Appendix A

Notice of Preparation and Initial Study

List of Attachments

A.1 – Notice of Preparation (English and Spanish)
A.2 – Initial Study
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A.5 – Scoping Meeting Oral Comment Summary
A.6 – Written Scoping Comments

A.1 – Notice of Preparation (English and Spanish)

Port of Redwood City
NOTICE OF PREPARATION and
NOTICE OF SCOPING MEETING

Date: May 1, 2024

To: Responsible Agencies, Trustee Agencies, and Other Interested Parties

Subject: Notice of Preparation (NOP) of a Draft Environmental Impact Report, Notice of Public Review Period and Circulation of the Initial Study, and Notice of Scoping Meeting for the Port of Redwood City Ferry Terminal Project

Pursuant to the California Environmental Quality Act (CEQA), the Port of Redwood City (Port), as the Lead Agency, will prepare an Environmental Impact Report (EIR) for the Port of Redwood City Ferry Terminal Project (the proposed project).

The Port is interested in the views of your agency as to the appropriate scope and content of the EIR, as well as any recommended mitigation measures related to responsible and trustee agencies' statutory responsibilities. Your agency may need to use the EIR prepared by the Port when considering permits or other approvals associated with the proposed project. If you are not a public agency with any statutory or regulatory responsibility concerning this project, your comments on the environmental scope of the EIR are requested so that the EIR may be prepared in consideration of the input from the community and surrounding areas.

Project Description

The proposed project would provide Water Emergency Transportation Authority (WETA)-operated passenger ferry service at Redwood City with origin and destination points of San Francisco and Oakland. Initial service would be during weekday morning and afternoon commute periods between the hours of approximately 6 am to 9 pm using diesel powered ferry vessels capable of carrying up to 300 passengers. As the ferry service matures, midday, evening, weekend, and special event service may be added. The ferry terminal would include waterside and landside components, including a ferry dock, gangway, fixed access pier and security gate, kiosks, portable restroom, bicycle storage, surface parking lot, and new utilities required to establish the proposed ferry service. The proposed project also includes widening the Seaport Boulevard loop road from the Pacific Shores Center entrance to the ferry terminal site to accommodate a bicycle trail and sidewalk and extending the Bay Trail along the north edge of the project site to the ferry terminal. The relocation of existing infrastructure (e.g., railroad spur, terminus of Frontage Road, lighting and utilities, and a maintenance building) and modifications to an existing public parking lot would be required to accommodate the access improvements. The proposed project also includes a zone change to allow future visitor-serving uses consisting of a three-story hotel with an associated restaurant, retail and meeting/event facilities, a standalone restaurant, up to 10,000 square feet of standalone office space, and a permanent restroom facility at the ferry terminal.

Project Location

The ferry terminal site is a 9.2 acre Port property near the confluence of Redwood Creek and Westpoint Slough. Other project improvements would occur along a portion of Seaport Boulevard west of the Pacific Shores Center, the railroad tracks and Frontage Road east of the Port, and a portion of the existing public parking lot and waterfront park northwest of Pacific Shores Center. The ferries would operate within existing navigation routes in San Francisco Bay to and from Redwood City and San Francisco and Oakland.

Potential Significant Impacts

Based on the findings of the Initial Study prepared in conjunction with the NOP, the Port has identified potential significant impacts for the following topics: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology/Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology/Water Quality, Land Use and Planning, Noise, Public Services, Recreation, Transportation, Tribal Cultural Resources, and Utilities/Service Systems.

Document Availability and Review Period

A copy of the Initial Study and NOP is attached to the notice that has been distributed by email and it can be reviewed in hard copy at the Port office located at 675 Seaport Boulevard, Redwood City, CA 94063; the Downtown Library at 1044 Middlefield Road, Redwood City, CA 94063; Redwood Shores Branch Library at 399 Marine Parkway, Redwood City, CA 94065; and online at https://www.redwoodcityport.com/ferry.

The Port will consider all comments received in response to the NOP during the drafting of the EIR. The NOP public review period is scheduled from May 1, 2024 to May 31, 2024 (5 pm). However, Responsible Agencies and Trustee Agencies may submit their responses no later than **30 days** after receipt of the NOP. Please send your response to **Don Snaman, Project Manager** at 675 Seaport Boulevard, Redwood City, CA 94063 or c-dsnaman@redwoodcityport.com. Please provide your name or the name of a contact person in your agency.

Scoping Meeting

A public scoping meeting/open house will be held on May 15, 2024 from 11 am to 12 pm at the Board of Commissioners meeting room at the Port office located at 675 Seaport Boulevard. The meeting may also be accessed and observed by joining by video teleconference via Zoom at:

https://zoom.us/join Meeting ID: 985 1201 8699 Password: 85917060

Or use this link:

https://us06web.zoom.us/j/98512018699?pwd=dTc3a09SMWN5bDFQMFZMSDM4WVNSZz09

To join by audio teleconference:

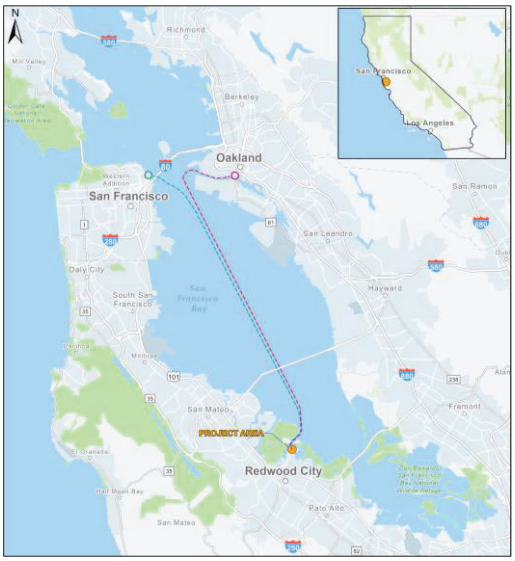
Phone: (669) 900-6833 or (346) 248-7799 Meeting ID: 985 1201 8699

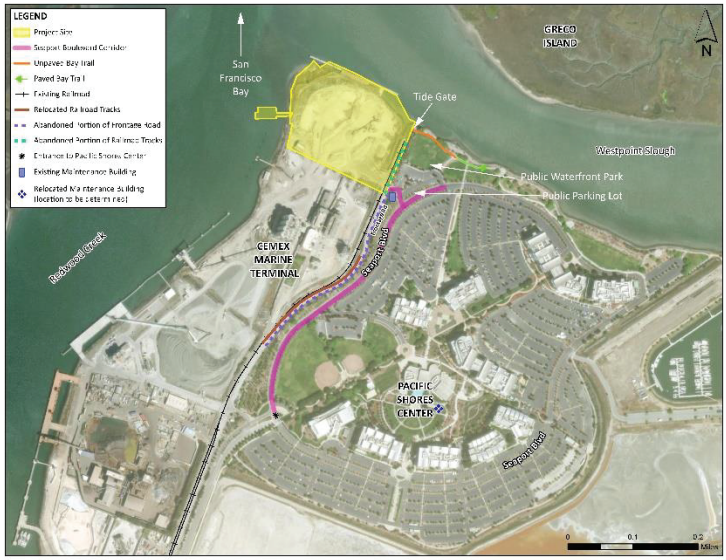
The Port of Redwood City is not responsible for a member of the public's technical ability to participate in the meeting.

Information presented at the scoping meeting will also be available on the Port's website:

https://www.redwoodcityport.com/ferry

Once the Draft EIR is prepared there will be further opportunity to comment on the proposed project.





Puerto de Redwood City
AVISO DE PREPARACIÓN y
AVISO DE REUNIÓN DE ALCANCE

Fecha: 1 de mayo de 2024

Para: Agencias responsables, agencias fiduciarias y otras partes interesadas

Asunto: Aviso de Preparación (NOP) de un Borrador de Informe de Impacto Ambiental, Aviso del Período de Revisión Pública y Circulación del Estudio Inicial, y Aviso de Reunión de Alcance para el Proyecto de la Terminal de Ferry del Puerto de Redwood City

De conformidad con la Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés), el Puerto de Redwood City (Puerto), como Agencia Principal, preparará un Informe de Impacto Ambiental (EIR, por sus siglas en inglés) para el Proyecto de la Terminal de Ferry del Puerto de Redwood City (el proyecto propuesto).

El Puerto está interesado en conocer las opiniones de su agencia sobre el alcance y contenido apropiados del EIR, así como cualquier medida de mi gación recomendada relacionada con las responsabilidades estatutarias de las agencias responsables y fiduciarias. Es posible que su agencia necesite usar el EIR preparado por el Puerto para considerar permisos u otras aprobaciones asociadas con el proyecto propuesto. Si usted no es una agencia pública con ninguna responsabilidad legal o reglamentaria con respecto a este proyecto, se solicitan sus comentarios sobre el alcance ambiental del EIR para que el EIR pueda prepararse teniendo en cuenta los aportes de la comunidad y las áreas circundantes.

Descripción del Proyecto

El proyecto propuesto proporcionaría un servicio de transbordador de pasajeros operado por la Autoridad de Transporte de Emergencia Acuática (WETA, por sus siglas en inglés) en Redwood City con puntos de origen y destino en San Francisco y Oakland. El servicio inicial sería durante los períodos de viaje de lunes a viernes por la mañana y por la tarde entre las 6 a.m. y las 9 p.m. aproximadamente, utilizando transbordadores propulsados por diésel capaces de transportar hasta 300 pasajeros. A medida que el servicio de ferry madure, se puede agregar el servicio de mediodía, noche, fin de semana y eventos especiales. La terminal de ferry incluiría componentes costeros y terrestres, incluyendo un muelle de transbordadores, una pasarela, un muelle de acceso fijo y una puerta de seguridad, quioscos, baños portátiles, almacenamiento de bicicletas, estacionamiento en superficie y nuevos servicios públicos necesarios para establecer el servicio de ferry. El proyecto propuesto también incluye la ampliación de la carretera circular de Seaport Boulevard desde la entrada del Pacific Shores Center hasta el sitio de la terminal de ferry para acomodar una ruta para bicicletas y una banqueta y la extensión del Bay Trail a lo largo del borde norte del sitio del proyecto hasta la terminal de ferry. La reubicación de la infraestructura existente (por ejemplo, el ramal del ferrocarril, el término de Frontage Road, la iluminación y los servicios públicos, y un edificio de mantenimiento) y las modificaciones a un estacionamiento público existente serían necesarias para acomodar los mejoramientos de acceso. El proyecto propuesto también incluye un cambio de zona para permitir futuros usos para atender a los visitantes que consiste en un hotel de tres pisos con un restaurante asociado, tiendas e instalaciones para reuniones/eventos, un restaurante independiente, hasta 10,000 pies cuadrados de espacio de oficinas independiente y una instalación de baños permanentes en la terminal del ferry.

Ubicación del Proyecto

El sitio de la terminal de ferry es una propiedad del Puerto de 9.2 acres cerca de la confluencia de Redwood Creek y Westpoint Slough. Otros mejoramientos del proyecto ocurrirían a lo largo de una parte de Seaport Boulevard al oeste del Pacific Shores Center, las vías del ferrocarril y Frontage Road al este del Puerto, una parte del estacionamiento público existente y el parque frente al mar al noroeste del Pacific Shores Center. Los transbordadores operarían dentro de las rutas de navegación existentes en la Bahía de San Francisco hacia y desde Redwood City y San Francisco y Oakland.

Posibles Impactos Significativos

Basado en los resultados del Estudio Inicial preparado en conjunto con el NOP, el Puerto ha identificado posibles impactos significativos para los siguientes temas: Estética, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Energía, Geología/Suelos, Emisiones de Gases de Efecto Invernadero, Peligros y Materiales Peligrosos, Hidrología/Calidad del Agua, Uso y Planificación de la Tierra, Ruido, Servicios Públicos, Recreación, Transporte, Recursos Culturales Tribales, y Utilidades/Sistemas de Servicios.

Disponibilidad de Documentos y Período de Revisión

Se adjunta al avisa una copia del Estudio Inicial y NOP que se ha distribuido por correo electrónico y se puede revisar en copia impresa en la oficina del Puerto ubicada en 675 Seaport Boulevard, Redwood City, CA 94063; la Biblioteca del Centro en 1044 Middlefield Road, Redwood City, CA 94063; Biblioteca de Redwood Shores en 399 Marine Parkway, Redwood City, CA 94065; y en línea en https://www.redwoodcityport.com/ferry.

El Puerto considerará todos los comentarios recibidos en respuesta al NOP durante la composición del EIR. El período de revisión pública del NOP está programado del 1 de mayo de 2024 al 31 de mayo de 2024 (5 p.m.). Sin embargo, las Agencias Responsables y las Agencias Fiduciarias pueden presentar sus respuestas a más tardar **30 días** después de recibir el NOP. Envíe su respuesta a **Don Snaman, Gerente de Proyectos** al 675 Seaport Boulevard, Redwood City, CA 94063 o correo electrónico c-dsnaman@redwoodcityport.com. Proporcione su nombre o el nombre de una persona de contacto de su agencia.

Reunión de Alcance

El 15 de mayo de 2024 de 11 a.m. a 12 p.m. se llevará a cabo una reunión pública de alcance/jornada de puertas abiertas en la sala de reuniones de la Junta de Comisionados en la oficina del Puerto ubicada en 675 Seaport Boulevard. También se podrá acceder y observar la reunión mediante video teleconferencia por Zoom en:

https://zoom.us/join ID de reunión: 985 1201 8699 Contraseña: 85917060

O utilice este enlace:

https://us06web.zoom.us/j/98512018699?pwd=dTc3a09SMWN5bDFQMFZMSDM4WVNSZz09

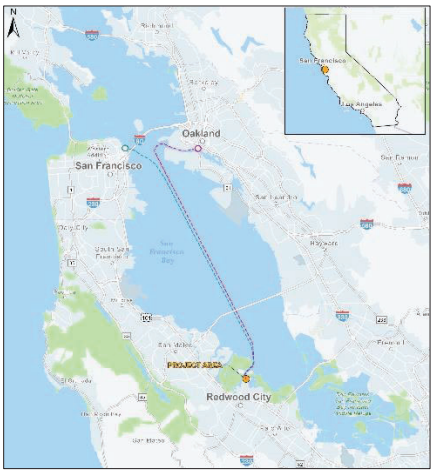
Para entrar por teleconferencia de audio:

Teléfono: (669) 900-6833 o (346) 248-7799 ID de reunión: 985 1201 8699

El Puerto de Redwood City no es responsable de la capacidad técnica de un miembro del público para participar en la reunión. La información presentada en la reunión de alcance también estará disponible en el sitio del Puerto:

https://www.redwoodcityport.com/ferry

Una vez que se prepare el Borrador del EIR, habrá más oportunidades para comentar sobre el proyecto propuesto.





A.2 – Initial Study



MAY 2024

Ferry Terminal Initial Study Port of Redwood City

Prepared for:

Port of Redwood City

CDM Smith

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Section 1
Introduction

The Port of Redwood City (Lead Agency) has prepared this Initial Study (IS) to evaluate the environmental effects of the proposed Port of Redwood City Ferry Terminal Project (proposed project) in the San Francisco Bay. The Port of Redwood City (Port) is the lead agency for this project under the California Environmental Quality Act (CEQA). The Water Emergency Transportation Authority (WETA), the City of Redwood City (City), and the San Mateo County Transportation Authority (SMCTA) are responsible agencies for the proposed project. The new ferry terminal would create a mid-peninsula transit hub that provides an alternative transportation option connecting to San Francisco and the East Bay. The proposed project also includes site access improvements and proposes plans for future visitor-serving amenities.

1.1 CEQA Process

This document was prepared in accordance with CEQA, the California Public Resources Code (PRC) Section 21000 et seq., and the CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). One of the main objectives of CEQA is to disclose the significant environmental effects of proposed activities to the public and decision-makers. The Port will consider the information in this IS to determine the scope of the environmental impact report (EIR).

1.2 Document Format

This IS contains the following sections:

Section 1. Introduction. This section provides an overview of the proposed project and the CEQA environmental documentation process.

Section 2. Project Description. This section provides a detailed description of the proposed project's components.

Section 3. Environmental Evaluation. This section includes a summary of the proposed project, identifies environmental resource areas that may be affected by the project, presents the CEQA determination based on the results of the IS, and describes the evaluation of environmental impacts.

Section 4. Environmental Impact Analysis. This section presents the CEQA checklist questions for each impact area along with the environmental analysis for each issue area identified on the environmental checklist. If the proposed project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts or less than significant impacts are expected. If the proposed project could have a significant impact on a resource, a summary of the potential impact(s) is provided, and a determination is made that the issue identified in the checklist question(s) will be further evaluated in the EIR. This section also addresses mandatory findings of significance.

Section 5. Preparers and Contributors. This section provides a list of key personnel involved in the preparation of the IS.

Section 6. Acronyms. This section provides a list of acronyms used throughout the IS.

Section 7. References. This section provides a list of reference materials used during the preparation of the IS.

The environmental analysis included in Section 4, Environmental Impact Analysis, is consistent with the CEQA Initial Study format identified in the CEQA Guidelines. In accordance with the Guidelines, impacts are separated into the following categories:

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant. Environmental issues with this finding will be further evaluated in the EIR to be prepared for the proposed project.

Less than Significant Impact After Mitigation Incorporated. All impacts that may potentially be significant will be evaluated in the EIR, along with feasible mitigation measures to reduce such impacts.

Less than Significant Impact. This category is identified when the proposed project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when the proposed project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency that show that the impact does not apply to the specific project. A "No Impact" answer should be explained where it is based on project-specific factors and general standards.

Section 2
Project Description

2.1 Project Background

Public agencies throughout the Bay Area are planning for and investing in multimodal solutions to ease congestion and reduce greenhouse gases (GHG), including expansion of the regional ferry system. Ferry services have played an important role in the development of the San Francisco Bay Area transportation network and they offer a convenient and practical mobility alternative to congested land-based transportation and public transit services. In its 2016 Strategic Plan, WETA, the region's primary ferry operator, envisioned eleven new ferry terminals and eight routes by the year 2035, including a potential terminal in Redwood City. The Port of Redwood City has long been considered a potential ferry terminal site, with the first terminal planning study completed in 2007 and the first Redwood City and WETA study of ferry service at a Port site conducted in 2012.[1]

2.2 Project Location and Surrounding Land Uses

The project area is comprised of:

- **Project site/Ferry Terminal site:** A 9.2 acre site located at the northern end of Seaport Boulevard where Westpoint Slough and Redwood Creek meet that would be the site of the ferry terminal, Bay Trail extension, and future visitor-serving uses;
- **Seaport Boulevard corridor:** An approximately 60-foot wide corridor that is part of the Pacific Shores Center and encompasses Seaport Boulevard and approximately 10 to 13 feet of land on either side of the roadway from the entrance of the Pacific Shores Center to just north of the entrance of the project site that would be used for vehicle, pedestrian, and bicycle access to the project site;
- **Waterfront Park:** A portion of the public waterfront park directly east of the project site and north of the Pacific Shores Center that would include an extension of the existing paved segment of the Bay Trail into the project site;
- **Public parking lot and maintenance building site:** The southern portion of the public parking area and existing maintenance building directly east of the project site and northwest of the Pacific Shores Center that would be used for access to the project site;
- **New maintenance building site:** An approximately 0.1 acre site in the Pacific Shores Center property that would be the site of the relocated maintenance building;
- **Relocated Railroad Tracks:** Approximately 300 feet of existing Union Pacific railway tracks located between the 9.2 acre project site and the waterfront park and public parking; the railway tracks

[1] Port of Redwood City. June 2, 2022. Redwood City Ferry Business Plan. Prepared by CDM Smith. Available at: https://www.redwoodcityport.com/_files/ugd/521530_787a23efc80a4b11956b3e18e66c9160.pdf.

would be removed and relocated approximately 1,000 feet to the south within an abandoned portion of Frontage Road; and

- **San Francisco Bay (including Redwood Creek and Westpoint Slough):** Existing shipping lanes in San Francisco Bay from the project site to the ferry terminals in the Port of San Francisco and adjacent to the Port of Oakland.

The San Francisco Bay, including the ferry routes, and the regional location are shown on **Figure 1**. **Figure 2** shows the project area in context of the surrounding development, islands, and waterways. **Figure 3** shows the project area in greater detail.

Project Site

The project site is in Redwood City on land owned by the Port, bordered by Redwood Creek to the west, Westpoint Slough to the north, Frontage Road and Union Pacific Railroad tracks to the east, and an aggregate and cement marine terminal operated by Cemex Construction Materials (CEMEX) to the south. Bair Island is across Redwood Creek to the west and northwest of the project site and Greco Island is across Westpoint Slough to the northeast. Opposite the railroad tracks is Seaport Boulevard and the Pacific Shores Center office complex and parking lots. Immediately east of the project site is a public parking lot and small maintenance building, a publicly accessible waterfront park, and a portion of the Bay Trail.

The project site is owned by the Port and is under a month to month lease to CEMEX, who used it for the stockpiling of materials for recycling and sale of concrete base rock. CEMEX is currently in the process of vacating the site and, pursuant to lease terms, is removing landside improvements located on-site, including a storage building, equipment and machinery, and stockpiles.

The project site contains some vegetated areas, primarily along the edges. Patches of tidal wetland vegetation are located along the edges of the site and currently a vegetated stormwater ditch extends along the eastern edge of the property. The stormwater ditch begins approximately 400 feet to the south along the CEMEX marine terminal and extends north to a tide gate with a one-way flap that is approximately 100 feet from the entrance to Westpoint Slough. Per the lease agreement with CEMEX and addressed under a previous CEQA evaluation,[2] CEMEX is in the process of filling the ditch and installing a drainage pipe to convey stormwater to the outlet in Westpoint Slough. The stormwater ditch is approximately 25 feet in width.

The shoreline is largely armored with broken concrete, riprap, and other debris that may have been used to stabilize the fill slope. An abandoned dock that extends parallel from the shore into Westpoint Slough is at the northern edge of the site.

The project site is currently accessed from the CEMEX marine terminal to the south. Frontage Road terminates at an entrance at the project site; however, this entrance is not currently used. The entrance to the project site where Frontage Road terminates crosses the railroad tracks and is gated with a chain link fence. Further, there is a controlled access gate on Frontage Road approximately 1,300 feet south of

[2] Port of Redwood City. November 2001. Mitigated Negative Declaration for the RMC Pacific Materials Construction Materials Park. Prepared by Science Applications International Corporation.

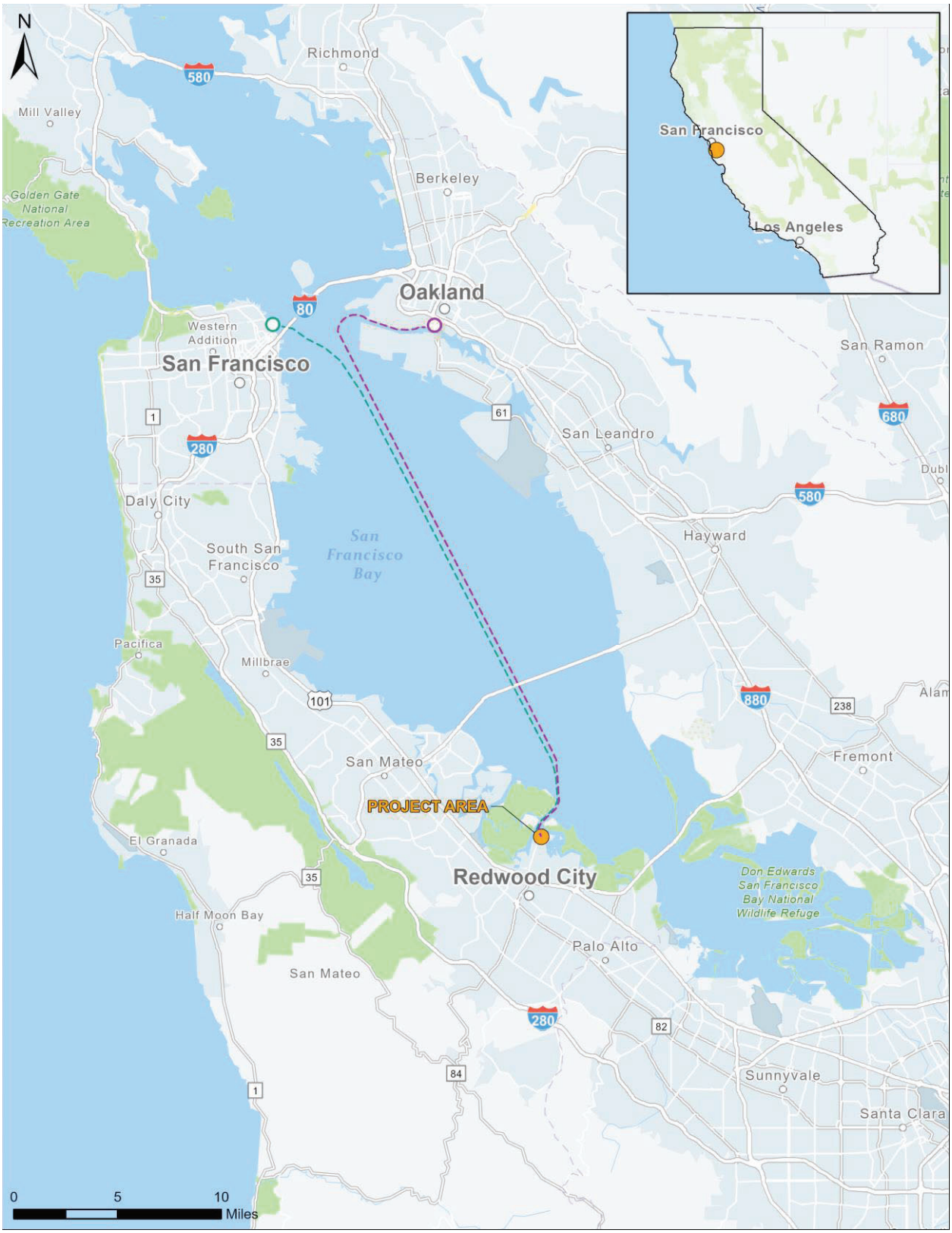


Figure 1 Regional Map



Figure 2 Vicinity Map

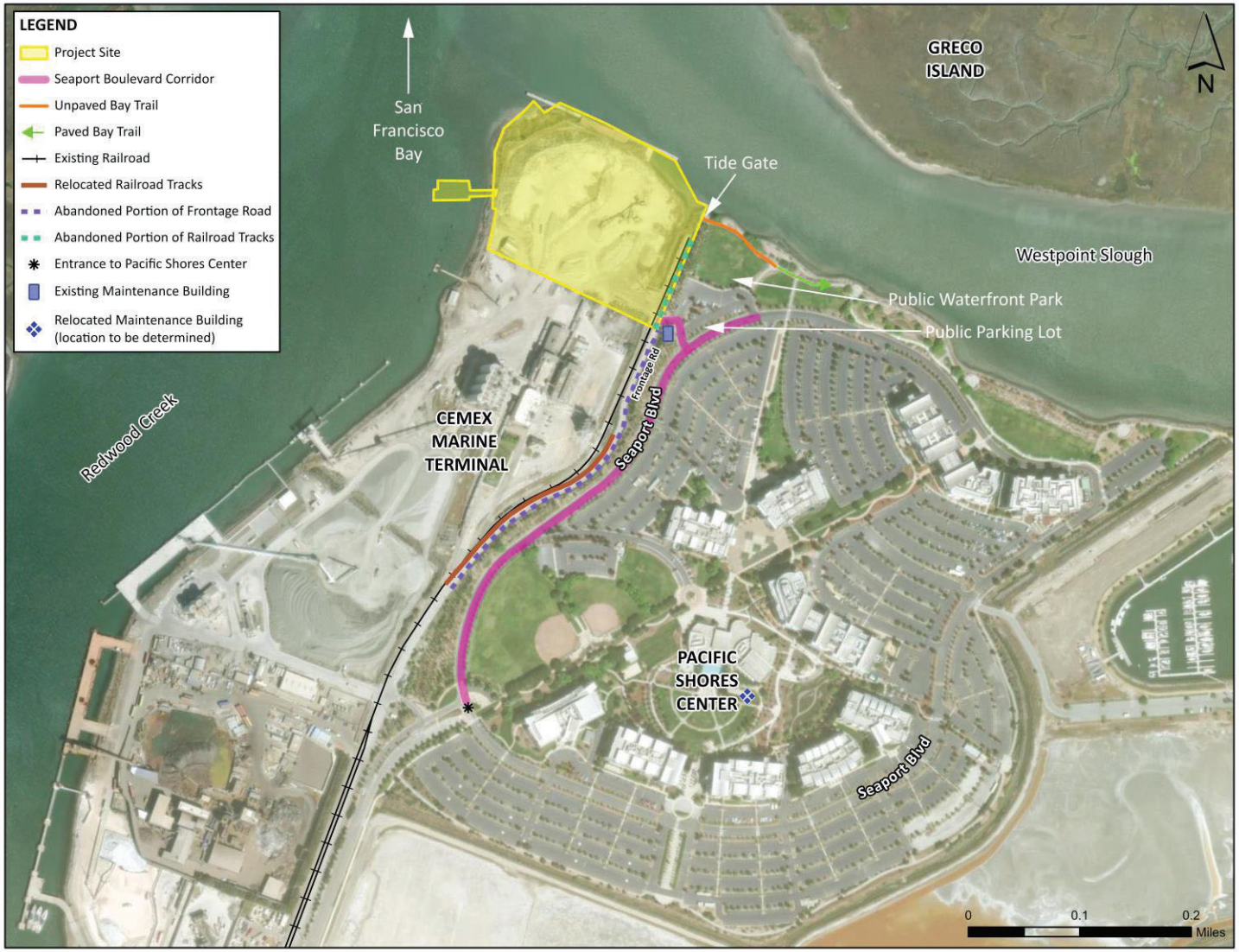


Figure 3 Project Area

the project site. The gated section of Frontage Road, from the controlled access to the terminus at the project site entrance, is not currently used. There is a paved connection from the public parking to Frontage Road where it enters the project site, however, access is currently prevented by bollards. The bollards and gates preclude direct access to the project site from Seaport Boulevard.

The Redwood City General Plan land use map designates the project site as M (Marina) and the corresponding zoning classification is GI (General Industrial).

Seaport Boulevard Corridor

Seaport Boulevard is a four-lane roadway that extends in a generally north/south direction from U.S. Route 101 to the entrance of the Pacific Shores Center, where it becomes a two-lane loop road that provides access to the Pacific Shores Center and parking lots. The western side of the loop road would be used to access the project site. There are two driveways on the northwestern side of the Seaport Boulevard loop road into the public parking lot east of the project site. The Seaport Boulevard Corridor extends from the entrance to the Pacific Shores Center to the project site entrance and includes the existing roadway and approximately 10 to 13 feet of land on both sides of the roadway that consists primarily of a landscaped buffer and driveways into the Pacific Shores Center parking lots.

To the west of Seaport Boulevard, the landscaped buffer varies from approximately 30 feet to 180 feet in width, and includes a berm that separates Seaport Boulevard from Frontage Road, the railroad tracks, and Port properties. The distance between Seaport Boulevard and Frontage Road varies from over 200 feet at the Pacific Shores Center entrance to approximately 35 feet at the closest point. The landscape buffer east of Seaport Boulevard is approximately 20 feet in width and it separates Seaport Boulevard from the Pacific Shores Center parking lots and turf field that is part of the Pacific Shores Club fitness center. There are underground utilities, aboveground utility boxes, and streetlights located within the corridor.

As a transportation corridor, Seaport Boulevard does not have a land use designation or zoning classification. The land use designations of the land east of Seaport Boulevard within the Seaport Boulevard Corridor is O (Commercial - Office Professional/Technology) and the corresponding zoning classification is CP (Commercial Park).

Waterfront Park

The public waterfront park is directly north of the Pacific Shores Center and extends along the length of Westpoint Slough from the project site on the west to Northpoint Court and the Westpoint Marina on the east. The waterfront park includes paved and unpaved segments of the Bay Trail and three circular concrete plazas with seating areas near the water's edge. There are public parking lots on the western and eastern ends of the park and crosswalks on Seaport Boulevard that provide access from Seaport Boulevard and the Pacific Shores Center. The park is primarily landscaped vegetation, trees, and turf grass. To the north is Westpoint Slough and Greco Island, to the south is the Pacific Shores Center parking lots and office buildings, to the west is the project site, and to the east Westpoint Marina.

The Redwood City General Plan land use map designates the waterfront park in the project area as O (Commercial – Office Professional/Technology) and OS-SF (Open Space – San Francisco Bay) and the corresponding zoning classification is CP (Commercial Park) and IP (Industrial Park).

Public Parking Lot and Maintenance Building Site

The public parking lot for the waterfront park within the project area is located directly east of the project site and north of the Pacific Shores Center. The parking lot has approximately 70 stalls and two driveways on either end of the lot that connect to Seaport Boulevard. There is a cinderblock maintenance building, approximately 1,000 square feet in size (approximately 40 feet by 25 feet), located off of the southern parking lot driveway. It has five additional parking stalls and a roll up door and driveway ramp. There is a paved connection from the parking lot to Frontage Road and the project site, however, access between the two properties is prevented by bollards and a gated chain-link fence.

The parking lot is part of the Pacific Shores Center which has a land use designation of O (Commercial – Office Professional/Technology) and a corresponding zoning classification of CP (Commercial Park).

New Maintenance Building Site

The existing maintenance building located adjacent to the public parking lot for the waterfront park would be relocated to a site on the Pacific Shores Center. The Pacific Shores Center has a land use designation of O (Commercial – Office Professional/Technology) and a corresponding zoning classification of CP (Commercial Park).

Relocated Railroad Tracks

The portion of railroad track located between the project site and the waterfront park would be removed and an equivalent length of tracks would be established south of the project site within Frontage Road's existing footprint. Frontage Road would be abandoned from the beginning of the relocated railroad tracks to the terminus at the project site entrance.

As a transportation corridor, the railroad tracks do not have a land use designation or zoning classification. The land use designations of the land adjacent to the existing railroad tracks within the project area is M (Marina) and IP (Industrial – Port Related) to the west and LI (Industrial Light) and O (Commercial – Office Professional/Technology) to the east. The corresponding zoning classifications of land adjacent to the railroad tracks is GI (General Industrial) to the east and Commercial Park (CP) to the west. The CEMEX marine terminal site land use designation is IP (Industrial – Port Related) and the zoning classification is GI (General Industrial).

San Francisco Bay (including Redwood Creek and Westpoint Slough)

The project site is located at the confluence of Redwood Creek and Westpoint Slough. Redwood Creek is to the west of the project area and Westpoint Slough is to the north. These water channels flow into the San Francisco Bay, which is a large bay that parallels the coastline and flows into the Pacific Ocean through the Golden Gate strait. San Francisco Bay is adjacent to many communities in the Bay Area, such as San Francisco, Redwood City, Mountain View, Fremont, and Oakland. The project area and Redwood City are located on the southwestern side of the San Francisco Bay.

WETA operates San Francisco Bay Ferry, which currently operates a fleet of 15 high speed passenger-only ferry vessels in the Bay, serving the cities of Alameda, Oakland, Richmond, San Francisco, South San

Francisco, and Vallejo. San Francisco Bay Ferry currently carries over three million passengers annually.[3] The ferries operate in established navigational channels within the Bay and the ports.

The water areas within Redwood City, including Redwood Creek and Westpoint Slough, have a land use designation of OS – SF (Open Space – San Francisco Bay) and a zoning classification of TP (Tidal Plain).

San Francisco Bay is considered part of the project area in that the ferries of the proposed new ferry service would transit the Bay while enroute to their destinations. The analysis of the proposed project focuses on the portion of the Bay where impacts would most likely occur, which are Redwood Creek and Westpoint Slough. However, any impacts that could affect other areas in the Bay are identified and will be evaluated in the EIR as applicable.

2.3 Project Overview

The proposed project would provide WETA-operated passenger ferry service at Redwood City with origin and destination points of San Francisco and Oakland. Ferry service would be provided by WETA with initial service during weekday morning and afternoon commute periods between the hours of approximately 6 am to 9 pm. Diesel powered ferry vessels capable of carrying up to 300 passengers would be utilized. As the ferry service matures, midday, evening, weekend, and special event service may be added. The service would be passenger only and would not transport vehicles. Transport of bicycles and small non-gas powered mobility devices, such as skateboards and scooters, would be allowed pursuant to WETA operating rules and Coast Guard regulations. The ferry terminal would consist of waterside and landside components required to establish the proposed ferry service. The proposed project also includes access improvements and visitor-serving amenities consistent with the Port's 2020 Vision Plan.[4] These project components are described below.

2.3.1 Ferry Terminal Components

The ferry terminal would include waterside components consisting of berths for two ferry vessels at a pile-supported floating dock with ramps and a gangway to a pile-supported shelter platform, a fixed access pier connecting to the gangway with a landside security gate, electric utilities for boarding ramps, shore power, and lighting. The landside components would consist of a parking lot with transit stops, roadway improvements, bicycle/pedestrian network connections, secure bicycle parking, and utilities serving the ferry terminal site. A portable restroom facility would be provided by the Port. These components are described in greater detail below. **Figure 4** provides a site plan and Figure 5 shows the ferry terminal.

2.3.1.1 Waterside Facilities

The waterside components would include a floating platform (float) with berths for two ferry vessels from which passengers can board or disembark from the ferry. As shown on **Figure 4** and **Figure 5**, the float would be located on the western shore of the project site, extending into Redwood Creek. The float would act as the landing for vessels servicing the terminal and would provide access for passengers. The float would provide for dual side boarding, which would allow two vessels to operate at the terminal at the

[3] Water Emergency Transportation Authority (WETA). 2024. Water Emergency Transportation Authority San Francisco Bay Ferry Service. Available: https://weta.sanfranciscobayferry.com/.

[4] Port of Redwood City. January 8, 2020. Port of Redwood City 2020 Vision Plan. Prepared by Vickerman & Associates, LLC. Available: 2020 Vision | Port of Redwood (redwoodcityport.com).

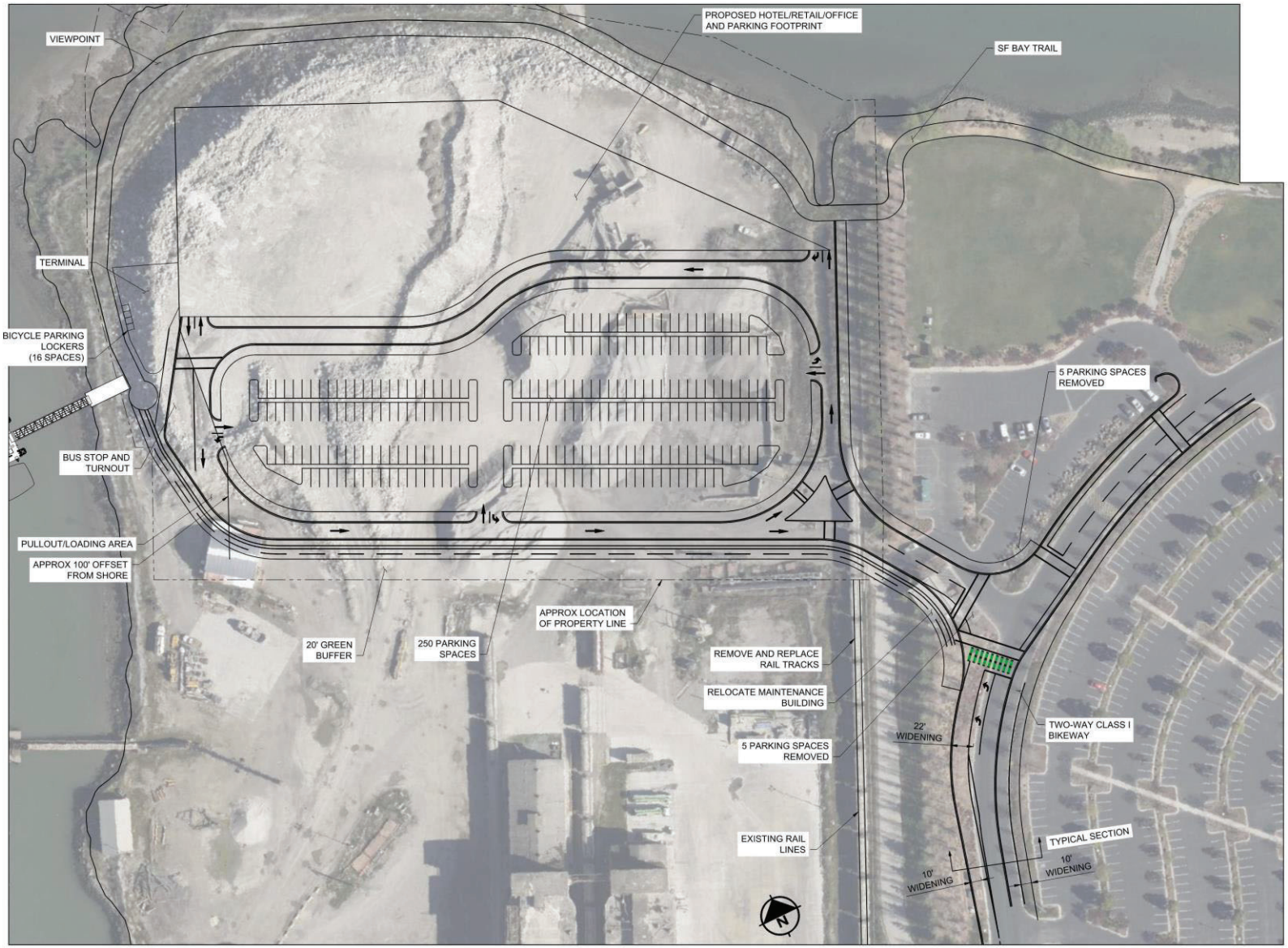


Figure 4 Project Site Plan

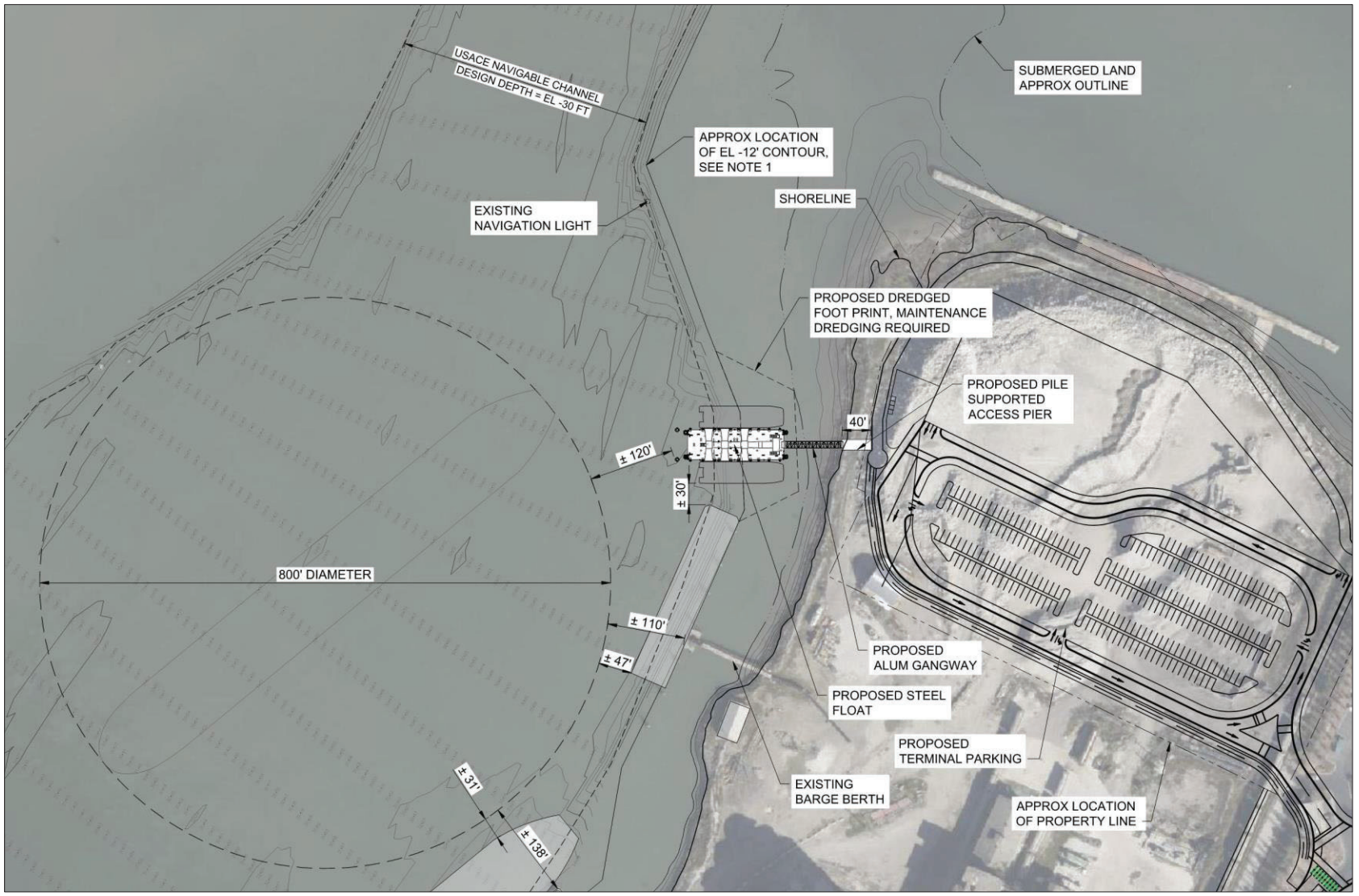


Figure 5 Ferry Terminal

same time, and would also allow for either side of the float to be used for boarding depending on the currents at the time of landing. The float would be constructed with steel to be compatible with spare floats used by WETA when the terminal float is taken out of service for maintenance.

The float would be moored in place by steel guide piles that would support the float and provide navigation aid for landing vessels. The top elevation of the guide piles would account for sea level rise. The guide piles would be approximately 36 inches in diameter and 120 feet long. Two steel piles with floating donut fenders would be located at the offshore end of the float. The donut fenders would protect the corners of the float and provide a pivot point for vessels entering and leaving the berth.

The dimensions of the float would be consistent with recommended WETA specifications, which are currently 42 feet by 135 feet (5,670 square feet). WETA's standard specification recommendations are in the process of being updated to accommodate the possible future installation of electric vehicle charging infrastructure and batteries should the technology evolve and become available. While electric ferries are not currently feasible to operate on the proposed Redwood City routes due to the route length, the float dimensions would conform with the updated recommendations. This could result in a slight increase in the dimensions of the float. Therefore, for purposes of this analysis, the float is assumed to be 6,000 square feet.

The length of the float would accommodate the gangway landing support frame, a boarding ramp system with two high ramps and one low ramp, and deck space for workers. The gangway would provide the walkway connecting the float to the landside ferry terminal facilities. The boarding ramp configuration would allow for the full range of WETA vessels to land at the float and would comply with Americans with Disabilities Act (ADA) requirements. The adjustable high boarding ramps would be located fore and aft (front and rear) for high freeboard vessels. The ramps would be spaced 50 feet apart and line up with the spacing of the fore and aft doors on WETA boats. The low ramp would allow non-WETA vessels that may have low freeboards to use the float.

Walking platforms on the float and an ADA-compliant gangway would provide passenger access to a pile-supported shelter platform. The gangway would be semi-transparent aluminum[5] that has a light transmitting surface. It would be approximately 90 feet in length and 8.25 feet in width between handrails to accommodate two rows of passengers. The final width would be based on expected passenger loading operations and would account for additional room needed for passengers boarding with bicycles. The pile supported shelter platform would be approximately 40 feet in length and 12 feet in width and would provide access to the gangway. The pile supported shelter platform would be a fixed access pier with a deck elevation that is equal to or above the landside elevation and that takes sea level rise into account. The access pier would have a security gate that is landside of the gangway connection and a canopy to provide protection from the elements (rain, wind-driven rain, and sun) for queuing passengers.

2.3.1.2 Landside Facilities

The landside components would include a parking lot with 250 spaces for ferry users, transit stops for bus and shuttle services to the project site that are expected to be established, and ride share and general public passenger drop-offs and pick-ups. As shown on **Figure 4**, a one-way loop access road for vehicles would extend around the perimeter of the parking lot. A Class I bicycle trail would be located on the

[5] Transparent aluminum refers to aluminum oxynitride (ALON), a transparent ceramic composed of aluminum, oxygen, and nitrogen.

southern side that connects from Seaport Boulevard to the ferry terminal. The parking lot would meet state and local electric vehicle (EV) requirements and ADA requirements. An ADA-compliant sidewalk would extend along both sides of the loop access road. Entrances to the visitor-serving uses would be on the northern side of the road. The transit stops and drop-off area would be on the western edge of the site, closest to the terminal. Additionally, there would be secure parking for bicycle/micromobility devices (such as scooters) and ferry information displays near the drop-off area and terminal boarding area. A portable restroom facility would be provided for ferry passengers near the terminal boarding area. Additional discussion of site access and the extension of the Bay Trail is provided in Sections 2.3.1.4 and 2.3.1.5 below, respectively. An approximately 20-foot landscaped buffer with a security fence would be established at the southern site boundary to provide a visual and physical buffer that prevents the public from entering the Port's restricted industrial areas.

2.3.1.3 Utilities

There are currently no utilities on-site, so new connections to the existing utility network would be required to serve landside and waterside elements, including electrical, communication, and water utilities. Electric utilities would be needed to operate the adjustable boarding ramp lift system, lighting, and vessel lay berth shore power. Lighting would be provided on the access pier, gangway and float, including rail lighting along the gangway and float walkway system. Lighting would also be provided for the passenger waiting area and the parking lot. Potable water is needed for hose bibs on the float and a fire water system would be established, consistent with Redwood City Fire Department requirements. Communication utilities would be provided to operate the security system, public address system, and Clipper card readers. The portable restroom facility would collect wastewater in an aboveground holding tank and would not connect to the sewer system. Freshwater and electricity for the restroom would be provided either by connections to the new site utilities or via an aboveground holding tank and generator. The portable restroom facility would be replaced by a permanent facility when a sewer line is established at the project site for future visitor-serving uses.

2.3.1.4 Access/Connectivity

The project site would be accessed from the Seaport Boulevard loop road. While access would be available from either direction from the loop road, the western leg provides the most direct access and would be most heavily used. Therefore, the improvements would be on the western portion of the loop road from the entrance to the Pacific Shores Center to the public parking lot east of the project site. There are two existing driveways into the public parking lot; the southwesterly driveway would be closed and replaced with an access road to the project site. **Figure 4** shows a conceptual site plan of the project site and project site access.

The new project site access road would be off of Seaport Boulevard, south of the public parking lot. The access road would have one lane in either direction for vehicles entering and exiting the site. A left turn pocket would be provided for vehicles entering the site northbound on Seaport Boulevard. Vehicles exiting the site stop at a stop sign and could use the lane to turn left or right, but most vehicles would turn right to exit the Pacific Shores Center. A marked bicycle crossing would be provided at the southern side of the intersection at Seaport Boulevard and the site access road and marked crosswalks would be located on either side of the entrance. Egress and ingress to the existing public parking lot would be limited to the northern driveway which would not be modified.

Five parking stalls at the southern portion of the public parking lot would be removed to accommodate the project site access road and sidewalk that would be provided on both sides of the access road. New parking on the project site would replace the five parking spaces removed from the existing parking lot. There is an approximately 1,000 square foot cinderblock maintenance storage building with five parking stalls used by the Pacific Shores Center that is located at the junction of the public parking driveway and Frontage Road. This building and the associated parking spaces would be removed to accommodate the site access road. A new similarly sized and constructed maintenance building would be relocated to a site internal to the Pacific Shores Center.

Frontage Road currently terminates at the entrance to the project site. There is a controlled access gate approximately 1,300 feet south of the project site, and this gated section of road that extends to the terminus at the project site entrance is not currently used. This section of Frontage Road would be abandoned.

Approximately 300 feet of the existing railroad on the eastern edge of the project site would also be abandoned. The track to be removed would be replaced by an equivalent length of track constructed south of the project site within the abandoned Frontage Road. The relocated tracks would connect to the existing tracks via a new switch approximately 1,300 feet south of the project site.

Additional roadway modifications include the widening of the Seaport Boulevard loop road by approximately 10 to 13 feet on either side from the entrance to the Pacific Shores Center to just north of the entrance to the project site to accommodate a Class I bicycle trail and an ADA compliant sidewalk. The Class I bicycle trail would be a two-way bikeway/multiuse path east of Seaport Boulevard that is approximately 13 feet in width and separated from the roadway by a raised curb, bollards, or other buffer. The sidewalk would be on the eastern edge of the bicycle trail and approximately 10-feet in width. The Class I bicycle trail would extend to the entrance to the project site where, as discussed above, a marked crossing would be located at the southern side of the access roadway. The sidewalk improvements would extend past the project site access road to the public parking lot entrance to the north. A sidewalk would also be provided on the western side of Seaport Boulevard from the project site access road to the public parking lot driveway. A crosswalk would be provided at the parking lot driveway entrance from Seaport Boulevard.

2.3.1.5 Bay Trail

The proposed project would extend the Bay Trail along the water's edge at the northern edge of the project site. The trail would connect to the ferry terminal, the other pedestrian and bicycle access improvements, and the existing roadway and trail network. There is currently a segment of the Bay Trail and waterfront park east of the project site adjacent to Westpoint Slough. The paved trail begins approximately 300 feet east of the project site at the public parking lot where it then extends east along Westpoint Slough to a public parking lot in the northeast corner of the Pacific Shores Center, west of Northpoint Court and Westpoint Marina. Near the Project site, the paved trail connects to an unpaved segment that extends approximately 350 feet along the water to a security fence that separates the Pacific Shores Center from the Port's restricted industrial areas approximately 100 feet east of the project site. Under the proposed project, this 350-foot unpaved portion of the trail would be paved and extended approximately 70 feet to the project site boundary near the location of the existing tide gate. Within the project site, the paved trail would continue along the water's edge of the project site to the ferry terminal.

See **Figure 4**. The existing security fence would be reconfigured to allow trail users to access the project site and prevent users from entering the Port's restricted industrial areas south of the project site.

Once completed, the Bay Trail would terminate at the ferry terminal with a connection to the Class I bicycle trail and sidewalk at the southern end of the project site.

2.3.1.6 Future Visitor-Serving Uses

Consistent with the Port's 2020 Vision Plan, the Port is proposing future uses at the project site to expand waterfront access to the community and increase visitor-serving amenities. This includes a zone change at the 9.2 acre project site that would allow the establishment of a hotel and associated restaurant and retail and meeting/event facilities, and a standalone restaurant and small office that are independent of the hotel use. The proposed zone change would change the project site zoning from the existing GI classification to CG (General Commercial). The CG classification would permit a hotel, an administrative or professional office of less than 10,000 square feet, sales of merchandise, and commercial passenger terminal facilities. Restaurants and bars would be permitted as a conditional use. The GI designation would limit lot coverage to 60 percent and while it would allow a building height of up to 75 feet (e.g., five to seven stories), the building height at the project site would be limited to three stories (e.g., approximately 45 feet) in compliance with the project site's General Plan designation of M (Marina) which is not proposed to be amended.

The future visitor-serving uses would be located in the northern side of the project site, along Westpoint Slough, as shown in **Figure 4**. The uses would include hotel, restaurant, and limited office; however, the precise mix of uses and square footage has not yet been identified. The analysis of potential physical environmental impacts is based on reasonable assumptions about future development that could occur based on site constraints and consistency with the Port's 2020 Vision Plan,[6] existing General Plan land use designation, and the proposed zoning classification. These assumptions are identified below.

The primary visitor-serving use would be a full-service hotel that includes a footprint of approximately 60,000 square feet and that would have up to three stories and approximately 180,000 square feet of building area. The 180,000 square feet is assumed to include integrated ground-floor parking, approximately 100 to 200 rooms, and related services that may include a bar/restaurant, conference/meeting rooms, a fitness center and pool, and retail uses. The project site would also accommodate a 20,000 square foot restaurant and up to 10,000 square feet of office space that would operate independently from the hotel. The independent restaurant and office are assumed to be single-story buildings on individual building pads separate from the hotel. New utilities and utility connections would be required for all new development on-site. As identified in Section 2.3.1.3, the portable restroom facility at the ferry terminal would be replaced by a permanent facility when a sewer line is established at the project site for future visitor-serving uses. The buildings would be located a minimum of one-hundred feet from the water's edge.

Additional parking on-site would be provided to accommodate the visitor-serving uses. The precise number of spaces and location required would be determined at the time specific development is proposed. It assumed that the parking for the visitor uses would be provided on the ground floor of the

[6] Port of Redwood City. January 8, 2020. Port of Redwood City 2020 Vision Plan. Prepared by Vickerman & Associates, LLC. Available: 2020 Vision | Port of Redwood (redwoodcityport.com).

hotel, but it may also include some surface parking. The number of stalls provided would be consistent with City parking requirements. It is assumed that a portion of the parking would be shared parking between the ferry terminal and other uses.

2.3.2 Project Construction

Construction of the ferry terminal and parking lot, Bay Trail, and access improvements, including relocation of the railway track, abandonment of approximately 1,100 feet of Frontage Road, and Seaport Boulevard corridor widening are expected to commence at the end of 2025 and last for approximately 14 months.

Construction of the visitor-serving uses would occur after completion of the ferry terminal. The timing and duration for this construction would be determined when the specific development is proposed. This analysis assumes that the construction of the visitor-serving improvements would begin immediately following construction of the ferry terminal and last for a period of approximately 24 months.

The ferry terminal would include waterside construction for in-water installation of the pilings and float and overwater work to install ramping and utilities. The total estimated number of piles is 10, and the amount of new water surface coverage is approximately 7,000 square feet. Waterside construction work would follow industry standard practices and federal and state agency permitting requirements. It would take place from both land and barges. Construction of the float and gangway would occur offsite and would be brought into the site by barge for installation.

Dredging would also be required. The amount of dredging is estimated at approximately 8,000 cubic yards. Dredge material would be removed by barges and taken to an offsite disposal facility for beneficial reuse.

Construction activities associated with the ferry terminal landside improvements would include site preparation, removal and relocation of the railroad tracks and Pacific Shores Center maintenance building, demolition of the public parking lot within the project footprint, excavation and grading, installation of utilities, site paving, painting/striping, installation of passenger access pier with cover, and installation of other support features and infrastructure including a security gate, EV charging facilities, bicycle storage, parking lot lighting, and signage. The existing unpaved portion of the Bay Trail would be extended, graded, and paved to connect to the Bay Trail within the project site.

Construction of the visitor-serving amenities would include the aforementioned activities and removal of the existing dock parallel to the shore along Westpoint Slough, building construction, and drought-tolerant landscaping. The ferry terminal landside construction and visitor-serving amenities construction would require import of fill material as well as the excavation and removal of soils from the project site. Existing improvements on the project site, including stockpiles, storage building, and equipment, are in the process of being removed by the current leaseholder and the site would be vacated prior to the start of construction. The installation of a conveyance pipe and filling of the stormwater ditch on the eastern edge of the site by the current leaseholder would also be completed prior to construction occurring on the project site.

Connectivity improvements would include site preparation, relocation of utilities and street lighting, grading, roadway widening, paving, and striping. Temporary lane closures on Seaport Boulevard would be required during the construction period. This would require the use of flaggers to control traffic

movement during periods when only one lane is in operation or would require diverting traffic to the eastern leg of the loop road to avoid areas with lane closures.

2.3.3 Project Operations

2.3.3.1 Ferry Operations

WETA's ferry fleet is composed of diesel-powered catamaran-style ships that accommodate between 225 and 445 Passengers. The vessel type proposed for the Redwood City service connecting to San Francisco and/or connecting to Oakland is a 300-passenger capacity vessel. The commute time (excluding passenger loading/unloading time) would be 65 minutes for the Oakland to Redwood City route and 55 minutes for the San Francisco and Redwood City route. The initial service is proposed as a commute-period service, providing three to four trips during both am and pm peak periods on weekdays. This service would operate approximately 6 am to 10:30 am in the mornings and approximately 4 pm to 9:30 pm in the evenings. Depending on demand, midday service to either San Francisco or Oakland, and weekend service to San Francisco may be added. Future plans might also involve extending the service to include special event services to San Francisco, similar to what WETA offers on existing services.

The proposed project evaluated in this IS assumes that full buildout service would be implemented and include all day service to San Francisco and to Oakland that has a higher frequency of service during morning and evening peak periods on weekdays, and weekend day and special event service for the San Francisco route. Actual service would depend on demand and would be subject to WETA's standard operating practices. The full buildout service would be phased-in over time to match demand and available operating resources. For example, midday and weekend service may be introduced after commute-period service is established. In addition, either the San Francisco or Oakland component of the service could be deferred, again depending on demand and available operating dollars.

WETA would require eight crews with a minimum of four people per crew per weekday to operate each route. These crews would work eight-hour shifts. The weekend San Francisco route would require four crews, working ten-hour shifts. The ferry terminal would not be staffed. Passengers would pay fares with Clipper cards or on board the vessel. Ferries would idle at that berth during 10-minute embarking/disembarking. Vessels would dock overnight and on weekends at the WETA Central Bay Operations and Maintenance Facility (CBOMF) in Alameda and would not be berthed overnight or on weekends at the Redwood City terminal except in the event of an emergency.

Ferry speeds would comply with wake restrictions that are in place to protect both non-motorized water users as well as sea and land species and their habitat. On Redwood Creek, wake enforcement would be the responsibility of the Coast Guard in conjunction with the Redwood City Police Department.

Local bus service and/or shuttle service would be established to provide transit to and from the ferry terminal.

2.3.3.1.1 Oakland Service

The Oakland route would be a round trip service between the East Bay and Redwood City, with an approximate one-way running time of 65 minutes. The service would depart Oakland and travel westbound out of the estuary before heading south to Redwood City. The route would travel through established navigational channels in the inner San Francisco Bay and would turn southwest to enter Redwood Creek. The route would be reversed in the opposite direction with slight modifications for

currents and other navigation constraints. Two ferry boats would be deployed for this service. **Figure 1** illustrates this service.

2.3.3.1.2 San Francisco Service

The San Francisco route would be a round trip service between the San Francisco Ferry Terminal and Redwood City. The one-way running time from the San Francisco Ferry Terminal to the Redwood City Ferry Terminal would be approximately 55 minutes. After departing San Francisco, the route would travel through established navigational channels in the inner San Francisco Bay and would turn southwest to enter Redwood Creek. The route would be reversed in the opposite direction with slight modifications for currents and other navigation constraints. Two ferry boats would be deployed for this service. **Figure 1** illustrates this route.

2.3.3.1.3 Zero Emission Operations

WETA is currently planning for a phased transition of its ferry fleet from diesel operated ferries to zero-emission vessels (ZEV).[7] The transition will begin with converting to electric vessels on the shorter and medium routes. For longer routes, such as the proposed Redwood City service, electric vessels are currently infeasible and the possible use of alternative fuels is being explored. For purposes of this analysis, because there is no feasible ZEV technology currently planned or available, the use of diesel ferries is assumed for ferry operations. However, the ferry terminal design would comply with WETA standard design recommendations for accommodating electric vessels in the future to assist in the transition should the technology become available.

2.3.3.1.4 Maintenance

Ferry terminal maintenance activities would include security, landscaping, general maintenance, portable toilet cleaning and maintenance, and electricity, water, telecommunications, and trash service. Maintenance dredging, if required, would occur every 2-10 years depending on the specific needs. WETA is responsible for waterside facilities at terminals, such as the maintenance and rehabilitation of floats. The Port is responsible for landside maintenance.

2.3.3.2 Visitor-Serving Uses

The operation of recreation and visitor-serving uses would result in up to approximately 400 new employment opportunities associated with the hotel and related facilities, restaurant, and the limited office uses. The hotel facility would be open 24 hours per day, 365 days per year. The restaurant, retail, and the limited office space uses would have more limited hours than the hotel services.

2.4 Anticipated Project Approvals and Permits

The proposed project requires the following potential permits and approvals. Anticipated potential permits, approvals, and consultation requirements are shown in **Table 1**.

[7] WETA. January, 2023. Blueprint for Zero Emission Vessel Transition.

Table 1 Agencies, Permits, and Approvals

Agency	Permit/Authority
U.S. Army Corps of Engineers (USACE)	Clean Water Act Section 404 Rivers and Harbor Act Section 10
U.S. Fish and Wildlife Service (USFWS)	Federal Endangered Species Act Section 7
National Marine Fisheries Service (NMFS)	Federal Endangered Species Act Section 7 Marine Mammal Protection Act Magnuson-Stevens Fishery Conservation Management Act
Water Emergency Transportation Authority (WETA)	Ferry service provider
San Francisco Bay Regional Water Quality Control Board (RWQCB)	Section 401 Clean Water Act Section 404 Clean Water Act Section 202 National Pollutant Discharge Elimination System (NPDES) Construction General Permit Stormwater Pollution Prevention Plan (SWPPP)
San Francisco Bay Conservation and Development Commission (BCDC)	Administrative or Major Permit
State Water Resources Control Board (SWRCB)	NPDES Dewatering Permit, San Francisco Bay Region Municipal Separate Storm Sewer System (MS4) NPDES Package, Construction General Permit and SWPPP
San Mateo County Transportation Authority	Modified bus service to project site
City of Redwood City	Zone Change Stormwater Discharge Storm Drain Permit Sewer Connection Permit Building and Safety Permits Public Works Permits Temporary Traffic Control Plans Demolition Permit Tree Removal Permit
Various Agencies/Utilities	Utility Connection Permits
Union Pacific Railroad	Railroad modifications
California Public Utilities Commission	Railroad Safety Oversight

2.5 Responsible Agencies

WETA, the City, and the SMCTA are responsible agencies for this project.

Section 3
Environmental Evaluation

This section presents the Environmental Checklist, evaluates the potential impacts of the proposed project relative to 20 environmental issue areas, and presents mandatory findings of significance required under CEQA. The analysis begins with a summary delineation of the environmental factors (issue areas) addressed in the checklist and whether any potentially significant impacts have been identified in the analysis, followed by an explanation of the environmental factors potentially affected and significance findings for construction and operation of the proposed project.

The proposed project is evaluated in the context of the existing regulatory and environmental setting. Section 15382 of the CEQA Guidelines defines a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant."

Impacts are separated into the following categories:

- No Impact. This category applies when a project would not create an impact in the specific environmental issue area. A "No Impact" finding does not require an explanation when the finding is adequately supported by the cited information sources (e.g., the project would conflict with existing zoning for agricultural use if the project area and vicinity does not contain farmland). A finding of "No Impact" is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- Less Than Significant Impact. This category applies when the project would result in impacts below the threshold of significance and would therefore be less than significant.
- Less Than Significant After Mitigation. This category applies where the incorporation of mitigation measures would reduce a "Potentially Significant Impact" to a "Less Than Significant Impact." The mitigation measures are described along with a brief explanation of how they would reduce the impact to a less than significant level.
- Potentially Significant Impact. This category applies if there is substantial evidence that a significant adverse effect might occur, and no feasible mitigation measures were identified at the Initial Study stage to reduce impacts to a less than significant level. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

3.1 Project Summary

Project Title

Redwood City Ferry Terminal

Lead Agency Name and Address

Port of Redwood City
675 Seaport Boulevard
Redwood City, CA 94063

Contact Person and Phone Number

Don Snaman
Port of Redwood City
(650) 306-4150

dsnaman@redwoodcityport.com

Project Location

The northern portion of the Port of Redwood City and several surrounding features near the confluence of Redwood Creek and Westpoint Slough, including a 9 acre Port property, a portion of Seaport Boulevard and adjacent property west of the Pacific Shores Center and adjacent railroad tracks, a portion of an existing public parking lot and waterfront park northwest of the Pacific Shores Center. San Francisco Bay is also included as part of the project area.

General Plan Designation

M (Marina), IP (Industrial – Port Related), GI (General Industrial), O (Commercial – Office Professional/Technology), LI (Industrial – Light), OS – SF (Open Space – San Francisco Bay)

Zoning

GI (General Industrial), CP (Commercial Park), IP (Industrial Park), TP (Tidal Plain).

Brief Description of Project

Establishment of a ferry terminal with passenger ferry service at Redwood City with origin and destination points of San Francisco and Oakland. The ferry terminal would consist of waterside and landside components required to establish the proposed ferry service, roadway improvements to provide multimodal site access, relocation of existing infrastructure to accommodate the new uses, and an extension of the Bay Trail. The proposed project also includes a zone change to permit future hotel and associated restaurant, retail and meeting/event facilities, a standalone restaurant, and limited office space.

Surrounding Land Use and Setting

The ferry terminal site (project site) is located at the northern end of Seaport Boulevard where Westpoint Slough and Redwood Creek meet. The project site is bordered by Redwood Creek and Bair Island to the west, Westpoint Slough and Greco Island to the north, Frontage Road and Union Pacific Railroad tracks to the east, and the CEMEX marine terminal facility to the south. Opposite the railroad tracks is Seaport

Boulevard and the Pacific Shores Center office complex and parking lots. Immediately east of the project site is a public parking lot, a publicly accessible waterfront park, and a portion of the Bay Trail. Portions of the public parking lot, Frontage Road, railway tracks, waterfront park, Bay Trail, Seaport Boulevard and adjacent land, and the Pacific Shores Center parking lot are also part of the project area.

Other Public Agencies Whose Approval is Required

As listed in **Table 1** in Section 2.4, potential permits and approvals are anticipated from agencies that include the responsible agencies (WETA, the City, and SMCTA), and federal agencies (USACE, USFWS, NMFS), state and regional agencies (SWRCB, RWQCB, BCDC), and local utility providers.

California Native American Tribal Consultation

In accordance with Public Resources Code §21080.3.1, the Port notified the California Native American tribes that requested notification from Redwood City pursuant to Public Resources Code §21080.3.1(b)(1). The tribal consultation process (should it be requested by any tribe/s) as well as the conclusions of any such consultation, will be addressed in the EIR for the proposed project.

3.2 Environmental Factors Potentially Affected

The environmental factors checked below will be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. These issues will be further analyzed in the EIR to determine if, in fact, the impact is significant. If the impact is determined to be significant in the EIR, the EIR will further determine if feasible mitigation is available that can reduce the impact to less than significant.

☒ Aesthetics	☒ Greenhouse Gas Emissions	☒ Public Services
☐ Agriculture and Forestry	☒ Hazards and Hazardous Materials	☒ Recreation
☒ Air Quality	☒ Hydrology and Water Quality	☒ Transportation
☒ Biological Resources	☒ Land Use and Planning	☒ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☒ Utilities/Service Systems
☒ Energy	☒ Noise	☐ Wildfire
☒ Geology and Soils	☐ Population and Housing	☒ Mandatory Findings of Significance

3.3 Determination

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a Negative Declaration will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Title
Typed/Printed Name	Date

3.4 Evaluation of Environmental Impacts

Section 15063 of the CEQA Guidelines require that an Initial Study contain an identification of environmental impacts using a checklist, matrix, or another method. The discussion of environmental impacts must include a brief explanation indicating evidence to support entries. CEQA Guidelines Appendix G provides specific guidelines related to the evaluation of environmental impacts; these guidelines are provided below:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used. Identify and state where they are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    a. the significance criteria or threshold, if any, used to evaluate each question; and
    b. the mitigation measure identified, if any, to reduce the impact to less than significance.

Section 4
Environmental Impact Analysis

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☒	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

Except as provided in Public Resources Code Section 21099, would the project:

a. Have a substantial adverse effect on a scenic vista?

***Potentially Significant Impact*.** A scenic vista is generally defined as a vantage point with a broad and expansive view of a significant landscape feature (e.g., a mountain range, lake, or coastline) or of a significant historical or architectural feature (e.g., view of a historic tower). Significant landscape features within the Redwood City region include the San Francisco Bay and its associated baylands, sloughs, and marshes, and the urbanized San Francisco Bay Peninsula. Within Redwood City, these landscape features are primarily visible from four vantage points within the elevated western hillsides: Easter Cross, Easter Bowl, Canada College, and the Edgewood County Park. These scenic vantage points are approximately five miles or greater from the project site and only offer distant views in the direction of the project site. While the project site may be in the viewshed from certain locations of these vantage points, it is a minor element of the greater scenic vista and is not individually discernable. Similarly, there is a public trail along the southern border of Bair Island[8] that is approximately 1.6 miles south of the project area. The project site forms part of the distant view to northeast available from an observation platform at the trail's eastern terminus. The project area blends into the background and viewers would not be able to distinguish project construction or operations clearly from the observation point or elsewhere along the

[8] USFWS. 2023. Don Edwards San Francisco Bay National Wildlife Refuge – Trails website. Available: https://www.fws.gov/refuge/don-edwards-san-francisco-bay/visit-us/trails. Accessed December 1, 2023.

trail. Therefore, new visual elements from the proposed project construction or operation would not affect views from these scenic vistas.

However, the project area has a bayfront setting with views of Redwood Creek, Westpoint Slough, Bair and Greco Islands, and the San Francisco Bay. Thus, the proposed project could affect views of these landscape features from surrounding sites, including the existing Bay Trail and public waterfront park to the east and the waterways to the west and north. The impact of proposed project construction and operation on scenic vistas is considered potentially significant and will be further evaluated in the EIR.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

***No Impact*.** According to the interactive California Department of Transportation (Caltrans) state scenic highway mapping tool, the closest officially designated State Scenic Highways are Highway 280, Highway 35, and Highway 1, which are approximately 6 miles west, 8.5 miles southwest, and 13 miles southwest of the project site, respectively.[9] Additionally, Highway 92, approximately 5.5 miles west of the project area, is eligible for a state scenic highway designation. The project site is not within the viewsheds of these designated or eligible state scenic highways. Therefore, the proposed project would not damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. As a result, the proposed project would have no impact on scenic highways and no further evaluation in the EIR is required.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Potentially Significant Impact. The project area is located within Redwood City, which is an urbanized area as defined by CEQA Guidelines Section 15387; therefore, in accordance with Appendix G of the CEQA Guidelines, a significant impact would occur if the proposed project conflicts with applicable zoning and other regulations governing scenic quality. Because the project area is located along the San Francisco Bay, the potential to affect visual character and quality is also considered.

The project site is zoned General Industrial and there are no applicable zoning regulations governing scenic quality that are applicable to the site. The General Plan designates the project site as Marina, which does not identify any policies or requirements related to scenic quality. However, the proposed site plan will be assessed in the EIR in terms of visual quality and character. The EIR will also further evaluate if there are other plans applicable to the project site that have policies governing scenic quality and whether any conflict could occur. These plans include, but are not limited to, the Port's 2020 Vision Plan,[10] the

[9] Caltrans. 2023. California State Scenic Highway System Map mapping tool. Available: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed November 29, 2023.

[10] Port of Redwood City. January 8, 2020. Port of Redwood City 2020 Vision Plan. Prepared by Vickerman & Associates, LLC. Available: 2020 Vision | Port of Redwood (redwoodcityport.com).

Draft Seaport Plan[11] prepared the by the San Francisco Bay Conservation and Development Commission, and the Association of Bay Area Governments Plan Bay Area 2050.[12]

The project site was used by the current leaseholder for stockpiling of materials for recycling and sale of concrete base rock. The stockpiles, equipment and a storage building are in the process of being removed and the site would be vacated prior to project construction. The site has a low quality visual character; however, it allows for unobstructed views across the site from surrounding public vantage points.

Surrounding land uses consist of a mix of development, open space, and water channels, including the adjacent CEMEX marine terminal, the Pacific Shores Center office campus, Bay Trail and waterfront park, and Bair and Greco Islands. Implementation of the proposed project would introduce new visual elements, including a ferry terminal, ferry vessels, hotel and limited office, parking, and an extension of the existing Bay Trail. The new visual elements would be consistent with other development located along the Redwood City bayfront, and features such as landscaping, extension of the Bay Trail, and well-designed structures that would also be a visual buffer of the CEMEX marine terminal to the south may improve the project site's visual quality. However, because the project site affords views of the Bay and Bair and Greco Islands, the proposed project has the potential to degrade the visual quality and character of the surroundings. The other improvements that will occur in other project areas would primarily be at-grade (i.e., site access improvements, the Bay Trail extension, relocation of railway tracks) or minor (relocation of the existing maintenance building); however, their potential to conflict with applicable regulations governing scenic quality and the potential to degrade the visual quality and character of the surroundings will be evaluated in the EIR.

Therefore, the potential for the proposed project to conflict with applicable regulations governing scenic quality and the potential to degrade the visual quality and character of the surroundings is considered potentially significant and will be further evaluated in the EIR.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

***Potentially Significant Impact*.** Construction of the proposed project would occur mostly during daylight hours, although some nighttime construction may occur. Thus, construction may require additional lighting. The proposed project would also install new lighting sources. Lighting would be provided on the access pier, gangway and float (including rail lighting along the gangway and float walkway system), the passenger waiting area, the parking lot, and the hotel and limited office. These new lighting sources would be for safety and security and visual and aesthetic enhancement. The new lighting would make use of modern fixtures and light shields that would direct lighting on-site and prevent spillover and would comply with Title 24 Lighting Zone (LZ-3) requirements. Additionally, the ferry vessels that travel across San Francisco Bay would produce new lighting on San Francisco Bay. The lighting would be similar to the light emanating from other vessels on San Francisco Bay. Due to the transitory nature of ferry operation, the incremental and temporary effect of light emanating from the ferries would not be a substantial source of light and glare to the existing receptors.

[11] San Francisco Bay Conservation and Development Commission. September 2023. Draft San Francisco Bay Area Seaport Plan. Prepared by the Seaport Planning Advisory Committee. Available: https://bcdc.ca.gov/BPA/BPASeaportPlan.html.

[12] Association of Bay Area Governments. October 1, 2021. Plan Bay Area 2050. Available: Plan_Bay_Area_2050_October_2021.pdf (planbayarea.org).

Because there is existing nighttime lighting around the perimeter of the project site and in the project area, including at the Pacific Shores Center to the east and the CEMEX marine terminal to the south, project site lighting would not substantially increase nighttime lighting levels in the area. However, there would be new light sources established at the project site for roadway lighting, ferry terminal lighting, and building lighting for the future visitor-serving uses. There would also be new security lighting along the new southern security fencing. Additionally, existing lighting along the Seaport Boulevard Corridor would be relocated as part of the roadway widening and new lighting along the sidewalk may be installed. Therefore, the potential for nighttime views to be adversely affected will be further evaluated in the EIR. The exterior surfaces associated with the new buildings could also cause glare depending on the types of materials used in building construction. In addition, glare can be caused from unshielded or misdirected lighting sources. Light and glare impacts are considered potentially significant and will be further evaluated in the EIR.

II. AGRICULTURAL AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department Of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Protection (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d. Result in the loss of forest land or conversion of forest land to non-forest use?

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact (Items a-e). The project area and surrounding vicinity do not contain prime farmland, unique farmland, or farmland of statewide importance, as identified on the California Important Farmland Finder. The project area is in a developed urban area classified as "urban built-up land" by the California Important Farmland Finder.[13] The project site has a zoning classification of General Industrial and was being used by the current leaseholder for stockpiling of materials for recycling and sale of concrete base rock. There are no trees on-site and the site is not suitable for agricultural uses. The project area and surroundings include industrial and office uses, water channels, and open space. None of the land in the project area is farmland and subject to a Williamson Act contract.

The project area is not located on or in the vicinity of agricultural land or forest land, nor any land zoned for agricultural or forestry use. The proposed project would not convert agricultural lands to non-agricultural use; conflict with existing zoning for agricultural use or a Williamson Act contract; conflict with existing zoning for, or cause rezoning of, forest land or timberland; result in the loss of forest land or convert forest land to non-forest use; or involve other changes in the existing environment that would result in conversion of farmland or forest land to other uses. Therefore, no impacts to agricultural land, forest land, or timberland resources would occur with the implementation of the proposed project and no further evaluation in the EIR is required.

[13] California Department of Conservation. 2023. California Important Farmland Finder. Available: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed October 26, 2023.

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐

Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The Clean Air Act (CAA) of 1970 (42 U.S. Code 7401–7661 [2009]) is a comprehensive federal law that regulates air emissions from area, stationary, and mobile sources. The CAA authorized the U.S. Environmental Protection Agency (USEPA) to establish National Ambient Air Quality Standards (NAAQS) to protect public health and the environment. The NAAQS include standards for six criteria air pollutants: lead, nitrogen dioxide, ozone (O3), carbon monoxide, sulfur dioxide, and particulate matter (PM). Areas where the monitored concentration of a criteria pollutant exceeds the applicable NAAQS are designated as being in nonattainment of the standards, while areas where the monitored concentration of a criteria pollutant is below the standards are classified as being in attainment. The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the state to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practicable date. CAAQS are at least as stringent as, and often more stringent than, NAAQS.

The project area is located within the San Francisco Bay Area Air Basin (Bay Area), which includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and southern Sonoma Counties. The Bay Area is in nonattainment status for the following NAAQS: O3 (8-hour) and PM less than 2.5 microns in diameter (PM-2.5). Additionally, the Bay Area is in nonattainment status for the following CAAQS: O3 (8-hour and 1-hour), PM-2.5, and PM less than 10 microns in diameter (PM-10).[14]

The Bay Area Air Quality Management District (BAAQMD), in cooperation with the California Air Resources Board (CARB) and USEPA, have developed air quality plans that are designed to bring the Bay Area into

[14] Bay Area Air Quality Management District (BAAQMD). 2023. Air Quality Standards and Attainment Status. Available: https://www.baaqmd.gov/about-air-quality/research-and-data/air-quality-standards-and-attainment-status. Accessed November 30, 2023.

attainment of the national and state ambient air quality standards. The BAAQMD prepares an overall air quality management plan (AQMP) update to meet the federal requirements and/or to incorporate the latest technical planning information. Once the AQMP is approved by CARB and USEPA, it becomes part of the State Implementation Plan (SIP) for attaining and maintaining the ambient air quality standards. Through this attainment planning process, the BAAQMD develops the BAAQMD Rules and Regulations to regulate stationary sources of air pollution in the Bay Area. The latest AQMP for the Bay Area, *Spare the Air, Cool the Climate*, was adopted on April 19, 2017.[15] The 2017 AQMP discusses a regional strategy to protect public health and the climate and proposes emission reduction measures that are designed to bring the Basin into attainment of the national and state ambient air quality standards.

The proposed project is not expected to result in increased population, but it would result in construction and operational emissions, as discussed further below; therefore, air quality impacts are considered potentially significant and will be evaluated in the EIR.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. Construction and/or operation of the proposed project may generate emissions that could result in either a violation of an ambient air quality standard or contribute to an existing air quality violation. Construction of the proposed project would require activities such as site clearing, grading, excavating, constructing new structures, and commuting to and from the site that could result in fugitive dust and equipment emissions. Pollutant emissions generated by the proposed project would vary depending on the type of construction activity, the specific construction phasing and subphasing, and the anticipated vehicle and equipment use. Air pollutant emissions associated with construction activities could adversely affect the regional ambient air quality in the Bay Area or locally within Redwood City. Similarly, operation of the proposed project may result in increased emissions of air pollutants from new area sources, such as landscaping equipment use; new stationary sources, such as back-up generators or fire pumps; vehicles traveling to and from the project site; and from ferry trips, as ferries would be diesel-powered.

Because the Bay Area is in nonattainment for PM and O3, as discussed above, the proposed project, when combined with other past, present, or reasonably foreseeable future projects in the area, could result in a net increase of “criteria pollutants” and ambient air quality standard violations. The generation of these pollutants from the proposed project and other cumulative projects could exceed the NAAQS and CAAQS. Thus, this impact is considered potentially significant and will be evaluated in the EIR.

c. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors include uses such as residences, schools, medical and care facilities, and parks and recreational areas. A publicly accessible waterfront park and a portion of the Bay Trail located immediately east of the project site are part of the project area. These sensitive receptors may be affected by air pollution generated during construction of the proposed project from fugitive dust and vehicle and equipment exhaust emissions, as well as operation of the proposed project from diesel-

[15] BAAQMD. 2017. Spare the Air, Cool the Climate. Final 2017 Clean Air Plan. Available: https://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?rev=8c588738a4fb455b9cabb27360409529.

powered ferries, vehicle trips, and stationary sources. Therefore, the potential exposure of sensitive receptors to substantial pollutant concentrations is considered potentially significant and will be evaluated in the EIR.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

***Potentially Significant Impact*.** Short-term odors could be produced during the construction of the proposed project from paving (e.g., laying of asphalt for the parking lot). Odors from these sources would be temporary, localized, and generally confined to the immediate area of construction activities. Although the potential for the proposed project to create objectionable odors during construction is expected to be less than significant, the impacts of dredging, pile driving and other waterside construction activities will be evaluated in the EIR once additional details are known.

Operation of the proposed project includes the use of diesel-powered ferries and maintenance dredging, which may generate odors. Users of the Ferry system, waterfront park, and Bay Trail, as well as employees of commercial and industrial uses near the project area, could be affected by such odors. Although the potential for the proposed project to create objectionable odors during operation is expected to be less than significant, the impacts from maintenance dredging and ferry operation will be evaluated in the EIR once additional details are known.

Operation of the proposed project also includes landside facilities, such as the access pier and parking lot, and visitor-serving uses, such as the hotel and restaurant uses, and limited office. These types of uses are not associated with the creation of odors. The ferry terminal would include a portable restroom and trash service at the project site that has the potential to generator odors. The City would continue to require compliance with regulations related to maintenance of trash and refuse areas (including Redwood City Code Section 14), to ensure that the operation of the proposed project does not create any objectionable odors associated with waste. Additionally, the restroom would be regularly maintained and would be replaced with a permanent facility when a sewer line is established at the project site for future visitor-serving uses. Therefore, odor impacts associated with the restroom and trash service components of the proposed project are considered less than significant and will not be addressed further in the EIR.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☒	☐	☐	☐

Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

***Potentially Significant Impact*.** In 2007, WRA Environmental Consultants prepared an assessment of biological resources for the proposed Redwood City ferry terminal.[16] The assessment determined through a site visit and literature review that the project area contains suitable habitat for four special status plant species and 21 special status wildlife species. An additional seven special status wildlife species may occur

[16] WRA Environmental Consultants. June 6, 2007. Biological Resources Assessment Redwood City Ferry Terminal, Port of Redwood City, San Mateo County California. Prepared for Michael Fajans, CHS Consulting Group, 130 Sutter Street, Suite 468, San Francisco CA 94104.

in areas adjacent to the project area, and two special status wildlife species were observed adjacent to the project area during the site visit.

A preliminary search of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) was conducted in November 2023. Based on this search, the project area, which is within the Redwood Point Quadrangle, contains eight federally and state listed species. These species include the salt-marsh harvest mouse (*Reithrodontomys raviventris*), a state and federally listed endangered species, the California least tern (*Sternula antillarum browni*), a state and federally listed endangered species, the western snowy plover (*Charadrius nivosus nivosus*), a federally threatened species, and the California black rail (*Laterallus jamaicensis coturniculus*), a state threatened species.[17]

Therefore, special status species may be present at or near the project area. A biological resources evaluation will be conducted to determine what protected species may be present based on existing conditions in or near the project area. The EIR will evaluate whether the proposed project would have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or the U.S. Fish and Wildlife Service (USFWS). Because the project would include in-water work and ferry operations through Redwood Creek and the inner San Francisco Bay, the EIR will also assess the potential to affect marine mammals and aquatic species protected by CDFW and/or National Marine Fisheries Service (NMFS). The impact is considered potentially significant and will be evaluated in the EIR.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

***Potentially Significant Impact*.** The 2007 biological resources assessment determined that there are two sensitive communities – tidal wetlands and tidal waters – present in the project area. Additionally, the area has the potential to support Essential Fish Habitat, another sensitive biological community. A biological resources evaluation will be conducted to determine what sensitive communities may currently be present in or near the project area. The EIR will evaluate if the proposed project would have a significant impact on riparian habitat or other sensitive natural community. The impact is considered potentially significant and will be evaluated in the EIR.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

***Potentially Significant Impact*.** According to the USFWS National Wetlands Inventory Mapper, there are no federally designated wetlands on the project site. However, Bair and Greco Islands located to the northwest and northeast of the project site, respectively, are dominated by federally-designated estuarine and marine wetlands.[18] These wetlands are on either side of Redwood Creek, where project ferry service would be operating. Additionally, patches of tidal wetland vegetation are located along the edges of the project site. A biological resources survey will be conducted to determine if sensitive habitat

[17] CDFW. 2023. California Natural Diversity Database (CNDDB) Rarefind. Available: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed November 29, 2023.

[18] USFWS. 2023. National Wetlands Inventory Wetlands Mapper. Available: https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper. Accessed November 30, 2023.

(including wetlands) is present within or near the project area. Thus, construction and operation of the proposed project could have a potentially significant impact on protected wetlands and this impact will be evaluated in the EIR.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

***Potentially Significant Impact*.** The project site is in an urban area and according to the CDFW Biographic Information and Observation System (BIOS) Viewer, there are no essential connectivity areas (i.e., wildlife corridors) within or adjacent to the project site.[19] Thus, the proposed project would not interfere substantially with movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. However, given the potential for species to occur in and around the site and because project construction would include in-water work and operations would include ferry service through Redwood Creek and the inner San Francisco Bay, ferry operations could interfere with the movement of aquatic species. Thus, the impact is considered potentially significant and will be evaluated in the EIR.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

***Less than Significant Impact*.** Redwood City has a street tree ordinance and street tree preservation ordinance. No trees are within the project site and therefore, no trees would be impacted by construction and operation activities of the ferry terminal and visitor-serving uses. However, trees may be removed in the project area to accommodate the access improvements, primarily within the Seaport Boulevard Corridor. The Redwood City Street Tree Ordinance (Ordinance No. 1010, Section 1) requires the issuance of a permit for the planting, pruning, or removal of trees in the public right-of-way. The Redwood City Tree Preservation Ordinance (Ordinance No. 1536, Section 1, 6-26-72) requires the issuance of a permit from the City Parks and Recreation Director to allow the removal of trees with a circumference of 38-inches or more on private property. Issuance of a tree removal permit is based on factors including the condition of the trees, necessity to remove the trees, topography of the land and impacts of tree removal on erosion, number of trees in the neighborhood, and good forestry practices. All tree disturbance and removal would conform with the Redwood City tree preservation ordinances. While the impact is expected to be less than significant, it will be evaluated further in the EIR. There are no other local policies or ordinances protecting biological resources applicable to the proposed project.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

***Potentially Significant Impact*.** The National Community Conservation Plan (NCCP) program, which began in 1991 under California's Natural Community Conservation Planning Act, is administered by CDFW and is a cooperative effort between resource agencies and developers that takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. Habitat Conservation Plans (HCP) are administered by the USFWS and are designed to identify how impacts would be mitigated

[19] CDFW. 2023. Biographic Information and Observation System (BIOS) Viewer. Available: https://wildlife.ca.gov/Data/BIOS. Accessed November 29, 2023.

when a project would impact endangered species or designated critical habitat. The project area is not located within an adopted NCCP or HCP.[20]

The Bay Area Conservation Lands Network is a regional conservation strategy for the San Francisco Bay Area. The Network focuses on acquiring and managing land that is important for conservation and represents the region's biodiversity and supports ecological function. The Network designates areas within the region that are essential and important to conservation goals, areas that ensure a connected network, and areas that contribute to conservation goals. The project site and surrounding area, including Bair and Greco Islands, are not within any designated conservation areas.[21]

Bair and Greco Islands are to the northwest and northeast of the project site, respectively. Bair Island comprises three islands, including the Inner, Middle, and Outer Islands, which total approximately 3,000 acres. Approximately 2,000 acres of Bair Island, including the Middle and Outer Islands, are part of the CDFW Bair Island Ecological Reserve, which is adjacent to or shares marine habitat with a Marine Protected Area.[22] The remainder of Bair Island is part of the Don Edwards San Francisco Bay National Wildlife Refuge, which contains approximately 10,580 acres of tidal areas and salt ponds.[23,24] Greco Island is also part of the Don Edwards Wildlife Refuge. USFWS owns and manages the National Wildlife Refuge System and has developed a conservation plan to guide priorities and management of the refuge – *The Final Comprehensive Conservation Plan for Don Edwards San Francisco Bay National Wildlife Refuge* (2012).[25] This plan provides a description of the desired future conditions and long-range guidance to accomplish the purposes for which the Refuge was established.

Furthermore, Bair Island is designated as a "State Marine Park", which is a marine protected area. Marine protected areas are designated by CDFW and are discrete geographic areas designed to protect or conserve marine life and habitat. State marine parks allow for certain uses, such as public use and education, as long as the use does not compromise protection of species of interest or habitat, cultural, or recreational features.[26,27]

There is potential for construction and operation of the proposed project to conflict with the provisions of the *Comprehensive Conservation Plan for Don Edwards San Francisco Bay National Wildlife Refuge* or the state marine park designation. The impact is considered potentially significant and will be evaluated in the EIR.

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[20] CDFW. 2023. NCCP Plan Summaries webpage. Available: https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans. Accessed November 29, 2023.

[21] Bay Area Conservation Lands Network. 2023. Conservation Lands Network Explorer. Available: https://www.bayarealands.org/explorer-tool/. Accessed December 8, 2023.

[22] CDFW. Bair Island Ecological Reserve webpage. Available: https://wildlife.ca.gov/Lands/Places-to-Visit/Bair-Island-ER#1049290-recreation. Accessed December 6, 2023.

[23] USFWS. N.d. Overview Map of Hunt Program - Don Edwards San Francisco Bay National Wildlife Refuge. Available: https://www.fws.gov/sites/default/files/documents/hunt_map1_overview_layout-508.pdf.

[24] USFWS. 2023. Don Edwards San Francisco Bay National Wildlife Refuge – Waterfowl Hunting Program webpage. Available: https://www.fws.gov/refuge/don-edwards-san-francisco-bay/visit-us/activities/hunting.

[25] USFWS. 2012. The Final Comprehensive Conservation Plan for Don Edwards San Francisco Bay National Wildlife Refuge. Available: https://ecos.fws.gov/ServCat/DownloadFile/205121.

[26] CDFW. 2016. San Francisco Bay Marine Protected Areas website. Available: https://wildlife.ca.gov/Conservation/Marine/MPAs/San-Francisco-Bay#29097813-marine-protected-areas. Accessed December 8, 2023.

[27] CDFW. 2023. Marine Protected Areas Frequently Asked Questions webpage. Available: https://wildlife.ca.gov/Conservation/Marine/MPAs/FAQs#27530610-what-are-marine-protected-areas-mpas-. Accessed December 8, 2023.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESORCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☒	☐	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

***Potentially Significant Impact*.** The current leaseholder is vacating the project site and removing all improvements currently located on-site and the only structure that would be removed under the proposed project is the existing dock along Westpoint Slough. A survey will be conducted for the EIR to determine if the dock or any other features at or near the project area are potentially historical resources and would be affected by the proposed project. If historical resources are affected by the proposed project, significant impacts could result; therefore, this issue will be evaluated in the EIR.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

***Potentially Significant Impact*.** The project area is located in an area that has been previously disturbed by construction and industrial activities (i.e., marine terminal operations and stockpiling of materials), placement of artificial fill, office and roadway development, and shoreline processes (i.e., wave action and winter storms). Given that the project area has been substantially disturbed, any archaeological resources that may have existed at one time have likely been previously unearthed, collected, and/or destroyed or lost their stratigraphic and geologic context and would no longer be considered an archaeological resource. Uncovering significant archaeological resources is expected to be unlikely. However, the potential for construction of the proposed project to result in a substantial adverse change in the significance of an archaeological resource will be further evaluated in the EIR.

c. Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. The project area is not within any known historical or modern cemeteries. However, in the unlikely event project construction disturbs any unanticipated human remains, California Health and Safety Code Section 7050.5 requires that in the event of the discovery of human remains outside of a dedicated cemetery, all ground disturbance must cease and the County Coroner must be notified. Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives. Sections 5097.94 and 5907.98 of the Public Resources Code specify

a protocol to be followed when the Native American Heritage Commission receives notification of a discovery of Native American human remains from a county coroner. If the Coroner determines that the remains are or appear to be of a Native American, he/she shall contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary, in compliance with the requirements of Public Resources Code Section 5097.98. With compliance with these regulations, impacts would be less than significant.

Operation of the proposed project would not require any ground disturbance other than periodic maintenance dredging to remove sediments that continually and gradually accumulate between dredging events. This would result in removal of recent sediment accumulation to maintain the ferry terminal's design depth and would not likely result in disturbance of any human remains, including those interred outside of formal cemeteries. While the impact is expected to be less than significant, it will be evaluated further in the EIR.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY: Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

Would the project:

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

***Potentially Significant Impact*.** Construction of the proposed project would consume energy resources in the form of gasoline and/or diesel fuel for construction equipment activity, hauling and vendor delivery trips, and gasoline fuel for worker vehicle trips. The CARB In-Use Off-Road Diesel-Fueled Fleets Regulation[28] would limit wasteful or unnecessary energy consumption from diesel-fueled construction equipment. As required by the rule, construction equipment 25 horsepower (hp) or greater would be prohibited from idling for more than 5 minutes, except where necessary for operation. CARB's Airborne Toxic Control Measure (ATCM)[29] would similarly limit idling in heavy-duty on-road equipment, such as any project-related hauling or vendor delivery vehicles. These limits would reduce wasteful or unnecessary fuel burn associated with idling during construction activities. Energy consumption from construction worker vehicle trips would be driven by regional traffic and transit patterns, as well as fuel economy

[28] CARB. 2023. In-Use Off-Road Diesel-Fueled Fleets Regulation webpage. Available: https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation. Accessed November 30, 2023.

[29] CARB. 2023. Airborne Toxic Control Measures webpage. Available: https://ww2.arb.ca.gov/resources/documents/airborne-toxic-control-measures. Accessed November 30, 2023.

standards, such as those stipulated for new models in the Corporate Average Fuel Economy (CAFE) standards. Project-related construction would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during the construction period. However, further evaluation of construction methods, such as duration of construction tasks and number of truck trips, will be conducted to estimate energy consumption during project construction.

Operation of the proposed project would consume energy in the form of diesel fuel for ferry trips, gasoline fuel for maintenance vehicle activities, and electricity for visitor-serving uses, including the hotel, restaurant, and limited office. The proposed project would be subject to state, federal, and local regulations regarding fuel efficiency standards for vehicles and equipment as well as building energy efficiency standards. For instance, buildings proposed as part of the proposed project would be required to be all-electric, per Article XV of Chapter 9 of the City Code. Additionally, the proposed project is expected to result in a reduction of vehicle miles traveled (VMT), which would offset ferry emissions. However, further analysis of ferry operations, including frequency of ferry service and type/size of vessels, and visitor-serving uses will be conducted to estimate energy consumption during project operation.

Therefore, further evaluation is required to analyze if an environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources would occur during project construction or operation. Thus, a potentially significant impact may occur, and this issue will be further evaluated in the EIR.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

***Potentially Significant Impact*.** Construction and operation of the proposed project would comply with state and local plans for renewable energy and energy efficiency, including the latest BAAQMD AQMP,[30] discussed in Item III.a. above,[31] and the Redwood City Climate Action Plan (CAP) (2020),[32] discussed in Item VIII.b. These plans encourage the adoption of renewable energy and increase in energy efficiency through strategies such as increasing energy efficiency of buildings, incentivizing and expanding EV charging infrastructure, and reducing emissions from the transportation sector. By providing ferry service between Redwood City and Oakland and San Francisco, the proposed project is expected to result in a reduction in car trips and VMT, which is anticipated to offset the use of diesel fuel to run the ferries. Additionally, the parking lot would meet state and local EV requirements, such as those stipulated under the current CALGreen standards and Article XV of Chapter 9 of the City Code. New buildings, including the hotel and limited office, would be required to meet California's Title 24 energy efficiency standards, as discussed in the 2020 Redwood City CAP. Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Further, the ferry terminal would be designed to be updated to accommodate the possible future installation of electric vehicle charging infrastructure and batteries, should the technology become available. However, further evaluation of energy use associated with project construction and operations in the EIR is required.

[30] BAAQMD. 2017. Spare the Air, Cool the Climate. Final 2017 Clean Air Plan. Available: https://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?rev=8c588738a4fb455b9cabb27360409529.

[31] San Mateo County. 2022. Community Climate Action Plan. Available: https://www.smcgov.org/media/73456/download?inline=.

[32] Redwood City. 2020. Climate Action Plan. Available: https://www.redwoodcity.org/home/showpublisheddocument/22781/637426822669070000.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☒	☐	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐
c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☒	☐	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☒	☐	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☒	☐	☐	☐

Would the project:

a. Directly or indirectly cause a potential substantial adverse effects, including the risk of loss, injury, or death, involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other

substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

***Less than Significant Impact*.** According to the California Department of Conservation, California Geological Survey (CGS) California Earthquake Hazards Zone Application (EQ Zapp), the project area is not within the California Geological Survey Alquist-Priolo Fault Zone. However, the nearest fault zones are approximately 6.5 miles to the west and 12 miles to the east[33] and the project area is located within a seismically active region.[34] The new structures, including the ferry terminal, hotel, restaurant, limited office, and associated facilities, would be built in compliance with the most up-to-date building codes, including the California Building Code (CBC) and Redwood City Building Code, which would minimize potential impacts to the greatest degree feasible. Although impacts are anticipated to be less than significant, this potential for the proposed project to directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death, related to seismic shaking will be evaluated further in the EIR.

ii. Strong seismic ground shaking?

Potentially Significant Impact. As discussed in Item VII.a.i. above, the project area is in a seismically active area, and there is a high potential for the project site to experience strong seismic ground shaking or earthquakes from local or regional faults. Like other projects in the tectonically active Northern California region, the proposed project would likely experience shaking effects from surrounding faults during seismic events. Incorporation of emergency planning and compliance with current building and construction design codes would minimize damage resulting from a seismic event; however, this is considered a potentially significant impact and will be evaluated in the EIR.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Liquefaction is a phenomenon that occurs when soil transforms from a solid state to a liquefied condition because of the effects of increased pore-water pressure. This typically occurs where susceptible soils (e.g., medium sand, silt) are over a high groundwater table. Affected soils lose all strength during liquefaction and infrastructure damage, such as failure of structure foundations, can occur. Thus, seismic-related ground failure, including liquefaction, at the project site is considered a potentially significant impact and will be evaluated in the EIR.

iv. Landslides?

***No Impact*.** The project area is in an urbanized shoreline area that is predominantly flat with no significant slopes nearby. Additionally, according to the California Department of Conservation CGS Earthquake Zones of Required Investigation interactive map, the area is not in a CGS landslide zone.[35] There are large mounds of stockpiled material on-site that are being removed by the current leaseholder and would not pose a risk of unstable soils during project construction or operation. Therefore, the likelihood for

[33] California Department of Conservation California Geological Survey (CGS). 2023. Earthquake Zones of Required Investigation EQ Zapp mapping tool. Available: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed November 27, 2023.

[34] California Department of Conservation CGS. 2023. Fault Activity Map of California. Available: https://maps.conservation.ca.gov/cgs/fam/. Accessed November 27, 2023.

[35] California Department of Conservation CGS. 2023. Earthquake Zones of Required Investigation EQ Zapp mapping tool. Available: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed November 27, 2023.

landslides at the project site is low. Thus, there is no impact associated with landslides risk at the project site and no further evaluation in the EIR is required.

b. Result in substantial soil erosion or the loss of topsoil?

***Potentially Significant Impact*.** Construction activities at the project area would involve grading, which would disturb soils and could generate erosion and loss of topsoil. However, all construction activities associated with the proposed project would be required to implement Best Management Practices (BMP), as detailed in a stormwater pollution prevention plan (SWPPP) prepared as part of compliance with the Construction General Permit from the National Pollutant Discharge Elimination System (NPDES) program (discussed in more detail in Section X). The Construction General Permit sets forth requirements to protect surface waters for construction activities involving more than one acre of ground disturbance through the preparation and implementation of project-specific construction SWPPP and BMPs. Although these measures are intended to prevent sedimentation from entering runoff from the site and in turn entering the adjacent water channels, they also prevent soil erosion and loss of topsoil occurring at a construction site and require soil stabilization and erosion control measures to be implemented during construction. Thus, with adherence to the SWPPP and required BMPs, potential erosion-related impacts during construction and operation are anticipated to be less than significant. However, this issue will be evaluated in the EIR as part of the geology and water quality analyses.

Currently, the project site is primarily covered by exposed soils and stockpiles of concrete base rock, which are subject to erosion. The current leaseholder is in the process of removing the stockpiles, which would leave the underlying soils exposed and the project site would continue to be subject to erosion. Upon completion of construction, the project site would be covered with landscaping and hardscaping, which would reduce the potential for soil erosion to occur. Other portions of the project areas are currently covered with paving, landscaping, or hard packed soils. These areas would be covered with landscaping or hardscaping following project construction, and would not cause substantial erosion or loss of topsoil. However, the development of the project site would increase the amount of impervious surface in the project area. An increase in impervious surface could result in increased stormwater runoff that generates erosion, as explained in Section X. The current leaseholder is in the process of filling a stormwater ditch and installing a drainage pipe to capture stormwater runoff from the project site; however, the potential for an increase in shore erosion to occur as a result of changes in site runoff will be further evaluated. In addition, ferry operations would generate vessel wake, which is wave energy created by the passage of a vessel through water. The vessel wake could affect erosion and the transport of sediment along the Redwood Creek shoreline. This could result in a potentially significant impact. Therefore, potential impacts related to soil erosion and loss of topsoil during project construction and operation will be evaluated further in the EIR.

c. Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Potentially Significant Impact. As noted above under Item VII.a.iii., the project area is within a liquefaction zone. Liquefaction could lead to ground settlement and lateral spreading. Lateral spreading could damage the proposed structures and utilities. As part of the proposed project, on-site soils would be compacted in a manner consistent with CBC requirements and Redwood City's standard grading and

building review procedures such that the likelihood of damage to on-site structures would be low. However, impacts associated with soil that could be unstable are considered potentially significant and will be evaluated in the EIR.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

***Potentially Significant Impact*.** Expansive soils generally result from specific clay minerals that expand when saturated and shrink in volume when dry. The project area is in a liquefaction zone and much of the existing on-site soils consist of artificial fill placed on marshland. These geologic deposits within the project area and previously imported fill soils could be expansive. Impacts resulting from expansive soils are expected to be controlled through incorporation of modern construction engineering and safety standards and compliance with current building regulations and engineering standards. However, the potential presence of expansive soils is considered a potentially significant impact and will be evaluated in the EIR.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The proposed project would not involve the installation or modification of septic tanks or alternative wastewater disposal systems. Currently no wastewater system exists on the proposed site. A portable restroom would be provided at the ferry terminal site and would be maintained by a contracted service provider and sanitation truck that includes aboveground holding tanks for wastewater. The wastewater would be removed and transferred by sanitation trucks to a wastewater treatment facility. New wastewater facilities would be installed to support future visitor-serving uses and provide a future permanent restroom at the ferry terminal that would connect to the Redwood City municipal sewer system. Therefore, no impact would occur, and no further evaluation in the EIR is required.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

Potentially Significant Impact. An analysis conducted for the property immediately to the south of the project site found that the area soils consist of artificial fill that overlay a layer of Bay mud, which in turn overlays alluvium and older Bay clay.[36] Soil and geological conditions of the project site are expected to be similar. Bay mud and estuarine deposits are known to contain invertebrate remains, but these may not yet be fossilized or extinct and they also occur throughout similar deposits around San Francisco Bay. Significant paleontological resources are not expected to be present; however, the EIR will evaluate whether such resources could occur and if construction of the proposed project would result in direct or indirect destruction of a unique paleontological resource.

Operation of the proposed project would not include any ground disturbance other than maintenance dredging. The maintenance dredging would occur periodically to remove sediments that continually and gradually accumulate between dredging activities. This would result in removal of recent sediment accumulation to maintain the ferry terminal's design depth, and thus, no unique paleontological resources

[36] Port of Redwood City. 2022. Final Initial Study/Mitigated Negative Declaration for the Ready-Mix Concrete Plant Project. Prepared by Ascent Environmental. Available: https://ceqanet.opr.ca.gov/2021120258.

or unique geological features are likely to be present. Therefore, impacts from project operations would be less than significant and no further evaluation in the EIR is required.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

***Potentially Significant Impact*.** Construction of the proposed project would generate direct greenhouse gas (GHG) emissions from vehicle exhaust associated with construction-related activities, including off-road on-site construction equipment, on-road off-site hauling and vendor delivery truck trips, and on-road off-site worker vehicle trips. Operation of the proposed project would generate direct GHG emissions from maintenance-related activities and general operations of ferry service and hotel operations, including vehicle and ferry trips to and from the proposed site. Operation of the proposed project would also generate indirect GHG emissions from the generation of electricity consumed for building and equipment energy, wastewater transport and treatment, and the landfill emissions from solid waste generation and disposal. The increase in ferry ridership is expected to reduce regional VMT because passengers would drive only to the ferry terminal instead of driving to and from Redwood City and Oakland or San Francisco. Multimodal access improvements would also be provided to improve bicycle, pedestrian, and public transit connections to the project site and reduce VMT and subsequent mobile-source GHG emissions. However, an increase in vehicle trips to the project site is likely from ferry passengers who park vehicles on-site and by visitors and employees associated with the visitor-serving uses and limited office. The proposed project would generate GHG emissions, directly and indirectly, that have the potential to have a significant impact on the environment and will be evaluated in the EIR.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

***Potentially Significant Impact*.** The Redwood City CAP,[37] last updated in 2020, contains a series of strategies designed to reduce greenhouse gases to 50 percent below 2005 levels by 2030 and an ultimate carbon neutrality goal by 2045. Between 2005 and 2017, Redwood City saw a 42 percent reduction in GHG emissions from the commercial and industrial sector, contributing to an overall decline of 23 percent in

[37] Redwood City. 2020. Climate Action Plan. Available: https://www.redwoodcity.org/home/showpublisheddocument/22781/637426822669070000.

city-wide emissions from 2005. In 2017, the transportation sector accounted for the largest share of the city's GHG emissions (56 percent) followed by the commercial and industrial sectors (27 percent). Plans, policies, and regulations adopted for the purpose of reducing GHG emissions are developed with the purpose of reducing cumulative emissions related, primarily, to long-term operational emissions. The Redwood City CAP is consistent with and complementary to statewide legislation and regulatory mandates, and establishes local strategies, measures, and actions to reduce GHG emissions in Redwood City. Moreover, the Port of Redwood City became a participant of the Green Marine program in 2021, which serves as the largest voluntary environmental certification program for North America's maritime industry where participating ports, ship builders, and ship operators commit to implementing policies and practices to reduce or minimize negative environmental effects of their operations. The proposed project is expected to reduce VMT, and new development on-site would comply with the current applicable local, state, and federal green building and energy conservation requirements. Therefore, no conflict with any of the applicable GHG reduction measures included in Redwood City's CAP, Port policies adopted as part of the Port's participation in Green Marine, nor any other applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs is anticipated. However, further evaluation of GHG emissions associated with project construction and operations in the EIR is required.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evaluation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

***Less Than Significant Impact*.** Project construction activities would involve the transport, storage, use, and disposal of hazardous materials such as petroleum, hydrocarbons, and their derivatives (e.g., gasoline, diesel, oils, and lubricants) that are used routinely during construction activities. These types of materials are not acutely hazardous, and their transport, storage, handling, and disposal are strictly regulated. These materials would be handled in compliance with applicable laws and regulations regarding transport, handling, storage, and disposal. Additionally, all storage, handling, and disposal of hazardous materials is regulated by agencies such as the USEPA, California Department of Toxic Substances Control (DTSC), Occupational Safety and Health Administration (OSHA), the Redwood City Fire Department, and the San Mateo County Fire Department. The California Highway Patrol and Caltrans are responsible for enforcing regulations related to the transportation of hazardous materials on local roadways. All hazardous materials used during construction of the proposed project would be used, stored, and transported in compliance with applicable requirements. Such compliance would reduce the potential for the proposed project to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Landside operation of the proposed project is not anticipated to involve the transport, use, or disposal of substantial quantities of hazardous materials such that a significant hazard to the public or environment would occur. Small quantities of hazardous materials may be used on-site associated with the restroom (both portable and permanent), hotel, and limited office and would generally include materials (e.g., commercial cleaners, lubricants, paints) associated with janitorial, maintenance, and repair activities. Fueling and maintenance of the ferry vessels would occur off-site.

Operation of the ferry vessels would be limited to the docking and loading of vessels and no routine transport of hazardous materials on the ferry route would occur. However, the increased ferry operations could increase the potential for fuel spills to occur, which will be addressed further in the EIR as identified in Item X.a. below and under the topic of water quality.

The proposed project would be required to comply with existing laws and regulations regarding the transport, use, and disposal of hazardous materials. These regulations are specifically designed to protect the public health and the environment and must be adhered to during project construction and operation. Compliance with applicable regulations would ensure that this impact would be less than significant; however, this impact will be evaluated further in the EIR. Additionally, as identified above, the potential

for ferry operations to increase fuel spills will be further addressed in the EIR as part of the hydrology and water quality impacts assessment.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

***Potentially Significant Impact*.** The proposed project would involve ground disturbance associated with activities such as site clearing, grading, dredging, pile installation, and construction of new structures including the hotel and limited office.

According to the State Water Resources Control Board (SWRCB) GeoTracker data management system, [38] one closed leaking underground storage tank (LUST) cleanup site is located east of the project site at the Pacific Shores Center.[39] An area of impacted soils was identified and remediated east of Seaport Boulevard south of the public parking lot, outside of the project boundaries. Additionally, GeoTracker identifies one informational item that was reviewed in 2000 pertaining to an unexpected discovery of hydrocarbon impacted soil immediately south of the project site,[40] a Voluntary Cleanup site southeast of the entrance to the Pacific Shores Center,[41] and an open cleanup site southeast of the entrance to the Pacific Shores Center.[42] Additionally, while there is no known soil or groundwater contamination at the project site, the project site and other project areas may contain unknown contamination related to existing and/or past uses on-site or surrounding properties. Therefore, there is the potential for soil or groundwater contamination associated with past or existing uses to be encountered during excavation which could create a hazard to the public or the environment, and this will be evaluated in the EIR.

As discussed under Item IX.a. above, construction activities would require the use and transport of hazardous materials such as asphalt, paints, and other solvents and the use of equipment that contains oil, gas, or hydraulic fluids that could be spilled during normal usage or during refueling. Quantities would be small and routine construction practices would include measures to prevent/contain/clean-up spills and contamination from fuels, solvents, concrete wastes, and other waste materials. In-water construction activities have a small potential for hazardous material releases into surrounding waterways from accidents or upsets. Spill prevention and cleanup procedures for the proposed project would be addressed in a SWPPP that would be implemented by the construction contractor. The SWPPP would define actions to minimize potentials for spills (such as the proper storage of materials, perimeter control measures, and use of appropriate waste disposal practices, such as leak-proof containment) and provide efficient responses to spill events (i.e., timely locate the release, prevent further releases, contain release, clean-up) to minimize the magnitude of the spill and extent of impacts. This would include compliance with California Water Code Sections 13271 and 13272, which require that the Office of Emergency Services (OES) be notified in the event of a discharge in or on any waters of the state. Implementation of such construction provisions would minimize the potential for an accidental release of hazardous materials during construction activities and ensure there would not be a significant hazard to the public or the environment, and this will be evaluated in the EIR.

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[38] California State Water Resources Control Board (SWRCB). 2023. GeoTracker database. Available: http://geotracker.waterboards.ca.gov/. Accessed December 4, 2023.
[39] Pacific Shores Development (T0608185737), 1000 Seaport Boulevard.
[40] RMC Pacific Materials (T10000008783), 876 Seaport Boulevard.
[41] Sims Metal Management – Redwood City (60002852), 699 Seaport Boulevard.
[42] ARCO Bulk Plan #69209, Former (T0608179358), 775 Seaport Boulevard.

As discussed above, small quantities of hazardous materials may be used or stored on-site during project operations on the landside. These materials would be handled in compliance with applicable rules and regulations and impacts would be less than significant and will not be discussed further in the EIR. The increased ferry operations could increase the potential for fuel spills to occur, which is a potentially significant impact and will be addressed further in the EIR.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. According to the Redwood City interactive geographic information system (GIS) tool, the closest school is Summit Preparatory Charter High School, approximately 1.7 miles from the project area at 890 Broadway.[43] Since no schools are located within 0.25 mile of the project area, potential construction and operations at the project site would not emit hazardous emissions that could affect a school. Thus, no impact would occur and no further evaluation in the EIR is required.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

***Potentially Significant Impact*.** The project site is not listed on the Hazardous Waste and Substances Site List that is maintained by DTSC, pursuant to Government Code Section 65962.5. However, as identified under Item IX.b. above, GeoTracker identifies a closed LUST site at the Pacific Shores Center east of Seaport Boulevard and south of the public parking lot outside of the project boundaries, an informational item, closed LUST site, and open cleanup program site in the vicinity of the project area. The EIR will review if there is the potential for the proposed project to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment relative to the proximity of hazardous material sites. This is a potentially significant impact and will be evaluated further in the EIR.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

***Less than Significant Impact*.** The San Carlos Airport is approximately three miles from the project area in San Carlos, California. The airport is classified as a Local Reliever Airport, which is an airport that serves general aviation flights and provides improved general aviation access to the community. The project site is located within the Airport Influence Area (AIA) as identified in the Comprehensive Airport Land Use Compatibility Plan (ALUCP) for the Environs of the San Carlos Airport.[44] The AIA is broken down into Area A, which requires real estate disclosure of the presence of the airport; and Area B, which requires new plans and projects to demonstrate consistency with the goals and policies of the ALUCP. Area A includes the project area, except for the shipping routes in San Francisco Bay, as well as a large portion of San Mateo County; Area A is outside of the airport safety zones and noise contours. Given that the project

[43] Redwood City. 2023. Redwood City Community GIS tool. Available: http://webgis.redwoodcity.org/community/. Accessed November 27, 2023.

[44] City/County Association of Governments of San Mateo County. October 2015. Final Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. Prepared by ESA. Available: https://ccag.ca.gov/wp-content/uploads/2015/11/SQL_FinalALUCP_Oct15_read.pdf.

area is approximately three miles from the airport and outside of the airport safety zones and noise contours, construction and operation of the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area. While the proposed project is expected to have a less than significant impact related to airport safety hazards or excessive noise, it will be evaluated further in the EIR.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

***Less Than Significant Impact*.** The Redwood City Police Department, Redwood City Fire Department, Redwood City Emergency Operations Center, and the San Mateo County Office of Emergency Services collaborate to provide emergency services to Redwood City.[45] Recent updates to the Redwood City General Plan Public Safety Element policies and implementation programs ensure that adequate emergency response and evacuation procedures are planned for and maintained on a development-by-development basis with the City.[46] All major public streets serve as principal evacuation routes; however in an evacuation, the exact emergency routes used would depend on the type, scope, and location of the incident.

In the event of an emergency, Seaport Boulevard would provide the first vehicle evacuation route from the project site to the greater transportation network. The proposed project would widen a portion of this roadway to improve site accessibility. During roadway widening, temporary lane closures would occur. This could result in a temporary interference with emergency response. However, any on-street construction activities or closures would conform to traffic work plan and access standards, including coordination with emergency service providers in accordance and the California Fire Code (Title 24, California Code of Regulations, Section 9).

The roadway improvements would widen Seaport Boulevard to accommodate a Class I bicycle trail and sidewalk. These improvements would not affect emergency access. Further, all access improvements and development at the project site would be required to comply with state and local fire and building codes, including providing sufficient space around the new structures for emergency personnel and equipment access and emergency evacuation.

Additionally, the proposed project would provide an alternative mode of transit in the case that roads, other transit, bridges, and/or tunnels are disabled during a natural or man-made event. As such, the proposed ferry terminal would provide an alternative form of transit allowing people to travel between the Redwood City region and Oakland and/or San Francisco during an emergency and providing an additional evacuation route.

Given compliance with code requirements, improvements to Seaport Boulevard, and the addition of an additional evacuation route, construction and operation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and the impact is considered less than significant. However, impacts relative to

[45] Redwood City. 2010. Redwood City General Plan. Available: https://www.redwoodcity.org/departments/community-development-department/planning-housing/planning-services/general-plan-precise-plans/general-plan.

[46] Redwood City. 2023. Redwood City Focused General Plan Update Final EIR. State Clearinghouse Number 2022100449.

emergency access associated with roadway and site access modifications during operation and construction will be further addressed in the transportation analysis in the EIR (see Item XVII.d. below).

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

***No Impact*.** Public Resources Code Sections 4201–4204 direct the California Department of Forestry and Fire Protection (CalFire) to map fire hazards based on relevant factors such as fuels, terrain, and weather. CalFire, through its Fire and Resources Assessment Program (FRAP), has mapped areas of significant fire hazards throughout the state. As such, CalFire establishes local and state responsibility areas for wildfire protection and identifies areas within fire hazard severity zones (FHSZ)—classified as moderate, high, and very high fire hazard severity zones (VHFHSZ).

The project area is not in or near a state responsibility area or lands classified as VHFHSZ. Furthermore, San Mateo County maps the broad scope of potential fire hazards within county limits and defines areas in selected wildfire hazard areas. The project area is not located within a County-designated wildfire severity zone. The project area and surrounding area are flat and not located near steep slopes that could exacerbate wildfire risk or contribute to post-fire hazards, such as erosion and slope instability. There is no vegetation on-site and the limited vegetation surrounding the project site could not contribute to the spread of wildfire. According to the U.S. Census Urban Area Maps, the project area is designated as an urbanized area[47] and is not within the wildland-urban interface, areas where structures meet or intermingle with wildland vegetation and therefore experience wildfires more often.[48] In summary, the project area is not located in or near state responsibility areas or lands classified as VHFHSZ; therefore, the proposed project would have no impacts related to exposing people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. No further evaluation in the EIR is required.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☒	☐	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the	☒	☐	☐	☐

[47] United States Census Bureau. 2021. 2010 Census Urban Area Reference Maps. Map ua78904_san_francisco—oakland_ca/ section 7. Available: https://www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html. Accessed November 2, 2023.

[48] U.S. Fire Administration. 2022. What is the WUI? webpage. Available: https://www.usfa.fema.gov/wui/what-is-the-wui.html. Accessed December 1, 2023.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site.	☒	☐	☐	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.	☒	☐	☐	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	☒	☐	☐	☐
iv. Impede or redirect flood flows?	☒	☐	☐	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☒	☐	☐	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☒	☐	☐	☐

Would the project:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

***Potentially Significant Impact*.** The project area is located along Redwood Creek to the west and Westpoint Slough to the north. These surface waters drain into the San Francisco Bay. The applicable water quality standards for San Francisco Bay where the proposed project is situated are set forth in the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan), which is administered by the San Francisco Bay Regional Water Quality Control Board (RWQCB).[49]

The proposed project would include construction in water and near surface waters. Major waterside construction activities would include dredging, marine pile installation, marine float installation, fixed pier construction, and marine utility and outfitting. Construction of the waterside improvements may result in erosion and temporary water quality impacts such as turbidity and re-suspension of sediments in the adjacent waters. Any activity involving the use of construction products and heavy equipment could also result in the incidental release of construction materials (e.g., sawdust, metal fragments, concrete), or the accidental spill of construction materials (e.g., paints and solvents) or substances commonly used in construction equipment (e.g., fuels, oil, grease). In addition, landside construction could result in erosion, sedimentation, and other potential sources of surface water pollutants if not properly controlled and managed. Compliance with federal, state, and regional regulations and permits governing discharge of pollutants and wastes would reduce construction impacts on water quality. However, due to the extent of the construction activities and the need for in-water work, water quality impacts associated with

[49] San Francisco Bay Regional Water Quality Control Board. 2023. Water Quality Control Plan for the San Francisco Bay Basin. Available: https://www.waterboards.ca.gov/sanfranciscobay/basin_planning.html.

construction of the proposed project are considered potentially significant and will be evaluated further in the EIR.

A stormwater ditch with a tide gate is currently located along the eastern edge of the project site. A portion of the 9-acre project site and CEMEX marine terminal property drain into the ditch. Per the lease agreement, CEMEX is in the process of filling the ditch and installing a drainage pipe to convey stormwater to the outlet in Westpoint Slough. Project operations, including construction of a new on-site system that would connect to the drainage pipe or a new outlet, would comply with the San Francisco Bay RWQCB NPDES MS4 Permit (Order No. R2-2022-0018, NPDES Permit No. CAS612008)[50] and the Redwood City Stormwater Management and Discharge Control Program (Ordinance No. 2090, Section 1, 6-12-95), which intends to protect and enhance water quality consistent with the NPDES program. The objectives of NPDES MS4 permits are to effectively prohibit non-stormwater discharges through municipal storm sewers to surface waters, to reduce the discharge of pollutants in stormwater to the maximum extent practicable, and to implement other pollutant controls as necessary to achieve water quality standards. The MS4 permit requires low-impact development measures that include filtering stormwater through vegetated areas (e.g., bioswales) to promote infiltration and reduce stormwater runoff from the project site.

The proposed project includes the construction and operation of permanent structures and hardscaping, such as the hotel, parking lot, and new sidewalk and Class I bicycle trail, that would increase the amount of impervious surface on the project site. This could increase the rate or amount of stormwater runoff from the project site, increasing the potential for stormwater runoff to transfer pollutants, such as oil and grease from the roadway and parking areas, into nearby surface waters. Additionally, the operation of ferries in-water would carry the risk of accidental release of fuels that could contaminate surface waters. Therefore, despite compliance with the NPDES MS4 permit and implementation of low impact development measures, further evaluation is required to determine if operation of the proposed project could impact water quality. Construction and operational impacts are considered potentially significant and will be evaluated further in the EIR.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

***Less than Significant Impact*.** The project area is near the eastern edge of the San Mateo Plain Subbasin (DWR Basin number 2-009.03) of the Santa Clara Valley Basin.[51] This basin is considered very low priority under the Sustainable Groundwater Management Act (SGMA) according to the California Department of Water Resources, and is therefore not required to have a Groundwater Sustainability Plan.[52] The basin has shallow groundwater levels and it is not heavily used as a source for potable water.[53] Additionally,

[50] San Francisco Bay Regional Water Quality Control Board. 2022. Municipal Regional Stormwater NPDES Permit (Order No. R2-2022-0018, NPDES Permit No. CAS612008). Available: https://www.waterboards.ca.gov/sanfranciscobay/board_decisions/adopted_orders/2022/R2-2022-0018.pdf.

[51] California Department of Water Resources. 2023. Groundwater Basin Boundary Assessment Tool. Available: https://gis.water.ca.gov/app/bbat/. Accessed November 17, 2023.

[52] California Department of Water Resources. 2023. Groundwater Sustainability Plans webpage. Available: https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management/Groundwater-Sustainability-Plans. Accessed November 17, 2023.

[53] California Water Boards. 2021. San Mateo Plan Groundwater Subbasin (2-009.03). Available: https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/groundwater/BasinLinks/San_Mateo_Plain_Basin.pdf.

according to the 2018 San Mateo Plan Groundwater Basin Assessment, the basin is in a relatively full and stable condition.[54]

The proposed project would increase impervious areas from the construction of new development and hardscape. The increase in impervious surfaces is not expected to result in a substantial change in groundwater recharge and would not impede sustainable groundwater management of the basin. While the impact is expected to be less than significant, it will be evaluated further in the EIR.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site.

***Potentially Significant Impact*.** Construction of the proposed project would result in alterations to the surface water runoff, including through the addition of impervious surfaces and construction of an on-site stormwater system that drains towards the existing stormwater ditch or another outfall, in compliance with the NPDES MS4 permit and Redwood City Stormwater Management and Discharge Control Program. During construction there is the potential for erosion or siltation to occur, particularly during dredging and in-water construction and also during site clearing and grading activities on the landside. Construction would comply with the requirements in the NPDES Construction General Permit and SWPPP, which would minimize the amount of runoff from the project site and potential for substantial erosion or siltation to occur. A site grading and drainage plan, subject to review and approval by the City of Redwood City Engineer, would further minimize the potential for on- and off-site erosion or siltation to occur.

The proposed project includes new structures and hardscaping. This would reduce the potential for erosion of on-site soils. Additionally, although an increase in impervious surface could result in increased stormwater runoff, a new on-site stormwater system would be constructed to handle increased flows; thus, no substantial increase in erosion or siltation is expected. However, this will be further evaluated in the EIR.

The potential for the existing drainage pattern of the site to be altered in a manner that would result in substantial erosion or siltation to occur on-site or off-site during construction and operation of the proposed project is considered potentially significant and will be further evaluated in the EIR.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

***Potentially Significant Impact*.** The proposed project includes new permanent structures and hardscaping, such as the hotel, parking lot, and Class I bicycle trail and sidewalk which would increase the amount of impervious surface area on the project site. The proposed project would include a new stormwater system designed to accommodate the projected runoff that complies with the NPDES MS4 permit as well as Redwood City Stormwater Management and Discharge Control Program. Therefore, it is anticipated that adequate storm drain capacity would be provided and surface runoff would not result in flooding on or off-site. However, because the amount of impervious surface on the project site would

[54] San Mateo County. 2018. San Mateo Plan Groundwater Basin Assessment. Available: https://www.smcsustainability.org/wp-content/uploads/filebase/energy-water/groundwater/SMP-Groundwater-Basin-Assessment_July-2018.pdf.

increase, which could change the rate or amount of stormwater runoff from the project site, the potential for flooding associated with a change in drainage patterns on the project site will be further evaluated in the EIR.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

***Potentially Significant Impact*.** As described under Item X.a. above, a stormwater ditch with a tide gate is located along the eastern edge of the project site. The proposed project would include a new stormwater system that drains into the new stormwater pipe or another outfall and is designed to accommodate the projected runoff associated with the proposed project. The modifications to the on-site storm drain system would comply with drainage and runoff guidelines pursuant to the NPDES MS4 permit and Redwood City Stormwater Management and Discharge Control Program. Therefore, it is anticipated that adequate storm drain capacity would be provided and impacts would be less than significant. However, as described above, there would be changes in the configuration and extent of landside impermeable surfaces that could change stormwater peak flows and volumes. Changes in the drainage pattern of the project site are considered potentially significant and will be analyzed further in the EIR.

iv. Impede or redirect flood flows.

***Potentially Significant Impact*.** According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map 06081C0189F (dated April 5, 2019),[55] the eastern portion of the project site and other portions of the project area are in Zone AE, a Special Flood Hazard Area, that is subject to inundation by the 1-percent-annual-chance flood event. The western portion of the project site is in Zone X, an area of minimal flood hazard. The proposed project includes new development within flood zones and thus could involve construction of structures that may impede or redirect flood flows. Impacts are considered potentially significant and will be evaluated in the EIR.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

***Potentially Significant Impact*.** A seiche is a standing wave generated during earthquakes within enclosed bodies of water such as reservoirs and lakes. According to the 2022 Redwood City General Plan EIR, the project site could experience seiche or seiche-related effects during seismic activity due to its proximity to the San Francisco Bay.[56] However, the project site is buffered by Bair Island and other islands, thus lowering the probability of seiche-induced impacts. In addition, seiches historically have not resulted in substantial flooding or damage in the San Francisco Bay Area. Therefore, the risk of release of pollutants due to project inundation from a seiche would be less than significant and will not be further evaluated in the EIR.

As identified in Item X.c.iv. above, the eastern portion of the project site and other portions of the project area are located in a FEMA-designated floodplain (Zone AE).[57] The project site is also in a tsunami hazard area according to the California Department of Conservation.[58] Tsunami-induced flooding at the project

[55] FEMA National Flood Insurance Program. April 2019. Flood Insurance Rate Map 06081CO189F.
[56] Redwood City. 2023. Redwood City Focused General Plan Update Final EIR. State Clearinghouse Number 2022100449.
[57] FEMA National Flood Insurance Program. April 2019. Flood Insurance Rate Map 06081CO189F.
[58] California Department of Conservation. 2023 California Tsunami Maps. Available: https://www.conservation.ca.gov/cgs/tsunami/maps. Accessed December 11, 2023.

site could damage the ferry terminal or a moored vessel, or other site improvements, and thereby pose a risk of release of pollutants due to project inundation.

Models suggest that sea levels along the California coast could rise substantially over the next century as a result of climate change. Risks associated with rising sea levels include inundation of low lying areas along the coast, exposure of new areas to flood risk, an increase in the intensity and risk in areas already susceptible to flooding, and an increase in shoreline erosion in erosion prone areas.

Therefore, potential impacts associated with the risk of release of pollutants due to project inundation from flooding, tsunamis, and sea level rise are considered potentially significant and will be evaluated in the EIR.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Potentially Significant Impact. As identified in Item X.a., the San Francisco Bay RWQCB Basin Plan sets forth the regulatory water quality standards for surface waters and groundwater within the region. The water quality standards address both the designated beneficial uses for water bodies and the water quality objectives to meet them. Project construction would comply with all applicable water quality permits and requirements, including the Clean Water Act Section 404 Permit, State Construction General Permit, and preparation of a SWPPP. Compliance with these permits would reduce construction impacts on water quality. However, due to the extent of the construction activities and the need for in-water work, water quality impacts from construction are considered potentially significant and could conflict with the Basin Plan. This impact will be evaluated further in the EIR.

As identified under Item X.a., operation of the proposed project would comply with the NPDES MS4 Permit, which would require the implementation of measures to reduce pollutants in stormwater runoff from the project site. However, given alterations to the site drainage patterns as discussed under Item X.c., including an increase in the amount of impervious surface on the project site, stormwater runoff from the project site would change, which could affect the potential for stormwater runoff to transfer pollutants into nearby surface waters. Additionally, the operation of ferries in-water would carry the risk of accidental release of fuels that could contaminate surface waters. Therefore, water quality impacts from project operation are considered potentially significant and could conflict with the Basin Plan. This impact will be evaluated further in the EIR.

As identified in Item X.b., the project area is underlain by the San Mateo Plain Subbasin of the Santa Clara Valley Basin.[59] This basin is considered very low priority under the SGMA according to the California Department of Water Resources, and is therefore not required to have a Groundwater Sustainability Plan.[60] As such, project construction and operations would not conflict with or obstruct a sustainable groundwater management plan and no further evaluation in the EIR is required.

[59] California Department of Water Resources. 2023. Groundwater Basin Boundary Assessment Tool. Available: https://gis.water.ca.gov/app/bbat/. Accessed November 17, 2023.

[60] California Department of Water Resources. 2023. Groundwater Sustainability Plans website. Available: https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management/Groundwater-Sustainability-Plans. Accessed November 17, 2023.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

Would the project:

a. Physically divide an established community?

***No Impact*.** The proposed project involves constructing a ferry terminal, access improvements, and visitor-serving uses on a site that is primarily undeveloped and being vacated by the current leaseholder. The project site is located at the confluence of Redwood Creek and Westpoint Slough and is not within or surrounded by an established community. Implementation of the ferry terminal and the visitor-serving uses would occur within the existing project site boundaries. Site access improvements would occur along the existing Seaport Boulevard, which separates the Pacific Shores Center and Port uses. Access improvements would occur along this existing roadway and no new roadways would be constructed. Construction activities on Seaport Boulevard are likely to result in temporary lane closures. These closures would be subject to a traffic control plan and would not be allowed to obstruct access to the adjacent properties. The relocated railroad would be with a portion of the existing Frontage Road that would be abandoned and would connect to the existing railroad with a switch; it would not divide an established community. During operations, the proposed roadway and multimodal connectivity improvements, as well as the Bay Trail extension into the project site, would improve the connectivity to the project site, waterfront park, and the Pacific Shores Center and would not physically divide an established community. Furthermore, ferry services provided by the proposed project would increase connectivity across the region. For these reasons, there would be no impacts from project construction or operations on established communities, and no further evaluation in the EIR is required.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

***Potentially Significant Impact*.** The General Plan land use map designates the project site as Marina and the zoning district is General Industrial (GI). The Marina land use allows for private and public marinas, ferry terminals, and other uses complimentary to those maritime activities. Restaurants, retail shops, and other visitor-serving uses supportive of boating and ferry transportation may also be established. Permitted uses in the General Industrial zoning district include railroad yards, freight stations, trucking or motor terminals, boat service establishments, and parking lots or garages; accessory uses include offices; and conditional uses include public or quasi-public uses.

The project site is identified on the General Plan land use map as proposed ferry terminal. Further, General Plan Policy BE-21-3 identifies that a plan should be prepared that accommodates a passenger ferry

terminal at the Port. Therefore, while certain uses such as the proposed ferry terminal would be allowed under the existing land use designation, the visitor-serving uses, including a hotel, associated retail and restaurant uses, and limited office would be inconsistent. The proposed project includes a proposed zone change from GI to GC (General Commercial). With approval of the zone change, the conflict with the zoning code would be removed. Further review would be required to determine if the proposed project with a proposed zone change would result in a conflict with any other land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The impact is considered potentially significant and will be further evaluated in the EIR. The proposed access improvements, extension of the Bay Trail, and the relocation of the railroad tracks and maintenance building would not establish any new uses and would not conflict with any land use plan, policy, or regulation adopted for avoiding or mitigating an environmental effect;, however this will be further evaluated in the EIR.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact (Items a-b). According to the 2022 Redwood City General Plan Draft EIR, Redwood City is not in an area known to contain significant mineral resources, nor is it recognized by the General Plan as possessing important mineral resources.[61,62]

According to the 2022 Redwood City General Plan Draft EIR, there are no active or idle oil and gas wells within the project area.

The project site is being vacated by the current leaseholder who was using the site for stockpiling of materials for recycling and sale of concrete base rock. No mineral extraction occurs at the project site or elsewhere within the project area.

[61] Redwood City. 2023. Redwood City Focused General Plan Update Final EIR. State Clearinghouse Number 2022100449.
[62] Redwood City. 2010. Redwood City General Plan. Available: https://www.redwoodcity.org/departments/community-development-department/planning-housing/planning-services/general-plan-precise-plans/general-plan.

Because mineral, gas, and oil resources are absent from Redwood City, the proposed project would not result in the loss of a known mineral resource of value to the region or state, nor would it result in the loss of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, no impacts to mineral resources would occur with the implementation of the proposed project and no further evaluation in the EIR is required.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project are to excessive noise levels?	☐	☐	☒	☐

Would the project result in:

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

***Potentially Significant Impact*.** Construction of the proposed project would generate noise from construction equipment and vehicles. Upon the completion of construction, the predominant source of noise in the project vicinity would be generated from ferry operations, traffic associated with vehicle trips to and from the project site, and on-site activity within the project site. This may increase noise levels; therefore, a noise analysis will be prepared to determine if the proposed project would result in significant impacts associated with construction and/or operational noise. Noise impacts are considered potentially significant and will be evaluated in the EIR.

b. Generation of excessive groundborne vibration or groundborne noise levels?

***Potentially Significant Impact*.** Construction of the proposed project could generate vibration from heavy equipment and activities such as pile driving and soil compacting. A vibration analysis will be prepared to determine if the level of groundborne vibration and or groundborne noise generated during construction would be excessive. This is considered a potentially significant impact and will be further evaluated in the EIR.

Operation of the proposed project would not perceptibly increase groundborne vibration or groundborne noise due to the nature of the proposed project (i.e., there are no notable sources of vibration associated with the proposed ferry terminal, ferry operations, access improvements, or visitor-serving amenities). Therefore, groundborne vibration and or groundborne noise levels generated during project operation would be less than significant and no further evaluation in the EIR is required.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

***Less than Significant Impact*.** The San Carlos Airport is approximately three miles from the project area in San Carlos, California. The airport is classified as a Local Reliever Airport that serves general aviation flights and provides improved general aviation access to the community. As discussed in Item IX.e. above, the project site is located within the AIA as identified in the ALUCP for the environs of the San Carlos Airport.[63] The AIA is broken down into Area A, which requires real estate disclosure of the presence of the airport; and Area B, which requires new plans and projects to demonstrate consistency with the goals and policies of the ALUCP. Area A includes the project area, except for the shipping lanes in San Francisco Bay, and a large portion of San Mateo County; Area A is outside of the airport noise contours. Given that the project area is approximately three miles from the airport and outside of the airport noise contours, the construction and operation of the proposed project would not expose people residing or working in the project area to excessive noise levels from airport operations. The proposed project would have a less than significant impact related to excessive noise associated with airstrips or airports. While the impact is expected to be less than significant, it will be evaluated further in the EIR.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

[63] City/County Association of Governments of San Mateo County. October 2015. Final Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. Prepared by ESA. Available: https://ccag.ca.gov/wp-content/uploads/2015/11/SQL_FinalALUCP_Oct15_read.pdf.

Would the project:

a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

***No Impact*.** The proposed project would not establish new residential uses or sufficient new employment opportunities that would result in the relocation of substantial numbers of people from outside of the region. While the proposed project would include roadway access improvements, public transit access improvements, and the establishment of utilities at the project site, these improvements would not have a direct or indirect impact on unplanned population growth.

The proposed project would result in temporary construction jobs, but the project is in a well-established urban community that has a large population base and large workforce. The U.S. Census estimates the City population was 80,512 in 2022 and the San Mateo County population was 726,353. Given the relatively common nature of the construction anticipated, there would be a sufficient existing labor market in the City and the region as a whole to fill the jobs. If some of the construction workers do live outside of the local area, these workers would not be likely to relocate given the short-term duration of the jobs and a challenging housing market. Those workers would instead be expected to commute rather than relocate such as that substantial population growth would occur. Commuting occurs regularly in the region; the City's Housing Element identifies that in 2018, Redwood City had 40,418 workers living within the City borders and an estimated 69,400 jobs.[64] Plan Bay Area 2050 identifies that there were four million jobs within the Bay Area in 2015 with an expected increase of 1.4 million jobs in 2050. Of this increase, eight percent or 112,000 new jobs are projected for San Mateo County by 2050.[65] Therefore, employment growth is planned in the region and the proposed project would not result in substantial unplanned population growth.

Operation of the proposed project would result in new employment opportunities. However, operation of the ferry terminal is not anticipated to substantially increase the number of employees to support maintenance and/or operational functions of the ferry terminal and associated facilities because, as described above, there is a large existing labor pool in the region. The ferry terminal itself would not be staffed and any new employment opportunities associated with the terminal would likely be in the ferry industry across WETA's service area. This would include ferry operators, as well as on-board support for operation, passenger assistance, ticketing, and maintenance. It is anticipated that 8 crews of four people would be needed for ferry operations. Existing ferry operators are not large employers in the context of overall employment in the region and employees may not necessarily live in Redwood City. However, these new employees may include people currently residing in the region. Additionally, any job opportunities that are created as a result of the proposed project are anticipated to occur incrementally as the full buildout service is expected to be phased in over time. As such, the proposed project would not result in a substantial number of new employees in Redwood City, and, therefore, would not result in unplanned population growth.

[64] Redwood City. February 13, 2023. 2023 – 2031 Housing Element. Available: https://www.redwoodcity.org/home/showpublisheddocument/26396/638137962943070000.

[65] Association of Bay Area Governments. October 21, 2021. Plan Bay Area 2050. Available: Plan_Bay_Area_2050_October_2021.pdf (planbayarea.org).

The operation of recreation and visitor-serving uses would also result in up to approximately 400 new employment opportunities associated with the hotel and related facilities, restaurant, and the limited office uses. Given the proposed project's location within a well-established urban community with a large population base, existing housing stock, and established infrastructure, new employment demand would likely be met within the existing and future labor market in the City and the region. As described above, the projected job growth in San Mateo County is 112,000 new jobs by 2050. The proposed project would be consistent with this planned growth in employment and would not induce substantial new unplanned population growth.

Implementation of the proposed project would require new infrastructure to improve site access and establish utilities at the project site. The new access and infrastructure would only serve the project area and would not encourage or facilitate substantial population growth in the vicinity. The establishment of a new water transit service would expand commuting options in the Bay Area, and as such, could result in a small number of commuters choosing to relocate because of new transit options. However, given the large population base within the Bay Area, any population changes as a result of new employment opportunities and/or expanded public transit options from the proposed project would be insignificant compared to the number of people projected to move to the City, County, and the region in general.

As such, the proposed project would not induce substantial population growth in an area, either directly or indirectly, resulting in no impact. No further evaluation in the EIR is required.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

***No Impact*.** No existing housing is located at, or in the vicinity of, the project area. Therefore, no displacement of existing people or housing would occur and no construction of replacement housing would be required. There would be no impact and no further evaluation in the EIR is required.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES.				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iv. Parks?	☒	☐	☐	☐
v. Other public facilities?	☐	☐	☐	☒

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?

***Less Than Significant Impact*.** The Redwood City Fire Department (Fire Department) provides fire protection and emergency response services to the City and the nearby City of San Carlos. The project site is in Fire District #9,[66] which is serviced by Fire Station #9 (755 Marshall Street) located 2.7 miles southwest of the project site. Fire Station #9 is the department headquarters and is equipped with several engines, trucks, and a fire boat. Station #9 also houses the Alternate Emergency Operations Center for Redwood City and the Alternate Fire Dispatch Center for San Mateo County Communications.

The proposed project would be designed to meet current fire safety codes, including access requirements and fire suppression and emergency response systems. In addition, the Redwood City Fire Department would check and review site design plans for compliance with appropriate safety codes prior to construction.

The Fire Department has a daily staffing requirement of a minimum of 20 on-duty staff per day, which facilitates reaching a goal of responding to calls for service within five minutes at least 85 percent of the time.[67] The proposed project is not expected to increase fire response times because it is located within the existing service area of the Fire Department and it would include site access improvements, including a widening of Seaport Boulevard. The proposed ferry terminal and visitor-serving uses would require additional fire protection; however, this increase in demand for personnel, equipment, facilities, or firefighting capabilities is expected to be minimal, as the project area is already served by the Fire Department, and the existing land station and fireboat serving the project site are located in the vicinity. Thus, the proposed project is not expected to require new or physically altered fire protection facilities or the need for new or physically altered fire protection facilities that could cause significant environmental impacts. Therefore, impacts are expected to be less than significant. However, because roadway modification would be implemented and new uses would be established at the project site, the potential for a significant impact to occur relative to fire services will be evaluated in the EIR.

[66] Redwood City. 2023. Redwood City Community GIS tool Fire District Layer. Available: http://webgis.redwoodcity.org/community/. Accessed November 6, 2023.

[67] Redwood City. 2023. Redwood City Focused General Plan Update Final EIR. State Clearinghouse Number 2022100449.

ii. Police protection?

***Less Than Significant Impact*.** The Redwood City Police Department headquarters is approximately two miles southwest of the project site at 1301 Maple Street in Redwood City. The Department polices a 19 square-mile area that includes the project site. The Redwood City Police Department Patrol Unit has a Marine Unit that is responsible for investigating crimes and conducting marine rescues occurring on areas of the San Francisco Bay south of the San Mateo Bridge. The Unit also tows abandoned boats and assists the U.S. Coast Guard and other agencies as needed.

The General Plan identifies that local response times standard of responding to emergency calls and arriving on scene within five minutes are currently being exceeded.[68]

The proposed ferry terminal and visitor-serving uses would require additional police protection, although this increase in demand is expected to be minimal as the project site is already served by the Police Department. Thus, the proposed project is not expected to require new or physically altered police protection facilities or the need for new or physically altered police protection facilities that could cause significant environmental impacts. Therefore, it is expected that the proposed project would have less than significant impacts. However, because roadway modification would be implemented and new uses would be established at the project site, the potential for a significant impact to occur relative to police protection will be evaluated in the EIR.

iii. Schools?

***No Impact*.** The demand for new schools is generally associated with increases in the school-aged population or decreases in the accessibility and availability of existing schools. The proposed project consists of a new ferry terminal, access improvements, and visitor-serving uses, and would not include residential uses that could increase school-age population or modify school facilities in the area. The proposed project could result in a small increase in the number of employees in the region, but there is a large existing labor pool in the local area and region as a whole and no substantial change in population is expected to occur. Thus, no increased demand on schools is anticipated. Therefore, the proposed project would have no impact with respect to new or altered school facilities that could cause significant environmental impacts and no further evaluation in the EIR is required.

iv. Parks?

***Potentially Significant Impact*.** Generally, an increase in demand for parks is associated with population growth within a given area. Because the proposed project would not result in notable population growth within the City, it is unlikely that it would increase the citywide demand for parks and open space. However, as discussed further under Items XVI.a. and b. below, the proposed project would result in access and connectivity improvements, including expansion of the Bay Trail. The expansion of the Bay Trail could result in an increase in park users. This potential increase is expected to be small and not result in an increased demand for parks. However, the construction of the proposed project, including the trail expansion, would result in potentially significant impacts and therefore, the potential impacts of construction and operation of the proposed project relative to parks will be further evaluated in the EIR.

[68] Redwood City. 2023. Redwood City Focused General Plan Update Final EIR. State Clearinghouse Number 2022100449.

v. Other public facilities?

***No Impact*.** The proposed project would not increase population growth; thus, it would not require expansion of any public services such as libraries or hospitals. Therefore, no increased demand on other public facilities is anticipated. Therefore, the proposed project would have no impact with respect to new or altered other public facilities that could cause significant environmental impacts and no further evaluation in the EIR is required.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☒	☐	☐	☐

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

***Potentially Significant Impact*.** The project area is located in the vicinity of many parks and recreational resources, and includes a portion of the waterfront park and Bay Trail immediately to the southeast of the project site. Bair and Greco Islands are also located to the northwest and northeast of the project area, respectively. These islands are part of the Don Edwards San Francisco Bay National Wildlife Refuge, which allows for waterfowl hunting.[69] Additionally, the Bair Island Trail provides public hiking access to the southern-most portion of the island, approximately 1.5 miles away from the project site.[70] In addition, kayakers, rowers, and boaters use the adjacent Redwood Creek and Westpoint Slough for recreational uses.

The proposed project would include a ferry terminal that would provide service between Redwood City and San Francisco and Oakland and would also establish access improvements and visitor-serving uses. The ferry service would begin as a commute-period only service that is likely to shuttle commuters, rather than recreationalists. Commuters coming from San Francisco and/or Oakland to work in the commercial campuses are likely existing employees who may already use neighboring parks, trails, and other recreational opportunities during their lunch hours and/or before or after work. Increased ferry service

[69] USFWS. Don Edwards San Francisco Bay National Wildlife Refuge – Waterfowl Hunting Program webpage. Available: https://www.fws.gov/refuge/don-edwards-san-francisco-bay/visit-us/activities/hunting. Accessed December 1, 2023.

[70] USFWS. Don Edwards San Francisco Bay National Wildlife Refuge – Trails webpage. Available: https://www.fws.gov/refuge/don-edwards-san-francisco-bay/visit-us/trails. Accessed December 1, 2023.

would be phased in over time and may include midday and weekend service. This could increase the number of visitors to Redwood City that take advantage of recreational resources, including those near the project site (the Bay Trail, waterfront park, and waterways), and within the greater region.

The proposed project would also improve connectivity to the waterfront at and near the project area by establishing improved multimodal connectivity to the new ferry terminal and the waterfront park, and by expanding the Bay Trail and providing new visitor-serving uses, including a hotel. This could increase the number of visitors coming to the area to use the recreational resources. Additionally, the proposed hotel use could increase the length of time that visitors are in the area. Nonetheless, given the large number of existing parks in the area and the amenities currently provided, it is unlikely that implementation of the proposed project would result in a substantial physical deterioration of local parks, trails, and other recreational facilities.

The proposed project is not expected to result in substantial physical deterioration as result of increased use of recreational facilities. However, given the prominence of existing recreational resources in the project area and the proposed access and connectivity improvements, this topic will be further evaluated in the EIR. The EIR will also evaluate if the transiting of ferries to and from the ferry terminal would result in the physical deterioration of adjacent recreational uses, including Bair and Greco Islands and the local waterways.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?

***Potentially Significant Impact*.** The proposed project would improve bicycle and pedestrian connectivity to the project site. This includes a new Class I bicycle trail and sidewalk on the western portion of the Seaport Boulevard loop. Bicyclists and pedestrians would benefit from improved connectivity to the ferry terminal, the waterfront park, and the Bay Trail. The proposed project also includes the expansion of the Bay Trail from the existing trail terminus in the waterfront park to the ferry terminal. Construction and operation of those recreational facilities are evaluated in this IS as part of the overall proposed project. As identified herein, construction and operation of the proposed project, including the proposed recreational facilities, may have an adverse impact on the environment and will be further evaluated in the EIR.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☒	☐	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☒	☐	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in inadequate emergency access?	☒	☐	☐	☐

Would the project:

a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

***Potentially Significant Impact*.** The proposed project would include construction of a new ferry terminal, new visitor-serving uses, and recreational improvements. There would also be ground access improvements, including widening of Seaport Boulevard loop to accommodate a new bicycle trail and sidewalk. The ground access improvements are expected to improve area circulation and provide multimodal options and are thereby not expected to conflict with a program, ordinance, or policy addressing the circulation system. Further, the new ferry service would provide a new mode of transportation in the region which is expected to reduce VMT while offering a new transit option connecting Redwood City to Oakland and/or San Francisco. While bicycle access to the ferry terminal and secure parking for bicycle/micromobility devices (such as scooters) would be constructed and transit options such as bus and shuttle service to the project site are expected to be established, vehicle trips to the project site would increase from ferry passengers who park vehicles on-site and visitors and employees associated with the visitor-serving uses and limited office.

RWCmoves (2018) is Redwood City's Transportation Plan. Within the plan, "Signature Projects" are identified as proposed projects that would initiate major changes to infrastructure, such as railroad grade separations, redesigned interchanges, or new transit services and stations. Signature projects represent some of the larger and more complex concepts identified during development of the Plan. Commuter Ferry Service is listed as Redwood City Signature Project #62 and is one of ten that made RWCmoves final list of proposed Signature Projects.[71] The proposed project is also in sync with Redwood City's pedestrian and bicycle plan, RWC Walk Bike Thrive (2022), as it would expand the Class I shared-use bicycle and pedestrian Bay Trail.[72,73] The 2010 Redwood City General Plan makes frequent reference to development of a commuter ferry service.[74] Ferry service is listed as one of many integral modes in the San Mateo Countywide Transportation Plan (2017).[75] The 2021 San Mateo County Comprehensive Bicycle and Pedestrian Plan lists ferry service, in conjunction with bicycle and pedestrian connections, as instrumental

[71] Redwood City. July 2018. RWCmoves. Available: https://rwcmoves.com/final-plan.
[72] Redwood City. June 2022. RWC Walk Bike Thrive. Available: https://www.redwoodcity.org/home/showpublisheddocument/25615/638016840641870000.
[73] Redwood City. 2023. RWC Walk Bike Thrive Plan Explore interactive map. Available: https://experience.arcgis.com/experience/85e4e2668ff147378b141da82cae7039. Accessed November 9, 2023.
[74] Redwood City. 2010. Redwood City General Plan. Available: https://www.redwoodcity.org/departments/community-development-department/planning-housing/planning-services/general-plan-precise-plans/general-plan.
[75] City/County Association of Governments of San Mateo County. 2017. San Mateo Countywide Transportation Plan 2040. Available: https://ccag.ca.gov/wp-content/uploads/2014/05/SMCTP-2040-FINAL_.pdf.

in reducing trips by private vehicles.[76] In addition, WETA's 2016 Strategic Plan envisions ferry service as a part of the future critical emergency response.[77]

A traffic analysis will be prepared for the proposed project to assess changes in VMT and travel patterns associated with the proposed project and to determine if impacts are potentially significant. As part of this analysis, further analysis will be conducted to determine if the proposed project could conflict with a program, plan, ordinance, or policy addressing the circulation system. This impact is considered potentially significant and will be further evaluated in the EIR.

b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subsection (b)?

***Potentially Significant Impact*.** Section 15064.3 of the CEQA Guidelines provides criteria for analyzing transportation impacts that apply to land use projects and transportation projects, with the main focus of the impacts analysis being on VMT.

The proposed project is located within Redwood City and is subject to the Redwood City Transportation Analysis Manual (TAM). The TAM is Appendix F in RWCMoves and provides the technical approach for evaluating projects and their effects on the City's transportation system and services. The TAM provides the required methodology and thresholds with which to evaluate VMT impacts consistent with the latest CEQA Guidelines.[78]

As identified above, the proposed project would generate new vehicle trips to the area during operation as it would be adding ferry service and visitor-serving uses and limited office; however, the establishment of new ferry service may also reduce vehicle trips and VMT in the project area and within the greater region. A traffic analysis will be prepared for the proposed project consistent with the TAM to assess changes in VMT associated with the proposed project. This impact is considered potentially significant and will be further evaluated in the EIR.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. The proposed project includes roadway and access improvements, including widening of the western portion of the Seaport Boulevard loop to provide a Class I bicycle trail and sidewalk. Additionally, the southwestern driveway to the public park east of the project site off Seaport Boulevard would be reconfigured to provide a connecting roadway between Seaport Boulevard and the project site. A portion of the public parking lot would also have to be reconfigured to accommodate this connection, resulting in the elimination of one of two entrances to the parking lot and removal of five parking stalls. The portion of the existing railroad east of the project site would be abandoned and relocated so entrance to the project site would not have a railroad crossing. A new switch and new track would be constructed at the existing track east of the CEMEX marine terminal. No railroad

[76] City/County Association of Governments of San Mateo County. 2021. San Mateo County Comprehensive Bicycle and Pedestrian Plan. 2021. Available: https://ccag.ca.gov/wp-content/uploads/2021/06/San-Mateo-County-Comprehensive-Bicycle-and-Pedestrian-Plan-Update-Final-Plan.pdf.

[77] Water Emergency Transportation Authority. 2016. 2016 Strategic Plan. Available: https://weta.sanfranciscobayferry.com/sites/default/files/weta/strategicplan/WETAStrategicPlanFinal.pdf. Accessed November 9, 2023.

[78] Redwood City. July 21, 2020. RWCMoves Appendix F, Redwood City Transportation Analysis Manual. Available: https://www.redwoodcity.org/home/showpublisheddocument/22106/637311118467370000.

crossings of public streets would occur. Frontage Road would continue to connect to the CEMEX marine terminal south of the project site, but this road would not connect to the project site. While all roadway, site access improvements, and rail road modifications would occur in compliance with engineering and design safety standards, and no hazardous design features (e.g., sharp curves or dangerous intersections) or incompatible uses are proposed, further evaluation will be required in the EIR to determine if construction and operation of these improvements would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. This impact is considered potentially significant and will be further evaluated in the EIR.

d. Result in inadequate emergency access?

Potentially Significant Impact. As discussed under Item IX.f. above, emergency vehicle access to the project site would be from Seaport Boulevard. The proposed project would widen Seaport Boulevard to public street standards which would contribute to improved accessibility for emergency responders. However, during construction, temporary lane closures would be required. Any on-street construction activities or closures would conform to traffic work plan and access standards and construction contractor(s) would be required to notify emergency response providers prior to construction activities in the roadways so that appropriate alternative routes could be planned or established by the emergency response providers, if warranted. Therefore, construction of the proposed project is expected to have a less than significant impact on emergency response. However, this will be further evaluated in the EIR.

All roadway, project site access improvements, and new development would be required to comply with state and local fire and building codes which would ensure that emergency access would be available. Site access modifications would include abandonment of Frontage Road adjacent to the CEMEX marine terminal site and it would not connect with the project access road or project site. The improved access into the project site would ensure that adequate emergency access is available from Seaport Boulevard and would not be negatively affected by the loss of access from Frontage Road. The portion of the railway that extends east of the project site would be abandoned and an equivalent length of track relocated to the portion of Frontage Road to be abandoned. The relocated tracks would not cross any public roads or otherwise affect emergency access.

The roadway improvements would be designed to handle the increase of people using the ferry system, visitor-serving uses, and limited office. All project facilities would comply with applicable federal and state design standards. The project design plans would be reviewed by the City Building Division for compliance with accessibility requirements and the Fire Department would review project design plans to ensure compliance with requirements for adequacy of emergency vehicle access.

In addition, one of the goals of the proposed project is to provide an alternative form of transit for commuter travel that would be able to continue to operate in the event of a natural or human-made emergency event or catastrophe that disables roads, other transit, bridges, or tunnels. Given the Bay Area's susceptibility to earthquakes and proximity to water, the new ferry service would provide a viable transit option that would be expected to be able to continue operations after such an emergency event, unless severe unanticipated damage to the terminal facilities were to occur.

Because all roadway and site access modifications would comply with emergency access requirements and the proposed project would provide a new transit option in the event of an emergency event, impacts are expected to be less than significant. However, as part of the evaluation of transportation impacts, the

potential for construction and operation of the proposed project to result in inadequate emergency access will be further evaluated in the EIR.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES.				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☒	☐	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	☒	☐	☐	☐

Would the project:

a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

Potentially Significant Impact (Items a.i-a.ii). The project area is located in a developed area that was previously graded and disturbed. However, the potential for construction of the proposed project to cause a substantial adverse change in the significance of a tribal cultural resource—defined in PRC Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and

scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe—will be evaluated in the EIR. Specifically, the EIR will evaluate whether construction of the proposed project would result in a substantial adverse change in the significance of a tribal cultural resource that is: (1) listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in PRC Section 5020.1(k); or (2) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Subdivision (c) of PRC Section 5024.1, with consideration of the significance of the resource to a California Native American tribe. Thus, construction of the proposed project would have potentially significant impacts to tribal cultural resources and will be evaluated further in the EIR.

Operation of the proposed project would not require any ground disturbance other than periodic maintenance dredging to remove sediments that continually and gradually accumulate between dredging events. This would result in removal of recent sediment accumulation to maintain the ferry terminal's design depth, and, therefore, no impacts on tribal cultural resources from project operation are anticipated and will not be further evaluated in the EIR.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☒	☐	☐	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, or local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impacts (Items a-c). The current leaseholder is in the process of filling a stormwater ditch and installing a drainage pipe to convey stormwater from the project site to an outlet in Westpoint Slough. The project site does not have any other existing utility connections. New connections to the existing utility network would be required to serve landside and waterside elements, including electrical, communication, and water utilities. Electric utilities would be required to operate the adjustable boarding ramp lift system, lighting, and vessel lay berth shore power. Lighting would be provided on the access pier, gangway and float, passenger waiting area, and the parking lot. Potable water would be used for hose bibs on the float. Additionally, all new development on-site, including the hotel, restaurant, and limited office, would require new utility connections. General operations and a fire water system would be established, consistent with Redwood City Fire Department requirements. Communication utilities would be provided to operate the security system, public address system, Clipper card readers, and to connect to the hotel and limited office uses.

Construction of expanded utilities are evaluated in this IS as part of the overall project. As identified herein, construction and operation of the proposed project, including new utilities, may have an adverse impact on the environment and will be further evaluated in the EIR.

During construction, water would be used for various purposes, primarily for dust suppression, which is generally performed by water trucks, but it would also be used for mixing and pouring concrete, soil compaction, and other construction activities. Water usage during construction would be temporary and insubstantial and would not exceed the existing supply. Water used for dust suppression percolates into the ground after use or evaporates, requiring no wastewater treatment.

Operation of the proposed project would result in new water demand and wastewater generation associated with new development, including the hotel, restaurant, and limited office. The capacity of the local water supply and the capacity of local wastewater infrastructure to accommodate this new water demand and wastewater generation will be evaluated in the EIR. Thus, the proposed project would have potentially significant impacts relative to construction of new utilities at the project site and potentially significant impacts during operations relative to water supply and wastewater generation and will be further evaluated in the EIR.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Comply with federal, state, or local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact (Items d and e). The proposed project would generate a small amount of construction debris from site clearing, existing dock removal, dredged material, and new construction. This material would be recycled or reused to the degree feasible in compliance with Redwood City requirements set forth in Chapter 9, Article XI of the municipal code. Redwood City requires a minimum of 60 percent of total construction and demolition waste and 100 percent of inert solids (non-liquid solid waste including, but not limited to, soil and concrete, that does not contain hazardous waste or soluble pollutants) to be recycled or salvaged. Compliance with this requirement would reduce the amount of material requiring landfill disposal.

Operation of the proposed project would generate increased amounts of solid waste as compared to the existing development, as the proposed project would include new uses, such as ferry service, a hotel, limited office, and restroom (both portable and permanent) that would generate solid waste.

Approximately 90 percent of the solid waste collected in Redwood City is sent to Corinda Los Trancos (Ox Mountain) Sanitary Landfill. Corinda Los Trancos has an estimated capacity of 22,180,000 tons and an estimated closure date of January 2034. Solid waste generation from project construction and operation would not exceed permitted landfill capacity. Further, the proposed project would be required to comply with waste reduction and diversion requirements, which would reduce the amount of waste requiring disposal in a landfill. This includes compliance with AB 939, the California Solid Waste Management Act, which requires each city in the state to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting. Therefore, impacts related to solid waste are considered less than significant. However, these impacts will be evaluated further in the EIR.

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structure to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. Expose people or structure to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact (Items a-d). Public Resources Code Sections 4201–4204 direct CalFire to map fire hazards based on relevant factors such as fuels, terrain, and weather. CalFire, through its Fire and Resources Assessment Program (FRAP), has mapped areas of significant fire hazards throughout the state. As such, CalFire establishes local and state responsibility areas for wildfire protection and identifies areas within fire hazard severity zones (FHSZ)—classified as moderate, high, and very high fire hazard severity zones (VHFHSZ).

The project area is not included in the CalFire mapping tool since it is not in a State Responsibility Area (SRA), areas where CalFire is the primary emergency response agency responsible for fire suppression and prevention. According to the CalFire SRA viewer, the project area is in a Local Responsibility Area (LRA).[79] However, the San Mateo County Executive's Office Multijurisdictional Local Hazard Mitigation Plan Resources interactive Hazard Mapping Tool shows that the proposed project area is not within a FHSZ and, therefore, is not within a VHFHSZ.[80] Furthermore, San Mateo County maps the broad scope of potential fire hazards within county limits and defines areas in selected wildfire hazard areas. The project area is not located within a County-designated wildfire severity zone. The project area and surrounding area are flat and not located near steep slopes that could exacerbate wildfire risk or contribute to post-fire hazards, such as erosion and slope instability. Additionally, there is limited vegetation in the project area that could contribute to the spread of wildfire. According to the U.S. Census Urban Area Maps, the project area is designated as an urbanized area[81] and is not within the wildland-urban interface, areas where structures meet or intermingle with wildland vegetation and therefore experience wildfires more often.[82] In summary, the project area is not located in or near state responsibility areas or lands classified as VHFHSZ; therefore, the proposed project would have no impacts related to wildfire and no further evaluation in the EIR is required.

[79] California Board of Forestry and Fire Protection. 2023. State Responsibility Area (SRA) Viewer interactive map. Available: https://bof.fire.ca.gov/projects-and-programs/state-responsibility-area-viewer/. Accessed November 2, 2023.

[80] San Mateo County Executive's Office. 2023. Multijurisdictional Local Hazard Mitigation Plan Resources Hazard Mapping Tool. Available: https://www.smcgov.org/ceo/multijurisdictional-local-hazard-mitigation-plan-resources. Accessed November 2, 2023.

[81] United States Census Bureau. 2021. 2010 Census Urban Area Reference Maps. Map ua78904_san_francisco—oakland_ca/ section 7. Available: https://www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html. Accessed November 2, 2023.

[82] U.S. Fire Administration. 2022. What is the WUI? webpage. Available: https://www.usfa.fema.gov/wui/what-is-the-wui.html. Accessed December 1, 2023.

Emergency evacuation will be discussed further in the EIR as part of the transportation analysis.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

***Potentially Significant Impact*.** As described in this IS, the proposed project could result in significant impacts on the quality of the environment with regard to several resource areas including biological resources and cultural resources. These potential impacts will be evaluated in the EIR.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

***Potentially Significant Impact*.** Cumulative impacts are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."[83] In accordance with CEQA, the lead agency must consider whether a cumulative impact is

[83] 14 California Code of Regulations. Section 15355, Cumulative Impacts.

significant and, if so, whether the project's incremental contribution to that impact is cumulatively considerable.

The proposed project, in conjunction with other past, present, and reasonably foreseeable future projects, has the potential to result in significant cumulative impacts when the independent impacts of the proposed project and the impacts of cumulative projects combine to create impacts greater than those of the proposed project alone. A list of the cumulative projects or growth projections will be developed for the EIR. Environmental factors associated with the proposed project determined as having "No Impact" would, by definition, not contribute to a cumulatively considerable impact. Project-related environmental factors identified as being a "Less than Significant Impact" or "Potentially Significant Impact" will be further evaluated in the EIR, which will include analysis of cumulative impacts.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. The proposed project could result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly; therefore, environmental impacts from the proposed project will be evaluated in the EIR.

Section 5
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Section 6
Acronyms

ADA	Americans with Disabilities Act
AIA	Airport Influence Area
ALON	aluminum oxynitride
ALUCP	Airport Land Use Compatibility Plan
AQMP	Air Quality Management Plan
ATCM	Airborne Toxic Control Measure
BAAQMD	Bay Area Air Quality Management District
BCDC	San Francisco Bay Conservation and Development Commission
BMP	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalFire	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CBOMF	Central Bay Operations and Maintenance Facility
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDMG	California Division of Mines and Geology
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CNDDB	California Natural Diversity Database
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
EQ Zapp	California Earthquake Hazards Zone Application
EV	electric vehicle
FEMA	Federal Emergency Management Agency
FHSZ	fire hazard severity zones
FRAP	Fire and Resources Assessment Program

GHG	greenhouse gas
GIS	geographic information system
HCP	Habitat Conservation Plans
hp	horsepower
IS	Initial Study
LRA	Local Responsibility Area
LUST	leaking underground storage tank
MS4	Municipal Separate Storm Sewer System
NAAQS	National Ambient Air Quality Standards
NCCP	National Community Conservation Plan
NMFS	National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System
O3	ozone
OES	Office of Emergency Services
OSHA	Occupational Safety and Health Administration
PM	particulate matter
PM2.5	particulate matter less than 2.5 microns in diameter
PM-10	particulate matter less than 10 microns in diameter
PRC	California Public Resources Code
RWQCB	Regional Water Quality Control Board
SGMA	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SMCTA	San Mateo County Transportation Authority
SRA	State Responsibility Area
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAM	Transportation Analysis Manual
USACE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
WETA	Water Emergency Transportation Authority
ZEV	zero emission vessel

Section 7
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14 California Code of Regulations. Section 15355, Cumulative Impacts.

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A.3 – Mailing List

Name	Organization	Email Address	Mailing Address
	Bay Area Air Quality Management District	[redacted]	375 Beale Street, Suite 600 San Francisco, CA 94105
	California Air Resources Board		P.O. Box 2815 Sacramento, CA 95812
	California Emergency Management Agency		
	California Coastal Conservancy		1330 Broadway, 11th Floor Oakland, CA 94612
	California Department of Conservation		801 K Street, MS 24-01 Sacramento, CA 95814
	California Dept. of Boating and Waterways		2000 Evergreen Street, Suite #100 Sacramento, CA 95815
	California Dept. of Fish and Wildlife		1416 9th Street, 12th Floor Sacramento, CA 95814
	California Dept. of Parks & Recreation		303 N. Big Trees Park Rd Felton, CA 95018
	California Energy Commission		1516 Ninth Street, MS-29 Sacramento, CA 95814-5512
	Department of Toxic Substances Control		
	California Public Utilities Commission		505 Van Ness Avenue San Francisco, CA 94102
	Regional WQCB #2		
	California State Lands Commission		100 Howe Avenue, Suite 100 South Sacrament, CA 95825-8202
	Caltrans, District 4		111 Grand Avenue, MS 10-D Oakland, CA 94612
	Department of Health Services		P.O. Box 997413, MS 0025 Sacramento, CA 95899-7413
	Native American Heritage Commission		1550 Harbor Blvd, Suite 100 West Sacramento, CA 95691

	San Francisco Bay Conservation and Development Commission	[redacted]	455 Golden Gate Avenue, Suite 10600 San Francisco, CA 94108-7019
	State Water Resources Control Board, San Francisco Bay Region (2)		1515 Clay Street, Suite 1400 Oakland, CA 94612
	Department of Water Resources		
Michael Lozeau, Hannah Hughes & Ko	LOZEAU DRURY LLP		1939 Harrison Street, Suite 150 Oakland, CA 94612
Gretchen Kelly, Airport Manager	San Carlos Airport		620 Airport Drive San Carlos, CA 94070
	San Carlos Airport Association		P.O. Box 1183 San Carlos, CA 94070
	Save the Bay		560 14th St #400 Oakland, CA 94612
	Sierra Club Loma Prieta Chapter		3921 E. Bayshore Road, Suite 204 Palo Alto, CA 94303
	Sequoia Yacht Club (SYC)		441 Seaport Ct. Redwood City, CA 94063
	U.S. Army Corps of Engineers		South Pacific Division 1455 Market Street San Francisco, CA 94103-1398
	Association of Bay Area Governments		101 Eighth Street Oakland, CA 94607
	Bair Island Aquatic Center (BIAC)		1450 Maple Street Redood City, CA 94063
	Belmont-Redwood Shores School District		2960 Hallmark Drive Belmont, CA 94002
	California Environmental Protection Agency		1001 I St #1 Sacramento, CA 95814
Debbie Wells	CEMEX		876 Seaport Boulevard, Redwood City, 94063, California, USA
	Citizens Committee to Complete the Refuge (CCCR)		453 Tennessee Lane Palo Alto, CA 94306

	City of Belmont Community Development Department	[redacted]	1 Twin Pines Lane #110 Belmont, CA 94002-3893
	City of East Palo Alto Planning & Housing Division		1960 Tate Street East Palo Alto, CA 94303
	City of Foster City Community Development Department		610 Foster City Boulevard Foster City, CA 94404
	City of Menlo Park Planning Division		701 Laurel Street Menlo Park, CA 94025
	City of San Carlos Planning Department		666 Elm Street San Carlos, CA 94070
	City/County Association of Governments		555 County Center, 5th Floor Redwood City, CA 94063
	County of Santa Clara Dept of Planning & Development		70 West Hedding Street 7th Floor East Wing San Jose, CA 95110
Dave Kereazis	Dept of Toxic Substances Control, Region 1 Permitting Division - CEQA		8800 Cal Center Drive, 2nd Floor Sacramento, CA 95826
Hilda Lafebre	Environmental Planning Manager San Mateo County Transit District		1250 San Carlos Avenue San Carlos, CA 94070
	Greenbelt Alliance		631 Howard Street, Suite 510 San Francisco, CA 94105
	Midpeninsula Regional Open Space		District 330 Distel Circle Los Altos, CA 94022-1404
Shelby Mendez West Coast Regional Office NEPA Coordinator	NOAA Fisheries		West Coast Regional Office 1201 Northeast Lloyd Portland, OR 97232
	NorCal Crew		101 Westpoint Harbor Dr. Redwood City, CA 94063
	Pacific Shores Club		1100 Seaport Boulevard, Redwood City, CA 94063

	Peninsula Corridor Joint Powers Board	[redacted]	1250 San Carlos Avenue San Carlos, CA 94070-1306
Molly Vandemoer	Peninsula Youth Sailing Foundation		P.O. Box 620866 Woodside, CA 94062
	PG&E		Mail Code N10A P.O. Box 770000 San Francisco, CA 94177-0001
Alex Kryska	Prop SF		3310 Powell St. Emeryville, CA 94608
	Redwood City Chamber of Commerce		Attn: Amy Buckmaster 1450 Veterans Blvd. #125 Redwood City, CA 94105
	Redwood City Fire Department		Headquarters Station 9, 3rd Floor 755 Marshall Street Redwood City, CA 94063
	Redwood City Police Department		1301 Maple Street Redwood City, CA 94063
	Redwood City School District		750 Bradford Street Redwood City, CA 94063
	Redwood Shores Community Association		274 Redwood Shores Parkway, PMB #603, PMB #205 Redwood Shores, CA 94065 – 1173
Michael Dougherty	S.F. Bay Area Water Emergency Transportation Authority		Pier 9, Suite 111 The Embarcadero San Francisco, CA 94111
	San Carlos Airport Association		P.O. Box 1183 San Carlos, CA 94070
	San Mateo County Planning and Building Division		County Office Building 455 County Center Redwood City, CA 94063
	San Mateo County Mosquito & Vector Control District		1351 Rollins Road Burlingame, CA 94010
Jessica Manzi	San Mateo County Transportation Authority		1250 San Carlos Avenue San Carlos, CA 94070

Hilda Lafebre	San Mateo County Transportation Authority	[redacted]	1250 San Carlos Avenue San Carlos, CA 94070
Chris MacIntosh	Sequoia Audubon Society		P.O. Box 620292 Woodside, CA 94062-0293
	Sequoia Union High School District		480 James Avenue Redwood City, CA 94062-1096
	South Bayside System Authority		1400 Radio Road Redwood City, CA 94065-1220
Rich Ferrari	Spinnaker Sailing		451 Seaport Ct. Redwood City, CA 94063
	State Historic Preservation Office		1725 23rd Street, Suite 100 Sacramento, CA 95816
	Town of Atherton Planning Department		91 Ashfield Road Atherton, CA 94027
	Town of Woodside Planning Department		2955 Woodside Road Woodside, CA 94062
	U.S. Fish and Wildlife Service San Francisco Bay National Wildlife Refuge Complex		1 Marshlands Rd. Fremont, CA 94555
Mark Sanders	Westpoint Harbor		101 Westpoint Harbor Drive, Redwood City, CA 94063
Reid Boggiano	California State Lands Commission		
	City of Redwood City Community Development and Transportation		
Robin Kim	City of Redwood City Public Works, Wastewater		1400 Broadway St. Redwood City, CA 94063
Justin Chapel	City of Redwood City Public Works, Water Utilities		1400 Broadway St. Redwood City, CA 94063
Chris Beth, Director	City of Redwood City Recreation & Community Services		
Greg Riessen	Facebook		
Heather Salem	Genentech		
David Bagby	MV Calypso		
Steve Bender	NB Rotary		

	Pied à Mer Plus	[redacted]	
	Redwood City Fire Department		Headquarters Station 9, 3rd Floor 755 Marshall Street Redwood City, CA 94063
	Redwood City Police Department		1301 Maple Street Redwood City, CA 94063
Greg Klingsporn	Retrotech		
Cory Mann	San Francisco Bay Coservation and Development Commission		
Katherine Pan	San Francisco Bay Coservation and Development Commission		
	San Mateo County Flood and Sea Level Rise Resiliency District (aka OneShoreline)		1700 S. El Camino Real Suite 502 San Mateo, CA 94402
	San Mateo County Public Works Department		555 County Center 5th Floor Redwood City, CA 94063
	Seaport Industrial Association		675 Seaport Blvd, Redwood City, CA 94063
Larry Westland	Sequoia Yacht Club (SYC)		441 Seaport Ct. Redwood City, CA 94063
Dave Elliott	Sequoia Yacht Club (SYC)		442 Seaport Ct. Redwood City, CA 94063
Dave Jackson	Sequoia Yacht Club (SYC)		443 Seaport Ct. Redwood City, CA 94063
Tim Petersen	Sequoia Yacht Club (SYC)		444 Seaport Ct. Redwood City, CA 94063
Winston Bumpus	Sequoia Yacht Club (SYC)		445 Seaport Ct. Redwood City, CA 94063
Vice Commodore	Sequoia Yacht Club (SYC)		444 Seaport Ct. Redwood City, CA 94063
Jill Rodby	Sims Metal Management		
Trevor Taylor	Union Pacific Railroad		
Bob Whitehead	USCG Aux		

Kristan Verveniotis	USCG Aux	[redacted]	
Alice Henderson			
Chad Anderson			
Clem Molony			
David Kornfield			
David Menche			
Dennis Lear			
Dennis Murphy			
Ernie Schmidt			
Jack Castle			
Jerry Pierce			
John Graves			
Jon Carlson			
Karen Sud			
Mike Giari			
Odile Sullivan Tarazi			
Pat Worthington			
Robert Pearson			
Robert Sud			
Teri Marzano			
Vicky Bialas			
Patrick			
Naomi Friede			
Bill Graham	Dignity Health (Sequoia Hospital)		
Rediet Tesfaye	Stanford Health Care		
Molly Swenson	Stanford Health Care		
Landon Patton	Chan Zuckerberg Initiative		
Carlos Dasilva	Oracle		
Kostoula Vallianos	Kaiser Permanente		
Michael Wooley-Ousdahl	Google		
Jon Cowan	Stanford Health Care		
Peter Tsai	The Sobrato Organization		
	Bair Island Aquatic Center		
	Bair Island Aquatic Center		

	Bair Island Aquatic Center		
	Bair Island Aquatic Center		
Jim Hopp			
Amanda Brown-Stevens	Greenbelt Alliance		
Sarah Cardona	Greenbelt Alliance		
	Bair Island Aquatic Center (BIAC)		1450 Maple Street Redood City, CA 94063
Susan Rowinski	Bair Island Aquatic Center (BIAC)		1450 Maple Street Redood City, CA 94063
Keith Miller	California Canoe & Kayak (CC&K)		
Tammy	California Canoe & Kayak (CC&K)		
	California Environmental Protection Agency		1001 I St #1 Sacramento, CA 95814
Debbie Wells	CEMEX		876 Seaport Boulevard, Redwood City, 94063, California, USA
	Citizens Committee to Complete the Refuge (CCCR)		453 Tennessee Lane Palo Alto, CA 94306
Malahat Owrang	City of Redwood City Community Development and Transportation		
Melinda Hue	City of Redwood City Community Development and Transportation		
	Committee for Green Foothills		339 La Cuesta Portola Valley, CA 94028
Don Cecil	Google/Pac Shores		
Javier Gonzalez	Google/Pac Shores		
Jennifer Kain	Google/Pac Shores		
Bhavesh Parikh	Google/Pac Shores		
Marilou Seiff	MSI		
Shelby Mendez West Coast Regional Office NEPA Coordinator	NOAA Fisheries		West Coast Regional Office 1201 Northeast Lloyd Portland, OR 97232
	NorCal Crew		101 Westpoint Harbor Dr. Redwood City, CA 94063

Monica Hilcu	Redwood Scullers	[redacted]	500 Discovery Pkwy. Redwood City, CA 94063
Alex Kryska	Prop SF		3310 Powell St. Emeryville, CA 94608
Molly Vandemoer	Peninsula Youth Sailing Foundation		1200 Chesapeake Dr. Redwood City, CA 94063
Mike Marzano	Redwood City Youth Maritime		
Jessica Manzi	San Mateo County Transportation Authority		1250 San Carlos Avenue San Carlos, CA 94070
Michael Dougherty	S.F. Bay Area Water Emergency Transportation Authority		Pier 9, Suite 111 The Embarcadero San Francisco, CA 94111
Arthi Krubanandh	S.F. Bay Area Water Emergency Transportation Authority		Pier 9, Suite 111 The Embarcadero San Francisco, CA 94112
Jason Lawrence	Sea Scout Ship Gryphon		33 Herkner Rd, Redwood City, CA 94063
	Sequoia Audubon Society		P.O. Box 620292 Woodside, CA 94062-0292
Chris MacIntosh	Sequoia Audubon Society		P.O. Box 620292 Woodside, CA 94062-0293
Rich Ferrari	Spinnaker Sailing		451 Seaport Ct. Redwood City, CA 94063
Jason Hilton	Stanford Rowing		
Derek Byrnes	Stanford Rowing		
Jared Underwood	U.S. Fish & Wildlife		
Peggy Ygbuhay	Union Pacific Railroad		
Matthew Zimm	USCG		
Paul Taylor	USCG		
Joel Fritsch	USGS		
Mark Sanders	Westpoint Harbor		101 Westpoint Harbor Drive, Redwood City, CA 94063
	WETA		
Gail Raabe			
Alice Kaufman			
Susan Lessin			

James Eggers		[redacted]	
Gita Dev			
Daniel Ponti			

A.4 – Scoping Meeting Sign-in Sheets

name	Email	affiliation
Jennifer Kain	[redacted]	Pacific Shores Ctr.
GREG DA CUNHA		REDWOOD CITY FIRE DEPT.
CHUCK LAX		REDWOOD CITY FIRE DEPT.
Jason Hilton		STANFORD
Greg Klingsporn		Bair Island A.C.
Clem Molony		S/A
Monica Hilau		Redwood Scullers
Marty Udisches		Bair Island Aquatic Ctr.
Leslie Flint		Sequoia Audubon
Gita Dev		sierra club.
George Duesdieker		Redwood Scullers
Gail Raabe		Citizens Committee to Complete the Refuge
Matt Leddy		"
Cathy Moyer		SFC - (poss dup sisnr
Jessica Rivas		COWI
Jacob Shaw		COWI
James Connolly		COWI
Emma Argiroff		CDM Smith
Ben Whittle		Sohagi PLC
Katie Dowson		CDM
Lance Parr		PlaceWorks
Arthi Krubanandh		WETA (SF Bay Ferry)

name		affiliation
James Connolly		COWI
Jacob Shaw		COWI
Jessica Rivas		COWI
Gail Raabe		CCCR
Matt Leddy		CCCR
George Duesdieker		.com Redwood Sewer
Britta Rubendall		SF Baykeeper
Susan Lessin		of Sierra Club
Geoff Batton		os Fire Dept
Cathy Moyer		SYC
Mike Ghilotti		
Greg Klingsporn		JSMF LLC
Jason Hilton		STANFORD
Marty Udisches		DIAL
Monica Hilen		om Redwood
Kim Wullschleger		RYSF
Jorge Simbaqueba		COM SMITH

A.5 – Scoping Meeting Oral Comment Summary

Summary of Oral Comments from Scoping Meeting, May 15, 2024

Commenter, Title	Agency/Organization	Summary of Comments
Greg Klingsporn	Bair Island Aquatic Center	Commenter is interested in the turning circle for the ferries and how it would impact recreational boaters and how that impact can be mitigated. The EIR should analyze accepted standards for queuing, congestion, and level of service. Additionally the EIR should study how the wakes in the area from the ferries would affect the recreational uses in the area and how this can be mitigated. Ferry operations will overlap with high usage time for boaters. This is complicated by tides; less water is harder to share. Additionally, dredging will impact recreational uses. The EIR should consider how impacts to recreationists can be mitigated, beyond just low speeds.
Glen Lamore	Bair Island Aquatic Center	Commenter states that the use of the turning basin and location of the wharf are a concern related to potential interaction between recreational boaters and ferries. Additionally, there is concern about the physical deterioration of the recreational resource. The number of ships on a regular schedule that will overlap with high usage times for the recreational resource needs to be analyzed. There needs to be an analysis of whether there will be more people, including users of the bike path.
Adrian Brandt	RWC resident, Caltrain citizen's advisory committee	Commenter states that there is a poor value for money for the RWC to SF ferry. Ridership has been low since the pandemic (30-40% pre-pandemic ridership levels). This would apply to the ferry ridership demographic. In addition, the 55-65 minute travel time estimate in the Initial Study excludes loading, which would make it more than 1 hour. The Caltrain option would be fully electrified by the fall and it runs more frequently then ferries. Also, the ferry is diesel powered so it will produce higher emissions then the train. Caltrain has a lot of spare capacity right now. The environmental study should assess cost and environmental impacts and compare the incremental cost of transporting commuters on the ferry versus the train.

Summary of Oral Comments from Scoping Meeting, May 15, 2024

Commenter, Title	Agency/Organization	Summary of Comments
Gail Raabe	Citizens Committee to Complete the Refuge	Commenter notes that this is the first time people have heard about the visitor-serving uses. The ferry project has had better outreach. There are environmental concerns related to the hotel, such as impacts on wildlife and impacts from sea level rise. These impacts should be evaluated in a separate EIR. Commenter also advocates for mitigation to restrict the ferry terminal to WETA ferries only, for enforcement reasons. WETA has a good track record with compliance; however, RWC past experience with private ferries shows that there's no way to provide daily enforcement of speed restrictions if private ferries are allowed. The crucial mitigation measure to slow speeds to protect biological resources would essentially be ineffective. Even at slow speeds, the question of how many ferry trips are too many should be analyzed before harm comes to the animals in the area (e.g., harbor seals may have difficulty getting to the Bay to forage, marine mammal strikes). Lastly, Commenter identified that, if the old wharf will be removed, cliff swallows live there and their impacts should be identified. These are the Capistrano swallows – they leave in the winter and return in the spring, and there are a significant number of nests in the wharf, so the EIR needs to look at these impacts.
Susan Lessin	volunteer with Sierra Club	Commenter opposes allowing private ferries and water taxis on the site and encourages monitoring and enforcing speed restrictions which could impact biological resources, such as harbor seals. There would also be increased air pollution from diesel engines.
Hans Spanjaart	Sequoia Yacht Club	Commenter states that there is little text about use of the waterway and ferry turning. Commenter also notes that the EIR should address recreationists and people who use water behind the ferry terminal.
Mike Giari	past director for Port of RWC	Commenter states that ferry service in RWC has been worked on for a long time; this would provide a new transportation alternative for RWC. This would improve quality of life as it provides an alternative transportation mode, even if it's slower or costs more. A wake and waves analysis should be conducted for smaller boats and rowers.
Kim Wullschleger	Peninsula Youth Sailing Foundation	Commenter notes that the project is getting more of the community connected to the waterway, which is good. Safety concerns regarding traffic and water use of the area are a top concern. Having better walkways and bike routes would benefit the project and community. Commenter recommends analyzing alternative/active modes of transportation, with a focus on the youth of the community.
Monica Hilcu	Redwood Scullers	Commenter states that extra time should be added in the schedule to make sure there is adequate time and space for ferries to slow down and reduce the wake effects and effects on recreation users nearby. There are two peak times at the port: 5am - 9am and 3-7pm in the afternoon. Ferries should slow down during these times.

Summary of Oral Comments from Scoping Meeting, May 15, 2024

Commenter, Title	Agency/Organization	Summary of Comments
Clem Molony	Seaport Industrial Association	Commenter would like ridership projections to be updated and kept current. In addition, a full analysis of wakes and waves should be done on recreational boaters and wildlife. Regarding scoping, Commenter is pleased to see expansion of visitor-serving uses.
Jason Hilton	Stanford University	Commenter wants more information about the ferry terminal and docking, and would like to know more information about how the ferries would maneuver within the waterway.
Naomi Goodman	Sequoia Audubon	Commenter states that there is a need to consider the implications of: artificial light at night on wildlife and nesting birds; air quality in terms of diesel emissions (impacts on wildlife, ferry passengers, workers); hazardous waste site undergoing remediation at the Port, which is the former Arco terminal site that is further south than the current project boundary that still has 2 feet of floating petroleum product on top of groundwater; and mitigation for bird collisions at any facilities of the project.
Susan DesJardin	Sierra Club	Commenter is concerned about the wakes that will be produced from the ferry that will hit Greco Island. Sea level rise will make the shoreline more vulnerable to wave runup and flooding. Construction of appropriate shoreline infrastructure may require additional setbacks from the shore. The BCDC is developing their Regional Shoreline Adaptation Plan guideline for cities within the Bay shoreline. The proposed development site is on fill. Sea level rise will cause a rise in groundwater, which can cause subsidence. Bay fill sites are prone to liquefaction in the event of an earthquake. Thus, Commenter feels this is a poor site for visitor-serving uses. The best use of the 9-acre project site will be to provide increased setbacks on the Bay for flood retention landscaping.

Summary of Oral Comments from Scoping Meeting, May 15, 2024

Commenter, Title	Agency/Organization	Summary of Comments
Gita Dev	Sierra Club, sustainable land use committee	Commenter worked closely with RWC developing their general land use plan. We don't want to generate a lot of traffic onto this side of 101; Commenter notes the Cargill and Harborview projects will affect traffic here. Commenter asserted that programmatic and visitor-serving uses have been kept secret from the community and should be analyzed in a separate EIR. It was also noted that zoning changes are a serious problem, as they would be adjacent to the Port and its heavy industrial uses. The port area should not be subject to more residential/office development and there would be biological and noise impacts related to the refuges nearby. The ferry terminal was finally accepted by the community because it is an emergency ferry service in the event of an earthquake. Transportation in the initial study only included the area that is within the Pacific Shores office complex. The area of effect for transportation should encompass the 101 intersection because that is the most impacted intersection in San Mateo County. The Harborview Project has been approved, and this will lower the level of service of this intersection. The new proposal for the 101 intersection includes lowering the road under the 101. This would make it vulnerable to sea level rise. The vulnerability of the transportation link out to the terminal should also be analyzed in times of emergency.

A.6 – Written Scoping Comments

SEQUOIA
AUDUBON SOCIETY

Sequoia Audubon Society
P.O. Box 620292
Woodside, CA 94062-0292

May 22, 2023

Jessica Manzi
Transportation Manager, City of Redwood City
Via email: jmanzi@redwoodcity.org

Dear Ms Manzi,

I would like to comment on the proposed ferry terminal at Seaport Blvd and the ferry traffic out to the Bay on behalf of the Sequoia Audubon Society of San Mateo County.

The biological assessment of 2007 recommends steps to reduce the impact on animals, birds and fish, during construction and during operation.
https://www.redwoodcity.org/home/showpublisheddocument/18196/636935337126270000

As you are aware, the area is home to several endangered species including Ridgway's Rail (formerly clapper rail) and Saltmarsh Harvest Mouse. In the 2021 Ridgway's Rail surveys, rails were observed on Bair Island and Greco Island sectors adjacent to the Redwood Creek Channel. Burrowing Owls periodically are observed at Bair Island. Reference: Olofson Environmental, Inc. California Ridgway's Rail Surveys for the San Francisco Estuary Invasive Spartina Project 2020. February 1, 2021. Report to the State Coastal Conservancy. San Francisco Estuary Invasive Spartina Project. https://www.cal-ipc.org/wp-content/uploads/2022/03/2021_Invasive_Spartina_Project_Ridgways_rail_Report.pdf

We appreciate the concern to reduce impacts on wildlife but would like to know what the specifics are to ensure these steps are taken and enforced.

Including:

"Loud and abrupt noises from ferry traffic and ferry terminal automobile traffic should be discouraged in areas adjacent to special status bird species nesting habitat." (Pp. 7-8)

- How will noisy auto traffic be "discouraged"? The noise of boats and increased traffic will disturb wildlife, including evenings and weekends when the business park is now quiet.

"Ferries may need to be operated at speeds that do not create waves that are greater in height than waves that occur under current conditions during the nesting season." (p. 7)

- We would like to see “may” changed to “required”. The terminal is in a low-wake to no-wake zone. Commute ferries rely on speed for effectiveness.

- Frequent and excessive wake of boats will disturb birds and fish/animals. What will control keeping speed down to 5 mph or below? The documents acknowledge that the ferry will have to slow down and that it will add a few minutes to the trip time.

- Why reduce speed only during the nesting season? Birds (and fish and seals) use Westpoint Slough and Redwood Creek year-round. There are many migratory birds that come to use Bay waters during the winter (the Bay is part of the Pacific Flyway, one of the most important bird migration routes in the world). Wintering birds should also be protected from negative impacts.

- Erosion of banks of sloughs and islands is a likely result of speed that will affect wildlife’s ability to roost, hide in and under vegetation, and get into and out of the water. Bair Island and Greco Island are within the boundaries of the Don Edwards San Francisco Bay National Wildlife Refuge.

“Artificial lighting from the ferry terminal and associated structures should be angled down and away from the adjacent marsh areas. Prismatic glass coverings and cutoff shields may also be used to prevent light disturbances to the adjacent wetlands. Trash cans should also be covered and emptied frequently so as not to attract aggressive and common competitive species such as California Gull.” (p. 7)

- These are excellent recommendations. How will you be ***requiring*** bird-safe lighting and glass?

- Land development will include lights for parking lots and ferry operations after dark. Light spilling on to waterways and wetlands has a negative effect on wildlife, both diurnal and nocturnal.

We would like to ensure that the wildlife in the vicinity of the ferry route and terminal is fully protected and not forced to change habitat, nor breeding or migration behavior.

Thank you,

Chris MacIntosh
Conservation Committee chair
conservation@sequoia-audubon.org

Owston, Kathleen

From: Contractor-Don Snaman <c-dsnaman@redwoodcityport.com>
Sent: Wednesday, October 11, 2023 12:35 PM
To: Hurrell, William E; Owston, Kathleen
Subject: FW: Checking in

Hi – Below is correspondence with private ferry operator for scoping purposes.

Thanks – Don

From: Alex Kryska <alex@goprop.com>
Sent: Tuesday, September 12, 2023 1:00 PM
To: Contractor-Don Snaman <c-dsnaman@redwoodcityport.com>
Subject: Re: Checking in

Great. Thank you, Don

Alex Kryska
COO
PROP SF
C: 415-734-1894
www.goprop.com

> On Sep 11, 2023, at 12:14 PM, Contractor-Don Snaman <c-dsnaman@redwoodcityport.com> wrote:
>
> Hi Alex – We've retained CDM Smith to conduct the environmental review for the terminal. They are working on the NOP and will add you to the interested party list.
>
> Thanks much – Don
>
> ---
>
> **From:** Alex Kryska <alex@goprop.com>
> **Sent:** Tuesday, September 5, 2023 12:05 PM
> **To:** Contractor-Don Snaman <c-dsnaman@redwoodcityport.com>
> **Subject:** Checking in
>
> Hello there, contractor Don!
>
> I came across and email from you and thought I should reach out and see how things are going down in RWC! How is the new ferry landing coming along? Are you ready to hire a private operator for the initial service until ridership is big enough for WETA to join? We would certainly love to partner with the port and the city on getting it up and running. And we are working with a couple of partners on a zero emission vessel solution that could operate effectively between RSC and Oakland or SF.
>
> If you have time, I would love to come down and fill you in on what we have been up to.

Best
Alex

Alex Kryska
COO
PROP SF
C: 415-734-1894
www.goprop.com

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Reginald Pagaling
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Stanley Rodriguez
Kumeyaay

COMMISSIONER
Laurena Bolden
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Reid Milanovich
Cahuilla

COMMISSIONER
Bennae Calac
Pauma-Yuima Band of Luiseño Indians

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Raymond C. Hitchcock
Miwok, Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

April 30, 2024

Don Snaman
Port of Redwood City
675 Seaport Blvd
Redwood City CA 94063

Governor's Office of Planning & Research

May 07 2024

STATE CLEARING HOUSE

Re: 2024041306, Port of Redwood City Ferry Terminal Project, San Mateo County

Dear Mr.Snaman:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).

2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.

3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).

4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:

- **a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
- **b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:

- **a.** If part or all of the APE has been previously surveyed for cultural resources.
- **b.** If any known cultural resources have already been recorded on or adjacent to the APE.
- **c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
- **d.** If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- **a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
- **b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
    a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
    a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
    b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
    c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Cody.Campagne@NAHC.ca.gov.

Sincerely,

Cody Campagne

Cody Campagne
Cultural Resources Analyst

cc: State Clearinghouse

Redwood City Ferry Terminal – Initial Study – May 2024 Release

WETA comments – 5/10/2024

Please ensure these points are incorporated into EIR:

1. Clarification of the total number of parking spaces for the ferry as 250 in the description.
2. Compliance with the MTC TOC Policy concerning residential/commercial land use, need to be addressed.
3. Revision of language to clearly state that overnight berthing will be facilitated, offering flexibility as needed in the future.
4. Inclusion of shoreside and float electrification infrastructure in the project scope.
5. Inclusion of electrification as an alternative. This will have benefits in the analysis for GHG and toxic contaminant emissions. Diesel vessels could only be used if available in current WETA fleet. Per WETA 2050 Service vision and expansion policy, long term service will need to use ZEVs. Current WETA services use Tier 4 and renewable diesel (which is slightly better than the traditional diesel).
6. Clearly state that WETA's responsibility for managing waterside infrastructure will be negotiated through future project operating agreements.
7. Inclusion of all regulatory agencies for approvals/permits/participation agreements, including NOAA. Feel free to refer to other WETA ferry terminal EIRs.

EIR for the Redwood City Ferry Terminal

Scoping Session, 5/15/24

Public Comment

My name is Clem Molony. I am speaking in support of the Redwood City ferry terminal, and of this EIR process, including today's public meeting regarding the Scoping of the EIR.

I have reviewed the four main attachments to the Notice of Preparation meeting announcement. Comments:

Regarding the Draft Business Plan: It was informative to review the sections on governance, operations, and finance. My one concern is that "ridership" projections need to be updated routinely in order to meet evolving employment conditions of Peninsula businesses.

Regarding the EIR Scoping: The Seaport Industrial Association is a strong supporter of Redwood City's continuing economic development. Given that, I am strongly in favor of the inclusion of potential "zoning changes" in future planning, to allow for "expanded related uses" at an appropriate time.

Regarding the Initial Study: The overview of facilities and operations was clear. The "environmental evaluation" details were thoroughly covered in over two dozen categories, including the effect of wakes and waves on recreational boaters and on sensitive wildlife.

Thank you to the Port of Redwood City and its contractors for getting this EIR underway in a well-organized fashion, including input from the public throughout the process.

From Contractor Don Snaman <c dsnaman@redwoodcityport.com>
Sent: Tuesday, May 21, 2024 11:57 AM
To: Owston, Kathleen <OwstonKM@cdmsmith.com>
Cc: Charlie Knox <cknox@placeworks.com>; Madeline Miller <mmiller@placeworks.com>
Subject: FW: Ferry Terminal Project EIR comment

Hi – Below is email comment for the NOP. Please add him to the mailing/distribution list. I responded back to Jim thanking him for his comment.

Thanks – Don

From: Jim Hopp <[redacted]
Sent: Thursday, May 16, 2024 9:25 AM
To: Contractor Don Snaman <c dsnaman@redwoodcityport.com>
Subject: Ferry Terminal Project EIR comment

Hi Don-

I saw that the Port is starting the process to prepare an EIR for the proposed Ferry Terminal Project, and the invitation to email you about the EIR process.

I have been rowing and sailing on Redwood Creek since 1994 (30 years!). I'm on the water three days a week on average.

My primary concern about the Ferry Terminal Project is the ferry traffic's effect on the rowers and dinghy sailors that use Redwood Creek for recreation every day. As you know, the peak weekday recreation usage (mornings, evenings) directly corresponds with commuter hours. I worry that ferries using the Redwood Creek channel will generate significant wakes that could swamp rowing shells and dinghy sailboats. This concern may be unfounded, as this usually is not a problem with the tugs and container ships/barges that currently transit the channel; however, it was a problem during the ferry trials for Facebook and Google a few years ago.

It looks to me like my concerns will be assessed in the 'recreation' portion of the EIR.

Regards,

Jim Hopp
389 Club Dr, San Carlos, CA 94070
[redacted]

NOAA's Fisheries Northwest and Southwest Regions	U.S. Fish and Wildlife Service Regions 1 & 8	California/Washington/ Oregon Departments of Transportation	California Department of Fish and Game	U.S. Federal Highway Administration

MEMORANDUM

June 12, 2008

From: Fisheries Hydroacoustic Working Group

Subject: Agreement in Principle for Interim Criteria for Injury to Fish from Pile Driving Activities

To: Applicable Agency Staff

The signatory agencies, identified below, have agreed in principle to use the attached Interim Criteria for Injury to Fish from Pile Driving Activities. The agreement was concluded at a meeting in Vancouver, Washington on June 10-11, 2008 with key technical and policy staff from the Federal Highway Administration, NOAA Fisheries, U.S. Fish and Wildlife Service, the Departments of Transportation from California, Oregon, and Washington; and national experts on sound propagation activities that affect fish and wildlife species of concern. The agreed upon criteria identify sound pressure levels of 206 dB peak and 187 dB accumulated sound exposure level(SEL) for all listed fish except those that are less than 2 grams. In that case, the criteria for the accumulated SEL will be 183 dB.

These criteria will apply to all new projects beginning no later than 60 days from the date of this memorandum. During the interim 60 day period, the Transportation Agencies will work with the Services to identify projects currently in the consultation process and reach agreement on which criteria will be used to assess project effects.

The agencies agree to review the science periodically and revise the threshold and cumulative levels as needed to reflect current information. Behavioral impacts to fish and impacts to marine mammals are not addressed in this agreement. Sub-injurious effects will continue to be discussed in future meetings.

The respective agencies also agree to develop appropriate training for staff on these revised criteria, as well as a process to review and possibly refine the criteria, when appropriate.

For questions or concerns about the revised criteria, we recommend staff contact their agency environmental coordinator or agency expert on pile driving issues.

Carol G. Adkins

Federal Highway Administration*

*FHWA supports the use of these interim criteria in the states signing this agreement in principle. FHWA leaves the schedule for implementation to the discretion of the state DOTs in cooperation with their respective FHWA Division Offices and the Services.

Michael Schwan

NOAA Fisheries – NWR

Russell M Strach

NOAA Fisheries – SWR

Ken S Berg

US Fish and Wildlife Service Region 1

Richard E Sayers Jr.

US Fish and Wildlife Service Region 8

California Department of Transportation

California Department of Fish and Game

H. C. Bowman, Geo-Environmental Mgr

Oregon Department of Transportation

Washington State Department of Transportation

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Marine Region
1933 Cliff Drive, Suite 9
Santa Barbara, CA 93109
wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

May 23, 2024

Don Snaman, Project Manager
Port of Redwood City
675 Seaport Blvd
Redwood City, CA 94063
c-dsnaman@redwoodcityport.com

Dear Mr. Snaman:

Port of Redwood City Ferry Terminal Project (Project)
Notice of Preparation (NOP)
SCH# 2024041306

The California Department of Fish and Wildlife (Department) received a NOP from the Port of Redwood City (Port) for the Project pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that the Department, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

DEPARTMENT ROLE

The Department is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the state. (Fish & G. Code, Section 711.7, subd. (a) & 1802; Pub. Resources Code, Section 21070; CEQA Guidelines Section 15386, subd. (a).) The Department, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, Section 1802.) Similarly for purposes of CEQA, the Department is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources. The Department is also responsible for marine biodiversity protection under the Marine Life Protection Act in coastal marine

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

waters of California, and ensuring fisheries are sustainably managed under the Marline Life Management Act.

The Department is also submitting comments as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) The Department expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. The Department requires a Lake and Streambed Alteration Agreement (LSA) notification, pursuant to Fish and Game Code § 1600 et. seq., for any activity that may substantially divert or obstruct the natural flow; change or use material from the bed, bank or channel or deposit or dispose of material where it may pass into a river, lake or stream. Work within ephemeral streams, washes, watercourses with a subsurface flow, and floodplains are generally subject to notification requirements. As proposed, implementation of the Project may also result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

Proponent: Water Emergency Transportation Authority (WETA)

Objective: Establishment of a ferry terminal with passenger ferry service operated by WETA at Redwood City with origin and destination points of San Francisco and Oakland.

Location: The Project would be located on a property at the confluence of Redwood Creek and Westpoint Slough and landside improvements along Seaport Boulevard and portion of the existing public parking lot and waterfront park northwest of Pacific Shores Center in the city of Redwood City, San Mateo County.

Timeframe: The Project is expected to begin in 2025 and take approximately 14 months to complete.

MARINE BIOLOGICAL SIGNIFICANCE

The San Francisco Bay-Delta is the second largest estuary in the United States and supports numerous aquatic habitats and biological communities. It encompasses 479 square miles, including shallow mudflats. This ecologically significant ecosystem supports both state and federally threatened and endangered species and sustains important commercial and recreational fisheries.

STATE AND FEDERALLY LISTED AND COMMERCIALLY/RECREATIONALLY IMPORTANT SPECIES

Protected species under the State and Federal Endangered Species Acts that could

potentially be present near Project activities include:

- Longfin smelt (*Spirinchus thaleichthys*), state-threatened
- Chinook salmon (*Oncorhynchus tshawytscha*), state and federally threatened (Central Valley Spring-run), state and federally endangered (Sacramento River Winter-run)
- Steelhead (*Oncorhynchus mykiss*), federally threatened (Central California Coast and Central Valley evolutionary significant units)
- Green sturgeon (*Acipenser medirostris)*, federal threatened (Southern Distinct Population Segment)
- White sturgeon (*A. transmontanus)*, state species of special concern (SSC),
- California least tern (*Sternula antillarum browni*), state and federal endangered, state fully protected
- White-tailed kite (*Elanus leucurus*; state fully protected)
- Salt-marsh wandering shrew (*Sorex vagrans halicoetes*; SSC)
- Salt-marsh harvest mouse (*Reithrodontomys raviventris*), state and federally endangered, state fully protected
- Northern harrier (*Circus hudsonius*; SSC)
- Saltmarsh common yellowthroat (*Geothlypis trichas sinuosa*; SSC)
- Alameda song sparrow (*Melospiza melodia pusillula*; SSC)
- Yellow rail (*Coturnicops noveboracensis*; SSC)
- California Ridgway's rail (*Rallus obsoletus obsoletus*), federal and state endangered and state fully protected
- California black rail (*Laterallus jamaicensus coturniculus*), state threatened and state fully protected
- Wester snowy plover (*Charadrius nivosus nivosus*), federally threatened

Several species with important commercial/recreational fisheries value and habitat value for spawning and rearing could potentially be present near Project activities. These include:

- Pacific herring (*Clupea pallasii*)
- Surfperches (*Embiotocidae*)
- Crangon shrimp (*Crangon spp*.)

COMMENTS AND RECOMMENDATIONS

The Department offers the comments and recommendations below to assist the Port in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct, and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document.

I. Marine Project Level Impacts and Other Considerations

Hydroacoustic Impacts on Aquatic Species

Comment: The construction of various ferry terminals around San Francisco Bay have identified potential for elevated underwater sound levels that could impact state and federally listed aquatic species. Species of particular concern in Redwood Creek are the longfin smelt and white sturgeon. Neither species have a specific in-water work window that would be sufficient in preventing potential impacts from pile driving activities making both species vulnerable to elevated sounds levels detrimental to fish as outlined in the Interim Criteria for Injury to Fish from Pile Driving Activities (attached).

Recommendation: The Department recommends that the DEIR include analysis of potential impacts from pile driving impacts and include avoidance and minimization measures (AMM) that may reduce the potential impact on aquatic species from elevated underwater sound levels. Example AMM include:

- All pile diving will occur with a vibratory hammer.
- If impact hammering is necessary, a soft start, wood cushion block, and/or bubble curtain should be utilized.
- Hydroacoustic monitoring plan will be prepared.

State Species of Special Concern

Comment: Although the SSC designation does not have a formal legal status, species are designated to bring additional attention to conservation, research, and recovery of species that have previously been subject to population declines or are generally rare. SSCs should be considered during the environmental review process. CEQA (California Public Resources Code §§ 21000-21177) requires State agencies, local governments, and special districts to evaluate and disclose impacts from projects in the State. Section 15380 of the CEQA Guidelines indicates that species of special concern should be included in an analysis of project impacts if they can be shown to meet the criteria of sensitivity outlined therein. Sections 15063 and 15065 of the CEQA Guidelines, which address how an impact is identified as significant, are particularly relevant to SSCs. Project-level impacts to listed (rare, threatened, or endangered species) species are generally considered significant thus requiring lead agencies to prepare an Environmental Impact Report to fully analyze and evaluate the impacts. In assigning "impact significance" to populations of non-listed species, analysts usually consider factors such as population-level effects, proportion of the taxon's range affected by a project, regional effects, and impacts to habitat features.

Recommendation: The Department recommends the DEIR include analysis of the potential impacts to all SSC.

White Sturgeon

Comment: The White sturgeon is currently a SSC however, the Department received a petition to list White sturgeon as threatened under CESA on November 29, 2023. The Department has completed its review of the petition and determined that listing may be warranted. Information regarding this petition for listing can be found on the California Fish and Game Commission webpage at, https://fgc.ca.gov/CESA?utm_medium=email&utm_source=govdelivery#ws.
Recommendation: The Department recommends the DEIR include analysis of the potential impacts to White sturgeon and track the potential candidacy of the species while drafting the DEIR.

Department Authority and Permits

Comment: Table 1 - Agencies, Permits, and Approvals, in the Initial Study does not identify the Department as an agency with permits or authority over the Project. As described above, the Department is submitting this comment letter as both a trustee agency for the state fish and wildlife resources and as a responsible agency under CEQA. The Project components and methods may result in impacts to fish and wildlife resources which are under the authority of CDFW.

Given the potential impacts to state listed species and CDFW managed and designated areas of Bair Island, the Department expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. Specifically, a Section 2081(b) Incidental Take Permit (ITP) and a Section 1600 Lake and Streambed Alteration Agreement (LSA), may be necessary.

Recommendation: The Department recommends that the DEIR include the Department in Table 1 as a responsible agency with authority over the states fish and wildlife resources in which the Project may impact and is anticipated to provide authorization of the project through issuance of an ITP and LSA.

Bair Island State Marine Park and Ecological Reserve

Comment: The Project is adjacent to the Bair Island State Marine Park (SMP). As described in the Initial Study, the Projects activities may be in conflict with regulations of this marine protected area. State Marine Parks prohibit injury, damage, take, or possession of living or non-living marine resources and any human use that may compromise the protection of the resources may be restricted (California Code of Regulations Title 14, Section 632(a)(1)(B)). Additionally, CDFW owns and operates the Bair Island Ecological Reserve which shares marine habitat with the SMP.

The only allowed activities within the SMP and Ecological Reserve include the following:

- Recreational take of species other than kelp by hook-and-line from shore only is allowed.
- Boating, swimming, wading, and diving are prohibited within the park.
- Take of waterfowl in accordance with waterfowl hunting regulations is allowed.
- No person, except state and local law enforcement officers, fire suppression agencies and employees of CDFW in the performance of their official duties or persons possessing written permission from CDFW, shall enter this park during the period February 15 through May 20.

If any of the Project activities are determined to be in conflict with the allowed activities, additional coordination with CDFW may be warranted.

Recommendation: The Department recommends the DEIR include analysis of the potential impacts the Project may have on the SMP and Ecological Reserve and coordinate with CDFW prior to the release of the DEIR.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be found at the following link: https://wildlife.ca.gov/Data/CNDDB/SubmittingData#44524420-pdf-field-survey-form. The completed form can be mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov. The types of information reported to CNDDB can be found at the following link: https://wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by the Department. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, Section 753.5; Fish & G. Code, Section 711.4; Pub. Resources Code, Section 21089.)

CONCLUSION

The Department appreciates the opportunity to comment on the NOP to assist the Port in identifying and mitigating Project impacts on biological resources.
Questions regarding this letter or further coordination should be directed Arn Aarreberg, Environmental Scientist, at (707) 791-4195 or R7CEQA@wildlife.ca.gov.

Sincerely,



Craig Shuman, D. Env
Marine Regional Manager

Attachment
Interim Criteria for Injury to Fish from Pile Driving Activities

ec: Becky Ota, Program Manager
Department of Fish and Wildlife

Eric Wilkins, Senior Environmental Scientist
Department of Fish and Wildlife

Wesley Stokes, Senior Environmental Scientist
Department of Fish and Wildlife

Jason Teichman, Environmental Scientist
Department of Fish and Wildlife

Arn Aarreberg, Environmental Scientist
Department of Fish and Wildlife

Tahsa Sturgis, Water Resource Control Engineer
Regional Water Quality Control Board

Katharine Pan, Program Manager
San Francisco Bay Conservation and Development Commission

Julie Garren, Bay Resources Program Manager
San Francisco Bay Conservation and Development Commission

Habitat Conservation Program Branch CEQA Program Coordinator
California Department of Fish and Wildlife

State Clearinghouse (SCH No. 2024041306)

From:	Contractor-Don Snaman
To:	Owston, Kathleen; Lance Park; Charlie Knox
Subject:	FW: Request for Time Extension for Comments on Ferry Terminal NOP
Date:	Tuesday, May 28, 2024 11:14:27 AM
Attachments:	image002.png

Hi – Here's a comment email from Gail Raabe who also attended the scoping meeting.

Thanks – Don

From: Kristine A. Zortman <kzortman@redwoodcityport.com>
Sent: Tuesday, May 28, 2024 8:23 AM
To: Gail Raabe [redacted]>
Cc: Contractor-Don Snaman <c-dsnaman@redwoodcityport.com>
Subject: RE: Request for Time Extension for Comments on Ferry Terminal NOP

Good Morning Ms. Raabe –
Thank you for reaching out. I am including Don Snaman on this email as he is the project manager working with CDM Smith. The information that you are requesting is described in the Initial Study, of which Don can provide to you as well as you may find it on the Port's website at this link: https://www.redwoodcityport.com/ferry

All correspondence should be directed to Don Snaman.

Kind regards,
Kristine

Kristine A. Zortman
Executive Director
Port of Redwood City
675 Seaport Boulevard, Redwood City, CA 94063
(650) 306-4150
kzortman@redwoodcityport.com
www.redwoodcityport.com

The Port Administration Office hours are Monday-Thursday 7:30 a.m. to 5:30 p.m. and every other Friday from 8 a.m. to 5 p.m. For more details and Friday closure dates, go here.

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From: Gail Raabe <[redacted]>
Sent: Sunday, May 26, 2024 5:46 PM
To: Kristine A. Zortman <kzortman@redwoodcityport.com>
Subject: Request for Time Extension for Comments on Ferry Terminal NOP

Dear Ms. Zortman,

At the May 15, 2024 Public Scoping Meeting for the Ferry Terminal Project, Bill Hurrell with CDM Smith commented that certain components of the Project will be subject to a project-level environmental review, and others, "in some areas like the hotel", to a programmatic level of environmental review. This was the first time the public was informed that this was not strictly a project-level EIR. There is no mention of tiering in the Notice of Preparation or Initial Study.

In response to my request at the hearing for information on which specific components of the Ferry Terminal Project would be analyzed at the project and programmatic levels, Mr. Hurrell stated that this information would be provided to the public before the deadline for submission of written scoping comments. As of this date, no information has been provided.

With less than a week remaining before written comments are due, I would again ask that this information be provided, and also that the deadline for written comments be extended to ensure the public has the information and time needed to make substantive comments on the scope of the Ferry Terminal Project EIR.

Some elements of the Project such as the demolition of the historic wharf in Westpoint Slough, site of a long-established Cliff Swallow nesting colony, are apparently associated with the construction of the hotel, and it is important for the resource and permitting agencies and the community to know to what level of detail the proposed demolition will be analyzed in this EIR.

Thank you for giving our request your consideration.

Gail Raabe, Co-Chair
Citizens Committee to Complete the Refuge

May 28, 2024

Don Snaman
Port of Redwood City
675 Seaport Boulevard
Redwood City, CA 94063

Re: Port of Redwood City Ferry Terminal Project
Seaport Boulevard - APN 054-300-380, San Mateo County

Dear Mr. Snaman,

Thank you for giving us the opportunity to review the subject plans. The proposed Port of Redwood City Ferry Terminal Project is within the same vicinity of PG&E's existing facilities that impact this property.

The proposed access road improvements on the southeast boundary of the project site, and along the "Seaport Boulevard Corridor", is near PG&E underground electric and gas distribution facilities.

Please contact the Building and Renovation Center (BRSC) for facility map requests by calling 1-877-743-7782 and PG&E's Service Planning department at www.pge.com/cco for any modification or relocation requests, or for any additional services you may require.

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

Sincerely,

Vince Fazzi

Vince Fazzi
LAND AGENT
Land Management
916-217-1057
vincent.fazzi@pge.com

From:	Contractor-Don Snaman
To:	"Owston, Kathleen"; Hurrell, William E; Charlie Knox; Lance Park
Cc:	Kristine A. Zortman
Subject:	FW: Joint comment letter in response to NOP for an EIR for Ferry Terminal at the Port of Redwood City
Date:	Wednesday, May 29, 2024 2:40:00 PM
Attachments:	Sierra Club Loma Prieta Chapter, Green Foothills, Sequoia Audubon joint letter to Port of Redwood City.pdf

Hi – Attached is joint comment letter from Sierra Club, Green Foothills, and Audobon Society.

Thanks – Don

From: Dashiell Leeds <dashiell.leeds@sierraclub.org>
Sent: Wednesday, May 29, 2024 2:29 PM
To: Contractor-Don Snaman <c-dsnaman@redwoodcityport.com>
Cc: Gita Dev <gd@devarchitects.com>; Alice Kaufman <alice@greenfoothills.org>; James Eggers <james.eggers@sierraclub.org>; Mike Ferreira <michaeljferreira@gmail.com>; Chris MacIntosh <chrismac@alumni.upenn.edu>
Subject: Joint comment letter in response to NOP for an EIR for Ferry Terminal at the Port of Redwood City

Sierra Club Loma Prieta Chapter's Bay Alive Campaign, Green Foothills, and Sequoia Audubon Society represent thousands of concerned citizens who care about San Francisco Bay, its ecosystems that provide services to us all, and the wildlife that the Bay supports. We are committed to protection and enhancement of our Bay's ecosystems and habitats. As sea levels rise and atmospheric river storms become more prevalent, the Redwood City shoreline becomes more vulnerable to wave run-up and flooding. Please read the attached letter for our full comments.

Respectfully submitted,

Gita Dev, Chair, Conservation Committee
Susan DesJardin, Chair, Bay Alive Steering Committee
Susan Lessin, Legislative Committee
Sierra Club Loma Prieta Chapter

Chris MacIntosh
Conservation Chair
Sequoia Audubon Society

Alice Kauffman
Legislative Analyst
Green Foothills

email sent from account of
Dashiell Leeds
Conservation Coordinator
Sierra Club Loma Prieta Chapter

SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

May 29, 2024

To: Port of Redwood City

Via email: c-dsnaman@redwoodcityport.com

Re: Comment letter in response to NOP for an EIR for Ferry Terminal at the Port of Redwood City

Sierra Club Loma Prieta Chapter's Bay Alive Campaign, Green Foothills, and Sequoia Audubon Society represent tens of thousands of concerned citizens who care about San Francisco Bay, its ecosystems that provide services to us all, and the wildlife that the Bay supports. We are committed to protection and enhancement of our Bay's ecosystems and habitats. As sea levels rise and atmospheric river storms become more prevalent, the Redwood City shoreline becomes more vulnerable to wave run-up and flooding.

Our review of the proposed ferry terminal and mixed-use development at Redwood Creek raises substantial environmental and infrastructural concerns. OneShoreline is currently studying possible sea level rise (SLR) infrastructure solutions for this shoreline. If the mouth of Redwood Creek is to provide ferry access to the proposed terminal, it is imperative that the shoreline design around the 9-acre site reduce boat wakes that reverberate toward sensitive wetlands such as Bair and Greco Islands. The construction of appropriate nature-based shoreline infrastructure, to minimize impacts, may require additional setbacks from the shore than the 100' indicated. If environmental impacts of construction and operation of a ferry terminal, parking lot, and access road are to be minimized or mitigated in this sensitive habitat area, then we feel the best use of the remaining 9-acre site, after the parking lot, is to provide increased setbacks from the Bay for improving the shoreline with nature based SLR infrastructure as well as provide room for flood retention landscaping.

At the same time, as mandated by SB272, BCDC is developing Regional Shoreline Adaptation Plan (RSAP) guidelines for all cities with Bay shorelines. These guidelines will undoubtedly also affect this shoreline infrastructure. In addition, the proposed development site is on Bay fill and as sea levels rise, groundwater is also expected to rise. These Bay fill soils are prone to liquefaction in the event of earthquakes which we all know are inevitable in the Bay Area.

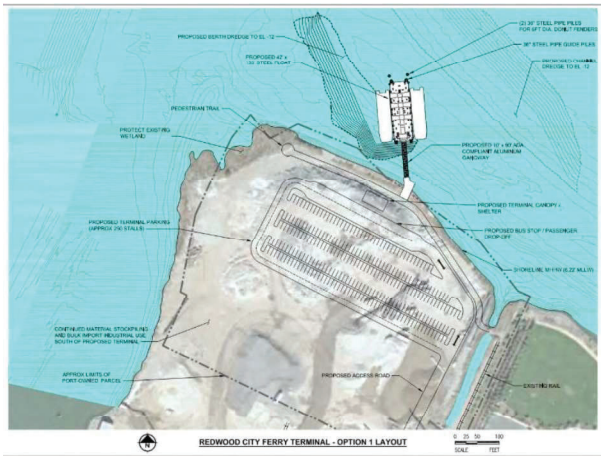
Based on these factors, we believe that this is a poor site for a hotel, convention center, restaurant and office space.

1. Separate EIRs

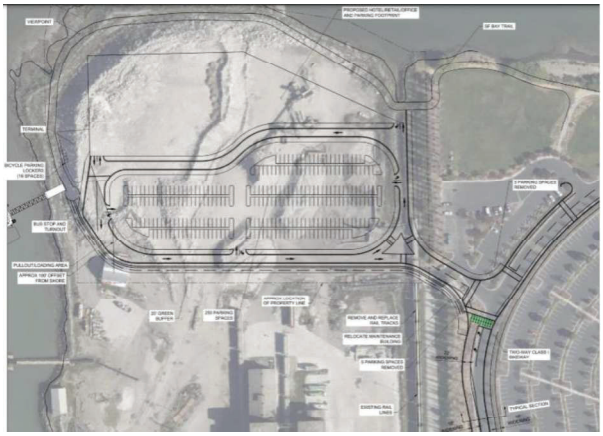
Conduct separate Environmental Impact Reports (EIRs) for the ferry terminal and the mixed-use development to address the distinct environmental and infrastructural challenges posed by each project.

- EIR #1 would be for a project level EIR for a ferry terminal on the water and a parking lot on the land that has received public comment and has been approved by the City Council.
- EIR #2 would be for a proposal for a Mixed Use Site with significant zoning and General Plan changes in order to modify the heavy industry area of the City. This has implications that could impact the whole City.[1] This change is to allow new high density development in an area of the City most vulnerable to sea level rise. These proposed zoning changes have not been previously shared with the Redwood City Council or the public and have not been approved by the City Council.
- In our opinion, EIR #2 opens too many issues and raises too many questions that the City needs to evaluate, and the public needs to weigh in on, well before a programmatic EIR could begin to be adequately considered. It involves spot-zoning for these land use changes within the heavy industry and the Port zone. Is this the first step towards intensifying commercial and housing development along this vulnerable corridor? It opens the prospect, once again, of intensified development, such as at the Cargill salt ponds site. This possibility was something WETA raised in its proposal, two years ago, in order to justify the need for a ferry terminal at this location by creating a "Priority Development Area" (PDA) with Transit-Oriented Development, and to better position the ferry terminal for grant funding.

Therefore, there is no reasonable way to create a programmatic EIR for changing the ferry terminal site, currently approved only for a parking lot, and altering it into a mixed use development activity node, without including the growth inducing effects that will need to be considered by the City.



Plan approved by Redwood City City Council in Final Report by WETA October 2020



Proposed revised plan including Spot-Zoning for Mixed Use Development - EIR NOP 2024

[1] Ferry Feasibility Study - Final Report (FFS) Section 9.1 Investment Near the Proposed Terminal – new ferry service could bolster the real estate market and spur development of nearby properties. Existing commercial property within a 15-minute walking distance to the terminal suggests nearly 30 acres of underutilized, low density land uses.

2. Alternative Development Proposals

Consider alternative development proposals that align with environmental sustainability goals and minimize impacts on the surrounding ecosystem and community infrastructure. A preferred alternative would be the ferry terminal with a landing float in the water and a parking lot on the land, similar to the elements in the plan approved by the Redwood City Council and with nature-based improvements along the shoreline.

3. Bay Fill and Groundwater Rise

The proposed development is situated on bay fill, which is prone to liquefaction in seismic events. Rising sea levels will also elevate groundwater levels, further destabilizing these soils. This poses significant risks for the construction and long-term viability of a hotel, convention center, restaurant, and office space at this location.

4. Environmental Impact of Ferry Terminal

The construction and operation of the ferry terminal could detrimentally impact nearby sensitive habitats. Increased boat wakes could harm wetlands, and ferry diesel emissions pose a pollution risk. Comprehensive mitigation strategies must be developed and evaluated to minimize these environmental impacts.

5. Potential for private ferries

We also continue to be extremely concerned about WETA's future plans to consider allowing private ferry services to this location, for WETA ferry service economic viability[2], in the middle of the largest urban wildlife refuge[3], home to endangered species as well as species of special concern.

The project description includes the possible addition of special event service. It does not specifically forbid private vehicles. If private ferries (that are both scheduled and unscheduled) and water taxis (similar to calling an Uber or Lyft water taxi) are allowed to use the dock and

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[2] Ferry Feasibility Study - Final Report (FFS) Section 9.1: Fare schedules – The cost of a long-haul ferry trip may be too high for individuals and could affect ridership, so subsidies from employers may be needed to offset those costs and increase ridership.
Private Ferry Operations – Is there a possibility for privately operated ferries to use the ferry terminal or develop a parallel facility that will benefit from shared landside connections

[3] US Fish and Wildlife Service: Created in 1972, largely as the result of grassroots efforts by the local community, Don Edwards San Francisco Bay NWR was one of the first, and today remains our nation's largest Urban National **Wildlife Refuge.**It covers over 30,000 acres of wetlands, marshes, ponds, vernal pools, and upland habitat in the South Bay. The refuge was established in 1972, largely as a result of grassroots efforts by the local community.

terminal facility, this presents a significant problem[4]. It is important to monitor and enforce speed restrictions of boats as well as to minimize the number of boats through the refuge. It has been clearly demonstrated that it is difficult or impossible to do daily enforcement of speed restrictions of private ferries or water taxis. Officers from the RWC Police Dept. and personnel from the Coast Guard would probably not be watching the site on a daily basis.

Additional boats, especially private ferries and water taxis that are not obeying the speed restrictions, would cause more environmental and safety concerns including more wake waves, potential impacts on rowers and paddlers in non-motorized water crafts, shoreline erosion of Greco Island and Bair Island in the Refuge, increased air pollution, and potential impacts on harbor seals in the area (increase strikes of the seals and increased difficulty for the seals to swim to the Bay to forage for food).

6. Air Quality

Evaluate the impact of ferry diesel emissions on Ridgway's Rail and other birds, salt marsh harvest mouse, and other wildlife on Bair and Greco Islands, as well as impacts on recreational users of the waterway. If the project plan will include backup power using diesel fuel, include those emissions in the analysis.

The area is zoned for heavy industry, an important component of the City's General Plan and of its economic vitality. There is a long history of regular industrial accidents in this area of Redwood City. Evaluate the impact on air quality due to industrial activity at the variety of industrial facilities and of industrial accidents adjacent to the site.[5]



Sims Metal Fire May 22, 2024. Several fires have occurred at this facility.

7. Biological Resources

Artificial Light at Night (ALAN)

[4] Ferry Feasibility Study - Final Report (FFS)Section 9.1 Private Ferry Operations – Is there a possibility for privately operated ferries to use the ferry terminal or develop a parallel facility that will benefit from shared landside connections?

[5] Large fire breaks out at Redwood City metal recycling facility, impacting air quality .As for the Redwood City facility, in 2022, California's Department of Toxic Substances Control ordered Sims Metal to determine the extent of its toxic pollution and clean it up. These include potential toxic releases from the past and any impacts from a fire that occurred at the facility in March 2022.....Given the facility's proximity to homes, parks, schools, a trail and parts of a wildlife refuge, the state is concerned about health impacts to nearby populations.

Due to proximity to Bair Island and Greco Island, night lights from the terminal and parking areas will be harmful to birds and other wildlife in the nearby refuge. Multistory buildings such as a hotel are of particular concern as their lights will stay on at night, lighting the water and the adjacent refuge spaces. ALAN interferes with bird reproduction, feeding and migration. Night foraging creatures will not be able to feed if hotel rooms lights are on at night and shine on the water. Evaluate approaches to and require minimizing ALAN and lighting and use of the site after sundown

Noise

Evaluate the maximum decibel of the ferries and of other equipment at the project site and their impact on birds and other wildlife. Ensure that there are no private boats using the dock, especially at night, such as party boats or special event boats.

Evaluate the impact of construction period and noise including pile driving and length of construction time on adjoining habitat and species. Considering the disruption and noise during the construction period, will a significant area of this valuable wildlife habitat be no longer viable for wildlife that now consider it home?

Bird Safe Design

Bird-safe design principles are crucial for protecting avian populations, particularly in areas adjacent to wildlife refuges. These principles aim to prevent bird collisions with structures, which is a significant threat to bird safety. Structures such as buildings, windows, and other man-made objects often pose hazards to birds, leading to injuries or fatalities. Implementing bird-safe designs is essential to minimize these risks and promote a safe environment for birds, especially in areas with high bird activity.

Existing Cliff Swallow Habitat

The northern edge of the site is home to a well-established nesting area for Cliff Swallows. These birds have been utilizing the existing infrastructure for many years during the nesting season. They are the most colonial swallow in the world and in this colony there are approximately 100 nests annually. Swallows are known for their agile flight and reliance on open areas and vertical surfaces for nesting. Their presence indicates a thriving habitat that should be preserved and protected during any development or renovation activities.

Continual monitoring of the swallow population and their nesting success is important. Regular surveys should be conducted to assess the effectiveness of the bird-safe design measures. Adaptive management practices can then be implemented to refine and improve strategies based on observed outcomes.

The Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712) provides that it is unlawful to pursue, hunt, take, capture, kill, possess, sell, purchase, barter, import, export, or transport any migratory bird, or any part, nest, or egg or any such bird, unless authorized under a permit

issued by the Secretary of the Interior. In 2023, Cliff Swallows were added to this list of protected species.

8. Geology, Soils, and Seismicity

Include information on the soils at the site as well as along the only access road that gives access to the site. Settlement along the two mile access road indicates unstable soils.

9. Land Use and Planning

Spot-Zoning Changes and Mixed-Use Development

The proposed zoning changes affect the City's General Plan, and mixed-use development could lead to intensified commercial and residential growth in an area highly vulnerable to environmental risks.[6] This raises significant concerns regarding the long-term environmental sustainability and compatibility of land use, potentially setting a precedent for future developments. It is important to note that the site adjoins the City's heavy industry and the Port, creating incompatible land uses. The heavy industry zoning is unique to Redwood City and is critical for the City's economy as well as for the economy of the entire region of the peninsula.

Harm to Refuge

This is not an appropriate place for development of hotels, restaurants and offices, where events can take place at night, causing incredible harm to all creatures in the adjacent federal Wildlife Refuge and to the endangered species that have made their home here. This type of land use - a hotel or restaurant that is used at night and that may have rooms or decks overlooking the refuge, where people may congregate, especially in the evenings - needs to be kept far from the refuge.

Economic Viability

The hotel is remote and is too far from downtown services and entertainment venues or for visibility from the freeway. Therefore it is highly unlikely to be economically viable. In addition, the Pacific Shores Office Complex has been slowly acquired and is now approximately 50% owned by Google. This means that the office buildings will not support the restaurant as Google supplies its employees with food in-house. In the North Bayshore area of Mountain View, all the local food service businesses in the area dried up after Google moved in. Therefore a hotel and restaurant are unlikely to be viable in this location. Restaurants adjacent to the nearby Sequoia

[6] Ferry Feasibility Study - Final Report (FFS) Section 9.1 Investment Near the Proposed Terminal – new ferry service could bolster the real estate market and spur development of nearby properties. Existing commercial property within a 15-minute walking distance to the terminal suggests nearly 30 acres of underutilized, low density land uses.

Yacht Club and Seaport Court office complex, closer to the freeway, have also not survived for lack of business.

10. Transportation and Access

The development's location presents significant transportation challenges, particularly during peak hours and emergency situations. The intersection at Highway 101 is already the most heavily impacted intersection in the County. The single access road, prone to subsidence and future flooding, could be compromised, impeding emergency response efforts. The transportation section, as laid out in the Initial Study, needs to be expanded to include traffic counts from the Freeway interchange and along Seaport Boulevard. These should be inclusive of projects already in the pipeline like the Harbor View office complex.

Current proposed freeway interchange improvements only plan to bring it up to an acceptable level with no new additions to traffic, and excludes Harbor View. Therefore, the EIR should include anticipated traffic from the Harbor View office complex, which has been approved. and that will, after the intersection improvements are completed, result in the intersection ending up at even a lower level of service than it currently experiences.

Intensifying development far out into the bay, north of Highway 101, is a problem for Redwood City given its vulnerability to sea level rise and ground water rise flooding. The last design iteration of the freeway interchange improvements includes possibly lowering Woodside Road under the freeway, and depending on pumps, potentially exacerbating the emergency access potential in the event of flooding due to storm events. The site is also vulnerable from a safety point of view as it has only one long access road which is on unstable bay fill (the roadway has subsided in a number of places) that is vulnerable to sea level rise, groundwater rise and flooding and being cut off from emergency access in an emergency such as an earthquake.

11. Hazards and Hazardous Materials

A thorough review of historical and current environmental data is necessary to assess potential contamination risks. Heavy industry in the area adjoining the site and in the vicinity, such as the Sims Metal Recycling facility,[7] creates hazards based on records of industrial accidents. (see

[7] Large fire breaks out at Redwood City metal recycling facility, impacting air quality. As for the Redwood City facility, in 2022, California's Department of Toxic Substances Control ordered Sims Metal to determine the extent of its toxic pollution and clean it up. These include potential toxic releases from the past and any impacts from a fire that occurred at the facility in March 2022….The state department reportedly found elevated levels of lead, zinc and cadmium at the site in addition to a buildup of light fibrous material, which are produced during the metal shredding process, at or near the facility between 2012 and 2019. Without proper management, light fibrous materials can be "uncontrollably dispersed offsite due to wind, rain, or other factors," according to the state's order.

also Air Quality above) The uncertain composition of bay fill further complicates the suitability of this site for the proposed development.

Include a comprehensive review of historical and current environmental data on hazardous waste sites in the project area, including the former Arco Fuel Terminal site south of the project area. Although Geotracker does not indicate any sites within the project boundaries proper, the former land use for concrete recycling suggests potential contamination with metals and asbestos. In addition, the site is located on bay fill of unknown composition.

The parking area contaminants, including brake dust and tire dust, should not be allowed to drain into the bay. Consider green infrastructure for storm drainage.

12. Utilities and Service Systems

Analyze the life service of existing utilities and storm water/wastewater systems. Rising groundwater may be poised to inundate portions of the buried utilities off site that are serving the site.

Thank you for the opportunity to provide comments on the scope of the EIR.

Respectfully submitted

Gita Dev, Chair, Conservation Committee
Susan DesJardin, Chair, Bay Alive Steering Committee
Susan Lessin, Legislative Committee
Sierra Club Loma Prieta Chapter

Chris MacIntosh
Conservation Chair
Sequoia Audubon Society

Alice Kauffman
Legislative Analyst
Green Foothills

From: Madeline Miller
To: Owston, Kathleen; Lance Park
Subject: FW: Comments- Notice of Preparation and Initial Study for the Port of Redwood City Ferry Terminal Project
Date: Friday, May 31, 2024 10:58:15 AM

Hi Katie and Lance,

I received this email after I was out of the office and then just saw it today, let me know if you would like me to respond.

Best,
Maddy

MADELINE MILLER
Project Planner
She/Hers
Bay Area: 510.848.3815 ext: 3346

From: Susan Rowinsk[redacted]
Sent: Friday, May 31, 2024 10:08 AM
To: c-dsnaman@redwoodcityport.com
Cc: Madeline Miller <mmiller@placeworks.com>
Subject: Re: Comments- Notice of Preparation and Initial Study for the Port of Redwood City Ferry Terminal Project

Can someone please confirm my comments emailed on 5/30/2024 @ 912pmPDT arrived into an inbox? See email below

I ask because no email reflector confirmed its receipt. I want to make sure my email is not sitting in an spam filter and did not reach its intended audience.

Cheers!

Susan Rowinski

On 2024/05/30 09:12 PM, Susan Rowinski wrote:

> To Whom It May Concern,
>
> Thank you for the opportunity to comment on the NOP for the Redwood City Ferry Terminal Project.
>
> Upon review of the Initial Study document, page 2-15 notes " "removal of the existing dock parallel to the shore along Westpoint Slough". The study describes the wharf could be a "historical resource" and this issue would be evaluated in the EIR.

I would also add the wharf is more than an historical resource.

The wharf is habitat for migrating cliff swallows. Each year hundreds of migratory cliff swallows (Petrochelidon pyrrhonota) **arrive to the wharf habitat to nest its entire length and raise their young.**

The cliff swallow is included in the most recent list of the Migratory Birds that are protected by the Migratory Bird Treaty Act. This list was effective on August 30, 2023 with document citation 8 FR 49310

Today, May 30 2024, while rowing past the wharf I videoed hundreds of nesting cliff swallows. In July 2020 while rowing past the same wharf I also videoed hundreds of nesting cliff swallows. I raise the point of the 2024 and 2020 videos to demonstrate hundreds of cliff swallows return every year to the wharf habitat to nest and raise their young.

Considering the wharfs removal during nesting season or between nesting seasons will destroy the migratory cliff swallows' nesting habitat.

Removal of the existing wharf should not be considered.

Regards,

Susan Rowinski

San Mateo CA

CITIZENS COMMITTEE TO COMPLETE THE REFUGE

PO Box 23957 San Jose, CA www.bayrefuge.org cccrrefuge@gmail.com

May 31, 2024

Don Snaman, Project Manager
Port of Redwood City
675 Seaport Boulevard
Redwood City, CA 94063
Via email: c-dsnaman@redwoodcityport.com

RE: Comments on the Notice of Preparation of a Draft Environmental Impact Report and Initial Study for the Port of Redwood City Ferry Terminal Project, May 1, 2024

Dear Mr. Snaman,

Citizens Committee to Complete the Refuge appreciates the opportunity to provide scoping comments in response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) and Initial Study (IS) for the proposed Redwood City Ferry Terminal Project (Project). The Project would provide Water Emergency Transportation Authority (WETA) passenger ferry service between the Port of Redwood City and both San Francisco and Oakland.

Citizens Committee to Complete the Refuge (CCCR) has an ongoing interest in wetlands protection, restoration and acquisition. Our efforts have led to the establishment and expansion of the Don Edwards San Francisco Bay National Wildlife Refuge (Refuge), including the addition of 1600 acres at Bair Island in Redwood City. We have taken an active interest in Clean Water Act, Endangered Species Act and California Environmental Quality Act regulations, policies and implementation at the local, state and national levels, demonstrating our ongoing advocacy on wetland issues and our commitment to the protection of San Francisco Bay wildlife and habitats.

Redwood City's baylands and sloughs are some of the most environmentally sensitive and ecologically rich areas of San Francisco Bay, and with the exception of several short-term pilot programs, there have been no ongoing ferry operations south of the San Mateo Bridge. Elements of the proposed project are in, or are in close proximity to, sloughs, mudflats and tidal marshes and the special status and other wildlife species that use these sensitive habitats. Ferrys would transit Redwood Creek, between the shorelines of the Refuge's Bair and Greco Islands, and traverse the shipping channel in open Bay waters - habitat for waterbirds and marine mammals**.** It is imperative that all aspects of the Project are designed, constructed and operated in a manner that avoids and minimizes adverse impacts to these important natural areas and associated wildlife.

For the reasons outlined above, the scoping comments in our letter will focus primarily on the area of Biological Resources.

Project Description: According to the NOP, *"The proposed project would provide Water Emergency Transportation Authority (WETA)-operated passenger ferry service at Redwood City with origin and destination points of San Francisco and Oakland. Initial service would be during weekday morning and afternoon commute periods between the hours of approximately 6 am to 9 pm using diesel powered ferry vessels capable of carrying up to 300 passengers. As the ferry service matures, midday, evening, weekend, and special event service may be added. The ferry terminal would include waterside and*

landside components, including a ferry dock, gangway, fixed access pier and security gate, kiosks, portable restroom, bicycle storage, surface parking lot, and new utilities required to establish the proposed ferry service. The proposed project also includes widening the Seaport Boulevard loop road from the Pacific Shores Center entrance to the ferry terminal site to accommodate a bicycle trail and sidewalk and extending the Bay Trail along the north edge of the project site to the ferry terminal. The relocation of existing infrastructure (e.g., railroad spur, terminus of Frontage Road, lighting and utilities, and a maintenance building) and modifications to an existing public parking lot would be required to accommodate the access improvements. The proposed project also includes a zone change to allow future visitor serving uses consisting of a three-story hotel with an associated restaurant, retail and meeting/event facilities, a standalone restaurant, up to 10,000 square feet of standalone office space, an*d a permanent restroom facility at the ferry terminal."*

According to the IS (Page 2-5), **the demolition of the historic wharf (dock) along Westpoint Slough, site of a Cliff Swallow nesting colony, is also part of the Project;** however, the NOP Project Description makes no mention of this Project component that would likely have significant environmental impacts. The wharf is approximately 600 feet long and demolition of the structure would require a number of regulatory agency permits, and could have potentially significant negative impacts with respect to Biological Resources, Cultural Resources, and to water quality. This is a significant omission, and in a May 28, 2024 email to Port Project Manager Don Snaman, CCCR requested that the NOP be revised to include this important project component, and that the NOP be recirculated to the agencies and the public. The requested correction and recirculation did not occur.

Project Location: *"The ferry terminal site is a 9.2-acre Port property near the confluence of Redwood Creek and Westpoint Slough. Other project improvements would occur along a portion of Seaport Boulevard west of the Pacific Shores Center, the railroad tracks and Frontage Road east of the Port, and a portion of the existing public parking lot and waterfront park northwest of Pacific Shores Center. The ferries would operate within existing navigation routes in San Francisco Bay to and from Redwood City and San Francisco and Oakland."* (NOP)

Time and Frequency of Ferry Service: The IS states, "*The initial service is proposed as a commute-period service, providing three to four trips during both am and pm peak periods on weekdays. This service would operate approximately 6 am to 10:30 am in the mornings and approximately 4 pm to 9:30 pm in the evenings. Depending on demand, midday service to either San Francisco or Oakland, and weekend service to San Francisco may be added. Future plans might also involve extending the service to include special event services to San Francisco, similar to what WETA offers on existing services*. *The proposed project evaluated in this IS assumes that full buildout service would be implemented and include all day service to San Francisco and to Oakland that has a higher frequency of service during morning and evening peak periods on weekdays, and weekend day and special event service for the San Francisco route*." (Page 2-16).

Project Area for Study in the DEIR: According to the IS, in addition to the Ferry Terminal site at the Port, the Project area includes "*San Francisco Bay (including Redwood Creek and Westpoint Slough): Existing shipping lanes in San Francisco Bay from the project site to the ferry terminals in the Port of San Francisco and adjacent to the Port of Oakland*." (Page 2-2).

Private Ferry Operator Use of WETA Terminal

The IS indicates that the terminal would accommodate vessels other than WETA ferries: "*The length of the float would accommodate the gangway landing support frame, a boarding ramp system with two high ramps and one low ramp…"* and*, "The low ramp would allow non-WETA vessels that may have low freeboards to use the float."* (Page. 2-11, emphasis added)

What non-WETA vessels would be using the float? The statement above seems to contradict the Project Overview which states, "*The proposed project would provide WETA-operated passenger ferry service at Redwood City with origin and destination points of San Francisco and Oakland. Ferry service would be provided by WETA…*" (Page 2-8)

WETA has a history of allowing private ferry service to use its facilities; for example, in 2019 WETA allowed Tideline, a private ferry service, to use its Harbor Bay dock[1]. The DEIR needs to clearly state whether non-WETA vessels will be using the facility, and if so, how will the impact of these vessels be analyzed?

If non-WETA vessels will be using the facility, the DEIR must identify the number of additional boat trips, types of vessels and routes, and analyze the potential direct, indirect, and cumulative environmental impacts from these additional transits through Redwood Creek and the open waters of the Bay. The DEIR must discuss the various sizes, speed ranges, and wake characteristics of different public and private ferries that are likely to utilize the facility, as well as identify measures that would avoid or minimize adverse impacts to adjacent habitats and wildlife. The more boats there are, the more likely there will be significant impacts to wildlife, sensitive habitats and non-motorized watercraft. An adequate analysis of impacts, and the effectiveness of mitigation measures cannot be assessed without knowing quantity and type of vessels operating at the ferry terminal. The number of vessels transiting the Project area to and from the ferry terminal cannot be open-ended, it must be clearly defined and capped, and unscheduled private ferry service, or on-demand water taxis should be prohibited.

Program vs. Project Level DEIR

At the May 15, 2024 Public Scoping Meeting for the NOP, Bill Hurrell with CDM Smith commented that some components of the Project will be subject to a project-level environmental review, and others, "in some areas like the hotel", to a programmatic level of environmental review. This was the first time the public was made aware of this dual aspect of the Project CEQA process – there is no mention of future tiering in the IS or NOP.

The DEIR must clearly identify which elements of the whole of the Project are being analyzed at the programmatic or project level – preferably summarized in a table within the DEIR. The DEIR must identify and describe how further project-level environmental review will occur for those elements analyzed at the programmatic level and whether future CEQA analysis will provide opportunities for public review and comment. We strongly recommend that subsequent components of the proposed project be subject to circulation of a Supplemental EIR (SEIR). A SEIR should be completed for the proposed zoning change and associated hotel, office and visitor-serving facilities components after detailed plans are available, the Port has vetted this proposal with the community, analyzed the financial viability of the hotel, and studied the potential adverse economic impacts on Downtown Redwood City hotels and restaurants that are hoping to benefit from the "last mile" ferry transit system.

Notification

The Project site is located across from the shorelines of Bair Island and Greco Islands, and ferries would traverse Redwood Creek between the islands. The IS documents that the Refuge owns or manages these tidal marsh areas and states: *"There is potential for construction and operation of the proposed project to conflict with the provisions of the Comprehensive Conservation Plan for Don Edwards San Francisco Bay National Wildlife Refuge or the state marine park designation. The impact is considered potentially significant and will be evaluated in the EIR."* (Page 4-12)

[1] https://www.baycrossings.com/does-a-rising-tideline-float-all-boats/

The Port should ensure the Refuge and CDFW have received the NOP and IS documents and are afforded an opportunity to submit scoping comments on the Project. Additionally, the two agencies should be included on the recipient list for any future notifications regarding the draft and final EIR, and any future study sessions, public meetings and formal hearings for the Project.

Biological Resources

Existing Conditions:

The DEIR must provide an accurate description of existing biological and physical conditions on the Project site as well as adjacent areas that could be impacted by the Project. Maps showing the location of the tidal wetlands directly adjacent to the Project site, and the Refuge tidal marsh, mudflat and slough habitats on Bair and Greco Islands must be included.

Mudflats:

The IS fails to describe or identify the location of mudflat habitat adjacent to the ferry terminal site and along the ferry route.

Figure 5 in the IS identifies "*submerged land*" to the north of the project. This area offshore is intertidal mudflat[2] and should be identified as such. The Clean Water Act Section 404 (b) (1) Guidelines (Guidelines) (40 CFR §230-233) identify "mudflats" as Special Aquatic Sites which are defined at 40 CFR §230.3(q-1) as:

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

"*Mudflats make up one of the largest and most important habitat types in the Estuary. Snails, clams, worms, and other animals convert the rich organic matter in the mud bottom to food for fish, crabs, and birds. Mudflats generally support a variety of edible shellfish, and many species of fish rely heavily on the mudflats during at least a part of their life cycle. Additionally, San Francisco Bay mudflats are one of the most important habitats on the coast of California for millions of migrating shorebirds*."[3] [emphasis added]

The Project description should clearly identify these Special Aquatic Sites in the Project area, including along transit routes. Potential impacts from ferries to this habitat, foraging shorebirds during low tide, other water birds, and fisheries need to be analyzed and adverse impacts must be avoided, minimized or mitigated.

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[2] Incorporating the Coastal Blue Band into a Remote Sensing Toolkit for Mapping Intertidal Mudflats in South SF Bay: A White Paper May 2017 Prepared by: Brian Fulfrost. Available at: https://www.southbayrestoration.org/sites/default/files/documents/fulfrost_mudflats_mapping_sfbay_whitepaper_final.pdf

[3] Proposed Basin Plan Amendment CRWQCBSFBR. March 22, 2024. Available at: https://www.waterboards.ca.gov/rwqcb2/water_issues/programs/bpamendments/proposed_basin_plan_amendment_climate_change_and_aquatic_habitat_protection.pdf



Location of mudflat habitat in the immediate project area. Google Earth Imagery date 6/8/2019


Shorebirds foraging on mudflat along Redwood Creek and Westpoint Slough, along with Great Egrets, Double-crested Cormorant, Bufflehead, Scaup and Western Grebe in the water, March, 24,2021 [4].

Special Status Species:

All special status species and other wildlife currently using the Project site and the adjacent tidal wetlands and the nearby Refuge should be identified, as well as critical habitat, Essential Fish Habitat (EFH), sensitive sites, and habitat suitable for listed species. The DEIR should determine if there are potential impacts, and provide mitigation measures as appropriate.

[4] All photos by Matt Leddy unless otherwise noted.

The Initial Study makes no mention of the federal and state endangered Ridgway's Rail (formerly California Clapper Rail) which nests on both Bair and Greco Islands.
The *Baylands Ecosystem Habitat Goals Update*[5] describes Greco Island as "*the largest contiguous tidal marsh on the western side of the bay*" that is "*relatively protected from human disturbance*" and is "*one of the main population centers of centers of Ridgway's Rail in the South Bay*."

The *Tidal Marsh Recovery Plan*[6] describes Greco Island as an "important example of remnant pre-historical tidal marshes in the San Francisco Bay Estuary" and states: "*These remnant pre-historical marshes are not only critically important refuges for populations of rare species, but they contain invaluable and irreplaceable information, preserving clues of the origin, development, structure, and composition of natural tidal marsh systems over several thousand years*." [emphasis added]

In the 2020 Invasive Spartina Project Ridgway's Rail surveys[7], Greco Island South, part of the Don Edwards San Francisco Bay National Wildlife Refuge (Refuge), had the highest count of rails for the areas surveyed along the western shoreline of South San Francisco Bay and the highest density of rails.

The federal Endangered Species Act (ESA) prohibits "take" of federally listed species, e.g. Ridgway's Rail and Salt Marsh Harvest Mouse. The ESA defines "take" as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." [emphasis added]

All federal, state and regional agencies with jurisdiction over the Project site, the adjacent wetland areas, tidal marshes, mudflats and sloughs in and around Bair and Greco Islands and the associated listed species and other wildlife that could be impacted, should be identified in the DEIR and the basis for their jurisdiction should be provided.

Recovery and Conservation Plans:

The DEIR should document and consider that all of Redwood Creek and Westpoint and Corkscrew Sloughs and adjacent tidal marshes are included in the 2013 U.S. Fish and Wildlife Service *Recovery Plan for Tidal Marsh Ecosystems of Northern and Central California*, which identifies strategies and geographic areas suitable for the recovery of federally listed species such as the Salt Marsh Harvest Mouse and Ridgway's Rail (formerly California clapper rail) in San Francisco Bay. How will existing and suitable habitat for these two endangered species be protected from impacts associated with the Project?

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

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[5] Goals Project. 2015. *The Baylands and Climate Change: What We Can Do. Baylands Ecosystem Habitat Goals Science Update 2015* prepared by the San Francisco Bay Area Wetlands Ecosystem Goals Project. California State Coastal Conservancy, Oakland, CA .

[6] U.S. Fish and Wildlife Service. 2013. *Recovery Plan for Tidal Marsh Ecosystems of Northern and Central California*. Sacramento, California. xviii + 605 pp

[7] Olofson Environmental, Inc. *California Ridgway's Rail Surveys for the San Francisco Estuary Invasive Spartina Project 2020*. February 1, 2021. Report to the State Coastal Conservancy. San Francisco Estuary Invasive *Spartina* Project

Wake Impacts:

Boat wake impacts (erosion and increased suspended sediment) to shorelines are affected by boat speed, width of the waterway, number of passages, vessel length, and water depth[8]. The DEIR must take into account all of these variables and at various tidal heights, which can influence the vertical and lateral extent of impacts of boat wakes (resulting in varying waterway widths), and their impacts to determine how they will be avoided under the various conditions in which the ferries will be transiting Redwood Creek.

Potential impacts from WETA ferry service wake wash to sensitive Bay habitats, the endangered Ridgway's Rail, endangered salt marsh harvest mouse, black rail, roosting, rafting and foraging waterbirds, and marine mammals is documented in the 2003 WTA Executive Summary Final Program Environmental Impact Report, Expansion of Ferry Transit Service in the San Francisco Bay Area[9] . That study determined that, *"In the South Bay, the shoreline along the approach to Redwood City could potentially be impacted by wake wash. This is a potentially significant impact."* And that, *"Wake wash impacts from increased ferry service could have adverse effects on California clapper rail, a listed species, by inundating nests or degrading potential clapper rail nesting habitat."*

The 2007 Biological Resource Assessment Redwood City Ferry Terminal, Port of Redwood City, San Mateo County, California[10] determined that, *"a Section 7 consultation with the USFWS and NMFS would be necessary because the Project has the potential to affect wildlife species protected under the Federal Endangered Species Act (FESA) and Essential Fish Habitat (EFH) regulations."* And that, *"ferry operations (speed, distance, etc.) would be examined to determine appropriate operational protocols to protect species from habitat loss, nest inundation, acoustic disturbance, or other potential affects of ferry operations."*

In June of 2018, under the California Public Utilities Commission authorization of the existing CPCN for scheduled service, PropSF, a private ferry operator, began a 6-month trial into the Port of Redwood City. The high-speed catamaran ferries traveled up two miles of Redwood Creek from the Bay to the F Dock landing site. Two vessels made a total of 16 trips (8 round-trips) each weekday. During this time, members of our group, and others, observed the wake wash from the ferries crashing onto the shorelines and over the salt marshes of Bair and Greco Islands. In February 2019, we brought our concerns to the attention of the Redwood City Port Commission, where we provided video documentation of the wake wash generated by the PropSF ferries in Redwood Creek.

In December 2018, Dr. Emmanuel Gabet, a geomorphologist who has studied bank erosion in San Francisco Bay tidal channels, provided CCCR with his results of observations and measurements of the impacts from private high-speed catamaran ferry wakes on Bair Island (see attached Appendix A). In his report, Dr. Gabet concluded that wakes from the ferries were contributing to bank erosion of Bair Island on Redwood Creek.

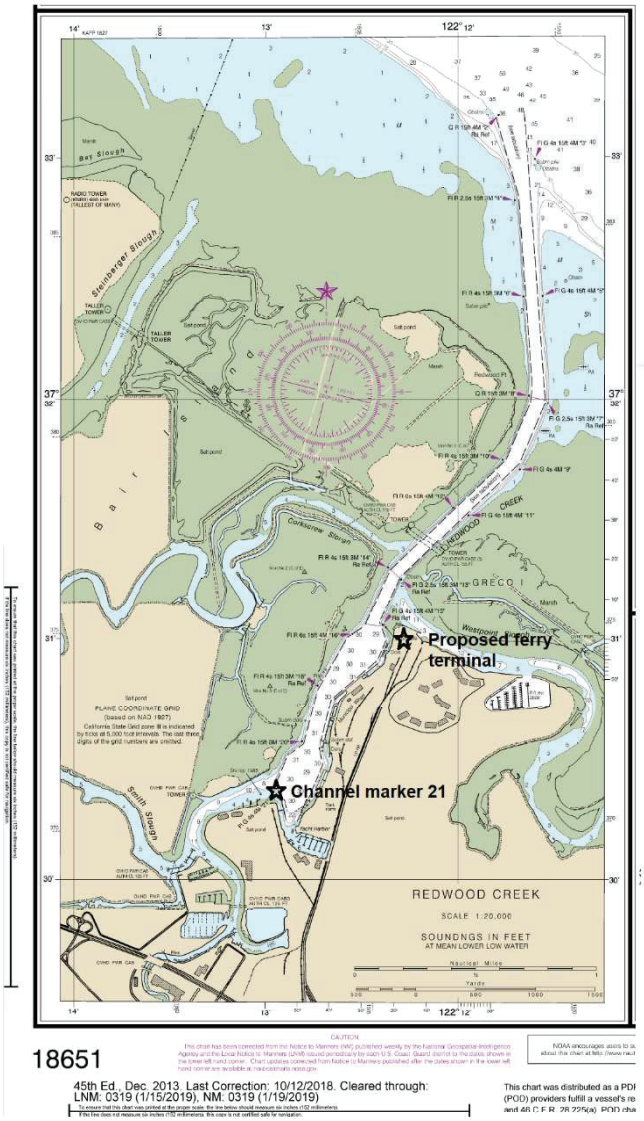
Current boat speed restrictions in Redwood Creek not applicable to Project area:

Redwood City Ordinance No. 2225, § 1, 5-6-2002 Sec. 44.6[11]. states,
"*BOAT SPEED LIMIT; EXCEPTIONS TO SPEED LIMIT FOR BOAT RACES:*

[8] Bilkovic, Donna M.; Mitchell, Molly; Davis, Jennifer; Herman, Julie; Andrews, Elizabeth; King, Angela; Mason, Pamela; Tahvildari, Navid; Davis, Jana; and Dixon, Rachel L., Defining boat wake impacts on shoreline stability toward management and policy solutions (2019). *Ocean & Coastal Management*, 182, 104945.
[9] https://weta.sanfranciscobayferry.com/sites/weta/files/weta-public/publications/WTAProgrammaticEIRExecutiveSummary.pdf
[10] 2007 Biological Resources Assessment Redwood City Ferry Terminal, Port of Redwood City. https://www.redwoodcity.org/home/showpublisheddocument/18196/636935337126270000
[11] https://library.municode.com/ca/redwood_city/codes/city_code?nodeId=CH44REHAAD

A. The speed of any boat on all waterways west of marker 21 and all sloughs shall not exceed ten (10) miles per hour; provided, however, that the speed of any boat within two hundred (200) feet from any marina and/or any moored or anchored boat shall not exceed five (5) miles per hour; provided, however, that the Port may set designated times and places within the Harbor when boat races may be held at speeds in excess of the limitation set forth in this section; "

Channel Marker 21 is located approximately a mile south (inland) of the proposed ferry terminal as are the Redwood City Marina and Port of Redwood City Warves 2,3 and 5. West of Channel Marker 21 are Bair Island's Smith Slough and Corkscrew Slough; part of the Don Edwards San Francisco Bay National Wildlife Refuge. The Refuge has designated those sloughs as "no-wake" zones[12].



Excerpt from NOAA Chart 18651 showing location of channel marker 21 and proposed ferry terminal.

[12] Bair Island Final EIS/EIR. https://repository.library.noaa.gov/view/noaa/6278

NOAA has no-wake restrictions in parts of the bay, for example Richardson Bay[13], but not in Redwood Creek[14].

The IS states that, "*Ferry speeds would comply with wake restrictions that are in place to protect both non-motorized water users as well as sea and land species and their habitat. On Redwood Creek, wake enforcement would be the responsibility of the Coast Guard in conjunction with the Redwood City Police Department*." (Page 2-16)

As shown above, **there are no codified speed restrictions in the section of Redwood Creek where the ferries will be operating to protect wildlife or habitat**, and the DEIR must correct this misinformation in the Initial Study. The lack of existing speed limits for traversing Redwood Creek in the vicinity of Bair Island and Greco Island means there is no measure currently in place to protect marine mammals, diving ducks, listed species or tidal marsh habitat for sensitive species from damage caused by ferry wakes. The DEIR must include a rigorous analysis of ferry speed restrictions that will fully mitigate this impact, such as a no-wake zone.

That analysis must include the locations in Redwood Creek and San Francisco Bay where the restrictions should be in place.

A 2007 Preliminary Wake Wash Impact Analysis for a Redwood City ferry terminal[15] recommended slow ferry speeds in the Bay, 1.5 miles (1.3 nautical miles) from the confluence of Westpoint Slough and Redwood Creek.

Additionally, the DEIR must identify ongoing enforcement measures for speed restrictions and the entity responsible for enforcement of speed restrictions, or a no-wake zone for ferries will not be an effective mitigation measure for wake impacts. The Redwood City Ferry Business Plan[16] (Page 2-5) states: "*With the initiation of public ferry service, there could be a need for additional enforcement of the port waterways. The fully burdened cost to add 1.0 FTE enforcement officer staffing to service the waterways within and near the Port is around $300,000 annually. This would be considered a cost to the City*."

Enforcement would be especially difficult if non-WETA ferries are allowed to use the terminal. We have heard anecdotally that WETA ferry operators have a good track record of abiding by speed restrictions in other areas of the Bay; however, kayakers and rowers experienced many instances of private ferry operators exceeding safe speeds near their watercraft in Redwood Creek during the pilot program (see attached Appendix B). Unless private ferry operators are prohibited, the DEIR must consider the lack of available enforcement as a significant issue that must be addressed.

Pacific Harbor Seal:

Assessment of environmental impacts from vessels on harbor seals typically focus on seal haul-out sites[17]. Seal haul-out sites in Redwood City are located on the Refuge's Outer Bair Island, Greco Island

[13]BookletChart 18653 *San Francisco Bay - Angel Island to Point San Pedro* available at: https://www.charts.noaa.gov/BookletChart/18653_BookletChart.pdf

[14] BookletChart *San Francisco Bay – Southern Part NOAA Chart 18651*

[15] 2007: Port of Redwood City Ferry Terminal Locational Analysis, Environmental Assessment, & Conceptual Design, available at: https://www.redwoodcity.org/home/showpublisheddocument/18198/636935337129570000

[16] Redwood City Ferry Business Plan Port of Redwood City FINAL | April 5, 2022. https://www.redwoodcity.org/home/showpublisheddocument/25313/637964153943000000

[17] *Executive Summary Final Program Environmental Impact Report, Expansion of Ferry Transit Service in the San Francisco Bay Area*. WETA (June 2003). https://weta.sanfranciscobayferry.com/sites/weta/files/weta-public/publications/WTAProgrammaticEIRExecutiveSummary.pdf

and in Corkscrew Slough off Redwood Creek[18]. Harbor seals also pup on the banks of Corkscrew Slough in the vicinity of the slough's confluence with Redwood Creek. Harbor seals typically forage within 1-5 km (0.6-3 miles) from haul-out sites.[19]

The Corkscrew Slough haul-out site is unique because Redwood Creek is an essential corridor for these harbor seals moving from the slough into San Francisco Bay to forage. Their use of an alternate route, Steinberger Slough, to access the Bay from Corkscrew Slough is negligible[20]. In addition, seal pups are susceptible to boat strikes in San Francisco Bay,[21] and a probable boat strike on a harbor seal pup in San Francisco Bay has been reported.[22]

Although the Initial Study states on Page 4-10 that, *"…the EIR will also assess the potential to affect marine mammals…"*, including (presumably) the seal, it does not describe what aspects of their life history will be studied. In the case of Redwood City, assessing impacts based on ferry routes relative to distances from harbor seal haul-out sites would not adequately determine the effects on this population.

The DEIR must analyze what impacts the significant number of ferry transits in the Project area of Redwood Creek will have on this long-established colony of seals, including impacts from noise, disturbance, vessel strikes, and impediments to accessing foraging areas in the Bay. The analysis should look at potential impacts at both high and low tides, and include cumulative impacts from both Project ferry trips and the existing boat traffic from the various marinas in Redwood Creek and Westpoint Slough. Impacts must be avoided, and the effectiveness of mitigation measures such as speed restrictions and limiting the number of ferries must be substantiated in the DEIR. Additionally, ongoing monitoring of the seal population to ensure mitigation measures are adequate must be required.



Pacific harbor seal in Westpoint Slough near confluence with Redwood Creek April 3, 2021.

[18] Kopec, A. D., AND J. Harvey. 1995. Toxic pollutants, health indices, and population dynamics of harbor seals in San Francisco Bay, 1989–1992. Moss Landing Marine Laboratories, Moss Landing, California, Report 96-4:1–168.

[19] Grigg, Emma K., Sara G. Allen, Deborah E. Craven-Green, A. Peter Klimley, Hal Markowitz, and Deborah L. Elliott-Fisk. 2012. "Foraging distribution of Pacific harbor seals (Phoca vitulina richardii) in a highly impacted estuary." Journal of Mammalogy 93 (1):282-293. doi: 10.1644/11-mamm-a-128.1.

[20] Fox, Kathlyn S. (2008). *Harbor Seal Behavioral Response to Boaters at Bair Island Reserve*. Master's thesis, San Jose State University. https://scholarworks.sjsu.edu/cgi/viewcontent.cgi?article=4587&context=etd_theses

[21] Greig, Denise J. et al. 2019. Harbor seal pup dispersal and individual morphology, hematology, and environmental contaminant factors affecting survival. Marine Mammal Science, 35(1): 187-209 (January 2019)

[22] Greig, Denise J. et al. 2019. Harbor seal pup dispersal and individual morphology, hematology, and environmental contaminant factors affecting survival. Marine Mammal Science, 35(1): 187-209 (January 2019).

Noise pollution underwater in San Francisco Bay from vessels, and marine mammal safety are a growing concern that needs to be considered in the DEIR. A 2021 study by scientists at San Francisco State's Estuary and Ocean Science Center[23] found that significant underwater noise in the Bay is generated by high-speed ferries, and that reducing speeds reduces both noise and risk of collision between vessels and marine mammals.

The Marine Mammal Protection Act (MMPA) of 1972 prohibits the "take" of marine mammals without a permit. And "take" is defined as actions that harass, hunt, capture or kill any marine mammal. Additionally, under the 1994 Amendments to the MMPA, "harass" is statutorily defined at two levels:

- "Has the potential to injure a marine mammal or marine mammal stock in the wild (known as **Level A harassment**); or
- Has the potential to disturb a marine mammal or marine mammal stock in the wild by causing disruption of behavioral patterns, including, but not limited to, migration, breathing, nursing, breeding, feeding, or sheltering but which does not have the potential to injure a marine mammal or marine mammal stock in the wild (known as **Level B harassment**)."[24] [emphasis added]

The DEIR must identify potential adverse impacts of the proposed project on marine mammals, not just within the vicinity of Redwood Creek and the proposed ferry terminal, but also the direct, indirect, and cumulative impacts increased ferry traffic may have on marine mammals traversing the shipping channels or other locations within the Bay that may be in the path of ferry traffic.

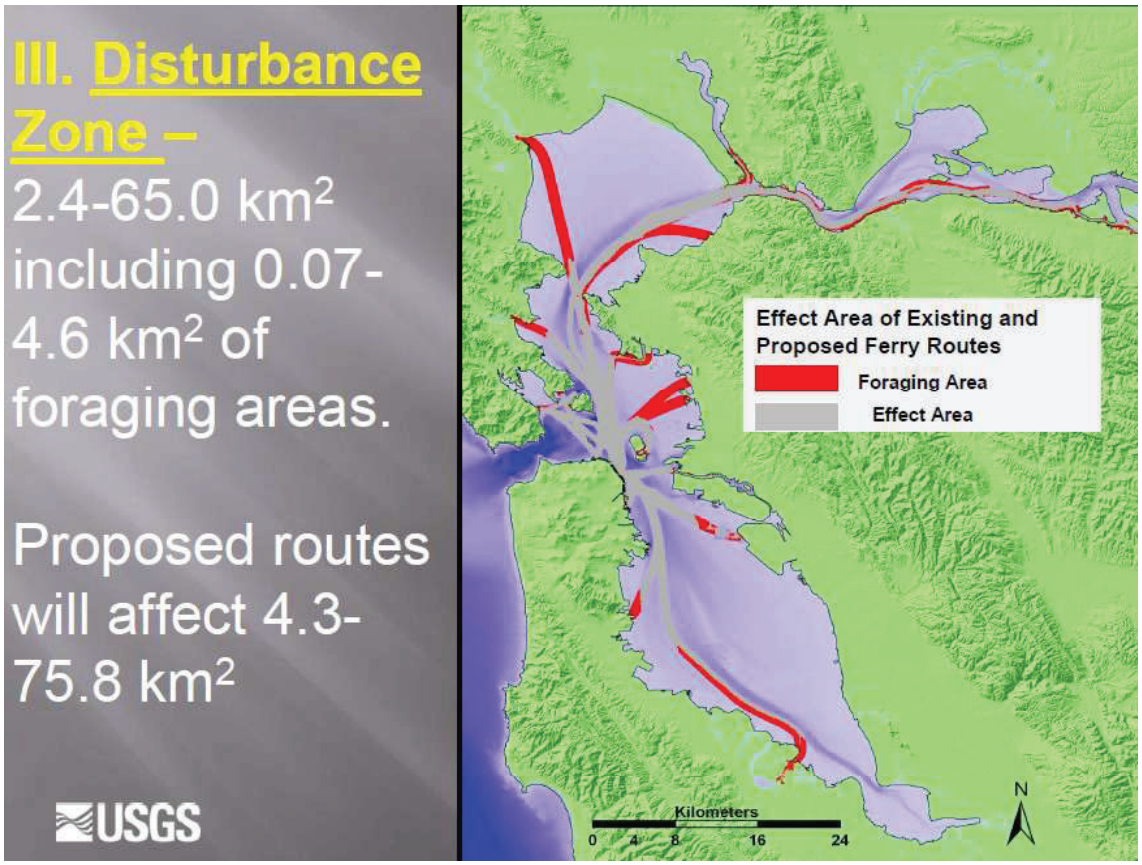
Waterbirds in the Open Bay:

The potential for adverse impacts to waterbirds in the Bay from Project ferries utilizing the route to Oakland and San Francisco must be analyzed in the DEIR. The effects of ferry traffic on waterbirds present on bay waters was studied by U.S.G.S. biologists who presented their findings at the 2008 South Bay Salt Pond Restoration Project South Bay Science Symposium[25]. A slide from their presentation is provided below:

[23] Cope S., Hines E., Bland R., Davis J.D., Tougher B., Zetterlind V. Multi-sensor integration for an assessment of underwater radiated noise from common vessels in San Francisco Bay. J. Acoust. Soc. Am., 149 (4) (2021), pp. 2451-2464.

[24] Glossary: Marine Mammal Protection Act. Harassment under the Marine Mammal Protection Act. National Oceanic and Atmospheric Administration (NOAA) Fisheries. https://www.fisheries.noaa.gov/laws-policies/glossary-marine-mammal-protection-act Accessed 5.30.24

[25] Takekawa et al. 2008. Effects of Ferry Traffic on Migratory Waterbirds in the San Francisco Bay. South Bay Salt Pond restoration Project South Bay Science Symposium 2008: Research and Restoration of the South Bay, 25 Sept. 2008. Abstracts of oral and poster presentations. https://www.southbayrestoration.org/science/2008symposium/2008Symposiumpresentations/presentations/Takekawa%20et%20al_Effects%20of%20Ferry%20Traffic%20on%20Migratory%20Waterbirds%20in%20the%20San%20Francisco%20Bay%20.pdf



Presentation slide from Takekawa et al. 2008. Effects of Ferry Traffic on Migratory Waterbirds in the San Francisco Bay. South Bay Salt Pond restoration Project South Bay Science Symposium 2008: Research and Restoration of the South Bay, 25 Sept. 2008. Abstracts of oral and poster presentations.

The Executive Summary of the 2003 WETA EIR for Expansion of Ferry Service[26] concludes that, "*ferry traffic could disturb roosting, rafting, and foraging waterfowl in the Bay*."

According to Audubon California[27], "*Forty to fifty percent of the Pacific Flyway's Surf Scoter population is believed to overwinter in San Francisco Bay…Over the past 50 years, however, their populations have declined across their range by 50-60%."* De La Cruz[28] reported Surf Scoters demonstrate strong site fidelity and only the *"…western shoreline of the Central Bay below Oakland and the eastern shoreline north of the San Mateo Bridge were used as core areas by Surf Scoters during all study months*."

Larsen and Laubek[29] studied the effects of high-speed ferries on wintering sea ducks in the Kattegat Sea, Denmark. Their study identified the following impacts of high-speed ferries to sea ducks (Common Eiders and Common Scoters):

[26] Executive Summary Final Program Environmental Impact Report Expansion of Ferry Transit Service in the San Francisco Bay Area. URS Corporation June 2003. https://weta.sanfranciscobayferry.com/sites/weta/files/weta-public/publications/WTAProgrammaticEIRExecutiveSummary.pdf
[27] Audubon California. N.d.) Birds: Surf Scoter. https://ca.audubon.org/birds-0/surf-scoter
[28] De La Cruz, Susan Elizabeth Wainwright, Ph.D. 2010. Habitat, Diet, Contaminant Relationships of Surf Scoters in San Francisco Bay: Implications for Conservation in Urban Estuaries. Retrieved from https://www.proquest.com/docview/814699728/933081F769084B1FPQ/1?sourcetype=Dissertations%20&%20Theses
[29] Larsen, J.K. and Laubek, B. (2005). Disturbance effects of high-speed ferries on wintering sea ducks. Wildfowl. 55. 99-116. https://wildfowl.wwt.org.uk/index.php/wildfowl/article/view/1176/1176

> "*The impacts of high-speed ferries on sea ducks may be divided into three main categories: i) changes in habitat, ii) disturbance and iii) collision risk. Changes in habitat by high-speed ferries may occur where the ferries pass through shallow waters, through the physical effect of the underwater waves generated by the combined effect of the hull and the water jet, on the bottom substrate (Dahl & Kofoed-Hansen 2003). Changes in substrate composition may in turn affect the benthic fauna on which sea ducks depend. Sailing, like many other human activities, is a source of disturbance to birds. A boat passing through a sea-duck site will cause a temporary displacement of birds and a change in activity pattern within a corridor along the route travelled. Depending on the frequency of disturbance and the ability of birds to compensate for the resultant loss of feeding time, and the concomitant increase in energy expenditure, this may lead to a loss of feeding habitat. Finally, high-speed ferries may pose a collision risk to sea ducks. The speed at which a high-speed ferry travels leaves limited reaction time for sea ducks located in the ferry's immediate path, which might be especially critical during feeding bouts, when sea ducks spend much time underwater, or when visibility is reduced. Birds may collide with the ferry or, when attempting to escape by diving, become caught in the underwater turbulence*."

These studies raise significant concerns regarding the potential negative impacts of the proposed ferry service transiting the San Francisco Bay – questions that must be answered through the environmental review:

- What are the potential long-term impacts to diving duck and other waterbirds (i.e., Double-crested Cormorant) populations, and their use of foraging areas from disturbance caused by an unknown number of daily trips (from 16 to "full buildout service") of high-speed ferries transiting through San Francisco Bay on the specific Project routes?

- What are the cumulative impacts of the Project when the existing and other planned ferry routes are considered for both private ferry operations and WETA ferries?

- Could the repeated flushing response to ferry disturbance result in decreased body condition of diving ducks due to disruption of critical feeding and roosting behaviors. Repeated flushing in response to disturbance requires an expenditure of energy that may have negative impacts on energy stores for migration or reproduction (i.e., will the birds have sufficient energy store to reach their breeding ground and once there, will they have sufficient energy to successfully reproduce?). Scoters have low reproductive rate so any negative impacts on breeding success will have repercussions on the population level.

- Could the substrate disturbance of the high-speed ferry in adjacent shallower waters have negative impacts on benthic invertebrates – i.e. diving duck food supply?



Diving ducks (scaup) in Westpoint Slough, with Redwood Creek in the background, April 3, 2021.

Proposed Removal of Historic Wharf (Dock):

The IS states: *"Construction of the visitor-serving amenities would include the aforementioned activities and removal of the existing dock parallel to the shore along Westpoint Slough, building construction, and drought tolerant landscaping."* (Page 2-15, emphasis added)

The wharf is approximately 600 feet long and the removal of this historic structure constitutes a significant change from statements provided to the public in previous ferry terminal documents:

Redwood City Ferry Business Plan FINAL April 5, 2022[30] (pg. 3-10) "*Option 2 eliminates the need for dredging due to the existing navigation channel that provides deeper water for vessels operating at the Port, and is the option preferred by the Port. This site would provide easier maneuvering in and out of the berth and it also eliminates the need to demolish the existing wharf structure.*".

Redwood City WETA Ferry Financial Feasibility Study & Cost-Benefit and Economic Impact Analyses 2020[31] (pg. 5-8), "*The Option 2 location would provide easier vessel maneuvering in and out of the berth and it also eliminates the need to demolish the existing wharf structure located at the north site*."

Removal of the wharf structure is apparently related specifically to the proposed construction of a hotel (May 15, 2024 Port of Redwood City Ferry Terminal Project Scoping meeting CDM Smith consultant oral comment). The). Clearly, the ferry terminal component of the Project is not dependent on removing the old dock.

The IS identifies the dock structure as a potential historical resource:
"a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?
Potentially Significant Impact. The current leaseholder is vacating the project site and removing all improvements currently located on-site and the only structure that would be removed under the proposed project is the existing dock along Westpoint Slough. A survey will be conducted for the EIR to

[30] https://www.redwoodcity.org/home/showpublisheddocument/25313/637964153943000000
[31] https://www.redwoodcity.org/home/showpublisheddocument/22921/637442616488470000

determine if the dock or any other features at or near the project area are potentially historical resources and would be affected by the proposed pr oject. If historical resources are affected by the proposed project, significant impacts could result; therefore, this issue will be evaluated in the EIR. "
(Page 4-13)

It is unclear why this historic wharf must be removed as it does not impact completion of any of the Project objectives outlined in the NOP: 1) provide WETA passenger ferry service to Redwood City, 2) widen the Seaport Boulevard loop, and 3) change zoning to allow visitor-serving uses. Buildings for the visitor-serving uses *"would be located a minimum of 100 feet from the water's edge*" (IS Page 2-14), so there is no need to demolish the wharf related to the proposed change in zoning.

The DEIR must clearly identify the reason why the removal of the wharf, and the swallow colony nesting site that is associated with this structure, is included in the Project.

Cliff Swallow Nesting Colony:

Cliff Swallows (*Petrochelidon pyrrhonota*), a migratory species fully protected under the Migratory Bird Treaty Act of 1918, nest under the old historic wharf (dock) on the north side of the site. The Project would remove this wharf located along Westpoint Slough that is a significant and long-standing nesting site for Cliff Swallows. Nesting requirements for the cliff swallow include a vertical structure such as support structures under the dock, a source of mud for nest construction – which they gather from the banks of the nearby sloughs – and open foraging areas such as nearby Bair and Greco Islands. These swallows are a unique part of the avifauna in the Refuge. Cliff Swallows are famous for their return to Mission San Juan Capistrano each spring; however, the population of Cliff Swallows has been declining in Central California[32].

The IS fails to identify this structure as a native wildlife nursery site:

"*d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites*?" (Page 4-11, emphasis added)

Additionally, the IS fails to identify the destruction of the wharf with the nesting colony as a **potentially significant impact** that impedes the use of a native wildlife nursery site.

[32] *Sauer, J.R., D.K. Niven, J.E. Hines, D.J. Ziolkowski, Jr, K.L. Pardieck, J.E. Fallon, and W.A. Link. 2017. The North American Breeding Bird Survey: Results and analysis 1966–2015. Version 2.07.2017 USGS Patuxent Wildlife Research Center. Laurel, MD*



Westpoint Slough historic wharf nesting colony and Cliff Swallows, May 15, 2020.



Arrival of Cliff Swallow at a nest under the old wharf on Westpoint Slough, May 15, 2020.

As stated previously, the DEIR should identify the reason for removing the dock, and document that the associated loss of this nesting site for Cliff Swallows if the wharf is demolished is a potentially significant impact.

Because of the regional decline in Cliff Swallow populations , the size of the colony, and the swallow's long-term use of this wharf nesting site, the DEIR shou ld: 1) include the Cliff Sw allow nesting site in the existing biological conditions for the Project site, 2) evaluate how destroying the existing nesting site will

impact this colony and their ongoing presence in, and use of, the Refuge, and 3) identify alternatives that avoid demolition.

Additionally, the DEIR should analyze the cumulative impacts to the population of this migratory bird species within Redwood City in light of the planned and approved demolition of the old Syufy Theater building at 557 E. Bayshore Road [33] that is also a long-standing and substantial Cliff Swallow colony nesting site. This colony is on a privately-owned parcel with a project objective of housing that clearly necessitates the removal of the structure, as compared to the historic wharf which is on City-owned property and for which there is no Project-dependent justification for demolition.



Cliff Swallow entering nest under eve of old Century 12 Theater at 557 E. Bayshore. The nesting area spans the length of the back side of the building facing the Bay Trail and Refuge. June 17, 2021.

Bird Strike Hazards:

Refuge tidal marshes, mudflats and levees, and Cargill's salt ponds along Seaport Blvd. provide roosting and foraging habitat for thousands of birds, and songbirds, migratory shorebirds and other waterfowl traverse the Project area. How will bird strike hazards associated with the proposed three-story hotel and other visitor serving buildings be avoided or mitigated?

Lighting:

Artificial night lighting that intrudes into nearby wildlife habitats can be disruptive, and may also result in increased predation on sensitive wildlife. Due to the close proximity of tidal marsh, mudflats and slough channels, what lighting design/placement and operational measures would be required at the ferry dock, terminal, parking lot, visitor-serving buildings and any perimeter outdoor use and landscaped areas to eliminate this impact?

The IS states, "*Because there is existing nighttime lighting around the perimeter of the project site and in the project area, including at the Pacific Shores Center to the east and the CEMEX marine terminal*

[33] https://www.redwoodcity.org/city-hall/current-projects/development-projects?id=67

to the south, project site lighting would not substantially increase nighttime lighting levels in the area. "
(Page 4-4)

Even if lighting is "not substantially increased" relative to the adjacent Cemex and Pacific Shores Center properties, the ferry terminal and visitor-serving components of the Project are adjacent to areas of sensitive habitat in Redwood Creek and Westpoint Slough and should adhere to Dark Sky[34] night lighting requirements to reduce impacts from light overspill to habitat used by aquatic wildlife, and migratory and resident waterbirds that forage at night. With the change in use, there is the opportunity and responsibility to minimize these impacts.

Outdoor Areas and Litter:

Food scraps left in any outdoor areas and garbage/recycling receptacles could attract nuisance and predatory species such as crows, ravens, gulls, rats, skunks and racoons to the detriment of wildlife in adjacent wetlands and the Refuge. How would this impact be mitigated? The DEIR should also discuss which agency/department/entity would be responsible for monitoring and dealing with nuisance species.

The Project could generate litter that could pollute the tidal marsh and waters of the Refuge, endangering wildlife in the immediate area, or get carried with the tides and currents to other locations in San Francisco Bay. What mitigation measures would be put in place to ensure that the Project does not cause an increase in the amount of litter entering tidal marshes and Bay waters either from the Project location, or from use of the new, or increased use of the existing, Bay Trail segments? The DEIR should identify the entity that would be responsible for enforcing litter mitigation measures that are proposed.

Predator Perches/Nesting Sites:

Landscaping trees, the three-story buildings, light poles and other structures and signs associated with the Project could provide perches for predatory birds such as hawks, falcons, crows and ravens. Unsuitable trees could create avian nesting sites in very close proximity to the tidal marsh. This includes palm trees that could provide nesting sites for barn owls. Endangered Ridgway's Rail and Salt Marsh Harvest Mice are especially vulnerable to predators during high tides, when they move to, and are more exposed in, the higher marsh and on the sides of levees.

The DEIR should outline requirements for building and landscape design elements that would mitigate this impact, including setting trees back from marsh areas, and utilization of the Landscape Tree Suitability Index required for the Pacific Shores Center in Redwood City. (See attached Appendix C)

Construction Noise and Vibration:

Construction of the proposed Project could impact special status species and other wildlife due to disturbance, noise and vibration from construction equipment. Noise associated with the demolition of the historic wharf in Westpoint Slough could also impact fish and wildlife. The DEIR must analyze potential impacts and identify mitigation measures if needed.

Ridgway's Rails will abandon their nests if disturbed by loud noises. The DEIR should outline the consultation process and agencies that must be consulted with to ensure any nesting Ridgway's Rail are protected from construction activity impacts, and what mitigation measures might be required such as seasonal restrictions.

[34] https://darksky.org/what-we-do/darksky-approved/

Conflict with Local Policies:

The IS states the following question: *"Would the project:*
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Page 4-11)

The IS identifies the Redwood City Street Tree Ordinance and makes the determination that the impact on trees at the Project site would be "less than significant" and that "…*There are no other local policies or ordinances protecting biological resources applicable to the proposed project."*

Although the Project would not significantly impact city trees, the Project could conflict with Redwood City General Plan Natural Resources Policy NR-5.1 and NR-6.2 as shown below.

Policy NR-5.1[35] : *"Restore, maintain, and enhance Redwood City's creeks, streams, and sloughs to preserve and protect riparian and wetland plants, wildlife and associated habitats, and where feasible, incorporate public access*."

Policy NR-6.2*: "Restore and maintain marshlands including tidal flats, tidal marshes, and salt marshes as appropriate*."

The IS identifies many areas where the Project could have potentially significant impacts on tidal marshes, Redwood Creek, Westpoint Slough, wetland plants, tidal flats and wildlife and their associated habitats. Based on potential conflict with these Redwood City Natural Resources Policies that call for maintaining these specific natural resources, the determination should be ***"Potentially Significant Impact,"*** not "***Less than Significant Impact.***"

The DEIR should reflect the Project's potential to conflict with these Natural Resources policies in the General Plan, and document how any conflicts will be mitigated.

Hydrology and Water Quality/ Hazardous Materials

The Project site is adjacent to sensitive aquatic and tidal marsh habitats that could be adversely affected by construction activities and stormwater runoff.

Construction and Stormwater Impacts – Construction activities, including construction of the ferry landing in Redwood Creek, excavation, placement of fill and grading could pollute adjacent waters and sensitive sites with excess sediment, and with chemical contamination from construction materials such as concrete, mortar, hydrated lime, fuels and paint. Stormwater run-off from the parking and landscaped areas associated with the Project could carry pesticides, fertilizer, oils, heavy metals, and other pollutants. The DEIR must identify and analyze these potential impacts and provide mitigation measures to prevent pollutants from entering Bay waters and impacting water quality, and sensitive habitat and wildlife, e.g. including the potential use of bio-swales.

Demolition of the historic wharf in Westpoint Slough would require permits from regulatory agencies to ensure there are no impacts to water quality and to adjacent mudflats, tidal marsh and aquatic species. If this structure is removed, the DEIR must identify the permitting agencies, potential impacts and required mitigation measures.

[35] https://www.redwoodcity.org/home/showpublisheddocument/28330/638484499021370000 (most recently amended

Land Use and Planning

The Project objectives outlined in the NOP and the IS include: *"change zoning to allow visitor-serving uses."* The DEIR must analyze whether these uses are compatible with Redwood City's General Plan policies regarding Port industrial lands in the immediate area of the Project, and determine if placing transient lodging, office workers and restaurant employees in the near vicinity of Port heavy industries puts people at risk.

According to Redwood City's 2010 General Plan[36], "*The Port is one of the city's great assets. Policies emphasize the value provided by the Port and focus on retention; providing for efficient use of land to support the Port, Port-related, and Port-dependent industries and minimizing potential land use conflicts as appropriate. Policies also include encouraging development of a passenger ferry terminal station near the Port*." (pg. BE-38).

The importance of the Port as an industrial center and for industrial and environmental sustainability is reflected in the City's Goals and Policies:

"***GOAL BE-21****: Maintain the viability of the Port of Redwood City as a center for goods and people movement and large-scale industrial activity*." (Page. BE-80)

Policy BE-33.4*: Maintain the Port of Redwood City as a critically important use, and protect long-term Port, Port-related, and surrounding industrial uses from the encroachment of incompatible land uses as appropriate*." (Page BE-195)

"*Policy BE-46.4:* *Support retention and expansion of businesses and industries in Redwood City involved in recycling materials, especially in areas proximate to the Port of Redwood City*." (pg. BE-244)

The DEIR must analyze the Project's consistency with the above General Plan Goals and Policies.

The Proposed "Visitor-Serving" Amenities are not Consistent with the Port's 2020 Vision Plan

The IS states: "*Consistent with the Port's 2020 Vision Plan, the Port is proposing future uses at the project site to expand waterfront access to the community and increase visitor-serving amenities. This includes a zone change at the 9.2-acre project site that would allow the establishment of a hotel and associated restaurant and retail and meeting/event facilities, and a standalone restaurant and small office that are independent of the hotel use*." (Page 2-14)

Although the Port of Redwood City 2020 Vision Plan[37] (Page 77) states:" *In the open area surrounding the passenger boarding area, as well as in the parking lots of the Portside Lease areas, the Port can introduce new commercial /retail uses using outdoor retail carts,*" and that, "*The Ferry Terminal concept can be scaled off the Port of San Francisco's Ferry Building Plaza with similar types of land uses and amenities*."(pg. 21), **there is no mention of hotels or a zoning change in the Port's 2020 Vision Plan, and there are no hotels at the Port of San Francisco's Ferry Building Plaza.**

To be accurate, the DEIR should document that the proposed hotel and zoning change are **not** consistent with the Port's 2020 Vision Plan.

[36] Redwood City General Plan 2010 Built Environment Element (updated Aug 2023) available at: https://www.redwoodcity.org/home/showpublisheddocument/28366/638489623787530000

[37] Port of Redwood City 2020 Vision Plan January 8, 2020 https://www.redwoodcityport.com/_files/ugd/9d6aca_08cc17636948496fa38e13a4bf93d8d3.pdf

Proposed Visitor-Serving Amenities Incompatible with Port Industrial Uses

The DEIR must evaluate whether the proposed zoning change allowing the visitor-serving amenities would lead to incompatible land uses with respect to the existing Port industrial activities - threatening the continued viability of Port industrial businesses, and putting hotel guests and employees at risk.

An alternative that considers food-serving amenities only should be analyzed.

According to the Initial Study, the visitor-serving amenities (hotel, restaurant, and office) would generate about 400 new employment opportunities and guests for 100 – 200 rooms, placing a significant number of people in the area 24 hours a day, 7 days a week.

The proposed ferry terminal hotel/offices would be located adjacent to and north of the Cemex plant, in an area described as a "*marine industrial business*" in the Initial Study/Proposed Mitigated Negative Declaration for the Ready-Mix Concrete Plant Project (MNDRMC) for a proposed ready-mix concrete batch plant for Cemex Construction Materials Pacific, LLC (CEMEX)[38].



Location of Project relative to the Cemex plant (adapted from Figure 2-9 in the MNDRMC).

Air quality impacts to people residing or working in the project area from the adjacent Cemex plant.

The MNDRMC for the Cemex plant located directly adjacent to the Project states: "*Sensitive receptors (related to air quality emissions) are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, medical facilities, and places where people recreate or congregate outdoors for*

[38] Initial Study/Proposed Mitigated Negative Declaration for the Ready-Mix Concrete Plant Project at https://ceqanet.opr.ca.gov/2021120258

extended periods of time such as parks or schools are of primary concern because of the potential for increased and prolonged exposure of individuals to pollutants. The nearest sensitive receptors to the project site are outdoor baseball fields, swimming pools, and park areas located between 650 to 1,200 feet south of the project site ." (pg. 3-11)

The visitor-serving amenities (hotel, restaurant, and office) would be located within ***400*** feet of the Cemex plant (estimated from "Figure 4 Project Site Plan" in the Initial Study, much closer to Cemex than the receptors identified in the MNDRMC. Toxic air contaminants from Cemex operations for cancer risk were assessed at 650 feet away (MNDRMC pg. 3-16), not 400 feet away. The DEIR must address potential impacts from air quality on restaurant employees/guests, office workers, and hotel employees/guests (sensitive transient lodging).

Noise impacts to guests in hotel transient lodging from the adjacent Cemex plant

The MNDRMC for the plant located directly adjacent to the Project (Page 3-53) states: "*Additional land uses such as schools, transient lodging, historic sites, cemeteries, and places of worship are also generally considered sensitive to increases in noise levels.*"

The MNDRNC was based on noise measurements located to the southeast and south of Cemex, but not to the north where the hotel would be located. The DEIR should evaluate noise from Cemex operations to determine impacts to restaurant employees/guests, office workers, and hotel employees/guests (sensitive transient lodging).

Noise impacts in the Project area from freight trains

Freight trains do not transit through the area of the proposed Project because it is a railroad terminus where trains stop. This activity creates very loud sounds from "coupler slack" and trains braking, as well as idling. CCCR member Matt Leddy has observed Union Pacific train activity in the area generating these noises well past 10:00 PM. The DEIR should measure these sounds relative to the proposed location of the hotel/restaurants/office as they may impact employees and guests (sensitive transient lodging) very late at night.

Hotel employee/guest evacuation in the event of hazardous material release

The proposed hotel is in an area with heavy industrial activity. The DEIR should determine potential health impacts to the proposed restaurant employees/guests, office workers, and hotel employees/guests (sensitive transient lodging) from hazardous materials associated with these industrial activities.

The Redwood City E. Bayshore Road Evacuation Assessment (Phase 1) Memorandum (February 24, 2022)[39], is an evacuation assessment for the E. Bayshore Road and Bair Island Road areas for proposed residential developments in an area with a single point of vehicular access and egress. The assessment lists several hazardous materials at 876 Seaport Boulevard (the Cemex plant adjacent to the Project). The hotel would have a single point of access and egress.

The DEIR should evaluate the potential risks to restaurant employees/guests, office workers, and hotel employees/guests (sensitive transient lodging) from hazardous materials at the adjacent Cemex plant, and determine and provide an evacuation plan in an area with only one point of access/egress.

[39] https://webgis.redwoodcity.org/community/documents/projects/phed/67/appendix_i-1.pdf

Potential hazardous smoke exposure to people in the project area from nearby industries

On Wednesday, May 22, 2024 a fire broke out at the Sims Metal Management facility at 699 Seaport Boulevard, requiring San Mateo County to recommend that, "*those who are sensitive to smoke to stay indoors, close windows and doors, and ensure that air conditioners and fans are not pulling in air from outdoors*"[40]. Previous fires at the Sims facility have occurred in November 2013 (resulting in a "shelter in place" warning), December 2013, and March 2022.

The DEIR should evaluate whether the proposed zoning change would create potential hazards for restaurant employees/guests, office workers, and hotel employees/guests (sensitive transient lodging) from future fires of this nature.

The DEIR should evaluate potential hazards to passengers waiting for a WETA ferry that is enroute to Redwood City in the event of a fire.



April 7, 2007, fire at Sims Metal Management facility. Photo courtesy of Wikimedia Commons (https://commons.wikimedia.org/wiki/File:Metal_Recycling_Plant_burning.jpg)

[40] Statement on SIMS Fire https://www.smcgov.org/ceo/news/statement-sims-fire

Air Quality

The DEIR must provide the estimated number of truck trips and routes for diesel trucks moving soil to or from the site from Project-related excavation and fill, and analyze the amount of greenhouse gas emissions from the trucks in combination with construction equipment.

The ferries are often considered "green" because they remove some number of commuter vehicles from the road, but how significant is that reduction in greenhouse gas emissions when it is offset by the diesel emissions of the ferries? Additionally, growing numbers of cars are electric, and the ferries are now competing with an electrified Caltrain in September 2024, and with company-sponsored electric buses. DEIR should look at the amount of ferry emissions per passenger carried/per mile and compare this with other modes of transportation.

To address the ferry greenhouse gas emissions, the DEIR should include an alternative that would delay initiation of service until there is sufficient battery capacity available to run electric ferries to the Redwood City Terminal where they can be recharged for the return trip.

Cumulative Impacts

Our letter has previously discussed the need for the DEIR to analyze and address potential cumulative impacts in a number of specific areas. Additionally, the DEIR must look at the cumulative impacts from the Redwood City ferries increasing the number of vessels transiting the highly congested waters between Oakland and San Francisco. With the advent of new WETA ferry routes, private ferry operators providing scheduled and unscheduled service and on-demand water taxis, how many vessels traversing the Bay are too many when considering impacts to marine mammals?

Marine mammals are increasingly using San Francisco Bay, with increased chances of vessel strikes. A significant increase in the endangered humpback whale foraging in San Francisco Bay has occurred since 2016, resulting in an area of concern 5-6 km east of the Golden Gate Bridge "… where the whales overlap with high-speed ferry routes. These commuter ferries are the fastest commercial vessels on the bay, regularly reaching 30 kn."[41] And bottlenose dolphins have become permanent Bay residents since 2016.[42]

Thank you for the opportunity to provide comments. We request that we be notified of future opportunities for public review and comment on the proposed Ferry Terminal Project.

Sincerely,

Gail Raabe Carin High

Gail Raabe, Co-Chair Carin High, Co-chair
Citizens Committee to Complete the Refuge

Cc: SFBNWRC
DESFBNWR

[41] **Markowitz, T.M.**, **Keener, W.**, **Webber, M.A.**, Payne, A.R., **Lane, R.S.**, Fahlbusch, J.A. and Calambokidis, J., 2024. New

[42] Do Dolphins and Porpoises Live in San Francisco Bay? *Bay Nature Magazine* Summer 2020. https://baynature.org/article/do-dolphins-and-porpoises-live-in-san-francisco-bay/

Cc: USEPA
USACE
SFBRWQCB
BCDC
USFWS
CDFW
NMFS

Attachments:

Appendix A Redwood City Wetlands – Boat Wake Effects
Appendix B Summary of the Ferry issue, March 2016
Appendix C Pacific Shores Tree Suitability Index

REPORT

TO: Brian Gaffney
representing Citizen's Committee
to Complete the Refuge

FROM: Dr. Emmanuel Gabet
1403 Saint Francis Way
San Carlos, CA 94070

DATE: 12/4/2018

PROJECT TITLE: Redwood City Wetlands – Boat Wake Effects

SITE LOCATION: Bair Island

Dear Mr. Gaffney,
This report summarizes my observations and measurements of the impacts of the wakes generated by ferry traffic on 3 December 2018. In addition, I provide my professional opinion regarding the long-term effects of these wakes on the erosion of the marsh plain.

METHODS

On 3 December 2018, I visited Redwood Creek twice, once at high tide and, again, at low tide. During these visits, I documented the effects of wakes generated by ferry traffic. The observations at high tide coincided with the passage of the Billie J for its 10:10 am arrival at the Port of Redwood City, and the low-tide observations coincided with its passage after its 3:16 pm departure. During both visits, observations and measurements were made approximately 50 – 100 meters west of Redwood Creek's junction with Corkscrew Slough, along the southern edge of Bair Island (Figure 1). During both visits, water samples were taken approximately 3 feet from the shoreline at two locations immediately before and after passage of the ferry. These water samples were filtered to recover, dry, and weigh the suspended sediment; these data were then used to calculate sediment concentrations.

RESULTS

During the visit at high-tide, passage of the ferry generated waves that were approximately 2feet high when they hit the marsh plain. These waves were high enough to inundate the edge of the marsh plain to an inland distance of 6 feet (refer to Figure 2 for an illustration and Figure 3 for a photograph taken during the event). Water samples taken near the shoreline show a modest increase in sediment concentration due to the impact of the waves on the marsh bank (Table 1). During this visit, I also noted many patches of bare soil and clumps of dead pickleweed along the edge of the marsh plain (Figure 4).

During the visit at low-tide, I noted the presence of grapefruit-to-soccerball sized blocks of marsh plain littering the mudflat (Figure 5). These blocks had broken off the edge of the marsh and fallen onto the mudflat below; some blocks had been transported down the mudflat's gentle slope (Figure 6). I also noted notches eroded into the base of the marsh plain (Figure 6). Water samples taken at the shoreline before and after the passage of the ferry (Figure 7) had a dramatic increase in sediment concentration; indeed, sediment concentrations at the site that I was able to reach first (Site 3) increased by over 2500% (Table 1). Sediment concentrations at Site 4 were somewhat lower because some material had settled to the mudflat surface by the

CONCLUSION

The wakes from the ferries are contributing to erosion at all stages of the tidal cycle, albeit by different processes. During low tide, the waves washing up the unvegetated mudflat are eroding sediment; the coarser sediment (ie. Sand) is then redeposited lower on the mudflat while the finer grained sediment (which can remain suspended for hours) is carried away by the channel's current. At mid-tide levels, the erosion of the mudflat sediment directly beneath the marsh plain sediment (distinguished here by the presence of roots – live or dead) creates a notch that undercuts the marsh plain (Figure 6). At high-tide, the increased frequency of saltwater washing over the edge of the marsh plain by the waves is killing the pickleweed, which is neither adapted to high levels of saltwater inundation nor frequent high shear stresses from fast-moving waves. Unfortunately, pickleweed roots are an important source of bank strength in tidal channels in the SF Bay (Gabet, 1998); indeed, the critical role of roots in strengthening the banks explains the cliff-like nature of the marsh edge as it erodes backwards.

The cumulative effect of the wakes from the ferries at all tidal stages leads to the following set of processes. Erosion of the mudflat sediment undercuts the marsh plain. Undercutting of the marsh plain, coupled with the loss of bank strength due to the loss of the pickleweed, leads to collapse of the marsh-plain banks and retreat of the marsh-plain surface. Therefore, based on my observations, my measurements, and my expertise in the processes of bank erosion in tidal channels, it is my professional opinion that the wakes generated by the passage of the ferries in Redwood Creek are contributing to erosion of the banks along Bair Island.

Sincerely yours,



Emmanuel Gabet, PhD
Geologist

Table 1. Sediment concentration data.

Site	Condition	Sediment concentration (g/l)	Change in sediment concentration
1	High tide, before ferry	0.11	
1	**High tide, after ferry**	**0.27**	**145%**
2	High tide, before ferry	0.12	
2	**High tide, after ferry**	**0.15**	**25%**
3	Low tide, before ferry	0.17	
3	**Low tide, after ferry**	**4.55**	**2567%**
4	Low tide, before ferry	0.21	
4	**Low tide, after ferry**	**1.55**	**638%**


Site 3
Site 2
Site 4
Site 1
Imagery Date: 5/9/2018 lat 37.520818° lo

Figure 2. Illustration of observations during boat wake impact at high tide.

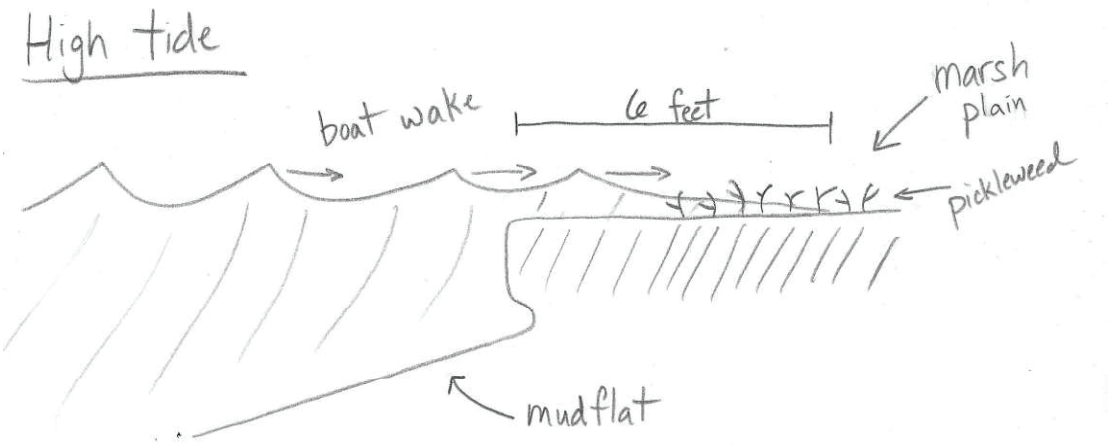


Figure 3. Photograph, taken near Site 1, of the ferry wake inundating the edge of the marsh plain.





Figure 5. Evidence of recent bank failure along the edge of the marsh plain.



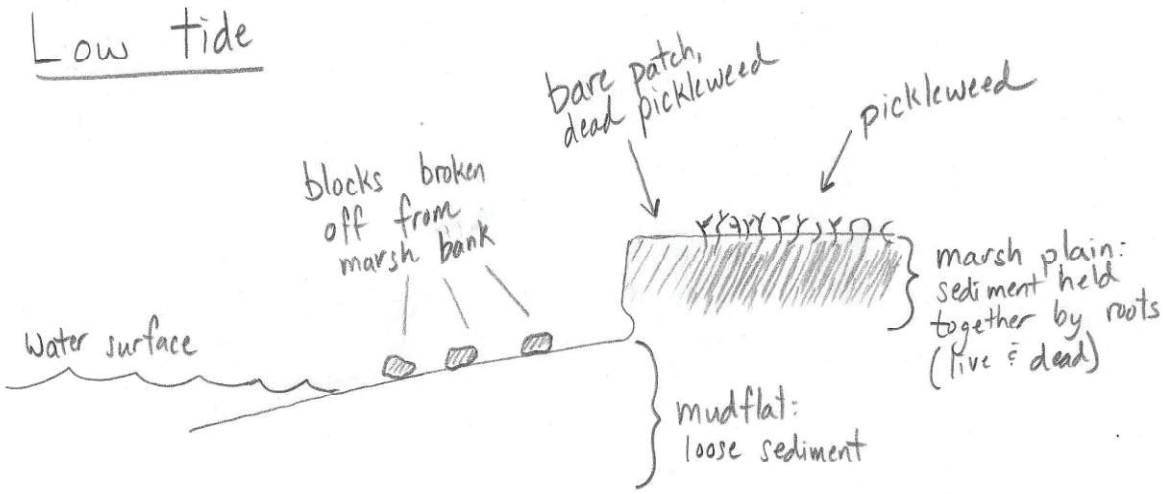
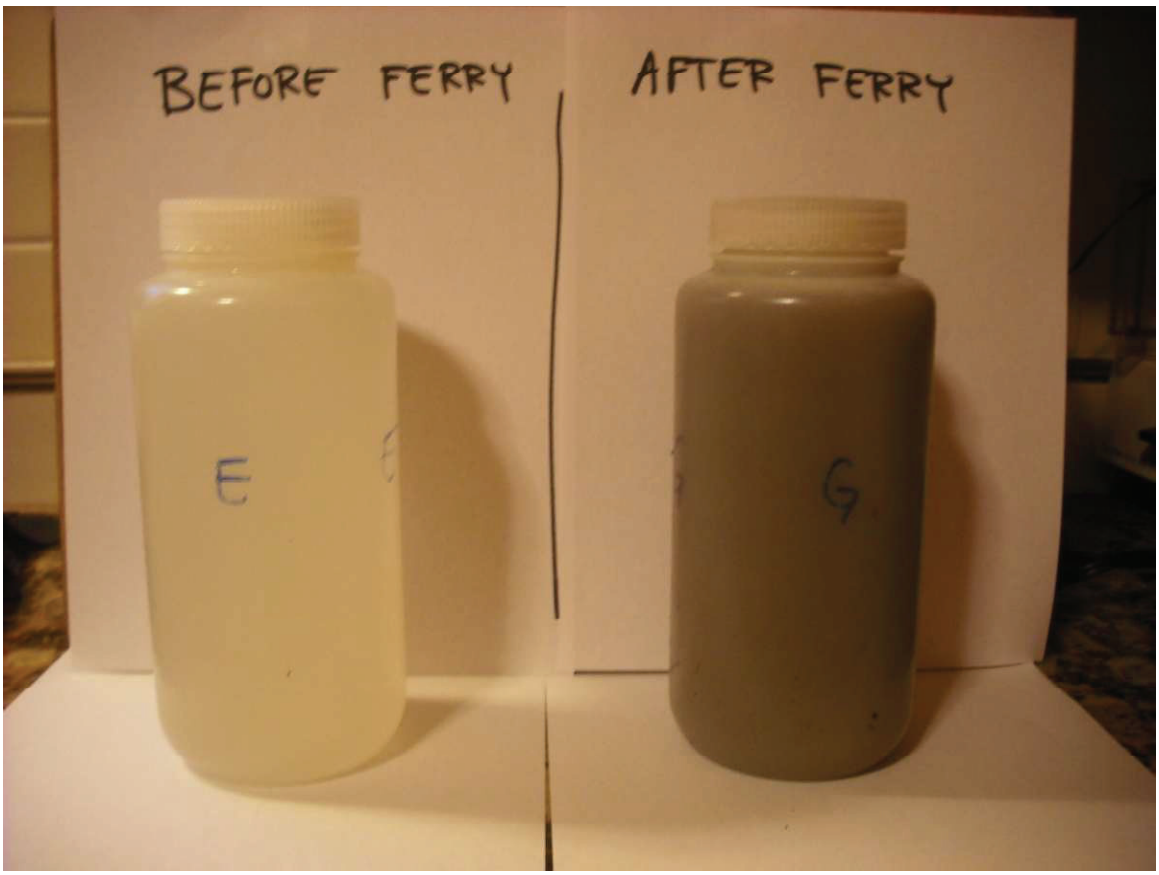


Figure 7. Water samples taken along the shoreline immediately before and after passage of the ferry during low tide (Site 3).



LITERATURE CITED

Gabet, E. J., 1998, Lateral migration and bank erosion in a saltmarsh tidal channel in the San Francisco Bay, California: Estuaries, v. 21, no. 4B, p. 745-753.

Summary of the Ferry issue, March 2016

High speed passenger ferry service to Westpoint marina has been operating for a few months and there have been some problems with small boats, including swamping large rowing shells and flipping smaller sculling boats. These issues were discussed in a meeting of port users on Mar 8, 2016 and some actions agreed on to improve safety.

The **ferry is hazardous to small boats** in two ways:

- **Speed** – fast enough to give reduced time to see and avoid contact
- **Wake** – it produces an unusual wake that is hazardous to rowing shells and other small boats

The **most critical area is from the mouth of Westpoint slough out to about marker 9.** The ferry operator wants to maintain his schedule and does not want mandated low speed zones.

- **Schedule** – Weekdays at 8am, 9am, 4:30pm and 6:45pm, plus or minus 10-15 minutes
- **Round trips** – ferry will go inbound to Westpoint, then outbound around 10 minutes later If you feel unsafe around this ferry, **consider avoiding the channel during these times.**

Actions the ferry and small boats should take to mitigate the hazard

When the ferry is approaching a small boat or boats from the rear, i.e. both travelling the same direction, the ferry will slow down to a low wake speed. **The small boat should stop** to allow it to pass. Once clear, it will resume normal (fast) operating speed.

When an encounter occurs near the mouth of Westpoint slough, it will slow to a low wake speed and allow the small boat user to get across the mouth (past the "crayon buoys") to Marker 13. The **small boat user should stop at Marker 13** and allow the ferry to get past at low speed, so it can then resume normal (fast) speed.

If possible, **multiple small boats should form a single group** so it can get past easier.

Increased lateral distance helps with the wake – leave space for the ferry to operate by moving to the side.

General tips and reminders for small boat safety

- Always remember – **you are primarily responsible for your own safety**
- **Stay to the side of the channel**. Outside the channel may be better when the tide is high enough, but shallow water may make wake encounters worse, so use caution.
- **Make yourself visible** – wear bright clothing during the day and use good lights the dark
- **Never wear earbuds on the water** – use all your senses to remain aware of other boats
- **Use extra diligence** near the mouth of Westpoint slough, through the wires and out to about Marker 9. This area is where the space constraints make the hazard most acute.

Any small boat users who have a dangerous incident, especially if you are capsized or injured, **should report the details** so authorities can be notified. Reports can be made to BIAC at sculling@gobair.org or board@gobair.org. **Emergencies should always be reported via 911**.

A follow up statement from the ferry operator is included on the following page. A more detailed summary of the meeting that was held are on subsequent pages.

Statement from the ferry operator

We are happy that most clubs have been able to work with all commercial traffic in the channel. And while we understand the confusion that comes with a change in the status quo and want to understand everyone's concerns we want stress that all of our captains are educated and experienced professional Mariners equipped with newest most modern navigation and safety equipment.

At Prop our values are not focused on making money though we rely on it to make it work, the company was founded on making people's lives better. The areas number one concern for large employers and the populous at large is traffic. We all share the traffic and commute frustration. We move our families and take jobs based on commutes. Our friends loved ones and our spouses drive frustratingly long and stressful commutes sometimes to go a few miles. The Bay Area moves less than 10% of the ferry traffic that other cities with similar access to water take. Props modern low wake, shallow draft vessels represents a step forward in efficiency and with low shore side effect.

Prop is the first commercial, private NON SUBSIDIZED ferry carrier in the Bay Area. We have invested our own money to develop a public carrier, with design and delivery of the first boat to the area with the dream of improving the lives of the people in our community. By no means has this been easy, the legal hurdles and management challenges outside of the cost of operating a business like Prop has been a massive and at times a trying challenge. Outside the legal and financial realm, the support from agencies, cities and most of all the public has kept our motivation high as it's clear, relieve is here and it's long over due.

By adding scheduled service to Redwood City we bring sorely needed relief to the problematic 101 commute and Bay Bridge and San Mateo bridge. The challenge is the distance to Redwood City, to make it financially feasible we need to perform 3 trips in the morning and two in the evening to make the project work financially. 2 trips would be the absolute minimum to make it work. Slowing down for a full 10 minutes in and 10 minutes out in open water would effectively eliminate the potential to run a second trip within the commuter window.

We hope to engage the channel users at large on a semi regular basis to create and convene with a channel safety committee as an additional step to make our skills expertise and time available to this who have a concern or just want to learn more about us. To this end we hope to maintain our current course and actions to slow when needed so that we all can use the commercial channel to its potential safely without confrontation or angst.

My name is James Jaber the founder of Prop and thank everyone for being professional and courteous. Further I am here for questions, introductions or to provide background or additional information.

Sincerely,

James
james@bayareafastferry.com http://www.propsf.net

Summary of the March 8, 2016 port users meeting regarding the Ferry

Strictly from memory, by Jon Carlson

Estimate of attendance, 30-40 people.

Ferry captain, “Capt Andy” (sorry, do not remember his last name), represented the Ferry.
Lt. John Gunderson of RWCPD mediated.
Others included rowers (Stanford coaches, BIAC coaches, Norcal coach, Redwood Scullers, Santa Clara coach, several individual scullers), sailors, recreational boaters, Sea Scouts, Coast Guard, Marine Science Institute, and the Head of the Port of RWC.

Capt Andy initiated discussion by talking about wanting to work with other users in the interest of safety. However, he was adamant about his right to use the waterway within the legal bounds, including the speeds at which he operates. He was unwilling to commit to any kind of “no wake” or “low speed” zones. He expressed that if a small boat felt unsafe using a “commercial waterway” with traffic like the ferry then perhaps the small boat user should evaluate whether it was safe to use that waterway in that type of boat at all.

He expressed that his experience with small boat encounters was frustrating for him in that there is a lot of inconsistency. Not following the traffic pattern, not giving way when appropriate to allow him to safely pass, and generally having numerous groups and individuals being “strung out” all along the channel. He stated he would not be able to commit to slow down to pass rowers and small boats because there were frequently many groups or individuals and so there was no common location at which he could resume his desired speed.

He stated several times that his schedule is very consistent within a relatively small window (+- 10-15 minutes) and that if small boats felt unsafe operating near him they could plan to avoid the channel during those windows of time. His scheduled timing is roughly:

- Weekdays – 8:00am, 9:00am, 4:30pm, 6:45pm

These times are approximate, and he is typically coming into the harbor/Westpoint a few minutes before and then departing the harbor/Westpoint a few minutes after, though based on my experience there is some natural variability. All trips involve a round trip – arrive, drop off/pick up passengers, depart.

Many rowers expressed concern for their safety relative to wake size and operating speed of the ferry. Two main hazards are risk of being flipped or swamped by the wake and the risk of a collision. It was emphasized to him that his wake is physically unusual for whatever reason and that it seems to have a greater risk of flipping or swamping a rowing shell than the wake of other large boats, even tugs or ships. It was emphasized to him that space/distance helps – the hazard presented by his wake dissipates somewhat with distance and is particularly hazardous when he is close to a shell. It was also emphasized to him that his operating speed made it more difficult to see, anticipate, and react to an encounter with the ferry. A boat at rowing speed does not have very much time to react because of the speed at which the ferry moves.

Many rowers and other port users emphasized the waterway is a “mixed use” waterway.

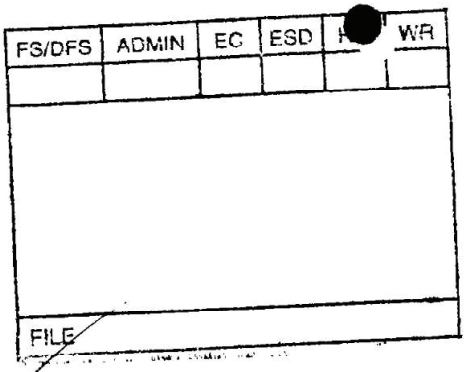
It was discussed that the most hazardous area is generally between marker 13 (mouth of Westpoint) and marker 9 (about where the bay begins to open up). This is because the channel is physically constrained by islands on both sides, on low tide there is mud on both sides that makes outside the markers unavailable even to rowing shells, the wake gets reflected by the shoreline resulting in it not dissipating as quickly, and the number of users that go through there leads to increased traffic density. Further out, the bay opens up and small boat users begin to naturally spread out and also have less expectation about being as protected from wind, waves and larger boats. The space in the more open water also allows the wake to dissipate better and gives the ferry somewhat more space to avoid small boats.

he can't get past. He does not want to do this all the way out the channel, so to the extent he can do it for a small group or cluster of boats at once, it helps his ability to do that.

- At the mouth of Westpoint slough, if a small boat is crossing that area (i.e. near the red/green "crayon" buoys), he could slow for a moment until the small boat crosses, then once across the small boat stops momentarily at marker 13, he can make the corner slowly to get past the small boat before resuming his speed. Kind of a conceptual "cross walk area" across the mouth of Westpoint slough, assuming the small boat stops on the other side to allow him to get past.

My personal takeaways, which may be obvious but worth re-emphasizing anyway:

- Above all else, **I'm the only one who is truly looking out for me**! Pay attention out there!
- **Regardless of who has what legal right of way**, if I am in a dangerous encounter with the ferry while sculling, **I'm physically going to lose**. So I will do what I can to reduce the odds of getting run over!
- **Being on the correct side of the channel is very important**. It gives the ferry more room to use the full width of the channel to go around, and it increases the likelihood that groups of opposite direction rowing traffic will not effectively block the whole channel. Using the correct traffic pattern is more crucial than ever. Keep in mind the ferry simply cannot go outside the channel markers.
- I am going to **wear bright clothing** to help be seen by a faster, larger boat.
- In the dark, I am going to **use the brightest lights I can find**, recognizing that while better than nothing, all of the small portable lights available may still not be terrifically visible to a faster, larger boat. For me personally, I buy and maintain my own lights because they are brighter than the club lights.
- When rowing near the ferry's scheduled trip times, I need to **be extra diligent about looking carefully before going between markers 15 and 13, i.e. crossing the mouth of Westpoint slough**. The ferry comes in and out of there at relatively high speed. The "cross walk area" concept, while nice if it works, should not be 100% relied on by small boats.
- **Don't wear earbuds on the water**. You need all your senses to keep your awareness sharp on the water.



LSA

LSA Associates, Inc.

Environmental Analysis
Transportation Engineering
Biology and Wetlands
Habitat Restoration
Resource Management
Community and Land Planning
Landscape Architecture
Archaeology and Paleontology

April 28, 1998

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Endangered Species Division
U.S. Fish and Wildlife Service
3310 El Camino Avenue, Suite 130
Sacramento, CA 95821

MAY 01 1998

Subject: Pacific Shores Center, Corps File No. 16783S41

Dear Dan:

Enclosed is the preliminary tree species plant palette for the Pacific Shores Center Project for your review. The plant list was initially supplied by Merrill and Befu, the project's landscape architectural firm. We have analyzed the list with respect to the landscaping suitability criteria described in Section 4.2.2 on pages 4-7 to 4-9 of the February 1988 Mitigation and Monitoring Plan. As described in the mitigation and monitoring plan, only trees falling into the moderate to high suitability index values would be used for project landscaping. High index value trees would be used for general landscaping. Moderate suitability trees would be used in specific locations such as the screening barrier on the western edge of the site where taller trees are required as mitigation for other environmental affects.

The applicant has also proposed to fund regular monitoring and to implement control measures to eliminate specific problems should such conditions arise in the future (see Section 4.2.3, pages 4-9 to 4-10 of the plan). If you have any questions or require additional information, please feel free to contact me.

Sincerely,

LSA ASSOCIATES, INC.

Steve Foreman
Project Manager/Wildlife Biologist

Enclosure

04/28/98(H:\STEVEF\FILES\PSC\BUFFORD1)

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Pacific Shores Center
Suitability Analysis for Preliminary Landscape Palette
Relative to Minimizing Raptor and Raven Nesting Suitability

Tree Species	Tree Characteristics[1]	Landscaping Suitability Index[2]
Acacia baileyana Bailey acacia	20-30 feet; round form; closed dense crown	High
Casuarina stricta Drooping she-oak	20-35 feet, oval to dome shaped crown, upright fine branches	Moderate to High
Casurina cunninghamiana River she-oak	to 70 feet:, oval to dome shaped crown; crown with large branches and openings	Low
Cedrus deodara Deodar cedar	to 80 feet; pyramidal crown, large horizontal limbs	Very Poor
Cercis occidentalis Western redbud	10 to 18 feet; irregular crown; small upright limbs	High
Cornus nuttallii Western dogwood	to 50 feet; irregular crown; small limb structure; some openings in canopy at maturity	Moderate
Cornus florida Eastern dogwood	to 20 feet; irregular shape with fine horizontal branches to 40'	High
Crataegus phaenopyrum Washington hawthorn	to 25 feet; fine limb structure, spreading crown	High
Cupaniopis anacardioides Carrot wood	to 40 feet; dome shaped form	Moderate
Cupresses arizonica (glabra) pyramidalis Arizona cypress	to 40 feet; oval, dense compact crown	High to Moderate
Cupresses sempervirens Italian cypress	to 60 feet; dense, narrow columnar form; upright fine branches to 80'	High
Eucalyptus citriodora lemon-scented gum	75 - 100 feet; irregular, open crown	Very Poor
Eucalyptus ficifolia Red flowering gum	to 40 feet; round-headed tree; compact crown	Moderate
Feijoa sellowiana Pineapple guava	18 to 25 feet; round to spreading form; dense crown	High
Fraxinus ornus "Raywood" Raywood ash	25 to 35 feet; compact, round headed crown; generally small narrow limbs to 60'	High
Geijera parviflora Australian willow	25 to 30 feet; dome shaped crown, with small upswept branches	High
Gleditsia triancanthos Moraine locust	35 to 70 feet; spreading, arching branches; open crown	Poor to Low
Koelreuteria paniculata Goldenrain tree	20 to 35 feet; spreading form with open branching crown	Low to Moderate
Laurus nobilis Sweet bay	12 to 40 feet; compact, broad-based , multistemmed cone-shaped crown	High

1

Tree Species	Tree Characteristics[1]	Landscaping Suitability Index[2]
Liquidambar formosa. Sweet gum	to 25 feet; generally dense cone to pyramidal shaped crown +to 120'	High
Lyonothamnus floribundus Catalina ironwood	30 to 60 feet; 20 to 40 foot dome-shaped spread	Moderate
Melaleuca neophilia Pink melaleuca neosophila	15 to 20 feet, occasionally 30 feet; irregular to round dense crown; can develop heavy gnarled branches if unpruned; branches generally upright	High
Melaleuca quinquenervia Cajeput tree	20 to 40 feet; upright, open dome to round crown	Moderate to Low
Nyssa sylvatica Sour gum	30 to 50 feet, pyramidal when young to spreading at maturity; short horizontal branches	Poor
Olea europea European olive	25 to 30 feet; vase shaped;	Moderate to High
Pinus canariensis Canary island pine	60 to 80 feet; pyramidal when young to round crown at maturity; large open branches	Poor
Pittosporum crassifolium	to 25 feet; dense dome to round crown +to 35'	High
Podocarpos gracilor Fern pine	to 60 feet; oval crown with heavy dense foliage	Low to Poor
Populus nigra Lombardy poplar	40 to 100 feet; dense columnar shape with upward reaching branches	Poor to Very Poor
Pyrus calleryana Bradford pear	25 to 50 feet; dense, round crown; horizontal branches	Moderate
Quercus agrifolia Coast live oak	20 to 70 feet, open round to spreading crown; large horizontal branches	Poor
Schinus terebinthifolius Pepper tree	to 30 feet; broad, umbrella-shaped crown; dense foliage	High
Ulmus parvifolia Chinese evergreen elm	40 to 60 feet; spreading with long, arching to weeping branches	Moderate to High
Umbellularia californica California bay	20 to 25 feet in cultivation; dense foliage	Moderate to High (if kept low)
Cycas revoluta Sago palm	+trunk to 10 feet	High
Sygrus (Arecastrum) romanzoffianum Queen palm	to 50 feet; dense growth of feather-type fronds	Moderate
Washingtonia robusta Mexican fan palm	to 100 feet	Moderate to Poor

[1] Source: Sunset Western Garden Book. 1988. Lane Publishing Co., Menlo Park, California

[2] **Landscaping Suitability Index**
Trees must possess at least two of the specified characteristics in order to fall within a designated index value. All characteristics refer to trees at maturity. Trees with high landscaping suitability have low potential for raptor and raven nesting and roosting where as trees with poor or very poor landscaping index values have high potential for raven and raptor nesting and roosting.

High: 20 to 25 feet or less in height; columnar shape; preponderance of fine limbs; or closed dense crown structure.

Moderate: 25 to 50 feet in height; moderate arch in limb structure; or crown with openings consisting of 20 percent on the crown area.

Low: 50 to 70 feet in height; fairly horizontal limbs structure; limbs 3 to 5 inches in diameter at trunk; or crown openings of 20 to 30 percent.

Poor: 50 to 70 feet in height; fairly horizontal limb structure; limbs >8 inches in diameter at trunk at >50 feet in height; or 50 percent crown area open.

Very Poor: >70 feet in height; horizontal limb structure; limbs >8 inches in diameter at trunk at >50 feet in height; crown structure > 50 percent open; or good potential for sentinel perches>70 feet high from nearby trees.

[3]

FROM THE DESK OF

The Sequoia Yacht Club

May 31, 2024

The Port of Redwood City
p/a Don Snaman, Project Manager
675 Seaport Boulevard, Redwood City, CA 94063
c-dsnaman@redwoodcityport.com

Dear Don,

As several people commented on at the Scoping Session held at the Port, the proposed ferry service to the Port of Redwood City affects recreational users in a significant way. The proposed times for the ferry service are particularly problematic for boaters of all sorts.

Rowers and paddlers (boards and kayaks) use the turning basin and inner channel heavily in the early morning. Sailboats and power boats use the turning basin and the full channel heavily in the evening. Specific impacts for rowers, paddlers, and small boat sailing related with the Stanford sailing program are amply covered through their comments, so the comments below are limited to the potential effect on recreational sailing that should be investigated through the EIR process:

Potential conflicts with recreational sailing vessels

Location of the ferry dock

Sequoia Yacht Club has a "Sunset Series" casual race every Wednesday evening with the first start at 5:30pm. Our start line is between Marker 16 and the small dock, just where the ferry dock is proposed to go. 15-25 boats holding somewhere between 50 & 90 people maneuver around on both sides of that start line between 5:30 and 6 pm. Close quarter maneuvers are part of the "Start line" experience of racing, but because they are sailboats and because there are so many of them, there are many constraints on the direction and speed of their ability to adjust to a large vessel. Additionally, the constraints change from week to week based on wind direction and tide.

Wakes and wind shadow from the ferry

Wakes from any large vessels can be problematic for sailboats in areas of restricted maneuvering, so the speed of travel for the ferry is a key concern, not just as it approaches the dock, but for the full distance of the Redwood Creek channel where navigation and depth are severely limited.

The “wind shadow” from such a large vessel can have a profound effect on sailboats

Right of way

As commercial vehicles, ferries have right of way over recreational vehicles, per Coast Guard regulations. In open water that is rarely a problem. In narrow channel, the ability of vessels whose sole propulsion is wind, resolving safe right of way could be a challenge and should be included in the EIR review.

Environmental impact of high speed vessels

In open water, the ferry will be able to make good time, at the cost of fuel and associated negative environmental impacts. At the same time, from the entrance the Redwood Creek channel the ferry needs to slow down enough to minimize the wake issues noted above. Not only does that wake impact recreational water users, we are also concerned about degradation of the shoreline, as well as negative impact on the abundant wild life foraging on the shoreline and the many shallow areas.

At reduced speed, the 2 miles from the channel entrance takes over 20 minutes. Factoring that timing into the overall feasibility of regular ferry service should be included in the EIR review.

In conclusion

The members of Sequoia Yacht Club are supportive of economic and specifically recreational use of the Port of Redwood City. It is however our believe that the efficiency, cost, lack of accessibility, travel time, environmental impact, and impact on recreational use do not fall in favor the proposed ferry terminal. With a variety of competing travel options readily available, the economics would not outweigh the negative impact on the port’s natural and recreational environment.

Sincerely yours,



Hans Spanjaart

Commodore Sequoia Yacht Club

San Francisco Bay Ferry
A SERVICE OF WETA

May 31, 2024

Don Snaman
Project Manager
675 Seaport Boulevard
Redwood City, CA 94063

Re: Response to Notice of Preparation of a Draft Environmental Impact Report for the Port of Redwood City Ferry Terminal Project

Dear Mr. Snaman:

The Port of Redwood City (RWC), as the lead agency for the Redwood City Ferry Terminal project (Project), has identified the San Francisco Bay Area Water Emergency Transportation Authority (WETA) as a responsible agency in the Initial Study (pg. 2-18, Section 2.5) released on May 1, 2024. WETA agrees with the Port of RWC's intent to prepare an Environmental Impact Report (EIR) for the Project. And, as a responsible agency, WETA provides the following comments on the environmental review's scope.

The WETA Board adopted its 2050 Service Vision and Expansion Policy in May 2024, which outlines the growth of WETA's ferry network through Tier 1 projects, including the Oakland to Redwood City service. The Port of RWC Ferry Terminal project aligns with this vision. WETA requests that the Port of RWC consider the 2050 Service Vision and Expansion Policy when reviewing the Project under CEQA because it set the standards for how WETA will implement enhanced and expanded ferry service projects like what the Project envisions. In particular, the 2050 Service Vision and Expansion Policy requires that system expansion projects deploy Zero Emission Vehicles (ZEVs) if feasible, and that all current vessels in the WETA fleet will be replaced with ZEVs upon the end of their useful life. A copy of the 2050 Service Vision and Expansion Policy is enclosed with this letter (**Attachment A**).

Additionally, WETA's ferry service expansion projects are subject to WETA's prior environmental review. WETA developed a Programmatic EIR[1] in June 2003 to assess the environmental impacts of expanding ferry services in the Bay Area. One of the projects that the Programmatic EIR considered for future expansion of Bay Area ferry services was the Redwood City service. WETA draws the Port of RWC's attention to that Programmatic EIR and requests that review of the Project under CEQA be consistent with that Programmatic EIR, as feasible.

Thank you for your attention to these aspects and we look forward to further collaboration with you on this project.

Sincerely,

Michael Gougherty
Planning & Development Manager

Attachment A - 2050 Service Vision and Expansion Policy

[1] For ease of reference, the 2003 Programmatic EIR can be found at https://weta.sanfranciscobayferry.com/publications

ATTACHMENT A

2050 SERVICE VISION AND EXPANSION POLICY

Adopted by WETA Board – Resolution 2024-19

May 9, 2024

This 2050 Service Vision and Expansion Policy describes WETA's vision for the ferry system, the criteria for evaluating routes that enter the project development pipeline, and the roles, responsibilities, and financial commitments of WETA and its partners in enhancing and expanding ferry service over the next 25 years.

2050 Service Vision

WETA's 2050 Service Vision is described below and depicted in **Appendix Figure 1**.

1. **The WETA 2050 Service Vision will grow the ferry network to improve regional connectivity, emergency response and community connections in an equitable, environmentally sustainable, and fiscally responsible manner.**

    a. WETA will grow its core network of terminals and routes in the following ways as shown on the Service Vision map:

    - WETA will enhance existing route frequency to continue growing markets for all-day service.
    - WETA will expand by implementing the Tier 1 projects from the map including regional priority projects such as those included in regional plans - including Mission Bay and Treasure Island to the San Francisco Ferry Building, Berkeley to San Francisco, and Oakland to Redwood City.
    - WETA will explore development of Tier 2 projects from the map to further expand the reach of the ferry system as market demand matures and technologies evolve to overcome current barriers to operating service.

    b. WETA will provide at minimum three types of service on the ferry network:

    - Local service consisting of short distance trips connecting dense urban hubs.
    - Regional service consisting of medium and long-distance trips connecting activity centers.
    - Special Event service to major venues with existing terminals
    - WETA will continue to focus on expanding midday, evening, and weekend service offerings to provide more all-day-every-day service availability.

c. WETA will electrify the ferry system to reduce greenhouse gas emissions by taking the following measures:
    - WETA will procure electric vessels to operate all routes that are feasible.
    - WETA will convert the power source on existing vessels to electric where applicable.
    - WETA will implement charging infrastructure at terminals and maintenance facilities.

d. Through the development of the core network, WETA will expand emergency response reach and capacity.

2. WETA staff will continue working with partners to consider expansion of the Service Vision as follows:

a. WETA will implement a Pilot Project Program to assist its partners in demonstrating project feasibility by testing new technologies, emerging markets, and service operations business models. Funding for this pilot program service will primarily come from local agencies and private sources, with some contributions from WETA.

b. WETA will participate as stakeholders and advisors in ferry planning initiated by public and private partners and ensure that water transit on San Francisco Bay is provided as a regionally integrated and coordinated network.

c. Before adding any new routes to the Service Vision staff will return to the Board of Directors for approval.

3. WETA staff is directed to take the necessary actions to implement the Service Vision including the following:

a. Complete the 2050 Business Plan including implementation planning, financial planning, organizational planning and engagement with stakeholders and the public.

b. Continue to develop the organization so that it has the skills, expertise, and capacity to deliver the Service Vision effectively.

c. Seek discretionary and dedicated sources of funding to cover the costs of implementing the Service Vision.

4. WETA staff will update the Service Vision on a periodic basis and in response to changes as noted below.

a. An update will be completed not less than every five years.

b. Updates will be completed in response to major changes that materially impact the scope of the Service Vision.

Expansion Policy: Requirements

An initial feasibility study and subsequent business plan, prepared in collaboration with WETA and its project partner(s), must determine that a potential project is likely to meet the requirements and criteria defined below prior to advancement of WETA's planning and development process, which includes investment in design, environmental review, permitting, property acquisition, construction, and ultimately operation.

1. **Project Memorandum of Understanding** - All candidate expansion projects will enter into a Memorandum of Understanding (MOU), executed by the WETA Board and the public governing body of the local partnering jurisdiction(s). Expenses related to the initial feasibility study and business plan will be the responsibility of the local partner. WETA will contribute in-kind staff time as part of the project team. The MOU will be amended and updated accordingly as the project progresses through the development process.

2. **Financial Sustainability** – Major capital investments to expand the WETA system will require a dedicated source of funds to fully subsidize operations for a minimum of 10 years. Operation expense categories include labor and fuel; vessel O&M, which includes maintaining a fleet of spare vessels; facility O&M, which includes terminal facilities and their associated upkeep costs; system administration costs, which are required to support the service on an annual basis; and any periodic maintenance dredging work, to maintain operations, if it is required.

   System expansion and enhancement projects will support attainment of both WETA and regional targets for farebox recovery.

3. **Environmental Sustainability** – System expansion and enhancement projects will deploy Zero Emission Vessels (ZEV), if feasible. If ZEVs are not feasible, system expansion and enhancement projects may use existing vessels in the WETA fleet, if available. All current vessels in the WETA fleet will be replaced with ZEVs upon the end of their useful life. Expansion terminals will be sited in locations that do not require excessive and/or regular on-going dredging work. Expansion routes must not traverse environmentally sensitive open water or shoreline areas.

4. **Service Design** – New expansion routes will include a minimum of 9 daily peak direction weekday trips (3 AM peak period, 3 PM peak period and 3 during the midday or late evening). System expansion and enhancement projects will support attainment of both WETA and regional targets for service productivity.

5. **Fares** – The WETA Board will be solely responsible for adopting fares for services operated by WETA. Fares and fare products for new expansion services will be consistent with WETA's Fare Policy and its zonal system of setting fare rates.

Expansion Policy: Commitments

For system expansion and enhancement projects that meet each of the above requirements and criteria, the following commitments, and responsibilities apply:

1. **Vessel Procurement** – WETA will provide funding for the design, procurement, and maintenance of a regional fleet of vessels under WETA ownership and control. The development of system expansion and enhancement projects is subject to availability of vessels in the WETA fleet. WETA reserves the right to deploy its fleet of regional vessels to and from any current and future services at its discretion.

2. **Operation & Maintenance Facilities** - WETA will provide capital funding for central facilities to maintain, repair, and store the regional fleet. The development of system expansion and enhancement projects is subject to the availability of capacity at these facilities.

3. **Terminal Construction** – WETA will leverage available capital funds, including WETA RM3 funds, to secure external funding covering at a minimum 80 percent of new terminal construction costs. External fund sources can include new federal, state, regional, local, or private contributions.

4. **Terminal Operation & Maintenance** – WETA will be responsible for the operation and maintenance of waterside terminal assets (outboard of access control gate). The operation and maintenance of landside terminal assets (inboard of access control gate) will be the responsibility of the partnering land use jurisdiction.

5. **Terminal Rehabilitation & Replacement** – WETA will be responsible for the rehabilitation and replacement of waterside terminal assets. The rehabilitation and replacement of landside facilities will be the responsibility of the partnering land use jurisdiction. System expansion and enhancement projects must demonstrate financial capacity to absorb on-going terminal rehabilitation and replacement expenses.

6. **Terminal Access** – Local jurisdictions will be responsible for access improvements in the vicinity of terminals and to the landside area of terminal facilities. Infrastructure and programs supporting terminal access will be consistent with WETA's Access Policy, to ensure that terminals are accessible to persons with disabilities.

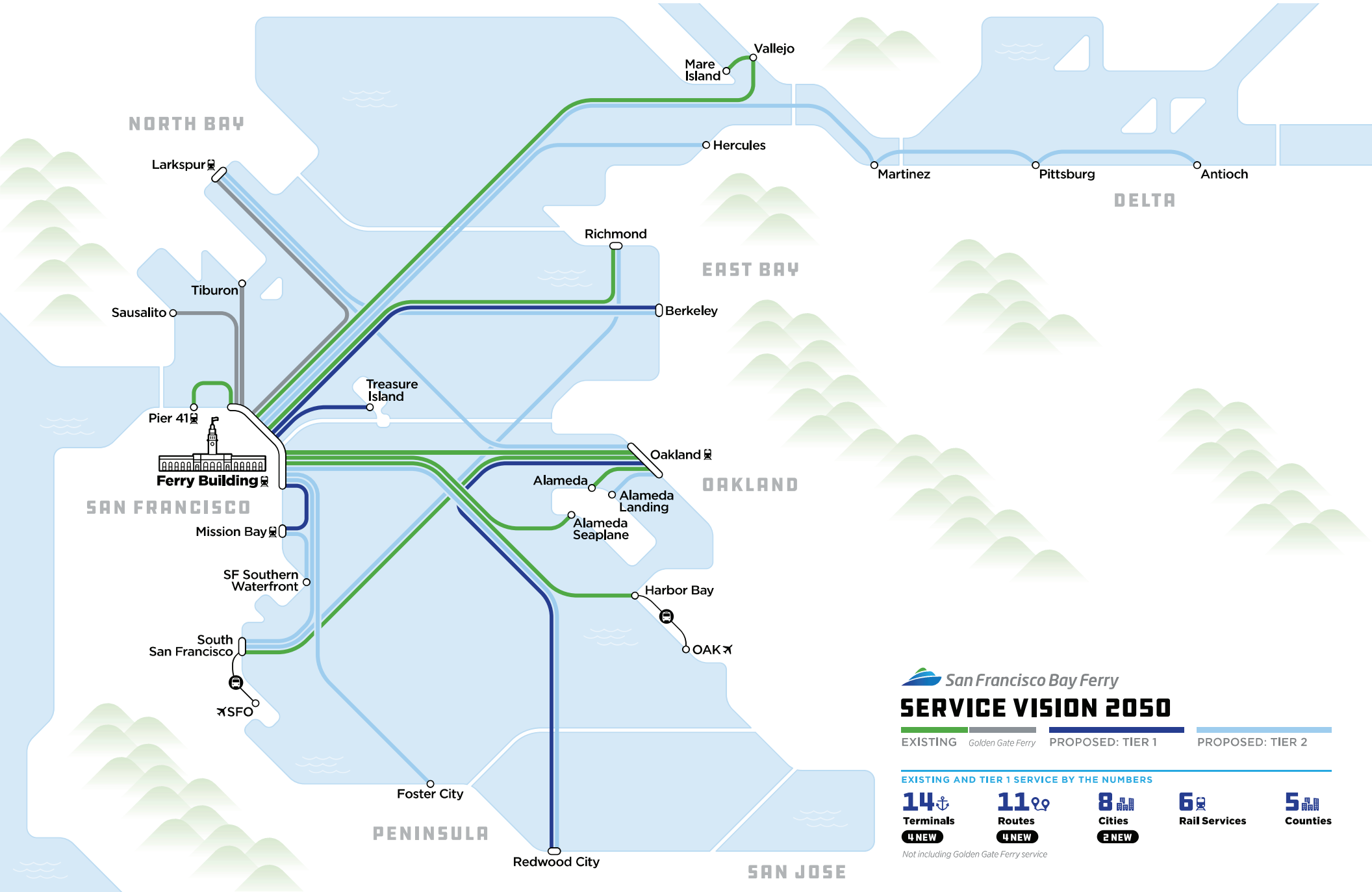
7. **Transit-Supportive Land Uses** – Transit supportive land use in close proximity to the candidate ferry terminal are encouraged. Candidate terminals should maximize opportunities for high density residential or other transit-oriented development around terminals, if feasible, to ensure adequate ridership and fare revenue.

8. **Emergency Response** – WETA serves as the coordinator of water-based emergency response activities in the Bay Area in the event of a major disaster or disruptive event. In this capacity, WETA will work closely with the California Office of Emergency Services and/or the United States Coast Guard and will be directed to perform activities coordinated on a regional and state-wide basis. These include deploying WETA's fleet

resources to evacuate dangerous areas, to move first responders, and to deliver needed supplies. WETA will coordinate with other regional maritime partners to add to this fleet response, and terminal facilities must have sufficient capacity and facilities to accommodate these partner vessels. All new expansion terminals must be designed and built to Essential Facilities Standards. Emergency service to individual terminals will be guided based on state and regional direction.

Appendix Figure 1: 2050 Service Vision Map

(On Following Page)


Vallejo
Mare Island
NORTH BAY
Hercules
Larkspur
Martinez
Pittsburg
Antioch
DELTA
Richmond
EAST BAY
Tiburon
Sausalito
Berkeley
Treasure Island
Pier 41
Ferry Building
Oakland
Alameda
Alameda Landing
Alameda Seaplane
OAKLAND
SAN FRANCISCO
Mission Bay
SF Southern Waterfront
Harbor Bay
South San Francisco
OAK
SFO
Foster City
PENINSULA
Redwood City
SAN JOSE
San Francisco Bay Ferry
SERVICE VISION 2050
EXISTING
Golden Gate Ferry
PROPOSED: TIER 1
PROPOSED: TIER 2
EXISTING AND TIER 1 SERVICE BY THE NUMBERS
14 Terminals
4 NEW
11 Routes
4 NEW
8 Cities
2 NEW
6 Rail Services
5 Counties
Not including Golden Gate Ferry service

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San Francisco Bay Conservation and Development Commission
375 Beale Street, Suite 510, San Francisco, California 94105 tel 415 352 3600
State of California | Gavin Newsom – Governor | info@bcdc.ca.gov | www.bcdc.ca.gov

May 31, 2024

Don Snaman, Project Manager
Port of Redwood City
675 Seaport Boulevard
Redwood City, CA 94063
Via Email: <c-dsnaman@redwoodcityport.com>

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Port of Redwood City Ferry Terminal Project; (BCDC Inquiry File No. MC.MC.8506.2)

Dear Don Snaman:

Thank you for the opportunity to comment on the scope of the upcoming Draft Environmental Impact Report (DEIR) for Port of Redwood City Ferry Terminal Project (Project). The Notice of Preparation for the DEIR, dated May 1, 2024, and the Initial Study (IS) for the Project, dated May 2024, were received by our office on April 26, 2024.

The San Francisco Bay Conservation and Development Commission (BCDC) is providing the following comments as a responsible agency with discretionary approval power over aspects of the Project, as described below. BCDC will rely on the Final EIR when considering its approvals for the project, and we appreciate this opportunity to comment on information and analyses to be included in the scope of the DEIR. While the description of the project in the NOP is not specific enough for BCDC staff to comment on every potential issue that could be raised with respect to BCDC's laws and policies, staff has prepared the following comments outlining issues under BCDC's jurisdiction that should be addressed. The Commission itself has not reviewed the NOP; the following comments are based on BCDC staff review of the NOP, the McAteer-Petris Act (Title 7.2 of the California Government Code), the *San Francisco Bay Plan* (Bay Plan), and the *San Francisco Bay Area Seaport Plan* (Seaport Plan) in relation to CEQA requirements for the Project.

San Francisco Bay Conservation and Development Commission

BCDC is a State planning and regulatory agency with permitting authority over San Francisco Bay, the Bay shoreline, and Suisun Marsh, as established in the McAteer-Petris Act and the Suisun Marsh Preservation Act. Per the McAteer-Petris Act, BCDC is responsible for granting or denying permits for any proposed fill; extraction of materials; or substantial changes in use of any water, land, or structure within the Commission's jurisdiction (Government Code Section 66632). Additionally, BCDC establishes land use policies for the Bay as a resource and for development of the Bay and shoreline in the Bay Plan, which provides the basis for the Commission's review and actions on proposed projects. BCDC also maintains the Seaport Plan, a more specific application of the Bay Plan, which coordinates regional port planning and development within designated Port Priority Use Areas along the Bay shoreline.

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The Project site is partially located within two areas of BCDC's permitting jurisdiction:

- In the San Francisco Bay, being all areas subject to tidal action, including tidelands (land lying between mean high tide and mean low tide) and submerged lands (Government Code Section 66610[a]); and
- In the shoreline band consisting of all territory located between the shoreline of the Bay and 100 feet landward of and parallel with the shoreline (Government Code Section 66610[b]).

The Bay shoreline is defined as Mean High Water except in areas of tidal marsh, where it would be considered the edge of marsh vegetation up to 5 feet above Mean Sea Level. BCDC Staff requests that the Port of Redwood City (Port) include mapping of BCDC's jurisdictional boundaries in the DEIR and pay particular attention to potential impacts that may occur within these areas. Areas in the Bay jurisdiction will likely include Redwood Creek, Westpoint Slough, tidal marshes, and any drainages or other such features that are tidally influenced. Areas in the shoreline band jurisdiction will likely include the shoreline, and portions of the proposed open space and public access amenities, such as the Bay Trail. While the IS states that any buildings would be located a minimum of 100-feet from the water's edge, please first identify the location of the Bay shoreline at the project site in order to confirm that they will be outside of the Commission's permitting jurisdiction.

In addition, it is not clear at this time whether the drainage ditch to the east of the Project site should be considered part of the Commission's Bay jurisdiction because the history of the tide gate has not yet been described. Section 10123 of the California Code of Regulations states: "An area that would fall within the Commission's 'San Francisco Bay' jurisdiction or within its 'certain waterways' jurisdiction shall be and remain excluded from the Commission's jurisdiction if it could, on and at all times subsequent to September 17, 1965, have been removed from being touched by tidal waters by simply closing a functioning tidal gate." Thus, in mapping BCDC's jurisdiction, please determine whether the tide gate has been in place and functional since September 17, 1965. If not, it should be considered part of the Bay. BCDC staff is available to review any mapping to ensure that our agency's jurisdiction is accurately depicted.

Environmental Analyses

Below is a list of environmental topics from the NOP and a description of how they overlap with BCDC policy areas that staff will use to evaluate the Project for a BCDC permit. Including these analyses in the DEIR and addressing any related impacts with mitigation measures will support staff in developing relevant conditions and necessary findings to include in the permit. Please see the following referenced legislation and plans from our website:

- The McAteer-Petris Act[1]
- The San Francisco Bay Plan[2]
- The San Francisco Bay Area Seaport Plan[3]

[1] https://www.bcdc.ca.gov/plans/mcateer_petris.html
[2] https://www.bcdc.ca.gov/pdf/bayplan/bayplan.pdf
[3] https://www.bcdc.ca.gov/seaport/seaport-plan.pdf

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Aesthetics

The Bay Plan includes a policy section on Appearance, Design, and Scenic Views upon which the Commission will base its findings for the Project's visual impacts on the Bay. In defining the significance of the Project's aesthetic impacts, please consider the findings and policies in this section, and acknowledge these policies in the regulatory settings of the analysis. BCDC provides additional guidance on the interpretation of these policies in the Public Access Design Guidelines for Shoreline Spaces[4], particularly in the sections related to Visual Access, Visual Quality, and Bay Setting. Please consider the Guidelines available on our website in your evaluation of the Project's potential effects on scenic vistas and scenic resources.

Biological Resources

The Bay Plan includes several policy sections related to biological resources, including Fish, Other Aquatic Organisms and Wildlife; Tidal Marshes and Tidal Flats; Subtidal Areas; and Mitigation. Please review the policies and findings in these sections and consider them in your biological resources analysis and in the development of any related mitigation measures and acknowledge them in the regulatory setting for this section.

The IS indicates that special-status species and sensitive habitats are present at the Project site, including tidal wetlands and tidal waters. Additionally, the Project would result in a new regular ferry service in the Bay, which may create impacts along its route. Thus, construction and operations of the project have the potential to affect biological resources in a manner that is not consistent with Bay Plan policies. Specifically, please consider the following issues in the DEIR analysis:

1. **Public Access Compatibility with Sensitive Habitats.** The Project plans indicate that the proposed Bay Trail alignment will traverse existing tidal wetlands in several locations, including offsite areas to the east. While the Commission's laws and policies require project proponents to maximize public access consistent with the project, they also recognize that public access can adversely affect wildlife, such as by increasing stress, interrupting foraging, causing nest abandonment, and fragmenting wildlife corridors. Bay Plan Public Access Policy No. 3, therefore, requires that projects in natural areas "be carefully evaluated in consultation with appropriate agencies to determine the appropriate location and type of access to be provided. Similarly, Public Access Policy No. 4 requires that public access "be sited, designed and managed to prevent significant adverse effects on wildlife," and notes that in assessing potential impacts, the following should be considered: information on the species and habitats of a proposed project site, the likely human use of the access area, site specific information, best available scientific evidence, and expert advice. The assessment should also analyze whether siting, design, and management strategies have been incorporated into the proposed Project to avoid or minimize effects on wildlife, and reference advisory principles in the Public Access Design Guidelines. The Alternatives analysis should include alternative alignments for the Bay Trail that avoid tidal wetlands. Note that Policy No. 4 also states that where appropriate, effects of public access on wildlife should be monitored over time to determine whether revisions of management strategies are needed.

[4] https://www.bcdc.ca.gov/planning/SPLG.pdf

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2. **Loss or Degradation of Sensitive Habitats.** The Project would include the placement of Bay fill for the proposed water-side ferry facilities and also would involve the filling of a drainage ditch where marsh habitat may be present. Significant impacts on subtidal or tidal marsh habitats could occur if they would be displaced by solid fill or otherwise degraded by the Project (such as by shading from the float or berthed ferries), and such impacts should be mitigated through avoidance and minimization strategies and, if necessary, compensatory mitigation.
3. **Dredging.** The Project appears to include new work dredging and subsequent maintenance dredging for ferry operations. The DEIR should assess the potential for this work to impact biological resources in the Bay and in nearby tidal marshes. Significant impacts could include effects on fish and other wildlife that may be present within the dredge footprint from turbidity, sound, entrainment, and benthic disturbance, as well as direct and indirect physical effects, including the interruption of sediment transport, or hydrological alterations, such as increased wave action, that could affect the health or stability of adjacent tidal marsh, and all such potential impacts should be analyzed. The assessment should also include results of sediment testing to determine whether contaminants are present in the area to be dredged and an approved destination for material to be beneficially reused and/or disposed of, and should reflect consultation with the Dredged Material Management Office (DMMO), an interagency program which cooperatively reviews sediment quality sampling plans, analyze the results of sediment quality sampling and make suitability determinations for material proposed for disposal in San Francisco Bay.
4. **In-water Work.** The Project will involve in-water work to construct the proposed float, gangway, and access pier. Such work has the potential to affect special-status species and sensitive habitats in the Bay. The DEIR should provide a clear and detailed description of the construction proposed below the Bay shoreline and methods to be used. It should analyze the potential for those methods to impact subtidal habitats and species through noise and vibration (such as from pile driving), increased turbidity, the potential for debris or pollutants to be released into the Bay during construction, and the potential for construction activities to physically disturb or injure wildlife present in the area. Measures to reduce the potential for impacts should include the implementation of work hours and work windows based on the characteristics of the species and habitats present; best management practices that reduce the risk of soils, debris, or pollutants entering the Bay; the use of vibratory hammers for necessary pile-driving; and recommendations based on consultation with the California Department of Fish and Wildlife, the United States Fish and Wildlife Service, and NOAA's National Marine Fisheries Service.
5. **Ferry Service.** The Project would expand ferry service into a part of the Bay Area where it does not currently exist and could thus result in impacts on species and habitats along service routes and at the proposed terminal. The DEIR should consider the types of ferries being proposed for this service line and assess any impacts on marsh and shoreline habitats from boat wakes and other aspects of ferry operation. It should also assess the potential for operation times and frequencies to affect subtidal habitats, whether lights and sound from ferry service could have an effect on biological resources, and whether there is a potential

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for harmful encounters with marine mammals or other special status species. In particular, the DEIR should consider that the proposed ferry approach involves close proximity to the Bair Island Ecological Reserve and Greco Island wetlands.

6. **Mitigation.** The Bay Plan's Mitigation policies provide direction for mitigating impacts to Bay natural resources (such as water surface area, volume, or circulation; aquatic organisms and habitat; subtidal areas; and tidal marshes and flats) that cannot be avoided. In further developing the Project description and designing potential mitigation measures in response to identified impacts, please consider these policies and engage with BCDC staff to ensure that any mitigation measures proposed will be consistent the Bay Plan. Please note BCDC's expectations for approaching mitigation as established in Mitigation Policy No. 1:

   "Projects should be designed to avoid adverse environmental impacts to Bay natural resources such as to water surface area, volume, or circulation and to plants, fish, other aquatic organisms and wildlife habitat, subtidal areas, or tidal marshes or tidal flats. Whenever adverse impacts cannot be avoided, they should be minimized to the greatest extent practicable. Finally, measures to compensate for unavoidable adverse impacts to the natural resources of the Bay should be required. Mitigation is not a substitute for meeting the other requirements of the McAteer-Petris Act."

7. **Study Area.** In defining the study area for the biological resources analysis in the DEIR, please include any areas that may be affected by site preparation and construction activities and the ongoing operation of the Project, including those that might be affected by light, sound, debris, runoff, regular ferry operations, etc. This should include any portions of the Bay on site, such as areas in and along Redwood Creek, Westpoint Slough, and tidally influenced wetlands, as well as any locations along the ferry route, where impacts may occur, such as the Bair Island Ecological Reserve and the open Bay.

Cultural/Tribal Cultural Resources

As part of the Bay Plan's policies on Environmental Justice and Social Equity, the Commission is required to consider its guiding principles on environmental justice and social equity in all of its actions and activities. The first of these guiding principles is to "recognize and acknowledge the California Native American communities who first inhabited the Bay Area and their cultural connection to the natural resources of the region." Additionally, Public Access Policy No. 5 states that public access should embrace "local multicultural and indigenous history and presence," and Recreation Policy No. 4 states that parks should emphasize historical and cultural education and interpretation.

Please ensure that the DEIR includes a description of the Native American history and cultural resources associated with the Project site. In preparing the DEIR, please conduct meaningful outreach towards the tribes associated with this area as part of the AB 52 consultation requirement. Additionally, please ensure that the cultural and tribal cultural resources environmental setting identifies all historically and culturally significant resources at the Project site and at any related sites (if applicable) and note in the analysis whether and how the Project will acknowledge or incorporate information about those resources in its design or programming.

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Geology and Soils

The analysis in the DEIR's geology and soils section relates to issue areas that BCDC will consider in permitting the Project, including the safety and stability of the site in light of the site preparation and filling work required for the Project's construction; the potential for erosion and implications for the long-term stability, safety, and usability of the proposed public access and open space amenities; and the potential for any erosion to affect biological resources and/or water quality in riparian, wetland, and Bay habitats present at the site. The DEIR should provide details about site conditions and describe the potential for work proposed at the site, including off-shore dredging, on-shore construction, etc., to destabilize slopes along the shoreline and increase their vulnerability to geological hazards such as landslides.

Hazards and Hazardous Materials

The potential for hazardous materials release is relevant to BCDC permitting considerations of whether the Project is consistent with Bay Plan policies on water quality, biological resources, climate change, and environmental justice. As part of its analysis of the potential for the Project to create a contaminant hazard for the public or the environment, please consider the potential for groundwater rise to mobilize below-ground contaminants. Groundwater rise as a function of rising sea levels is an emerging issue of great concern for its potential to bring hazardous materials to the surface, even in areas where capping has already taken place or where shoreline protection is utilized to address above-ground flooding. Such exposure could affect water quality, habitat quality, and the usability of any public access facilities required by BCDC as a condition of permit approval. Therefore, please include a discussion of whether groundwater rise could potentially mobilize below-ground contaminants at the Project site.

Hydrology and Water Quality

The Bay Plan includes policy sections for Water Quality and Climate Change that are relevant to the DEIR hydrology and water quality analysis. Please review these findings and policies and include them in the regulatory settings for this section. As part of the settings and analysis, please clearly identify the water quality standards, plans, and/or discharge requirements applicable to the Project site.

Landside alterations proposed as part of the Project, including filling, hardscaping, and landscaping, and changing the use of the site, have the potential to alter drainage patterns the site's overall hydrology in a manner that could negatively impact water quality and the health of adjacent habitats. Thus, please consider the following in the DEIR analysis:

1. **Drainage Patterns.** As part of the DEIR analysis of drainage, please provide details on the type, location, elevation, and coverage of surface treatments at the site, and provide a discussion of the impacts that proposed fill and hardscaping features could have on water quality and flood flows. The analysis should describe potential changes in surface runoff patterns and any hydrological effects on neighboring and the surrounding Bay. The analysis should also include a discussion of hydrological and water quality impacts from filling the drainage ditch to the east of the site.

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2. **Material Stockpiles.** The IS states that the current leaseholder is in the process of removing aggregate stockpiles from the Project site. In converting the site from an aggregate facility to a new use, there is the potential for dust and materials to be mobilized into the Bay. The DEIR should describe the potential for any remaining aggregate materials on site to become airborne or erode into the Bay or sensitive habitats, as well as any measures needed to control dust, prevent erosion, and contain any other potential contaminants.

3. **Sea Level Rise Analysis.** As part of the hydrology analyses, including the analysis of the Project's effect on drainage and whether flood hazards present a risk of releasing pollutants, please include analysis of relevant sea level rise scenarios in accordance with the best available science (currently considered to be the Ocean Protection Council's 2018 Sea Level Rise Guidance). Because sea levels are expected to rise over the life of the Project, the analysis of operational impacts would be incomplete without a consideration of sea level rise scenarios. The DEIR should identify all types of potential flooding related to sea level rise (including groundwater rise) and any proposed adaptation measures, including site elevation or flood protection. Particular attention should be paid to potential future flooding impacts on the proposed public access amenities, Seaport Boulevard, the ferry landing, access roads, utilities, and the storm drainage system.

   Note that as part of the application for the Project, the project proponents are expected to provide a sea level rise risk assessment prepared by a qualified engineer, per Bay Plan Climate Change Policy No. 2. The risk assessment will be expected to include mid- and end-of-century scenarios at the medium-high risk level, with the high emissions assumption, using the NAVD 88 datum. Bay Plan policies require that all projects be designed to be resilient to a mid-century sea level rise projection and adaptable to end-of-century if the project is expected to still be in place. In designing any proposed shoreline protection, please note that Bay Plan Shoreline Protection Policy No. 5 requires projects to evaluate the use of natural and nature-based features and incorporate these features to the greatest extent practicable. For the DEIR, any design features necessary to ensure resilience should be included in the Project Description and analyzed throughout the document as part of the project.

Land Use and Planning

The McAteer-Petris Act and the Bay Plan are a State law and a land use plan, respectively, adopted for the purpose of avoiding or mitigating an environmental effect and should be included in the regulatory settings for this section as well as considered in the impact analysis.

The DEIR should reflect that the project occurs within a Bay Plan-designated Port Priority Use Area (see Bay Plan Map No. 6). The Commission has designated on the Bay Plan maps those areas which should be reserved for priority land uses on the Bay shoreline, such as seaports. Within a Port Priority Use Area, any proposed project must be consistent with the Bay Plan Ports policies. Those policies state, in part, that "Port Priority Use Areas should be protected for marine terminals and directly related ancillary activities," and that other uses are permissible only if they "do not significantly impair the efficient utilization of the port area." The Seaport Plan further expands on and the Bay Plan's policies and provides more detail on the requirements for development in Port Priority Use Areas

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Therefore, issuance of a permit for the project from BCDC as described in the NOP may require amendments to the Bay Plan and Seaport Plan to remove the Port Priority Use designation from the project site, depending on the location of the proposed visitor-oriented uses that would not be consistent with the Priority Use designation. To consider removing a port priority use area designation; the Seaport Plan requires that BCDC evaluate the impact of a proposed deletion on the region's capacity to handle the amount of ocean-going cargo projected to pass through the Bay Area ports. Under the provisions of the Seaport Plan, to approve the requested amendment the Commission must determine that eliminating the potential future use of the area for port purposes will not negatively affect the region's cargo handling capacity and will not increase the need to fill the Bay for future port development. One of the foundations upon which the Commission's port designations are based is a forecast of the volume of the different cargo types that are expected to be handled at the Bay Area ports. This information should be provided as part of the DEIR.

Recreation

Per the McAteer-Petris Act, BCDC is tasked with ensuring maximum feasible public access to the Bay. As such, BCDC has permitted several public recreation facilities along the shoreline in the vicinity of the Project site, including contiguous segments of the Bay Trail adjacent to the site that connect a series of existing and planned park spaces. As the project will provide both a new Bay Trail connection and a new recreation destination in this network, please include the adjacent Bay Trail segments and connected planned and existing recreation areas in the study area for the recreation analysis, identify the service area and service population for these facilities, assess whether the recreational facilities provided are commensurate with the need generated by the Project, and consider whether the Project has the potential to result in the physical deterioration of these facilities.

As part of ensuring maximum feasible public access, Bay Plan Public Access Policy No. 7 requires that public access along the shoreline be permanently guaranteed and should remain viable in the event of future sea level rise or flooding, or that equivalent access consistent with the project be provided nearby. The DEIR analysis should demonstrate that public access and recreational facilities are resilient to projected sea level rise at mid-century, with a comprehensive plan for adaptation through the end of the century. This plan should include strategies for maintaining accessibility, functionality, and safety of recreational and visitor-serving amenities under various sea level rise scenarios. The DEIR should state whether the adaptation or replacement of the proposed public access would require further construction or expansion of recreational facilities and assess whether that may have an adverse effect on the environment.

Transportation

One of BCDC’s key considerations for assessing maximum feasible public access is the convenience and safety of site access where a project connects to the larger transportation network, particularly for members of the public approaching the site via the Bay Trail or by surface roads. Please review the findings and policies in the Bay Plan’s sections on Transportation and Public Access and acknowledge them in the regulatory settings for the transportation analysis. Furthermore, please consider these policies in your analysis of whether

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the Project would conflict with a policy addressing transit, roadway, bicycle, and pedestrian facilities, and whether the Project would increase transportation hazards, with particular attention paid to the Bay Trail and routes by which drivers would access the Project's public parking spaces.

Additionally, the Bay Plan states that, "because ferry routes can cross shipping lanes, water recreation areas, and areas used by water birds and marine mammals, care in the planning and siting of ferry routes and terminals must be taken to ensure safe navigation and the protection of Bay fish and wildlife resources and their habitats." The DEIR should provide a detailed analysis of the proposed ferry routes and terminal locations, ensuring that they are planned and sited to avoid conflicts with shipping lanes, recreational areas, and critical habitats. This analysis should include measures to ensure the safety of navigation and the protection of the Bay's ecological resources, including strategies to mitigate potential impacts on fish, wildlife, and their habitats.

Conclusion

We appreciate your attention to the topics discussed above and for the opportunity to make the above comments on the scope of the DEIR. If you have any questions or concerns regarding this matter, please do not hesitate to contact me at pierce.abrahamson@bcdc.ca.gov.

Sincerely,

DocuSigned by:
Pierce Abrahamson
8A992957C01D4E8...

PIERCE ABRAHAMSON
Shoreline Development Analyst

cc: State Clearinghouse; <state.clearinghouse@opr.ca.gov>
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PA/kr

California Department of Transportation

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May 31, 2024

SCH #: 2024041306
GTS #: 32784
GTS ID: 04-SM-2024-00568
Co/Rt/Pm: SM/84/25.721

Don Snaman, Project Manager
Redwood City
1017 Middlefield Road
Redwood City, CA 94063

Re: Port of Redwood City Ferry Terminal Project — Notice of Preparation (NOP) of an Environmental Impact Report (EIR)

Dear Don Snaman:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Port of Redwood City Ferry Terminal Project. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the April 2024 NOP.

Please note this correspondence does not indicate an official position by Caltrans on this project and is for informational purposes only.

Project Understanding

The proposed project will establish a ferry terminal with passenger ferry service operated by the Water Emergency Transportation Authority (WETA). The ferry terminal would consist of a ferry dock, gangway, security gate, kiosks, portable restroom, bicycle storage, and surface parking lot, roadway improvements to provide multimodal site access, relocation of existing infrastructure to accommodate the new uses, and an extension of the Bay Trail. The proposed project also includes a zone change to permit future hotel and associated restaurant, retail and meeting/event facilities, a standalone restaurant, limited office space, and a permanent restroom facility at the ferry terminal.

Sea Level Rise
We look forward to reviewing the DEIR and how the proposed development will address flood protection, flood resiliency and other risks associated with sea level rise. Discussion of how the proposed development addresses sea level rise and ties into adjacent projects by other local, County and State agencies to address sea level rise should be included the DEIR. It may also be helpful to discuss any sea-level rise coordination with San Mateo County Flood Control, San Mateo County and other local agencies, such as the Strategy to Advance Flood Protection, Ecosystems and Recreation (SAFER) along San Francisco Bay, amongst other agencies recognized by San Mateo County.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Melissa Hernandez, Associate Transportation Planner via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please contact LDR-D4@dot.ca.gov.

Construction-Related Impacts
Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits (*link*). Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Sincerely,



YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse