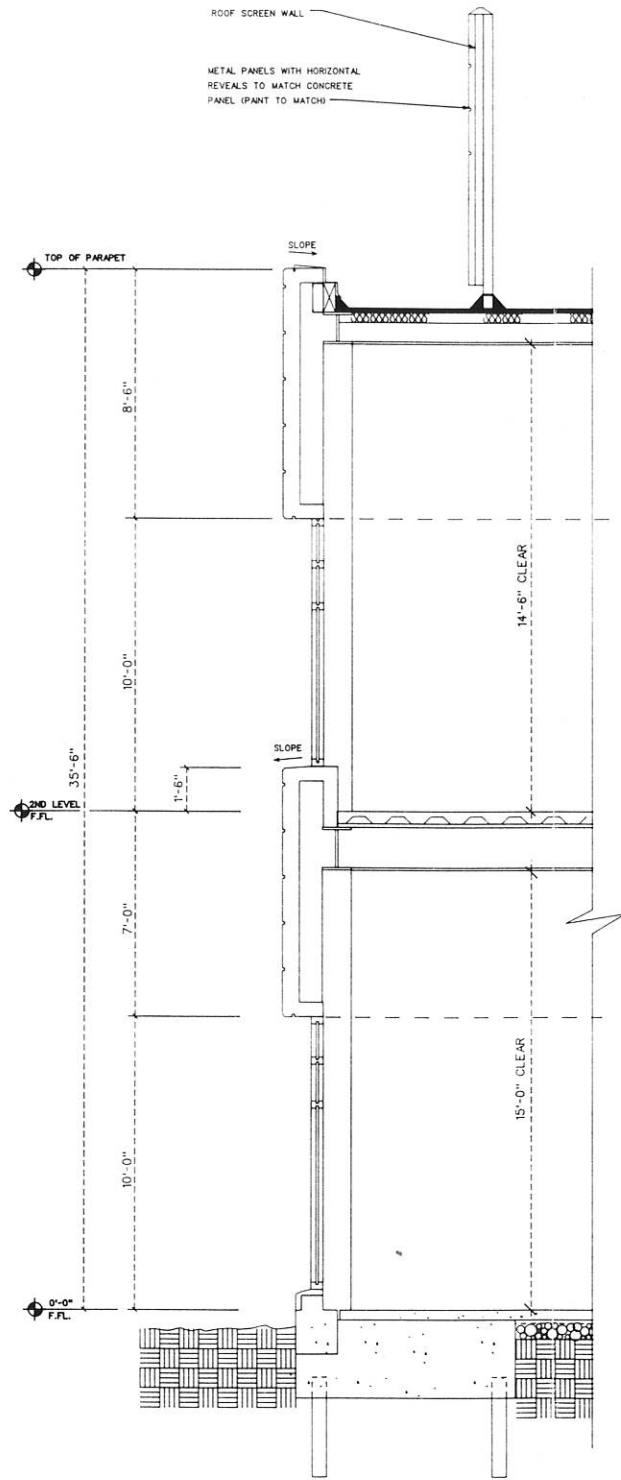
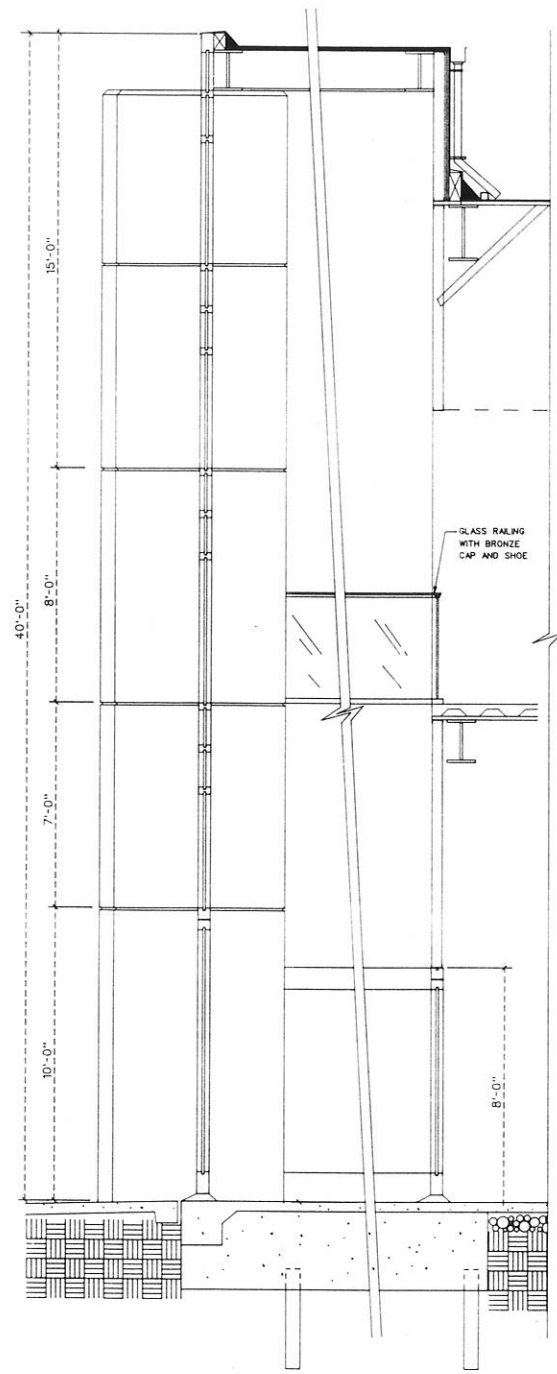
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SECTIONS

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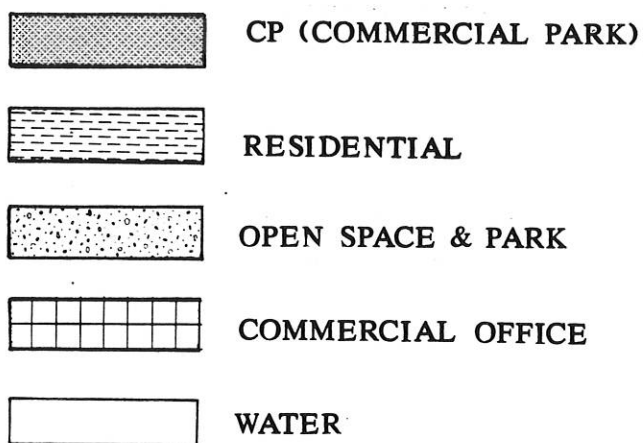
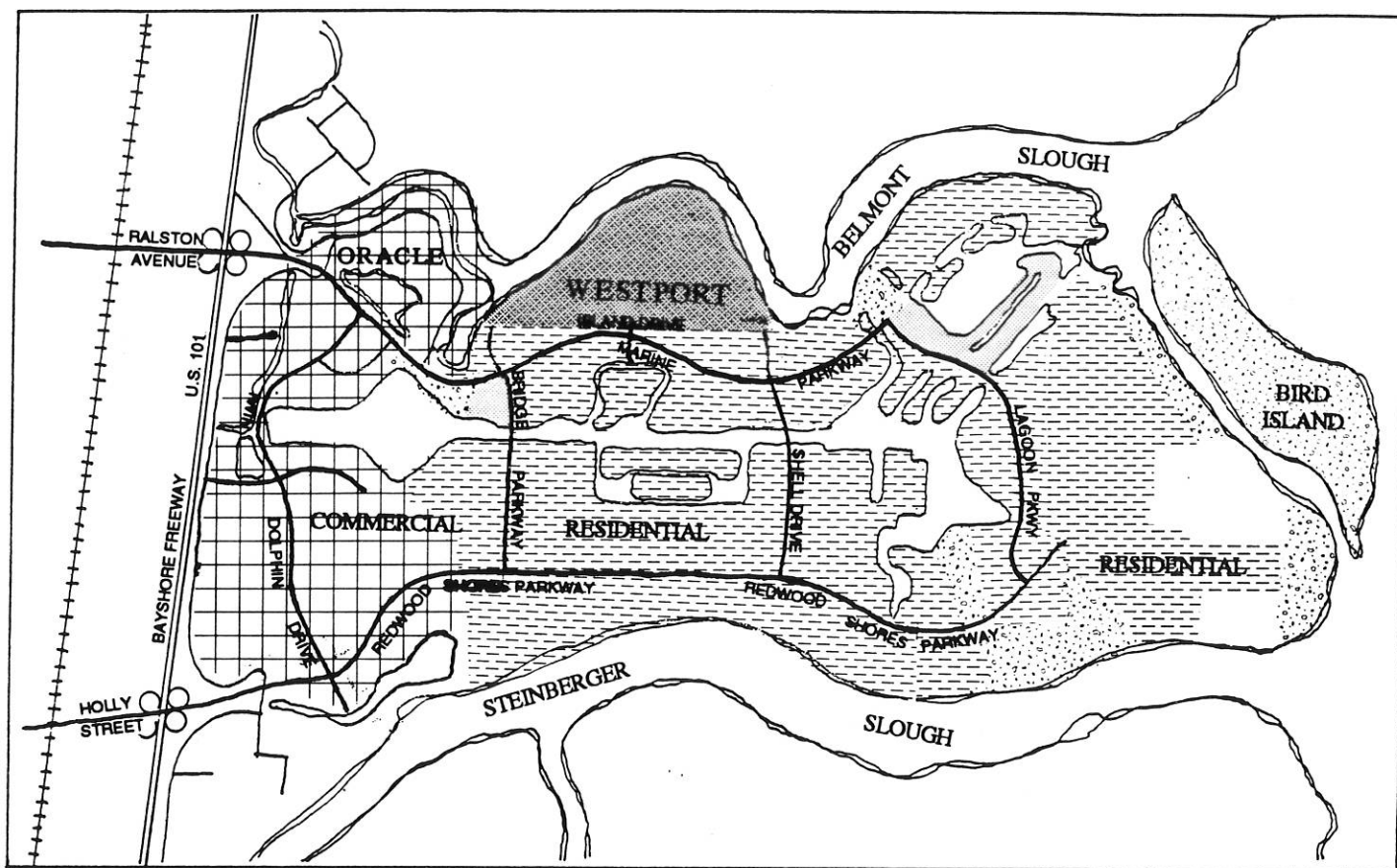
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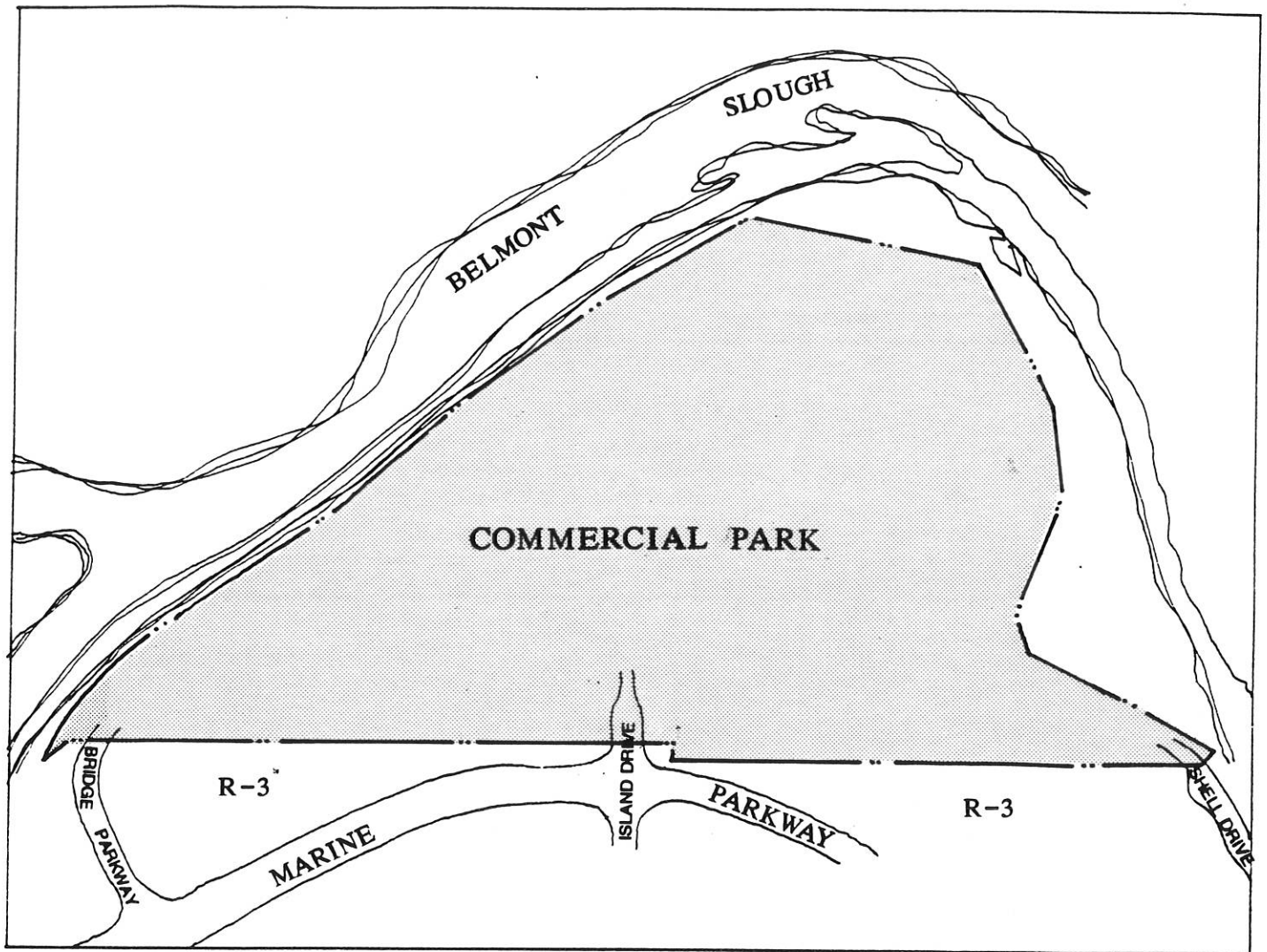
FIGURE 11



18	SECTION	1/3"	3	SECTION	1/3"	2	SECTION	1/3"	1
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CIRCULATION

Highway and Major Roadway Systems

The Westport site is located off Marine Parkway between Bridge Parkway and Shell Drive, approximately one mile east of Highway 101. Regional access to Redwood Shores and the Westport site will be provided by Highway 101, the major north-south highway corridor and one of two primary north-south transportation corridors that serve the San Francisco peninsula. US 101 is an eight lane divided freeway in the vicinity of Redwood Shores. The Redwood Peninsula is served by two highway interchanges, Ralston Avenue/Marine Parkway on the north, and Holly Street/Redwood Shores Parkway on the south.

The circulation network which serves the Redwood Peninsula is comprised of two parallel parkways (Marine and Redwood Shores Parkways) with four to six lanes which traverse the peninsula in a general east-west direction. Roadways which bridge the parallel parkways occur approximately every one-half mile. Currently, Marine Parkway and Redwood Shores Parkway end at Shearwater Parkway (Figure 1).

Transit System

Transit service within the Redwood Peninsula is provided by the San Mateo County Transit District (SamTrans) which extends from Redwood Shores on the east to the College of San Mateo to the west. The Redwood Peninsula roadways served by the SamTrans route are Marine Parkway, Bridge Parkway, Redwood Shores and Shell Parkway. The Redwood Peninsula is also located near the CalTrain commuter rail line that runs between San Francisco and San Jose. From Redwood Shores, the Belmont, San Carlos and Redwood City stations are respectively; one, two and four miles in distance from the site.

Bikeways

Plans have been developed for a regional bicycle and pedestrian trail that rings San Francisco Bay. Portions of this trail have been installed in the Redwood Shores vicinity, along Steinberger Slough, and to the north along Belmont Slough, and to the north along Belmont Slough in Foster City. Trail connections which encircle the Redwood Peninsula along the Bay's edge are planned. At the present time the levee which surrounds the Redwood Peninsula is used for linear recreational use, and provides the best option for the future implementation of the San Francisco Bay Trail.

Private Street System

The transportation plan is separated into two categories, the first addressing off-site transportation issues and the second addressing on-site issues. The off-site issues have been addressed in the Final Environmental Impact Report prepared by the City of Redwood City in November, 1988. When compared to the existing approved Office and High-tech project of 1,250,000 square feet, this proposal will have less of an impact at most of the intersections between the project site and Highway 101 (See Figure 14). The development component of the Westport project will be required to participate in the TSM program and a Traffic Assessment District, if adopted by the Redwood City.

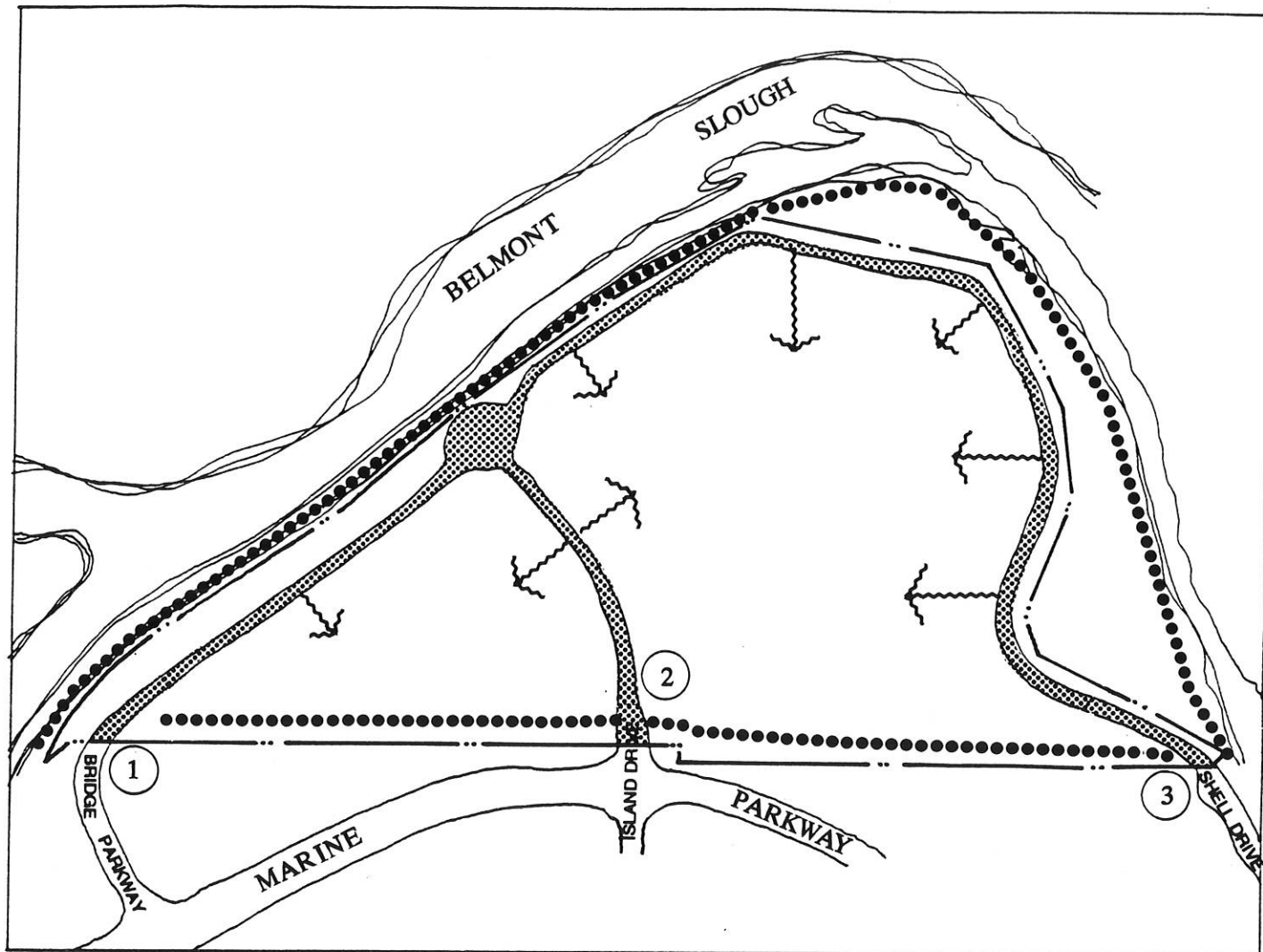
On site, both pedestrian, bicycle and vehicle circulation systems are designed with the intent of providing a looped vehicular system for vehicles of size and layout that service the office and high-tech project while impacting the residential projects at a minimum. The pedestrian circulation should provide for attractive views and wandering pathways as well as maximum access to the Belmont Slough. The pedestrian system provides for both walking and bicycle traffic that connects to existing and future planned systems off the Westport site. The tenants of the Westport development will encourage alternate forms of transportation such as van/car pooling and bicycles through a TSM system.







Other essential facilities needed to support the proposed land uses are generally handled by the Facilities Fees of the Redwood City General Improvement District No. 64 (GID-64). The GID-64 will administer a variety of construction improvements on the Redwood Peninsula. These include but are not limited to roads, sanitary sewers, storm sewers, utilities, traffic signals, curbs, gutters, sidewalks, parks, amenities, and recreational areas.

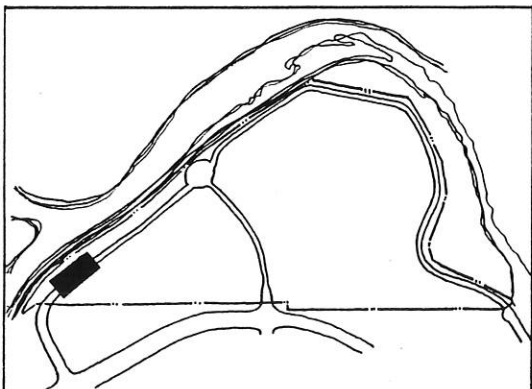
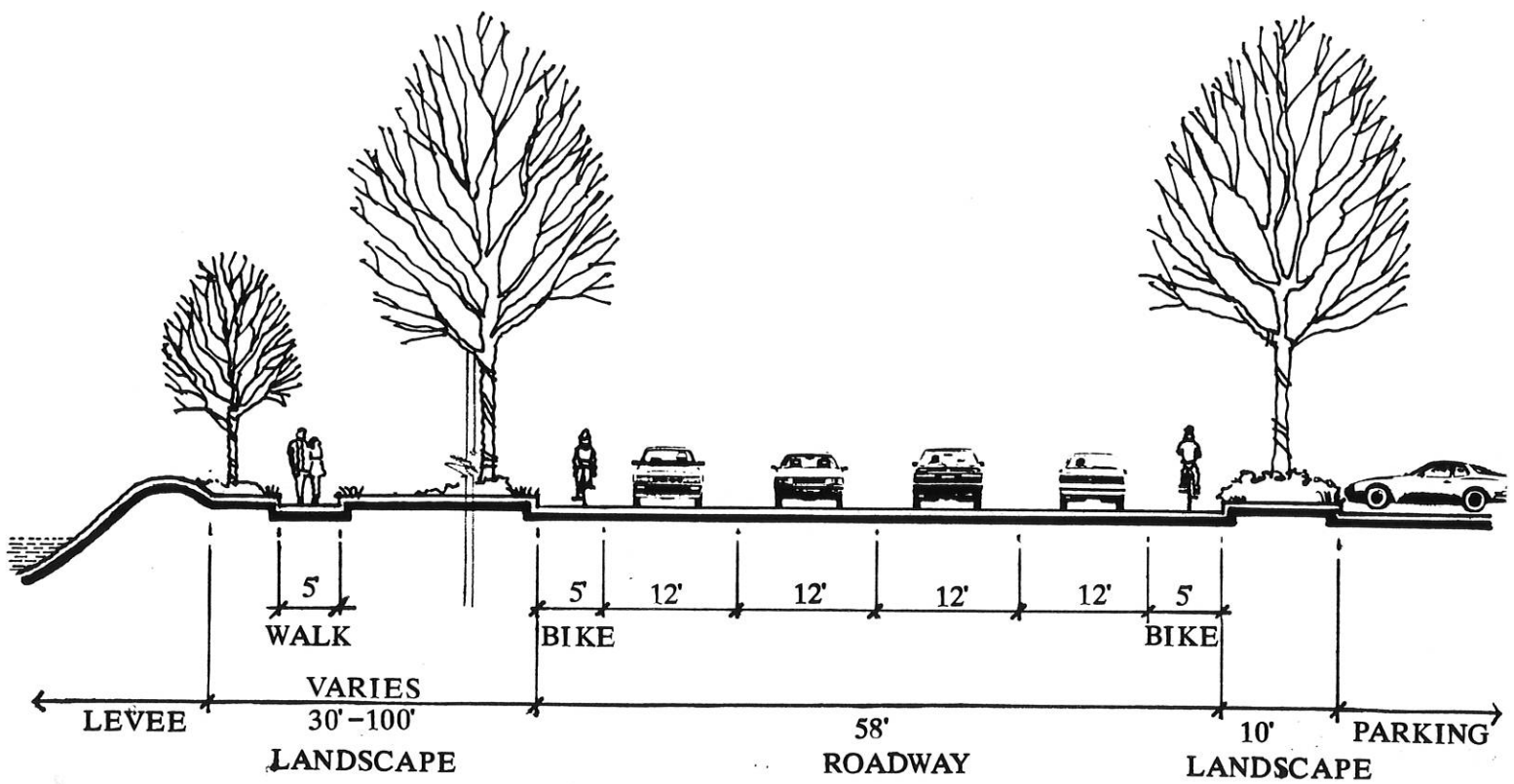
The Westport developer paid \$1,600,000 to the City of Redwood City GID 1-64 in 1985 to become part of the General Improvement District. That money has been used by the District for improvements in order to allow for the development of Westport and Redwood Shores. Additional facilities will need to be constructed which may be funded by Westport and (or) the City of Redwood City (Table 2-2).

ROADWAY DEDICATIONS

The major loop road and Island Drive Extension may be dedicated to the City as long as they are not located on the refuse area and are constructed to adopted engineering and subdivision standards that are in place at the time of dedication. Any dedication will require review and approval by the city Council.

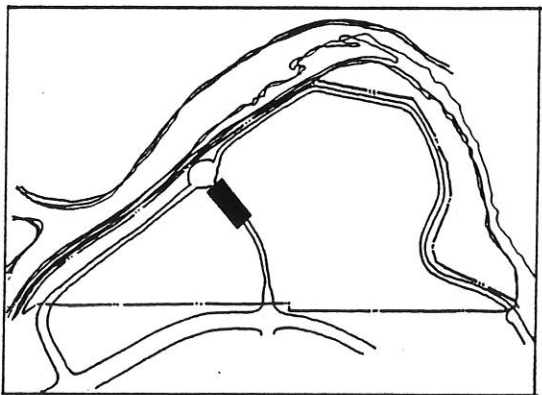
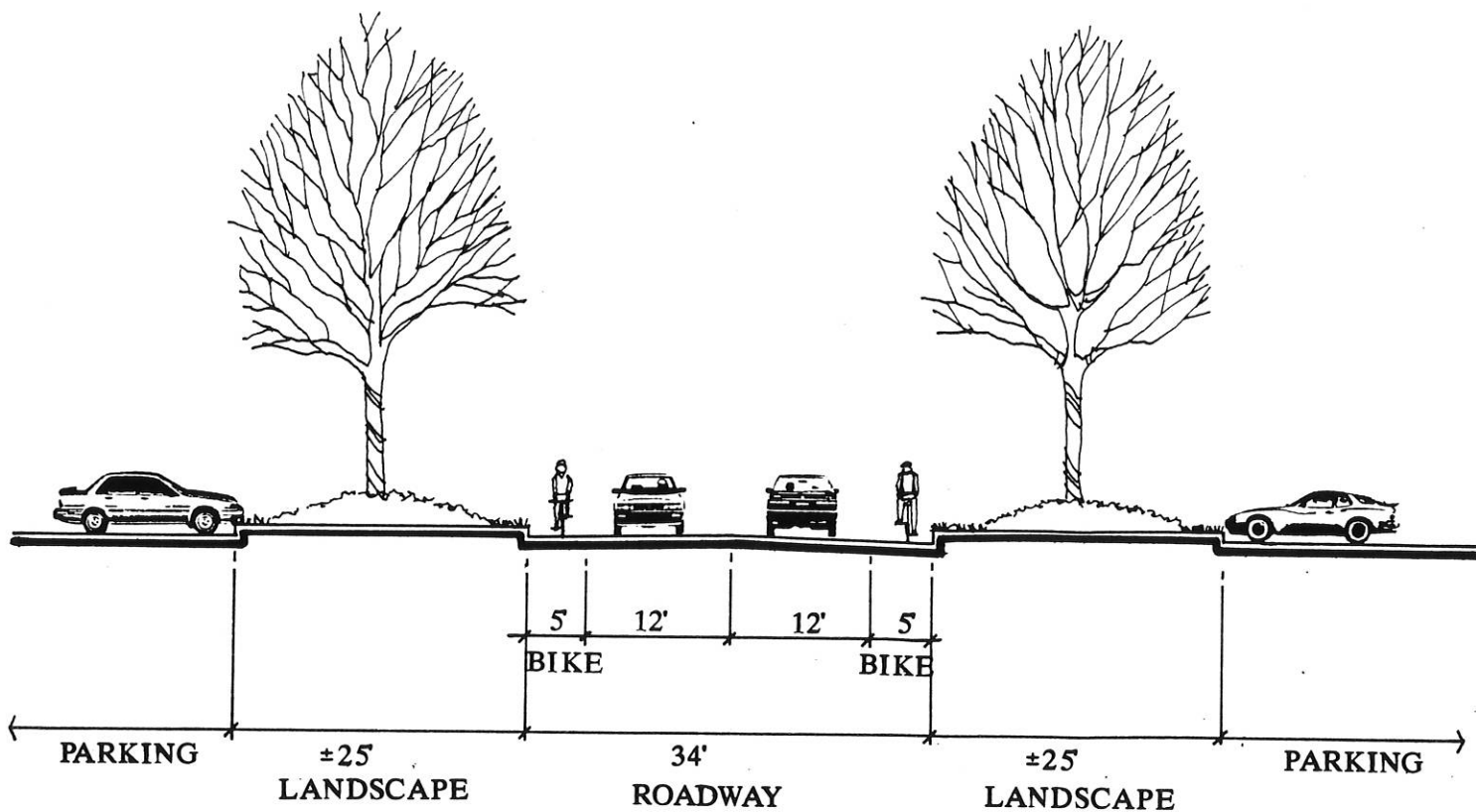


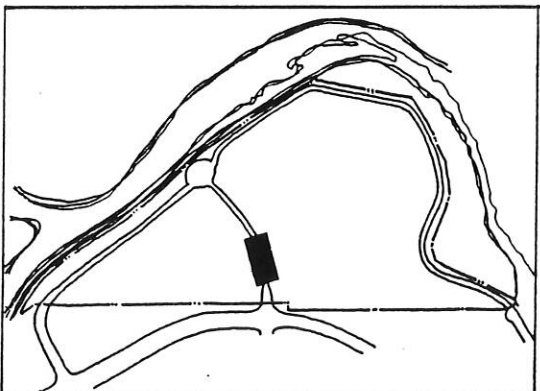
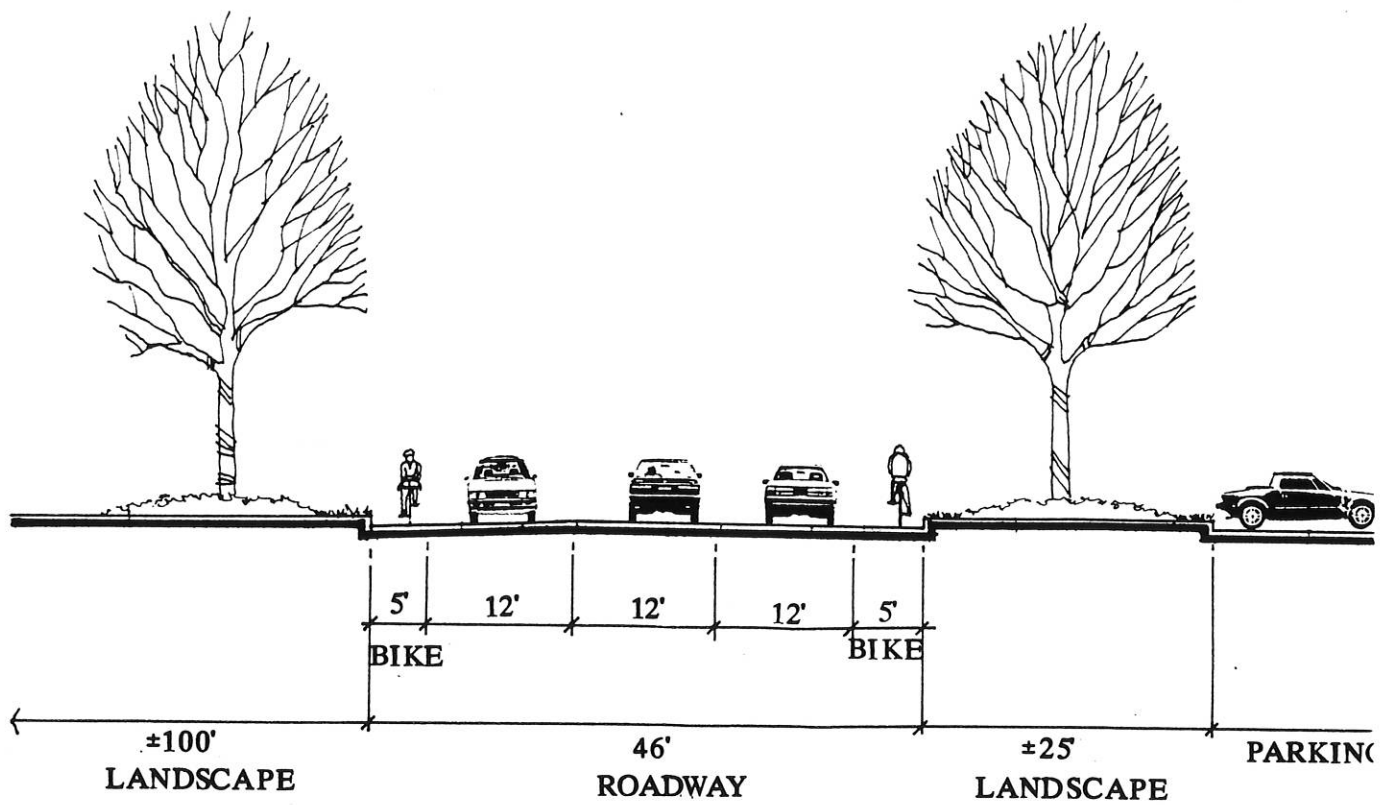
-  VEHICLE AND BICYCLE ACCESS
-  POTENTIAL VEHICULAR ACCESS POINTS
-  PEDESTRIAN AND BICYCLE ACCESS
-  MAIN VEHICULAR ACCESS
-  SECONDARY VEHICULAR ACCESS
-  TERTIARY VEHICULAR ACCESS



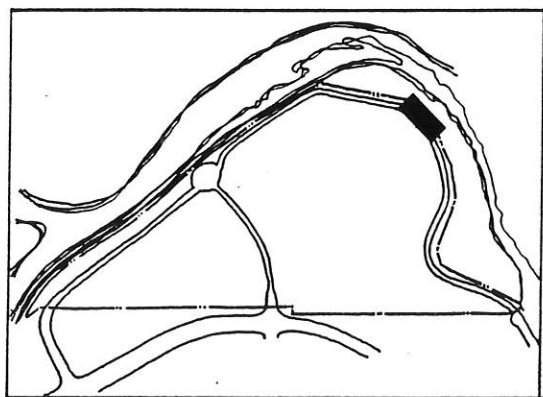
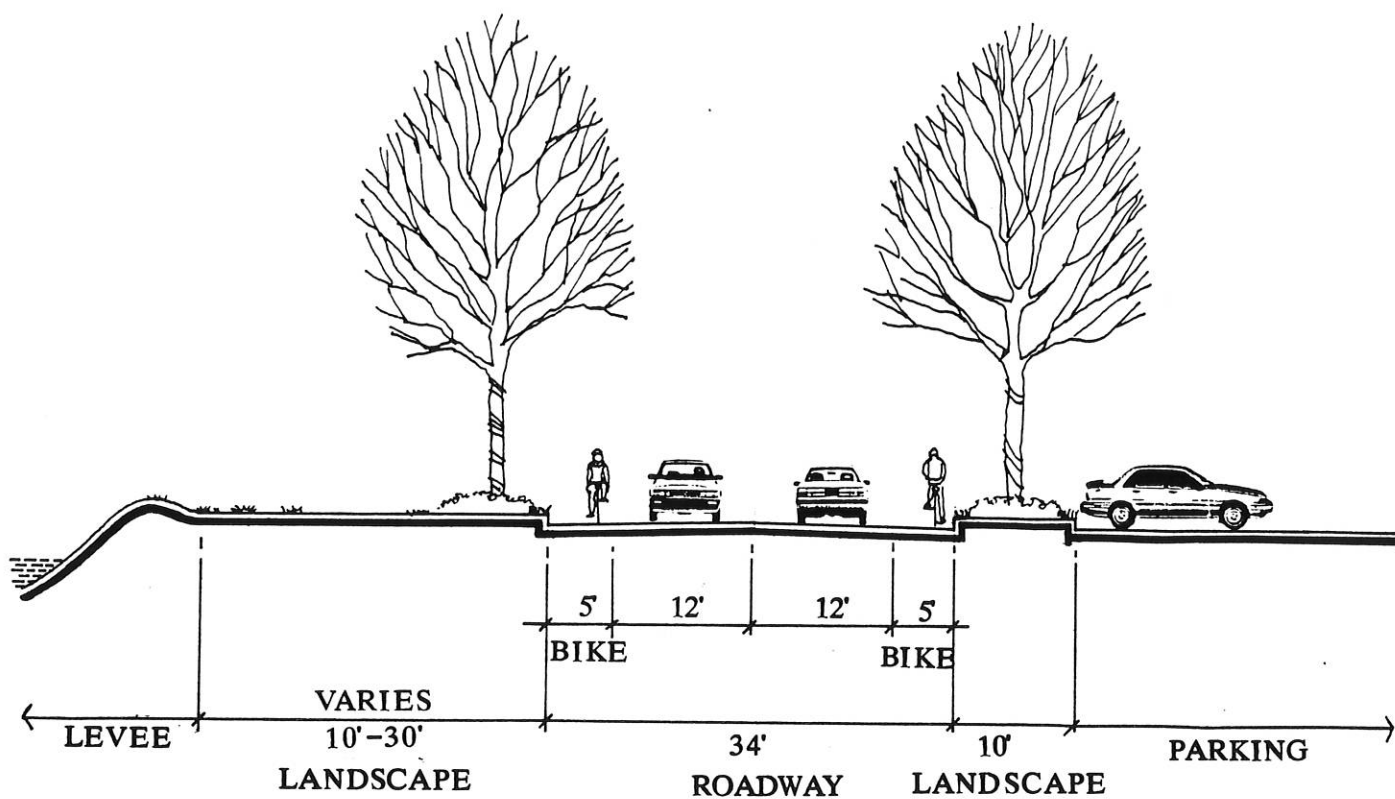
STREET SECTION A

FIGURE 15





STREET SECTION C
FIGURE 1



STREET SECTION D ■

FIGURE 18

UTILITIES

Domestic Water, Sanitary Sewer and Storm Drainage

The conceptual plans for water, sewer, and storm drainage are shown on Figures 19-22. Water service will be delivered from a looped system connecting to the existing water mains at two points: Bridge Parkway, and Island Drive. The water system will be looped within the entire site as a part of the initial phase of development. The installation of the remainder of the water system will be phased in the same manner as any phasing of the buildings.

The sewer system will have one point of delivery, at Island drive via a force main and pump station located on the site. At the present, Westport owns sewer treatment capacity of 100,000 gallons per day, which capacity may be insufficient for the total development of this Specific Plan. Pursuant to the Development Agreement, the city has agreed to make available additional amounts of sewer treatment capacity. This additional capacity may be purchased from other agencies, or private sources, who have excess capacity. Leachate for the sanitary landfill on the site is currently discharged into the sewage collection system and will continue to be discharged in this manner as long as the leachate meets discharge requirements of the South Bayside System Authority.

The project applicant intends to prepare a storm water pollution prevention plan (SWPPP) in conformance with the California (NPDES) general permit for storm water discharges. The SWPPP will incorporate best management practices (BMP), for the elimination of storm water pollutants.

All designs shall conform to the Westport Development Civil Design Standards (Table 3-3). The construction of water, sewer, and storm drain systems on the sanitary landfill site will require special designs to adequately address landfill gases and potential settlements.

TABLE 2-2 CONSTRUCTION AND MAINTENANCE RESPONSIBILITIES

Description of Improvement	CONSTRUCTION		MAINTENANCE	
	Owner	RWC/ RCGID 1-64	Owner	RWC/ RCGID 1-64
Storm Drain				
Gravity sewers	X		X	
Sanitary Sewers				
On-site gravity sewers -Loop Road	X		X	
On-site gravity sewers - parking areas	X		X	
Off-site sanitary sewers (@ Island Dr.)	X			X
Force main	X			X
Pumpstation	X			X
Water				
Public Water mains	X			X
Public Off-site water mains (@ Island Dr.)	X			X
Service lines to meter	X			X
Fire lines to detector vaults	X			X
Lighting				
Street lighting poles	X		X	
Street lighting bulb maintenance			X	
and power purchase	X			
Parking lot lighting	X		X	
On-site Roadways				
Main loop road	X		X	
Island Drive extension	X		X	
Parking areas	X		X	

TABLE 3-3 CIVIL DESIGN STANDARDS

GENERAL

All privately maintained and owned facilities will be designed with sound engineering judgement.

PLAN FORMAT

1. 30"x 42" Project titleblock
2. Plan over profile where appropriate.
3. Scale: 1"=20' horizontal, 1"=2' vertical. 1"=10' scale where appropriate.

STREET AND PARKING DESIGN

1. Rolled curb with gutter.
2. Intersection and turning radius for a WB-50 vehicle will be provided along all service and fire access routes.
3. Traffic Index of 4.5 for parking areas, 5.0 for parking aisleways, and 6.0 for the loop road and Island Drive.
4. Slurry seal, in lieu of a 1" final AC lift, will be applied after all construction work is completed.
5. Pavement structural section shall be designed in accordance with section 608.4,. Design Procedure for Flexible Pavement, of Caltrans Highway Design Manual.
6. Street cross sections may or may not be crowned.
7. Design grades will be a function of 30 year estimated settlements.
8. "Uni-stall" parking spaces: 9 feet by 18 feet (measured from the back of the proposed rolled curb and gutter).
9. Aisle widths will be a minimum of 25 feet.
10. Street lights and on-site lighting will be on a minimum of 16 foot high poles and will be high pressure sodium lamps of a wattage to be determined.
11. Striping material will be paint.
12. An emergency access easement will be provided to the satisfaction of the fire department.

STORM DRAIN AND GRADING DESIGN

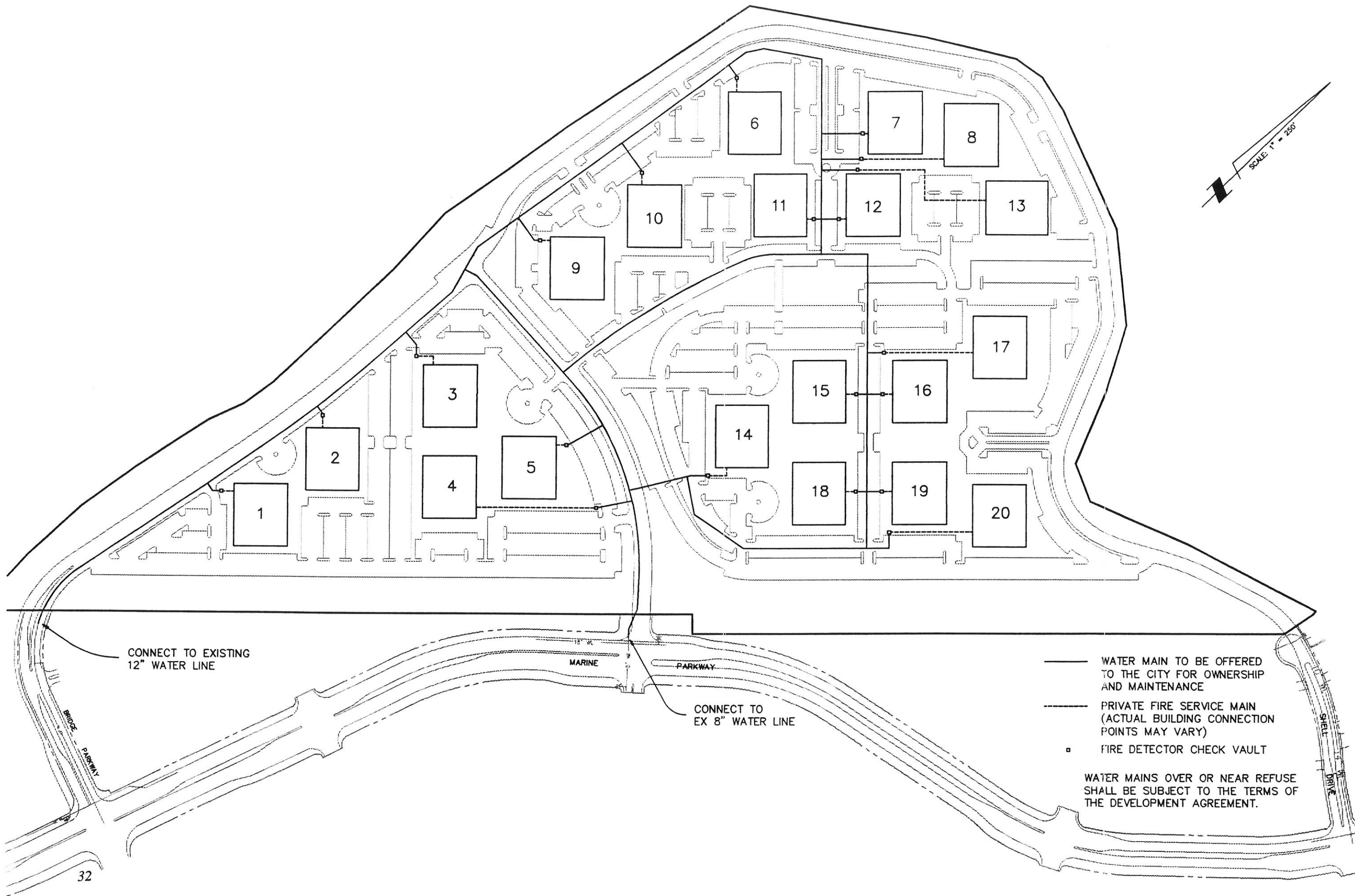
- 1. Minimum pipe size shall be 6".*
- 2. Storm drainage pipe material will be plastic.*
- 3. Where possible, let storm waters sheet flow across parking lots and roadways to limit underground pipe networks.*
- 4. Catch basins will be designed for integration with rolled curb & gutter.*
- 5. Flexible type of retaining walls will be used where appropriate.*

SANITARY SEWER SYSTEM DESIGN

- 1. Publicly maintained gravity or force main sewer lines will be designed according to the City's engineering design standards.*

WATER SYSTEM DESIGN

- 1. Water lines will be designed according to the City's engineering design standards.*
- 2. Separate water meters will be provided for irrigation and domestic water.*



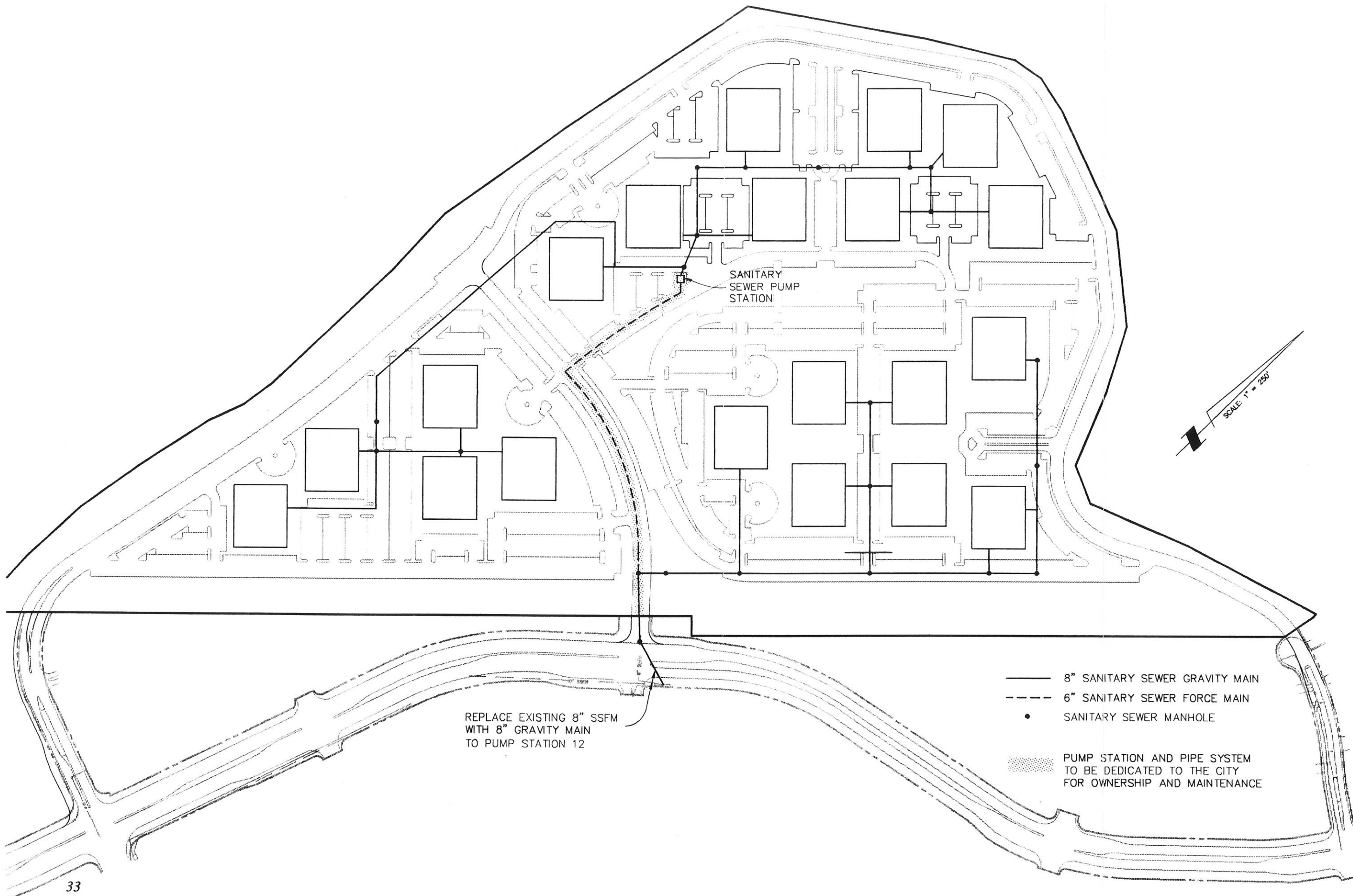
WESTPORT OFFICE PARK
PROPOSED WATER SYSTEM



BOHLEY
MAILEY
ASSOCIATES

1876 South Grant Street
Suite 800
San Mateo
California 94402
415-358-1484 tel
415-358-1487 fax

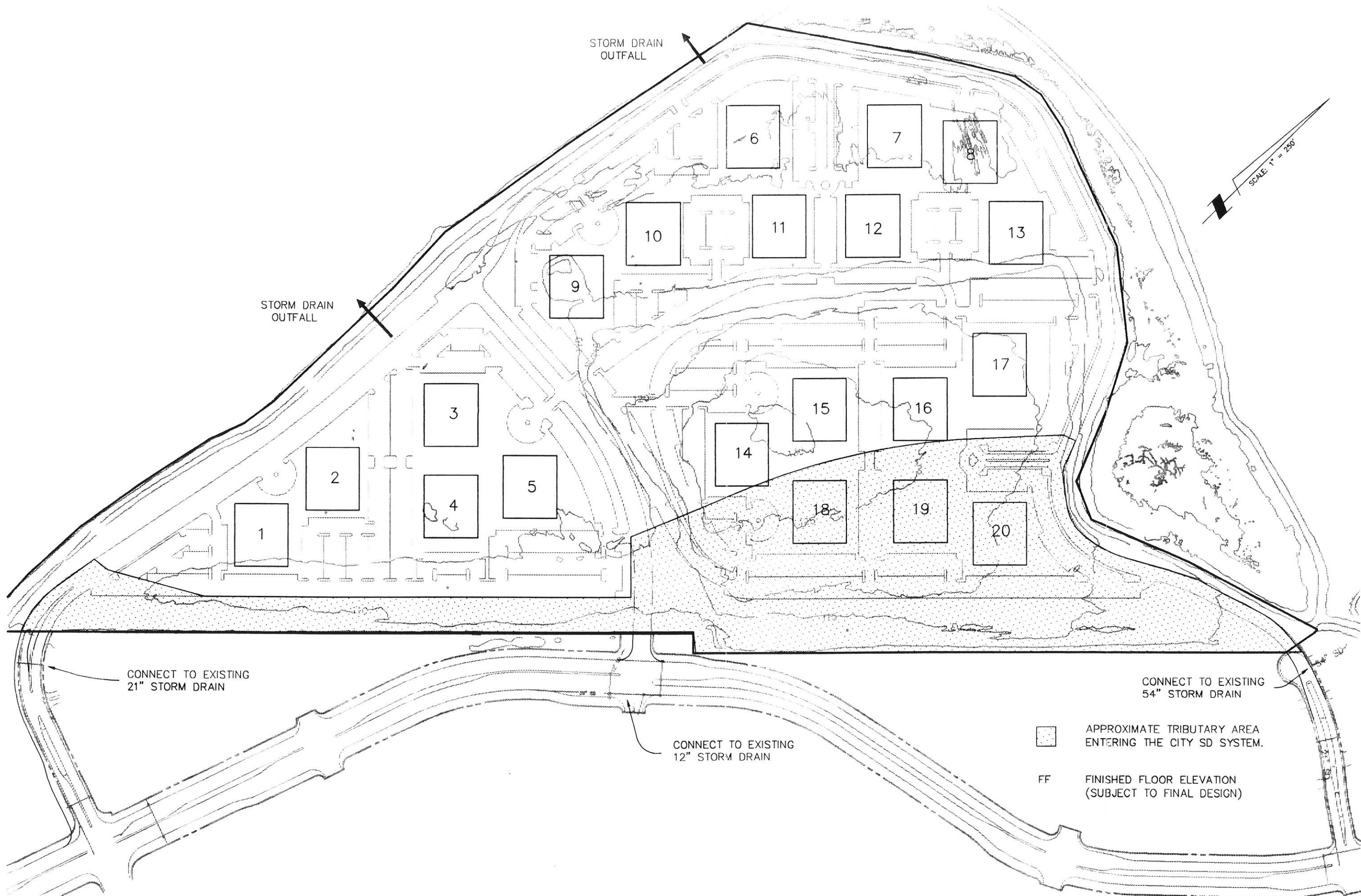
FIGURE 19



WESTPORT OFFICE PARK
PROPOSED SANITARY SEWER SYSTEM

**BOHLEY
MALEY
ASSOCIATES**

1875 South Grant Street
Suite 550
San Mateo
California 94402
415-356-1484 tel.
415-366-1487 fax



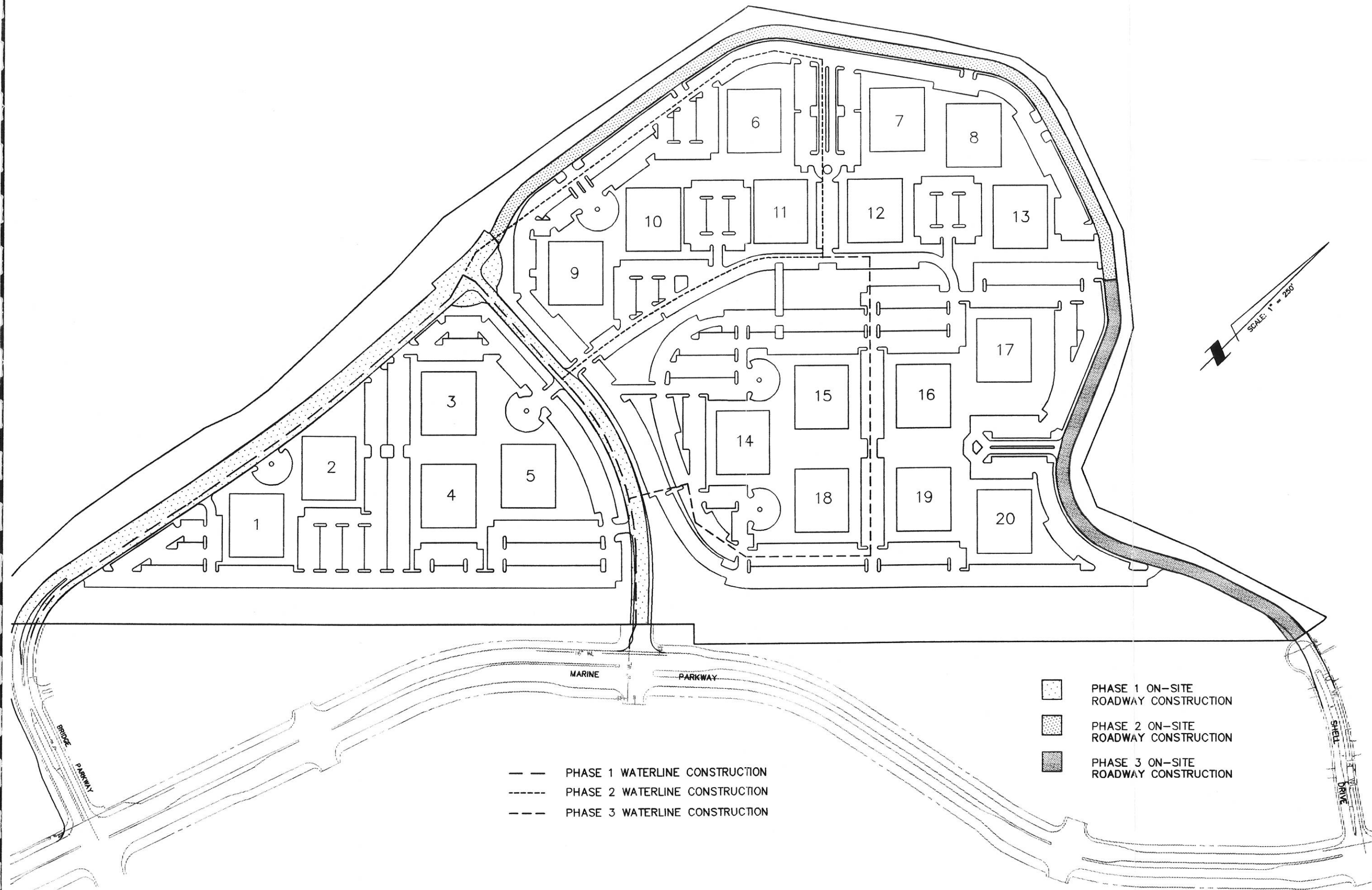
WESTPORT OFFICE PARK
PROPOSED GRADING AND DRAINAGE



BOHLEY
MALEY
ASSOCIATES

1876 South Grant Street
Suite 550
San Mateo
California 94402
415-358-1484 tel
415-358-1487 fax

FIGURE 21



WESTPORT OFFICE PARK PROPOSED CONSTRUCTION PHASING FOR ROADWAY AND WATER SYSTEMS



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415-353-1487 fax

SAFETY

Landfill

The existing site contains a closed sanitary landfill on approximately 45 acres. The landfill has been the subject of multiple investigations and studies. Based on studies, the planning approach is to contain and monitor the existing landfill. Both the Regional Water Quality Control Board and the Bay Area Air Quality District have been involved with the regulation of the Westport site for over fifteen years.

The landfill on the site is contained on top by a clay cap and import fills varying in thickness, on the bottom by Bay muds and at its southern perimeter by a methane cut-off barrier.

Based on a report by SCS Engineers, dated June, 1989, a variety of gas control systems could be employed to contain and protect the site. The use of each of these systems will be determined by the specific location on the site and a plan prepared by SCS Engineers. These approaches to landfill gas control systems have been used in many locations in the Bay area.

Based on a report by Levine-Fricke, water within the refuse landfill area is not migrating from the site. A complete soil and water investigation has been submitted to the Regional Water Quality Control Board for review and approval. The Regional Water Quality Control Board will be the agency responsible for the approval and review of the groundwater monitoring program and may modify the program as they believe necessary. Other agencies with potential jurisdiction will review and comment on the plans.

A detailed Risk Assessment has been prepared by the City of Redwood City to identify any potential hazards associated with this Specific Plan.

Relationship to Other Environmental Documents

This Specific Plan falls within the scope of the previous environmental documents prepared for the Westport site. Those documents are: 1) 1975 Environmental Impact Report; 2) 1988 Environmental Impact Report; 3) 1989 Health Risk Assessment; and 4) 1994 Technical Addendum to the Health Risk Assessment.

The Environmental Impact Report prepared in 1975 examined the impacts of 1.2 million square feet of commercial office buildings. This EIR was the basis for a Specific Plan which was eventually approved by the City. The proposed project outlined in this current Specific Plan consists of the same type of uses, but a lesser amount (980,000 sq.ft). Therefore it is reasonable to assume that the current project will have similar impacts, but to a lesser degree.

The Environmental Impact Report prepared in 1988 primarily described the impacts associated with a mixed use project, i.e. 500,000 sq.ft. of office space and 1,192 residential units. However, that document also examined the impacts of an "all office alternative". This alternative analysis encompasses the impacts of the current project.

Finally, the Health Risk Assessment prepared in 1989 and its technical addendum prepared in 1994 both describe the health risks associated with building on the site. The health risk conclusions were based on either residential and commercial uses.

In 1975, when the first EIR was prepared for the Westport site there was very little development surrounding the parcel. Most of the surrounding land was vacant and only about one-fourth of Redwood Shores was built. However, since that time there has been considerable development in the area which has contributed to a major interest in the Westport project, including its environmental and health impacts on the surrounding residences.

There has been a significant amount of residential development immediately south of the site over the last nineteen years. Peninsula Landing and the Boardwalk developments have resulted in 136 condominiums and 206 townhomes, respectively, adjacent to the Westport site. This translates into approximately 800 residents living next to the property.

Also, there has been a major increase in office development along Twin Dolphin Drive and on the previous Marine World site on Marine Parkway. Oracle Corporation has completed approximately 1.5 million sq.ft of office uses on the latter site, just west of Westport.

With the close proximity of workers and residents near the Westport site, it is understandable that there have been concerns regarding the health risks associated with living near a former landfill site. This concern has been fueled by new information and data regarding public exposure to landfill sites, data which was unavailable in 1975.

At the urging of the County Health Director, the City hired a consultant to prepare an Health Risk Assessment for the site. This study examined the nature and extent of any health risks associated with a refuse site. The consultant completed the Health Risk Assessment in 1989, and updated the document in 1994. The study and addendum concluded that "no significant health risks are expected to occur as a result of project development".

The Environmental Protection agency (EPA) also investigated the health risk issue and concluded that the site does not pose a significant health risk to persons on or off the site. The EPA (at the urging of the adjoining neighbors) investigated the site in 1991, and concluded that "the site currently does not pose a sufficient enough short, or long-term threat to public health or the environment to be a candidate for the Superfund National Priority List." The EPA then referred the matter to the California Department of Health who is now working closely with the San Mateo County Health Department on the project.

In addition to all of the above studies, State agencies will be reviewing building designs, foundations, plans, and all construction to ensure that the project will meet certain building standards and requirements for land fill closures.

IMPLEMENTATION

Regulations and Ordinances to be adopted

In order to implement this Specific Plan the Development Agreement will need to be modified. The current and proposed Zoning designations are shown on Figure 13).

Capital Improvements Program

There will be new public works projects required beyond those previously identified in the 1985 Westport Park Specific Plan. See Table 2-2 Westport Construction and Maintenance responsibilities.

Phasing Program for the Specific Plan's Proposals

The Research and Development project may be built in phases. The timing of the start of each phase will be determined by many factors including market demand. However, it is anticipated that the first R and D phase would commence as soon as approvals are granted and building permits issued. Subsequent phases could be built over a five to fifteen year period. If market conditions dictate, the construction period could be sooner. Infrastructure improvements would be phased to coincide with the construction of each phase. The widening of Bridge Parkway and the extension of utilities from Marine Parkway at Island Drive and the looped water system would be completed during the first phase of construction.

Subsequent Development Entitlements

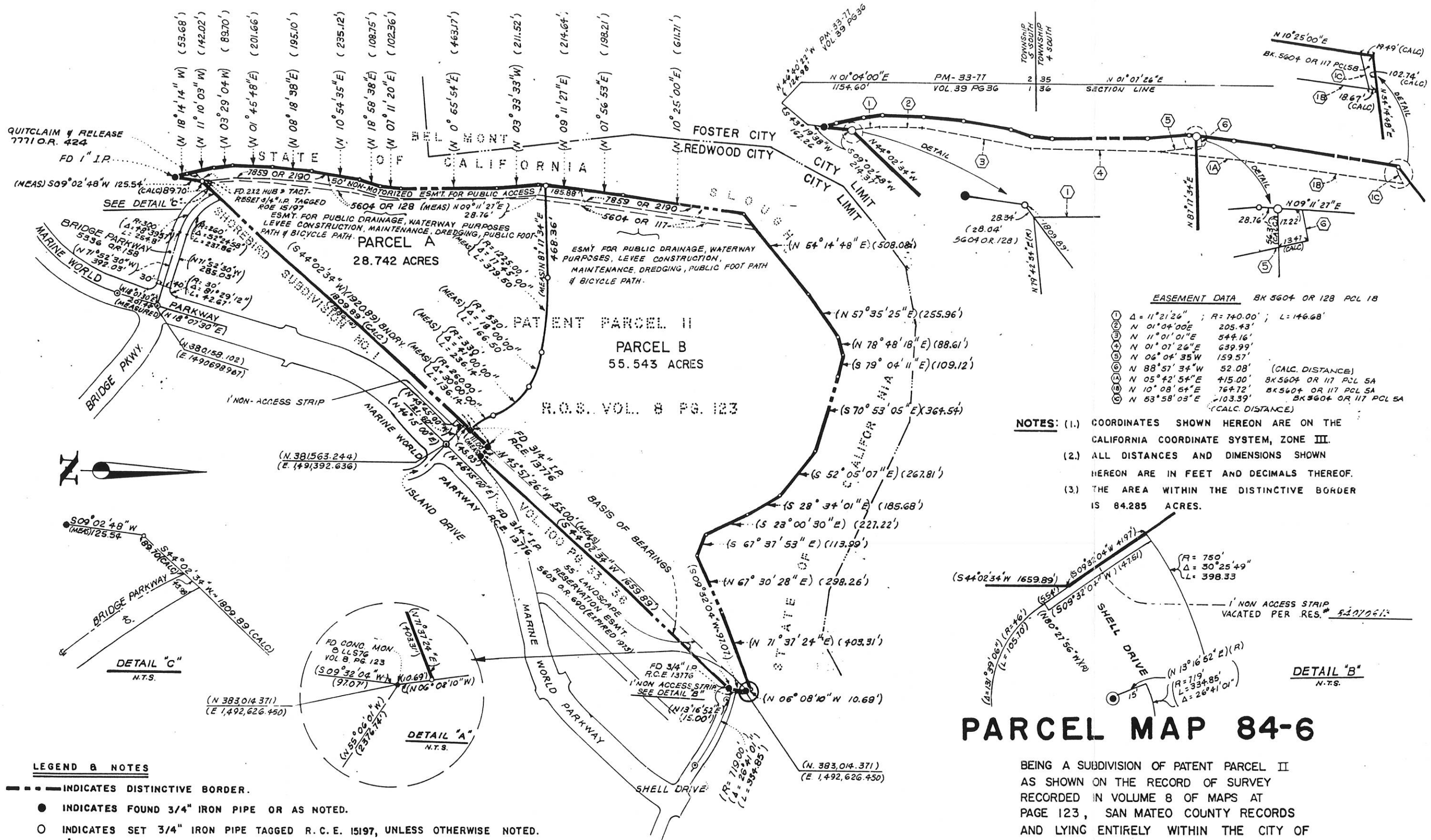
In conjunction with the new Specific Plan for the site, necessary modifications to the Development Agreement are being completed. It is the intent of both Westport and the City of Redwood City to modify and adopt all modifications at the same time.

Roads and Utilities

On-site infrastructure, specifically roads and utilities within the development will be constructed and financed by the Project Developer. It is anticipated that on-site roadways will be privately owned by the developer. Utilities easements will be required where public utilities are located on privately owned property.

Maintenance

Long term maintenance of public and private Westport Development will be the responsibility of various entities, See Table 2-2.



PARCEL MAP 84-6

BEING A SUBDIVISION OF PATENT PARCEL II AS SHOWN ON THE RECORD OF SURVEY RECORDED IN VOLUME 8 OF MAPS AT PAGE 123, SAN MATEO COUNTY RECORDS AND LYING ENTIRELY WITHIN THE CITY OF

REDWOOD CITY CALIFORNIA
WHALEY & ASSOCIATES
CIVIL ENGINEERS LAND SURVEYORS
1885 THE ALAMEDA STE. 130, (408) 247-2811, SAN JOSE, CA 95126
SCALE: 1" = 300'
DATE: JUNE 1984
SM. 2 OF 2

ACKNOWLEDGEMENTS

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Pete Bohley, RCE

Lisa Maley, RCE

Lauderbaugh Hill Associates, Landscape

James Lauderbaugh, ASLA

Vance Brown & Sons, Construction Management

Loren Brown

Gary Moiseff

USE, Geotechnical

Vien Vo, P.E.

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Charles Csicsman, Supervising Civil Engineer

Adam Gee, Traffic Engineer

Fire Department

Louis Vella, Fire Marshall

Building Department

Fred Shehibi, Check Engineer

REFERENCES

1. *Geotechnical Reports*

- A. *Technical Report -- Termination and Abandonment Existing Refuse Disposal Area. Lands of Parkwood 101, Ltd. Redwood City, Ca for Parkwood 101, Ltd. by Cooper Clark & Associates dated August 1, 1971. Job No. 1673-A3.*
- B. *Supplemental Report Geotechnical Observation, Field Exploration and Laboratory Testing Services. Existing Leachate Subdrain, Lands of Parkwood 101 Associates, Redwood City, California by Cooper Clark & Associates for Parkwood 101 Associates dated January 30, 1980. Job No. 1673-A6.*
- C. *Report Geotechnical and Waste Management engineering Studies for Approval of Concept Plan. Lands of Parkwood 101 Associates, Redwood City CA. for Parkwood 101 Associates by Cooper Engineers dated September 16, 1983. Job No. 1673-A17.*
- D. *Westport Office Park Phase I Development. Landfill Gas and leachate Investigation dated November 22, 1985 by James M. Montgomery, Consulting Engineers, Inc. File 1757.0010*
- E. *Soils Reports by United Soils:*
 - 1) *Westport Office Park, Phase I dated 9/4/85 (8 borings).*
 - 2) *Supplemental Phase I dated 11/14/85 (2 borings).*
 - 3) *Levee Construction dated 12/20/85 (4 borings).*
 - 4) *Westport Office Park, Phase I dated 5/18/93 (1 boring).*
 - 5) *Westport Office Park, Phase II dated 5/27/93 (1 boring).*
 - 6) *Supplement Phase II dated 7/20/93 (3 borings)*

(Note: Reference to 74 borings by Cooper Engineering. Cooper logs incorporated for 47 borings both Phases.)
- F. *Soils Engineering Studies: Proposed Cork Harbor Residential Development (Peninsula Landing). Transpacific Geotechnical Engineers, Inc. April 10, 1984. (Referenced by RCR..)*
- G. *Soils Engineering Studies for Proposed Residential Development (Boardwalk). Transpacific Geotechnical Engineers, Inc. April 16, 1984 (Referenced by CRC)*

2. *Risk Assessments/Contamination Studies & Related Reports:*

- A. *Levine-Fricke*
 - 1) *SWAT Investigation Report. Westport Landfill Site, Redwood City, CA dated November 13, 1989. Prepared for Prometheus Development Company. 1287*

- 2) *Preliminary Endangerment Assessment. Westport Landfill Site, Redwood City, CA dated September 15, 1992. Prepared for Peery-Arrillaga. 2634*
 - 3) *Work Plan for Collection of Supplementary Soil Lead Data dated 4/1/94. Prepared for Peery Arrillaga. 3097*
 - 4) *Work Plan for Removal and Replacement of Lead -Affected Soils and Landfill Materials dated 5/9/94.*
 - 5 *References) Health and Safety Plan dated 10/7/93. Prepared for Westport Investments. 2988*
 - 6) *Health and Safety Plan dated 5/12/94. Prepared for Peery-Arrillaga. 3160.00. (Correspondence to HSA dated 6/7/94 re: response to Work Plan comments by HSA.)*
- B. 1) *Preliminary Draft Sampling Report for the Westport Development. August 1989.*
- 2) *Sampling Report for the Westport Site. October 1989*
- 3) *Volume I Appendices A, B, C, and D for Sampling Report for Westport Site, Redwood City. October 1989.*
- 4) *Volume II Appendices E and F for Sampling Report for Westport Site, Redwood City. October 1989*
- C. *Dump Leachate Findings: South Bayside System Authority May 4, 1981; January 9, 1986; February 7, 1986; June 24, 1987*
- D. *Landfill Gas Monitoring Reports (begun 1979)*
- 1) *Results of Landfill Gas Monitoring for June 1985, Closed Parkwood 101 Landfill. Redwood City, CA. by Cooper Engineers.*
- 2) *Results of Landfill Gas Monitoring for June 1987, Closed Parkwood 101 Landfill. Redwood City, CA. by Cooper Engineers. (Referenced by CRC)*
- 3) *Results of Landfill Gas Monitoring for June 1993, Closed Parkwood 101 Landfill. Redwood City, CA. by Cooper Engineers. By Tejima & Assoc.*
- E. *E.P.A. Documents*
- 1) *Redwood Shores Westport Site. Questions and Answers. Fact Sheet #1 U.S. E.P.A. -February 1990*
- 2) *Redwood Shores Westport Site. EPA's Superfund Process Fact Sheet #2 U.S. E.P.A. - May 1990.*
- 3) *Redwood Shores Westport Site. Site does not qualify for Federal Cleanup Action. Fact Sheet #3. U.S. E.P.A. - March 1991.*
- 4) *U.S. E.P.A Liting Site Inspection Report. Ecology and Environment, Inc. - June 8, 1994.*

3. EIR, Land Use Studies, and Related Document:

- A. *Propose Amendment of the general Plan for Parkwood 101 Ltd. Properties. Woodward-Clyde Consultants - June 1975*
- B. *Draft Environmental Impact Report: Westport Development Redwood City, CA Woodward-Clyde Consultants - June 1988.*
- C. *Final Environmental Impact Report Westport Development Redwood City, CA Woodward-Clyde Consultants - November 1988.*
- D. *Draft Supplemental Environmental Impact Report: (Health Risk Assessment): Westport Development McClaren- October 1989*
- E. *Response to comments for Supplement Environmental Impact Report (Health Risk Assessment). ChemRisk - February 1990.*
- F. *Westport business Park Traffic Study for Parkwood 101 Associates. Richard K. Hopper, Consulting Civil Engineer - September 14, 1983.*
- G. *Westport Park Specific Plan Redwood City Planning Department - March 1985.*
- H. *Westport Development Agreement - September 11, 1985. Ordinance No. 1917.*
- I. *Draft Westport Specific Plan - January 1994*

4. Codes, Regulations, and Standards

- A. *California Environmental Quality Act (CEQA) 1992.*
- B. *California Code of Regulations:*
 - 1) *Title 14 Natural Resources. Division 6. Resources Agency.*
 - 2) *Title 14 Natural Resources. Division 7. Chapter 3. Article 7.8 Disposal Site Standards - Closure and Postclosure.*
 - 3) *Title 22. Social Security. Division 4. Environmental Health*
 - 4) *Title 22. Social Security. Division 4.5. Environmental Health Standards for the Management of Hazardous Waste.*
 - 5) *Title 23. Waters. Division 3. Chapter 15. Article 8. Closure and Postclosure Maintenance.*
- C. *CRC Engineering Standards. Volume III: Design Criteria. December 16, 1991*
- D. *Attachment D CRC Plot & Finish Grading Plan Reqt's for Private Development*

5. Preliminary Title Report

Prepared by First American Title Insurance Company dated 4/3/92. Order No. 377951-TD

2/27/95

R E S O L U T I O N N O. 12415RESOLUTION APPROVING AND ADOPTING WESTPORT SPECIFIC
PLAN AND MAKING FINDINGS AND STATEMENT OF OVERRIDING
CONSIDERATIONS PERTAINING THERETO

WHEREAS, pursuant to the provisions of Title 7, Article 8 (commencing with §65450) of the California Government Code, the City may prepare and adopt specific plans as may in its judgment be required for the systematic implementation of the City's General Plan; and

WHEREAS, Westport Investments ("Westport") is the owner of approximately 85.285 acres of vacant land (the "Property") described as parcels A and B of Parcel Map No. 84-6, located within the City of Redwood City and General Improvement District No. 1-64 ("GID 1-64"); and

WHEREAS, Westport proposes to develop the Property for commercial use, which development consists of some twenty (20) buildings, not to exceed three (3) stories in height, with a total density of 980,000 square feet (the "Project"); and

WHEREAS, portions of the Property were formerly used as a sanitary landfill site; and

WHEREAS, an environmental impact report ("EIR"), prepared in accordance with the California Environmental Quality Act (Pub. Res. C. 821000 et seq.; "CEQA") for a prior project proposed to be located on the Property, was certified by the Planning Commission on November 4, 1975, which EIR was supplemented by a Soils Report dated September 16, 1983, and a Traffic Study dated September 14, 1983, both of which studies were accepted and approved by the Planning Commission on December 6, 1983; and

WHEREAS, the aforementioned EIR, together with the two supplemental reports and an additional traffic study prepared by Barton-Aschman Associates, dated March 13, 1985, were likewise prepared in connection with the prior proposed development; and

WHEREAS, in accordance with the provisions of California Government Code Section 65864, et seq. and pursuant to Ordinance No. 1917 entitled, "Ordinance Approving and Authorizing Execution of Development Agreement With Westport Investments (GID 1-64); and Making Certain Findings With Respect Thereto", adopted August 26, 1985, the City of Redwood City and GID 1-64 entered into that certain development agreement with Westport dated September 11, 1985 (the "1985 Development Agreement"); and

WHEREAS, pursuant to the 1985 Development Agreement Westport paid to the City a facilities fee for certain off-site public improvements constructed, or to be constructed, by GID 1-64; and

WHEREAS, additional traffic studies were conducted regarding the then proposed development entitled, "Transportation Planning Study for the Redwood Shores/101 Corridor", by Crain & Associates, dated November 1987 (the "Crain Study"); and

WHEREAS, in 1988 a revised development proposal was submitted for the Property and in connection therewith an EIR entitled, "Final Environmental Impact Report, Westport Development, Redwood City, California", dated November, 1988 (the "1998 FEIR"), was certified by the Planning Commission as having been completed in compliance with CEQA; and

WHEREAS, in 1989 a draft supplemental environmental impact report (the "SEIR"), in the form of a health risk assessment, was

prepared for the then-proposed development by ChemRisk, a division of McLaren Environmental Engineering, which examined potential health risks related to the then proposed development, and which concluded that there would be no significant health risks resulting from development of the Property; and

WHEREAS, the United States Environmental Protection Agency ("EPA") conducted a site study and analysis to determine if the Property should be placed on the National Priorities List under the Federal Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended; and

WHEREAS, in 1991 the EPA concluded that the Property did not qualify for federal cleanup action; and

WHEREAS, in 1994, Westport submitted a revised proposal for development of the Property in the form of the Project, which, in comparison with the approved development described in the 1985 Development Agreement results in a less dense development, less visual impact, greater landscaped areas, and less vehicle traffic trips; and

WHEREAS, in connection with the 1994 proposal, a technical addendum to the draft SEIR entitled, "Applicability of ChemRisk Assessment for the Westport Site", dated June 28, 1994 (the "Technical Addendum"), was prepared for the Project, which concluded that, consistent with the draft SEIR, no significant health risks would be created by the Project; and

WHEREAS, on October 4, 1994 the Planning Commission certified that the draft SEIR together with the Technical Addendum had been completed in compliance with CEQA and, together, constituted the final SEIR for The Project (the "FSEIR"); and

WHEREAS, a specific plan has been prepared for the Project entitled, "Westport Specific Plan, December 9, 1994", (the "1994 Specific Plan") and in conjunction therewith, a revised development agreement (the "1995 Development Agreement") has been prepared; and

WHEREAS, the Planning Commission, after public hearing duly noticed and held, has recommended that this Council adopt the 1994 Specific Plan and approve the 1995 Development Agreement; and

WHEREAS, after public hearing duly noticed and held, and in consideration of the recommendation of the Planning Commission, of evidence both oral and documentary presented at said hearing, the 1988 FEIR and the FSEIR, and in further consideration of the entire administrative record regarding development of the Property, this Council desires to approve the 1994 Specific Plan and to provide for approval of the 1995 Development Agreement as hereinafter set forth;

NOW, THEREFORE;

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

1. This Council hereby finds, declares and concludes as follows:

- a. The foregoing recitals are true and factual and are hereby incorporated herein.
- b. On January 9, 1995, at a public meeting of this Council, an informational study session was held by the Council regarding the history of proposed developments of the Property and

the current proposal as described in the 1994 Specific Plan.

- c. On January 16, 1995, duly noticed public hearings were held on the question of approval of the 1994 Specific Plan and the 1995 Development Agreement, at which time all persons interested in the matters were heard, or afforded the opportunity to be heard thereon.
- d. This Council has reviewed and considered the information contained in the administrative record regarding development of the Property including, without limitation, the prior proposals for development of the Property, the 1985 Development Agreement, the EPA studies and conclusions, the Crain Study, the 1988 FEIR, the FSEIR, the Planning Commission Report for the Project, the testimony, both oral and documentary, made and submitted at the public hearing on the 1994 Specific Plan, and all other matters deemed material and relevant to the 1994 Specific Plan.
- e. The FSEIR concludes that the Project may be developed without risk to humans, so as long as appropriate precautions are taken in the construction, maintenance and operation of the Project, which precautions are subject to

the jurisdiction, and in conformance with the requirements, of agencies of the County of San Mateo and the State of California regarding construction and use of former sanitary landfill sites.

- f. Changes or alterations have been required in, or incorporated into, the Project by the 1994 Specific Plan, the 1988 FEIR and the FSEIR, and the 1995 Development Agreement, (the execution of which shall be a condition of approval of the 1994 Specific Plan), which changes or alterations mitigate or avoid the significant environmental effects of the Project as follows:

- (1) Geological and soils impacts associated with the Project shall be mitigated and reduced to an acceptable level by the requirement that a geotechnical engineer shall review the Property and plans for the Project and shall incorporate design measures into the Project to minimize such hazards.
- (2) Air quality impacts shall be mitigated and reduced to an acceptable level during construction by dust control measures. Air quality impacts from

operation of the Project shall be mitigated by requiring on-site services for employees and patrons of the development, including restaurants, recreation facilities and other amenities; and shall further be mitigated by the requirement that employers associated with the Project shall participate in the City's Transportation System Management Program.

- (3) Air quality impacts from the natural decomposition of the refuse within the former sanitary landfill portions of the Property shall be mitigated and reduced to an acceptable level by incorporating gas extraction and control measures into the Project which shall be designed and installed in accordance with approved engineering standards, subject to approval by local and state agencies having jurisdiction.
- (4) Noise impacts from construction of the Project shall be mitigated and reduced to an acceptable level by requiring effective muffler devices on construction machinery and equipment.

Noise impacts within the Project, after construction, shall be mitigated and reduced to an acceptable level by appropriate building design and insulation.

- (5) Visual impacts from the Project shall be mitigated and reduced to an acceptable level by restricting the height of buildings to three (3) stories, the installation of dense landscaping around buildings and the periphery of the Property, and the installation of a landscape buffer along the southerly boundary of the Property; all of which mitigation shall be conditions of an architectural permit requisite for the Project.
- (6) Impacts relating to public services and facilities have been, or shall be, mitigated by the payment of \$1.6 million to GID 1-64 and by pertinent provisions of the 1995 Development Agreement.
- (7) Impacts relating to fire services shall be reduced to an acceptable level by requiring the installation of sprinklers in buildings and otherwise requiring the construction thereof in accordance with

provisions of the City's Fire Code current at the time of such construction.

- (8) Recreation impacts relating to the Project shall be mitigated and reduced to an acceptable level by the integration of public recreation, park and shoreline facilities into the Project.
 - (9) Energy impacts of the Project shall be mitigated and reduced to an acceptable level by conformance of the Project with pertinent provisions of Title 24, California Code of Regulations, governing such matters.
- g. Approval of the 1994 Specific Plan for the Project shall allow the occurrence of certain significant effects identified in the 1988 FEIR, the Crain Study and the prior Barton-Aschman Associates Study (1985), which effects cannot reasonably or feasibly be mitigated in light of the generation of vehicular traffic from the development of other properties both within and outside of the City of Redwood City. Although said impacts cannot fully be mitigated, changes or alterations have been, or shall be, included in the Project which lessen the significant

environmental effects of anticipated traffic flows from the Project. Both short-term and long-term impacts shall be addressed as follows:

- (1) Short term impacts shall be mitigated by providing, without limitation, the following improvements:
 - a). Signal controls at the intersections of Marine Parkway with Island Drive and Shell Drive.
 - b). Roadway improvements to segments of Bridge Parkway and Island Drive (both on and off-site improvements) as described in the 1994 Specific Plan.
 - c). Roadway improvements to portions of Marine Parkway and Shell Parkway, subject to financing by GID 1-64 or other sources.
- (2) Long-term traffic impacts may be mitigated through the construction of public improvements pertaining to State Highway Route 101 and/or interchanges therewith and related improvements of a regional nature, proposed to be funded through traffic assessment district proceedings, or similar provisions for the funding of public improvements, which improvements shall be of

benefit to properties within such assessment district(s), located both within, and outside, the boundaries of the City of Redwood City. The 1995 Development Agreement, the execution of which shall be a condition of approval of the 1994 Specific Plan, includes a provision mandating Westport's inclusion in such assessment district(s).

- h. The generation of methane gas and leacheate are unavoidable by-products of the decomposition of refuse placed in those portions of the Property formerly used as a sanitary landfill. The generation of such by-products occurs, not by reason of the Project, but by reason of the former use of the Property. While the generation thereof cannot be avoided, the diffusion and emanation thereof shall be controlled by collector, barrier and drainage systems as described in the 1988 FEIR, and do not pose a significant health hazard as concluded in the FSEIR. Safe levels of the diffusion of said gas shall be maintained by Westport through the installation of gas control and venting systems and, therefore, the effect of said gas, while significant, shall be mitigated to an acceptable level. Safe levels and disposal of leacheate have been, and shall be, maintained by

the installation and maintenance of the final fill cover, impervious barriers, and drainage facilities, and, therefore, the effect of said leacheate, while significant, shall be mitigated to an acceptable level. The integrity of such mitigation shall be provided through monitoring programs supervised by regulatory agencies having jurisdiction over such matters.

- i. The aforementioned traffic effects, and the effects of generation of methane gas and leacheate, and any other remaining unavoidable significant effects on the environment not expressly hereinabove, or in the 1988 FEIR or the FSEIR, addressed as having been reduced to an acceptable level shall be, and hereby are, found acceptable by reason of the overriding considerations hereinafter described.

2. This Council has balanced the benefits of the proposed Project against the above-described unavoidable environmental risks in determining whether to approve the 1994 Specific Plan and hereby finds that the following overriding considerations require approval of the 1994 Specific Plan, notwithstanding the occurrence of the aforesaid significant effects which cannot reasonably be mitigated:

- a. The economic and social benefits of the Project will outweigh the unavoidable impacts resulting

from traffic and the location of the Project on the Property which, by reason of its former uses generates methane gas and leacheate within portions thereof as described in the above findings. Construction of the Project will stimulate the local economy and create construction jobs. The completed Project will strengthen both the local and regional economic base, and stimulate the local and regional economy through the creation of new businesses and employment opportunities. Such economic support is necessary to meet present and future population demands locally and regionally. Upon completion, the Project will create approximately 4,000 new jobs, generate increased property tax revenues and substantial sales tax revenues to the City of Redwood City.

- b. The 1994 Specific Plan and the 1995 Development Agreement will ensure that the Project is developed in a well-planned manner, will not be a fiscal burden to the City or GID 1-64, and will create a positive image of the City for the attraction of planned development.
- c. Approval of the Specific Plan will provide a reasonable balance between the exercise of private property rights by Westport and the interests of the public in mitigating the effect upon the environment of the exercise of such rights.

Passed and adopted by the Council of the City of Redwood City
at a regular meeting thereof held on the 27th day of February 1995, by the
following votes:

AYES, and in favor of the passage and adoption of the foregoing
resolution, Council Members Buchan, Hartnett, Howard, La Berge, Sanfilipo,
Steinfeld and Mayor Gasparini.

NOES: None

ABSENT: None



Daniela Gasparini
Mayor of the City of Redwood City

Attest:



City Clerk of Redwood City

I hereby approve the foregoing
resolution this 28th day of February 1995.



Daniela Gasparini
Mayor of the City of Redwood City