



**PORT OF REDWOOD CITY
BOARD OF PORT COMMISSIONERS SPECIAL MEETING
WEDNESDAY – APRIL 14, 2010 @ 7:00 PM**

MINUTES

I. CALL TO ORDER

8:00 A.M.: Chairman Garcia, presiding

Commissioners Present: Commissioner Larry Aikins; Secretary Lorianna Kastrop; and, Chairman Ralph Garcia, Jr.

Commissioners Absent: Commissioner Richard Dodge; Secretary Richard Claire

Staff Present: Executive Director, Michael J. Giari; Director of Finance & Administration, Cynthia D. Hampton; Manager of Operations, Donald K. Snaman; Manager of Development & Compliance, Eric Napralla; and, Executive Assistant, Rita F. Artist

Commissioner Aikins led the Pledge of Allegiance.

II. DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PORT OF REDWOOD CITY WHARVES 1 AND 2 REDEVELOPMENT PROJECT

Executive Director Giari explained that the Port is proposing to reconstruct and modernize wharves 1 & 2, and demolish the adjacent Warehouse No. 1. Under the California Environmental Quality Act (CEQA), the Port is the lead agency for the environmental review of this project. The Initial Study for the project determined that certain environmental factors warranted further analysis and discussion. A Notice of Preparation (NOP) was sent to government agencies and parties interested in the proposed project to solicit input and identify concerns and issues that should be included in the EIR. In identifying the significant impacts of the proposed project, the EIR concentrates on the project's substantial physical effects and the mitigation measures to avoid or reduce those effects. The Notice of Availability (NOA) of the Draft EIR was issued on March 16, 2010, starting the required 45-day public comment period. Notice was also given that a public hearing would be conducted by the Port Commission on April 14, 2010 at 7 PM in the Port offices, the purpose of which is to review the Draft EIR and take comments from the public and Port Commissioners on any changes or additional information to be included in the Draft EIR. After the public hearing and the close of the public review period, responses to all substantive comments will be included in the Final EIR.

Gary Oates, Principal in Charge of the Project for Environmental Science Associates (ESA), the environmental consulting firm that prepared this Draft EIR, commented that it is important that the environmental implications of the project are considered prior to the Port Commission making a decision about the project and whether or not to proceed with the project. Oates introduced Tania Sheyner, Project Manager for this EIR.

Ms. Sheyner presented a brief overview of the EIR and its findings. Sheyner stated that the main goals of the project are to renovate and upgrade dilapidated wharf facilities as well as to increase future throughput potential. The proposed project would be conducted in two phases, each phase being sponsored independently. Phase 1 will be



sponsored by the Port and Phase 2 will be sponsored by the parcel tenant, CEMEX. However, the Port is the CEQA lead agency for both phases.

Activities proposed under Phase 1 include demolition of existing Wharves 1&2 and Warehouse No.1; removal of the rail tracks; construction of the new wharf, ramps and walkways; construction of a new concrete pad, a new, paved road, a one-story longshoreman building, a new sea wall; and, improvements in security lighting and modernizing of the electrical system.

Phase 2, assumed to be implemented in about five years, will include relocating and constructing a conveyor hopper system; the realigning of existing aggregate shipping, handling, and storage operations to more efficiently serve the tenant; redevelopment of the easternmost 1.8 acre parcel of land; and the relocation of tenant's office to Warehouse No.2 at Hinman Road.

Sheyner presented a list of environmental topics that were analyzed. She explained that each topic is covered within a corresponding section of the EIR. Other topics such as aesthetics, public services, and others were covered earlier in the Initial Study and were determined to be less than significant.

Two significant and unavoidable impacts identified by the EIR related to air quality, particularly emissions of nitrogen oxide (NOx) resulting from vehicle traffic to/from the site, vessels and off-road equipment.

Sheyner explained that all other impacts would be less than significant after mitigation and include: Land use – compliance with Redwood City Zoning Ordinance; possible incompatibility with the Saltwork's proposal; other air quality impacts – specifically criteria pollutant emissions associated with demolition and construction.

Biological resource impacts identified included disturbances to federally and state protected wetlands, impacts to wildlife including special status bats as a result of demolition, lighting, and construction noise effects.

Potential flooding impacts associated with sea level rise and cumulative traffic impacts at the intersection of Woodside Road/Veteran's Boulevard and the U.S. 101 Southbound on-ramp were also considered less than significant.

Sheyner explained that responses to comments from the Port Commissioners and the public on the EIR would be made in the Responses to Comments document. The Port Commission would subsequently take action on certifying the EIR, which means finding the EIR to be adequate and does not mean approval of the project.

A Motion to Open the Public Hearing was made by Commissioner Aikins. It was seconded by Commissioner Kastrop. The Motion passed by a unanimous voice vote of all Commissioners present. Commissioners Dodge and Claire were absent.

Clem Molony, from Lyngso Garden Materials in Redwood City, commented that he is very pleased to see the modernization and improved efficiencies from this project so that



the Port can continue to grow. The Port's and the Port's industrial tenants' impacts on the City are very positive and this will be a good project.

Molony stated that it is good to learn that the increased truck traffic is considered to be a less than significant impact and not that serious of a problem. Concerning the nitrous oxide, Molony commented on the efforts of the Air Resources Board to modernize the engines of diesel trucks and off-road vehicles, saying that all diesel engines that will be purchased about 24 months from today will have a significant reduction in nitrous oxide.

A Motion to Close the Public Hearing was made by Commissioner Kastrop. It was seconded by Commissioner Aikins. The Motion passed by a unanimous voice vote of all Commissioners present. Commissioners Dodge and Claire were absent.

Commissioner Aikins raised a question about why bats have to be protected. Executive Director Giari asked Oates to address the various categories of endangered, threatened, significant, etc., for different species that are considered in an EIR. Oates explained that "threatened" basically means that a species is in such a limited level that it might become endangered, which is the level of highest concern. If a project affects an endangered species, a process must be followed with the pertinent regulatory agencies to determine whether the particular project could jeopardize the continued existence of that species.

Commissioner Kastrop inquired about the noise from ships that would be docked at night, asking how daytime versus nighttime ship noise compares and whether or not that will present a significant difference. Oates responded that a noise specialist will be consulted and that question will be answered more fully in the Final EIR.

III. **PUBLIC COMMENT:** None

IV. **MATTERS OF BOARD INTEREST:** None

V. **ADJOURNMENT**

At 7:27 p.m. Chairman Garcia requested that the Commission adjourn to its next regularly scheduled Meeting of April 28, 2010. A Motion to Adjourn was made by Commissioner Aikins and it was seconded by Commissioner Kastrop. The motion passed by a unanimous voice vote of all Commissioners present. Commissioners Dodge and Claire were absent.